

# Land Use

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This chapter characterizes land use in the Bel-Red Corridor study area that could be affected by new development or redevelopment resulting from proposed land use classifications. This chapter also summarizes the key elements of relevant land use plans and policies and analyzes project consistency with these plans and policies for each alternative.

## Methodology

### Land Use

A field investigation and review of City and subarea plans were conducted to characterize the general land use and development patterns in the Bel-Red Corridor and surrounding neighborhoods. Existing land use and zoning information for the study area was collected by reviewing City geographic information system (GIS) data and project background reports; this information was also used to describe land use changes related to the alternatives.

Types of land use impacts that could potentially occur under the action alternatives relate to land use conversions, activity level changes (i.e., noise, traffic, and pedestrian activity), and compatibility of new land uses in the study area with existing on-site uses and surrounding land uses. Also important are potential impacts to existing parks, open spaces, and recreation facilities, as well as the need for new facilities to meet the population increase and demand for services. Indirect land use impacts that could occur include increased pressure for off-site development and/or changes in the area's overall land use character. Because of the programmatic nature of this analysis, specific displacements attributable to planned redevelopment of individual parcels by land use type are not identified; however, potential displacements are discussed by general land use type along major transportation corridors proposed for improvement in the study area.

To analyze the relationship and consistency of the action alternatives with adopted plans, policies, and regulations, key planning documents and regulations of the state, region, and City of Bellevue were reviewed. The impact analysis for each alternative evaluates how the combination of proposed development and transportation improvements would support, or be inconsistent with, applicable plans and policies. Because the proposed redevelopment differs dramatically from the historical uses of the area, the policies of previous plans are considered less relevant than the Bel-Red Corridor Project Planning Principles that the Bellevue City Council has adopted to guide this planning effort. Therefore, this analysis also looks to those principles related to land use to assess how each alternative might support them.

### Recreation

Existing and planned recreational facilities were identified by reviewing Bellevue's *Comprehensive Plan*; the *Parks and Open Space System Plan*; the *Bel-Red Corridor Project Inventory, Analysis, and Assessment for Parks and Open Spaces*; and meeting with City staff. For this discussion, recreational facilities, unless otherwise specified, include open spaces and mini,

neighborhood, and community parks and their associated elements including playgrounds, tennis courts, sports fields and courts, and trails. The analysis in this chapter is qualitative and consists of planning-level review under SEPA. This chapter identifies both direct impacts, such as property acquisitions, and indirect impacts, such as increased demand for parks and open space facilities and traffic adjacent to a recreational facility. Nonmotorized transportation facilities, including sidewalks and bicycle lanes, are discussed in Chapter 10.

## Existing Conditions

### Land Use

Bellevue is the third-largest city (in terms of population) in the Puget Sound region. The city covers approximately 31 square miles and is accessible from the regional highway system of I-90, I-405, and SR 520. Although comprising predominantly single-family neighborhoods and established community shopping areas, Bellevue also has increasing levels of multifamily development and a dense, growing Downtown. In addition, the city has major regional employment centers in addition to Downtown, including Eastgate, Factoria, and the SR 520/Bel-Red Corridor.

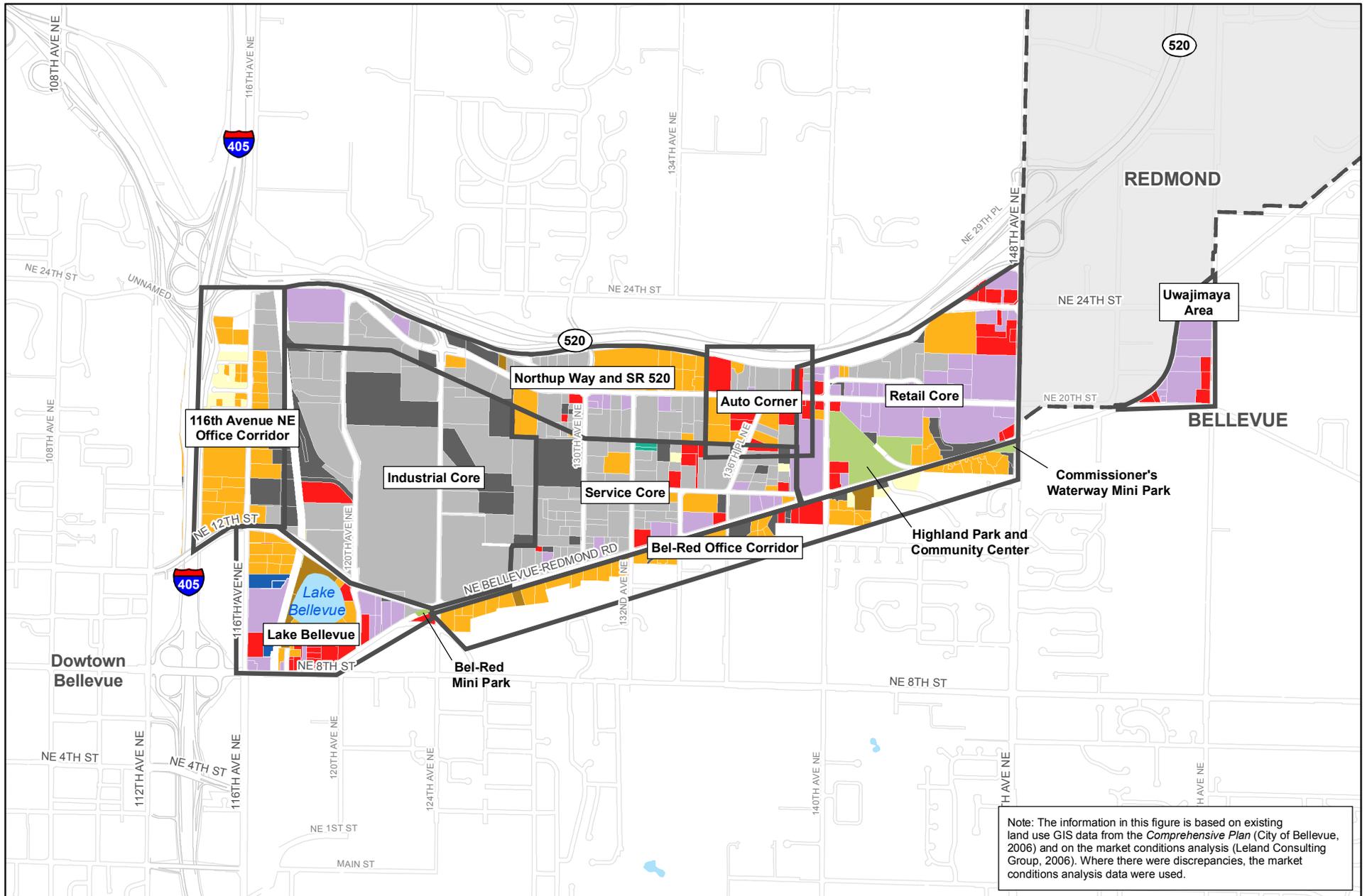
### Bel-Red Corridor

The Bel-Red Corridor encompasses about 900 acres; many properties in the study area are developed at a low intensity with large, low-rise buildings that provide space for many services and activities. As of 2005, the study area contained approximately 10 million square feet of building area. Of this total, specific land uses are broken down as follows:

- 3.2 million square feet of office use
- 2.3 million square feet of retail use
- 4.1 million square feet of industrial use
- 100,000 square feet of recreation use
- 157,000 square feet of institutional use
- 193,000 square feet of residential use

About 12 percent of the 900-acre study area remains undeveloped; however, much of this area is environmentally constrained with stream corridors and two large wetlands. Leland Consulting Group prepared the economic and market study (Leland Consulting Group, 2006; Appendix B) for the area and divided the Bel-Red Corridor into nine distinct districts, which are detailed below and shown on Figure 7-1:

1. **Lake Bellevue.** This district includes medical offices east of OHMC, the Whole Foods grocery, car dealerships east of 116th Avenue NE on NE 8th Street, and the offices, restaurant, and 70 multifamily residential units that surround this lake.



**Figure 7-1**  
**Existing Land Use**  
 Bel-Red Corridor Draft EIS

2. **116th Avenue NE Office Corridor.** This corridor stretches north of OHMC along 116th Avenue NE and is mostly medical office space for half the distance north from Bel-Red Road to SR 520. There is an older residential subdivision on the west side of 116th Avenue NE that is now zoned for office use; this area consists of small, single-family houses, most of which have been converted to office or day-care use. On the east side of 116th Avenue NE, there is a veneer of office buildings. Between the office buildings and the railroad track, there are also several flex buildings that have both office and warehouse space.
3. **Industrial Core.** This district is a warehousing and distribution center that lies to the east of the north-south BNSF railroad line. This district is bounded on the west by the railroad, by 130th Avenue NE on the east, by Bel-Red Road on the south, and by Northup Way on the north. Properties to the west are larger and generally corporately-owned and include Safeway, Coca-Cola, and Weyerhaeuser; those to the east are smaller and held by more local owners.
4. **Bel-Red Office Corridor.** This district includes one- to three-story office buildings along the south side of Bel-Red Road across the entire east-west length of the study area. Small professional services firms occupy most of the office buildings. This district also includes 36 apartment units and four single-family homes.
5. **Services Core.** This district, between 130th Avenue NE and 140th Avenue NE, and north of Bel-Red Road and south of Northup Way, includes a dense concentration of warehouses and flex buildings. The area includes a large number of auto repair shops, equipment rental businesses, and similar firms.
6. **Auto Corner.** This district is located around the intersection of Northup Way and 136th Place NE. This area includes one of the largest concentrations of upscale automobile dealerships on the West Coast, including brands such as Lotus, BMW, and Rolls Royce.
7. **Overlake.** While the Overlake Shopping Center on the east side of 148th Avenue NE is located in the city of Redmond, this district and the surrounding areas serve as a unified retail destination; other significant retailers include Fred Meyer, Safeway, and Levitz Furniture. This district, running from 140th Avenue NE to 148th Avenue NE, is primarily retail. Flex buildings and warehouses with service uses are located behind retail uses on the side streets. Some of the few noncommercial uses in the study area are located here, including the YMCA, the Highland Park, Highland Community Center, and a church.
8. **Uwajimaya and Neighboring Retail Uses.** Several different owners hold this island east of the main study area. Major retail developments in this district include the Uwajimaya grocery store, Angelo's Garden Center, and Sherwood Shopping Center.
9. **Northup Way and SR 520.** This district is located in the northwest corner of the study area where I-405 and SR 520 meet. This district supports several stores that have a regional clientele, such as Lowe's, Tap Plastic, and Smith and Hawken. This area also has a large amount of ministorage space.

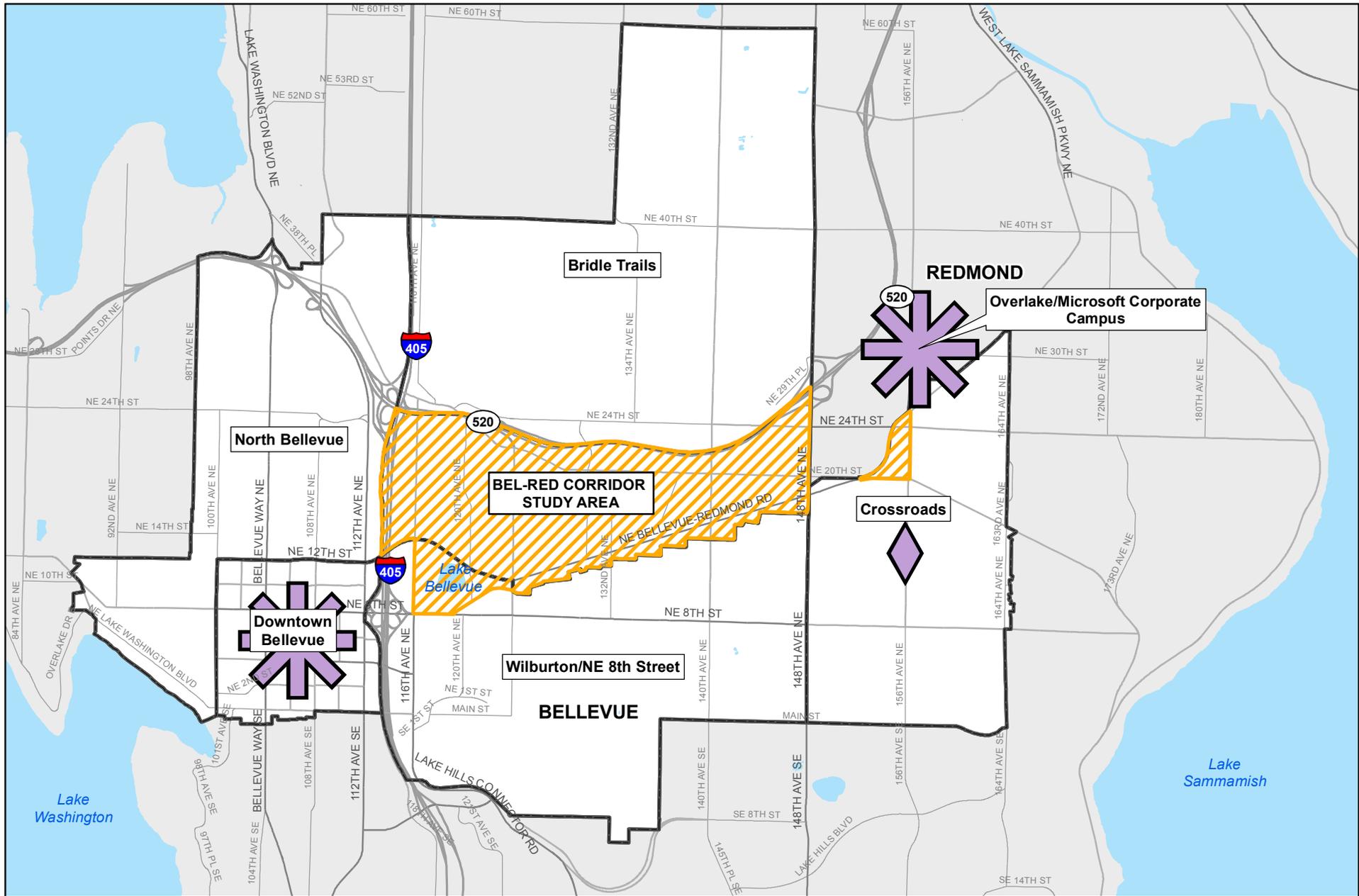
### Areas near the Bel-Red Corridor

In general, the Bel-Red Corridor study area is geographically isolated from adjacent land uses along its northern and western boundaries. To the north, the Bridle Trails neighborhood is separated from the study area by SR 520. There is also a ridge just north of SR 520 that separates

Bridle Trails from the study area by an elevation drop of approximately 100 to 200 feet. To the west, I-405 separates the study area from Downtown Bellevue. Relatively few roads connect the Bel-Red Corridor study area across these physical boundaries to the adjacent neighborhoods. Several existing connections, however, would remain between the study area and these neighborhoods, particularly the connection to the Bridle Trails neighborhood at 130th Avenue NE.

For planning purposes, Bellevue's neighborhoods are aggregated into subareas, and those adjacent to the Bel-Red Corridor study area are shown in Figure 7-2. These subareas consist of a wide variety of land use types, as described below:

- **Wilburton/NE 8th Street.** Just south of the study area, the Wilburton/NE 8th Street subarea consists mostly of single-family residences, with commercial areas along the I-405, 116th Avenue NE, 120th Avenue NE, and NE 8th Street corridors. Recreational open space in the neighborhood includes Glendale Golf Course, Kelsey Creek Park, Wilburton Hill Park, and the Bellevue Botanical Garden. The City of Bellevue is currently conducting a planning study for a portion of this subarea.
- **North Bellevue.** Just west of the study area, the North Bellevue subarea consists mostly of single-family residences, with some concentrations of multifamily residences along Bellevue Way just north of 112th Avenue NE and then again near SR 520, along the western edge of the Downtown Bellevue, and also in the north part of the subarea bounded by Northup Way, I-405, and 108th Avenue NE. There are also some areas of commercial development, both office and retail, primarily centered around SR 520 and along 112th Avenue NE. There is one school within this subarea.
- **Bridle Trails.** North of the study area, the Bridle Trails subarea is primarily residential in use and character. Other than the apartments and condominiums along 148th Avenue NE, Bridle Trails housing is single-family. In addition, there is some commercial use and some office use along the southern edge of Bridle Trails. Churches, a fire station, schools, a stable, a golf course, and public facilities round out the uses.
- **Downtown Bellevue.** Located west of the study area, the Downtown Bellevue urban center is the major regional growth center and the hub of activity for the city of Bellevue—as well as the greater Eastside—providing a high-intensity, mixed-use environment with a concentration of office, residential, retail, and cultural uses. Downtown Bellevue is directly accessible to the Bel-Red Corridor via the crossings of NE 12th Street and NE 8th Street over I-405 and a future crossing at NE 10th Street.
- **Crossroads.** Southeast of the study area, the Crossroads subarea is a community commercial and major employment center containing retail stores and offices that serve both the nearby neighborhoods and the larger community. This subarea includes a mix of single-family and multifamily neighborhoods, the Crossroads Shopping Center, and office complexes. The City of Bellevue is currently conducting a planning study for a portion of the Crossroads subarea focusing on the area around the Crossroads Shopping Center.



-  Regional Growth Centers
-  Bel-Red Corridor
-  Community Commercial Area
-  Subareas

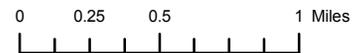


Figure 7-2  
**Existing Subareas**  
 Bel-Red Corridor Draft EIS

- **Overlake/Microsoft Corporate Campus.** Redmond’s Overlake area – located northeast of the study area – is a major employment center in the region. The City of Redmond has designated Overlake as an urban center, and construction is in progress to expand the Microsoft Corporate Campus by approximately two million square feet. City of Redmond-adopted plans also call for adding housing and mixed-use development to the southern portion of this area. The City of Redmond is currently conducting a planning study for the Overlake Urban Center.

### Building Characteristics

The general building character of the Bel-Red Corridor is suburban commercial and light industrial. There has been limited new development in this area since 1990, by which time all but 2 percent of the parcels had been developed. Many commercial and industrial buildings in the study area are between 25 and 35 years old and were constructed before Downtown Bellevue became a major office and multitenant retail center. Over time, many industrial buildings on busier streets have been converted to retail use. Owners have improved interior spaces in many older warehouses to attract service and office users paying higher rents.

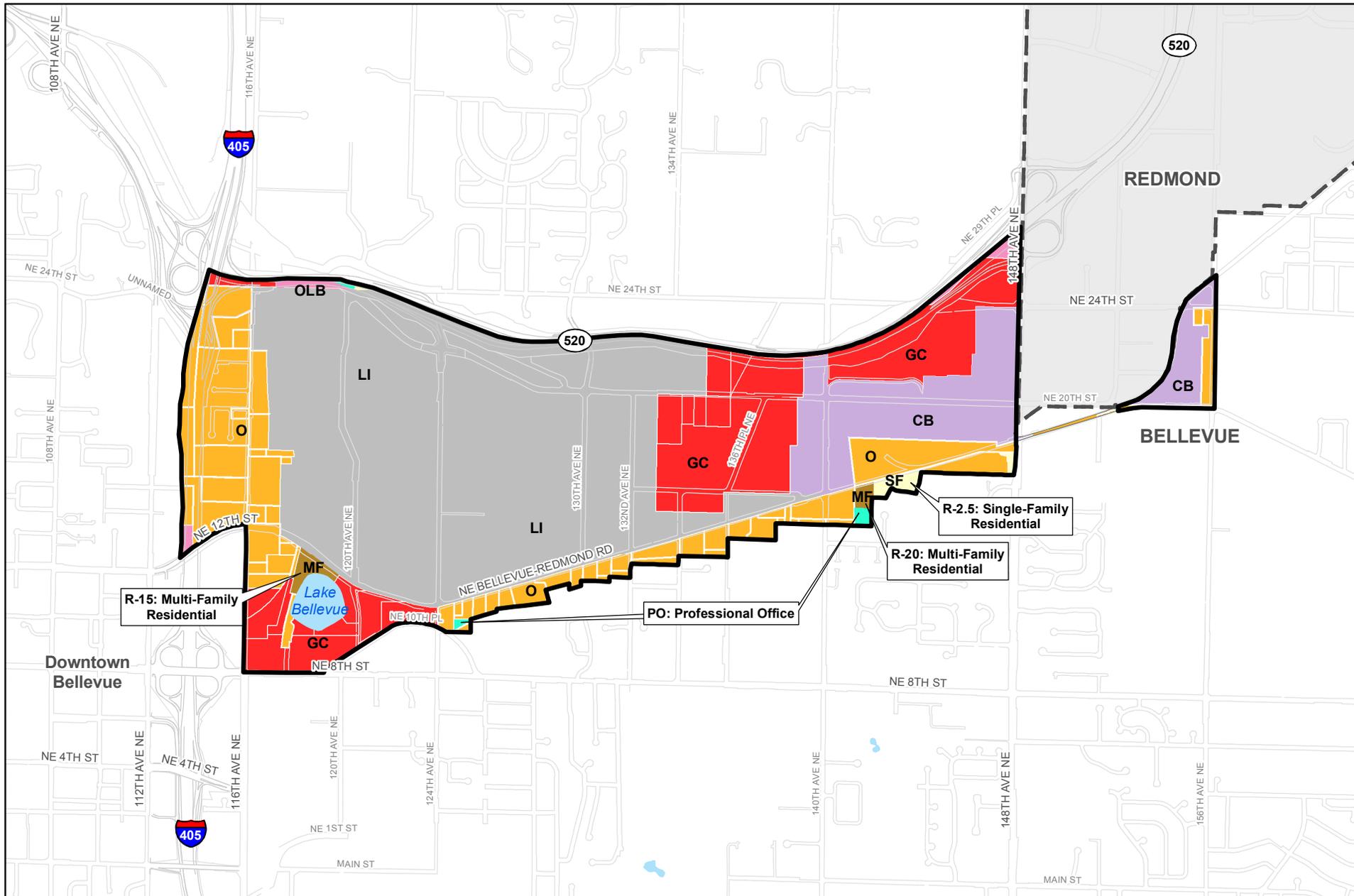
Most structures in the study area are low-rise, one- or two-story buildings. They represent low-development intensity, as indicated by the FAR, which is a measure of the total floor area of the building relative to the total site area. More than 80 percent of the area is built out with FARs of 0.4 or less. Only 5 percent of the total study area is built with an FAR of 0.6 percent or higher. The most densely developed area is the Services Core, where warehouses cover much of their sites. For comparison, the FAR for new development in the Downtown Bellevue Office/Limited Business District, which runs along the west side of I-405, is 2.74 (King County, 2002).

### Existing Land Use Designations

The City’s LUC mandates specific development standards for new or redeveloped land uses. The LUC identifies 27 land use districts throughout the city and uses that are permitted within those districts. This code also establishes dimensional standards for each district in terms of lot coverage, heights, setbacks, and landscaping.

Almost all of the land in the Bel-Red Corridor is zoned for commercial or light industrial uses. More than 50 percent of all land in the city zoned for light industrial use is within the study area. Land use districts in the study area are briefly described below and shown on Figure 7-3.

- **Light Industrial.** The Light Industrial District provides a location for a broad array of activities, including manufacturing, wholesale trade, and distribution activities. Offices are discouraged unless they support the primary functions of the Light Industrial District. Sales of goods and services subordinate to permitted activities; sales of bulky or large-scale items are appropriate, except for auto sales and rentals, which are appropriate only in certain locations.
- **General Commercial.** The General Commercial District is a mixed retail and commercial designation for a wide variety of business activities that provide goods and services to other businesses and the general public.
- **Community Business.** The Community Business District serves community markets and provides areas for services and retail outlets other than Downtown Bellevue.

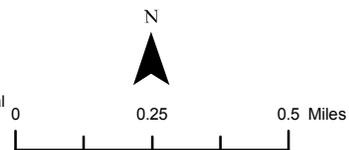


**Comprehensive Plan Designations**



**Zoning Designations**

- O: Office
- OLB: Office/Limited Business
- LI: Light Industrial
- R-2.5: Single-Family Residential
- R-15, R-20: Multi-Family Residential
- GC: General Commercial
- CB: Community Business
- PO: Professional Office



**Figure 7-3**  
**Zoning Designations**  
 Bel-Red Corridor Draft EIS

- **Office.** The Office District provides areas for business, financial, and professional service offices located on arterial or commercial access streets. Near other major business and commercial districts, this District might serve as a buffer between residential areas and more intensive commercial districts.
- **Office/Limited Business.** The Office/Limited Business District provides areas for integrated complexes comprising offices, hotels or motels, eating establishments, and retail sales accessory to permitted uses. This district is located in areas that abut and have convenient access to freeways and major highways.
- **Professional Office.** The Professional Office District provides areas for low-intensity office uses, which are designed to be compatible with the landscape and surrounding developments. They might act as a buffer between residential and more densely developed properties.
- **Multifamily and Single-Family Residential.** The Multifamily Residential (R-15 and R-20) District provides areas for attached residential dwellings of moderate density (15 to 20 dwellings per acre) that are convenient to employment centers and have primary access to arterial streets. The Single-Family Residential (R-2.5) District provides for lower-density residential areas (2.5 dwellings per acre).

## Land Use Plans and Policies

This section describes the plans and policies that govern land use development in Bellevue and the Bel-Red Corridor study area. These documents were designed to ensure development consistency and predictability and provide a framework for determining whether a project under consideration aligns with the community's vision of its future and the characteristics of its particular location. Land use planning documents relevant to the Bel-Red Corridor Project are discussed below.

Typically, adopting a plan document is reviewed as a "nonproject" action under SEPA so that its broad environmental impacts can be assessed before adoption. Individual projects are then reviewed to determine the precise nature and significance of their impacts and whether those impacts are consistent with the overall planning goals of the local jurisdiction.

For this study, the nonproject action will be the City's selection of a preferred alternative and a revised land use plan for the Bel-Red Corridor and amendments to Bellevue's *Comprehensive Plan*, the *Bel-Red/Northup Subarea Plan*, the *Crossroads Subarea Plan*, and the *Wilburton/NE 8th Street Subarea Plan*. Because this EIS evaluates a planning process under the GMA, it is prepared in accordance with WAC 197-11-235 and will become part of an integrated GMA document as described in those regulations.

## Washington State Growth Management Act

The Washington State GMA (Revised Code of Washington [RCW] Chapter 36.70A) requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans and implementing them through capital investments and development regulations. The GMA's goals include reducing urban sprawl by focusing development in areas where public facilities and services exist or can be efficiently provided. In light of this goal,

population and employment targets are established for cities and counties within the Urban Growth Area (UGA). As specified RCW 36.70A.110(1), all cities are places for urban growth and, by law, must be included within the countywide UGA (also, see King County Countywide Planning Policies below).

### **VISION 2020 Regional Plan**

The *VISION 2020 Regional Plan*, developed by PSRC, provides a long-range growth management, economic, and transportation strategy for the central Puget Sound region, which consists of King, Pierce, Snohomish, and Kitsap counties. *VISION 2020* calls for locating development in urban growth areas so that services can be provided efficiently and farmlands, forests, and other natural resource areas are conserved. Within urban areas, this plan supports creating compact communities with employment and housing growth focused in regional growth centers. This strategy ensures that community development makes it easier to walk, bicycle, and use transit.

### **King County Countywide Planning Policies**

The King County Countywide Planning Policies (CPPs) include household and employment growth targets for jurisdictions within King County over a 20-year growth management planning period. The CPPs state that King County's growth targets should be planned for in the context of the land's zoning capacity. Growth targets indicate housing and employment capacity that cities should be able to accommodate within the planning period. The CPPs include growth targets for households and employment for jurisdictions within King County for the period between 2002 and 2022. The CPP household growth target for Bellevue as adopted in the City's *Comprehensive Plan* is 10,117 households, while the employment growth target is 40,000 jobs (City of Bellevue, 2006); these targets are discussed further in Chapter 8.

The CPPs also define the County's UGA by setting an urban growth boundary and direct that a significant share of new jobs and housing occur within cities and high-density, mixed-use urban centers (e.g., Downtown Bellevue is identified as an urban center). The CPPs require that cities develop at or near their potential to ensure that land is used efficiently, provide for housing opportunities, and support the efficient use of infrastructure.

### **Comprehensive Plan**

Bellevue's *Comprehensive Plan* establishes policies for managing growth and change, guidelines for regulatory and implementation measures, and land use goals and policies that guide future land use and coordinate growth within the city and its planning area over a 20-year planning horizon. In particular, the plan guides land use designations, infrastructure development, and community services, and its policies serve as a foundation for the City's development regulations. The *Comprehensive Plan* includes General Element chapters that contain goals and policies for each subject. Relevant policies of the Land Use, Economic Development, and Transportation Elements listed are listed below. Other elements of the *Comprehensive Plan* are applicable to other chapters of this EIS and are discussed in those chapters; these include the Housing Element (Chapter 8), the Environmental Element (Chapter 4), and the Urban Design Element (Chapter 9).

### *Land Use Element*

The Land Use Element addresses the general location and distribution of land uses within the city and provides the framework for other *Comprehensive Plan* elements that guide other aspects of land use. Following are policies within the Land Use Element that address issues relevant to the Bel-Red Corridor Project:

- **Policy LU-7.** Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.
- **Policy LU-13.** Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.
- **Policy LU-15.** Encourage dedication of open space and preservation and restoration of trees and vegetation to perpetuate Bellevue’s park-like setting and enhance the city’s natural environment.
- **Policy LU-23.** Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.
- **Policy LU-33.** Monitor trends in Bellevue’s job centers and consider land use changes, if needed, to maintain the vitality of these centers.
- **Policy LU-34.** Explore appropriate long-term direction for the location of light industrial businesses, such as light manufacturing and warehousing.

### *Economic Development Element*

The Economic Development Element encourages land use planning and infrastructure investments to support commercial area development and renewal. In the last few decades, Bellevue has been transformed from a bedroom community to a major regional economic and employment center. One of the City’s critical economic development roles is to plan and prepare for the land uses, design features, and utility and transportation infrastructure that support continued development. By adopting a land use vision, implementing incentives and regulations to accomplish it, and investing in the necessary infrastructure to support this desired land use, the City lays the foundation upon which development can occur. Another economic development goal is to maintain the quality of older commercial areas, promoting redevelopment and revitalization as needed to maintain their vitality. Following are policies from the Economic Development Element relevant to the Bel-Red Corridor Project:

- **Policy ED-19.** Maintain and update integrated land use and transportation plans to guide the future of the city’s major commercial areas and help them respond to change.
- **Policy ED-26.** Where commercial areas are in decline, work with businesses and other stakeholders to identify corrective actions, which may include:
  1. Planning for new uses and new urban forms, leading to proposals for changes to the *Comprehensive Plan* and zoning
  2. Developing incentives and other strategies to promote re-investment
  3. Targeting investments in public infrastructure that might help catalyze new private sector investment

- **Policy ED-30.** Monitor the City’s strengths and weaknesses for various economic sectors, and promote specific industries or industry clusters that capitalize on Bellevue’s strengths and create higher-paying, family-wage jobs. In particular, promote the retention and recruitment of high-technology and other firms that are a good fit with Bellevue’s highly educated workforce.

### *Transportation Element*

The goal of the Transportation Element is to provide a multimodal transportation system that supports the City’s land use vision, and in turn, a land use pattern that reduces dependence on automobiles. Bellevue, with other local jurisdictions, is working to create an environment that integrates the transit system into the community and promotes system usage. Bellevue is participating with Sound Transit in planning for LRT to serve the Eastside. Of particular relevance to the Bel-Red Corridor Project are the following policies:

- **Policy TR-1.** Integrate land use and transportation decisions to ensure that the transportation system supports the *Comprehensive Plan* Land Use vision.
- **Policy TR-39.** Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the *Comprehensive Plan*, to meet the adopted area mobility targets, and to maintain safety.
- **Policy TR-70.** Promote transit use and achieve land use objectives through transit system planning that includes consideration of:
  1. Land uses that support transit, including mixed use and night-time activities;
  2. Transit-oriented development opportunities with the public and private sectors;
  3. A safe and accessible pedestrian environment, with restrictions on auto access;
  4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
  5. Urban design and community character that support and facilitate transit use; and
  6. Protecting nearby neighborhoods from undesirable impacts.
- **Policy TR-71.** Improve connections between Downtown Bellevue and other designated urban centers.
- **Policy TR-72.** Provide regional leadership to implement a successful high-capacity transit system to serve Bellevue and the Eastside.
- **Policy TR-77.** Consider pedestrians and bicycles, along with other travel modes, in all aspects of developing the transportation system.
- **Policy TR-91.** Encourage enhanced access and improved freeway interchanges to serve Downtown Bellevue and other key activity centers.
- **Policy TR-94.** Support multimodal transportation solutions, including general purpose lanes, High-Capacity Transit, HOV lanes, transit and nonmotorized improvements that use the best available technologies.

- **Policy TR-115.** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Encourage the following measures:
  1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on nonarterial streets; and
  2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.
- **Policy TR-117.** Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

### Applicable Subarea Plans

#### *Bel-Red/Northup Subarea Plan*

The City of Bellevue has prepared plans for 15 distinct subareas within the City’s jurisdiction, and boundaries of the Bel-Red Corridor generally match those of the Bel-Red/Northup Subarea. The *Bel-Red/Northup Subarea Plan* – last updated in 1988 (City of Bellevue, 1988) – includes the following applicable policies:

- **Policy S-BR-1.** Allow uses that provide goods and services for local residents and businesses to locate in commercial areas of the Subarea.
- **Policy S-BR-2.** Retain a significant part of the Subarea for light-industrial uses.
- **Policy S-BR-7.** Encourage a variety of economic activities by providing appropriate land use designations.
- **Policy S-BR-24.** Encourage transit, ride-sharing, and other means of sharing trips that have beneficial effects on reducing the demand for improvements to existing roadway facilities.
- **Policy S-BR-25.** Improve east-west access in the industrial/commercial areas to avoid unnecessary traffic and turns on Bellevue-Redmond Road and Northup Way.

Since this subarea plan was updated in 1988, the City has recognized the need to reassess the policy direction for the Bel-Red Corridor. The Bellevue *Comprehensive Plan* acknowledges that, while the Bel-Red Corridor historically has been the city’s warehouse and manufacturing district, it has become an area in transition as many of these traditional uses have left and more retail shops, auto dealerships, and office developments have moved in. The *Comprehensive Plan* also notes that redevelopment could occur in the Bel-Red Corridor, driven by businesses’ desire to develop midrise office complexes and meet the increasing demand for health care in the area near OHMC and Group Health Cooperative.

#### *Crossroads Subarea Plan*

The small wedge of land on the eastern edge of the Bel-Red Corridor study area west of 156th Avenue NE is within the boundaries of the *Crossroads Subarea Plan* District B. This area was added to the Bel-Red Corridor Project study area given its proximity to Bel-Red Road and the neighboring Overlake portion of Redmond and due to the land use and transportation connections between this area and the rest of the Bel-Red Corridor study area. The *Crossroads Subarea Plan* – last adopted in 1993 (City of Bellevue, 1993) – includes the following applicable policies:

- **Policy S-CR-3.** Encourage land use density that will not intensify vehicular congestion.
- **Policy S-CR-4.** Ensure that any development of remaining vacant land in Crossroads is compatible with surrounding uses.
- **Policy S-CR-6.** Strengthen and encourage the economic vitality within all retail districts on the Land Use Plan
- **Policy S-CR-56.** Multifamily use is not allowed within District B. Existing multifamily uses within District B can be converted to senior citizen housing, senior congregate care housing, assisted living and nursing homes.
- **Policy S-CR-58.** Allow community level retail uses within District B.

Similar to the *Bel-Red Northup Subarea Plan*, circumstances have changed that call for a review of this portion of the Crossroads Subarea. Specifically, the restriction on additional multifamily housing within District B (Policy S-CR-56) is appropriate for review in light of the Bel-Red Corridor Project Planning Principles. Amendments to the land use plan map might also be needed to implement the preferred alternative. Subarea plan policies are also subject to review given updates to the Overlake neighborhood plan in Redmond and Redmond’s vision of the southern portion of Overlake becoming a mixed-use area that supports LRT.

#### ***Wilburton/NE 8th Street Subarea Plan***

The southwest corner of the Bel-Red Corridor study area is within the boundaries of the *Wilburton/NE 8th Street Subarea Plan*. The *Wilburton/NE 8th Street Subarea Plan*—last adopted in 1993 (City of Bellevue, 1993)—includes the following applicable policies:

- **Policy S-WI-13.** Development should not interfere with Lake Bellevue as a drainage storage area identified in the City’s Storm Drainage Plan.
- **Policy S-WI-19.** Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.
- **Policy S-WI-30.** Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.
- **Policy S-WI-38.** Allow flexibility for commercial buildings to be sited near frontage property lines.

A policy review for this portion of the Wilburton/NE 8th Street Subarea is appropriate in light of the Bel-Red Corridor Project Planning Principles. Amendments to the subarea plan policies and to the land use plan map might be needed to implement the preferred alternative.

#### **Bel-Red Corridor Project Planning Principles**

As described in Chapter 1, the Bellevue City Council established planning principles that will guide the development of a future land use and transportation vision for the Bel-Red Corridor. Many of these principles build upon the policies from the *Comprehensive Plan* that are noted above. These principles, along with strategies to implement them, will ultimately become the basis for an update to the *Bel-Red/Northup Subarea Plan*, the *Crossroads Subarea Plan*, and the

*Wilburton/NE 8th Street Subarea Plan* after a preferred alternative is selected. The following are the Bel-Red Corridor Project Planning Principles that are most relevant to land use:

- **4: Build from Existing Assets.** This project should build on existing assets in the corridor, including the large number of viable, successful businesses in the area. Bel-Red is a major employment center with hundreds of successful businesses, including many small businesses. While the goal of the study is to define a long-term vision, the needs of existing businesses should be acknowledged and respected.
- **5: High-Capacity Transit as an Opportunity.** This project should High-Capacity Transit as a significant opportunity to both enhance mobility and effect land use change. HCT can be a very significant development for Bel-Red, in that it can create entirely new transportation capacity and facilitate a series of land use changes. This project will determine the optimal route, number and location of HCT stations that realize these opportunities.
- **6: Land Use/Transportation Integration.** Given the importance of maintaining a well-balanced transportation system, and the interdependence between transportation and land use, this project should closely integrate land use and transportation planning. Important outcomes will be a land use vision that limits the number and frequency of drive-alone trips, and a set of multimodal transportation improvements that will accommodate growth, and provide mobility to and within the corridor.
- **7: Community Amenities and Quality of Life.** The Bel-Red plan should protect existing natural resources and community amenities, and identify an extensive package of new amenities for the area. Identifying amenities like parks and open space, community gathering places, and cultural features that will enhance the quality of life of Bel-Red and the wider city will be a key dimension of this planning effort.
- **8: Neighborhood Protection, Enhancement, and Creation.** This project must identify strategies to identify and mitigate potential neighborhood impacts related to future Bel-Red development. Bel-Red is surrounded by several residential neighborhoods and other commercial centers. The project will assess the impacts of growth in the Bel-Red area, and identify and mitigate potential adverse impacts to these neighborhoods, as well as opportunities for neighborhood enhancements and even creation of new neighborhoods in the area.
- **9: Sustainability.** The vision for Bel-Red should identify opportunities to manage the area's natural resources in a sustainable manner. Building and redevelopment should be sensitive to issues of natural resource protection, energy and resource conservation, and transportation choices. In addition to the community benefits in enhanced quality of life, a more sustainable approach to development is increasingly helping to differentiate desired economic centers in the marketplace.

## Recreation

There are four public recreational facilities within the Bel-Red Corridor study area (Figure 7-1). Highland Park and Highland Community Center are located north and adjacent to Bel-Red Road and consist of a baseball field, a softball field, two tennis courts, a play area, picnic tables, a community center, and a "Sk8" (skate) park. Bel-Red Mini Park, adjacent to Bel-Red Road at the west end of the study area, and Commissioner's Waterway Mini Park, adjacent to Bel-Red

Road at the east end of the study area, primarily are vegetated open spaces with picnic tables. Because the study area comprises mostly light industrial, office, and general commercial land uses, no other recreational facilities are planned for construction within the Bel-Red Corridor.

## Impacts

### Land Use

The proposed action evaluated in this EIS is adopting land use, transportation, and other policies in the *Comprehensive Plan*, the *Bel-Red/Northrup Subarea Plan*, the *Crossroads Subarea Plan*, and the *Wilburton/NE 8th Street Subarea Plan*. The City plans to prepare a *Bellevue Comprehensive Plan Amendment* (CPA) application in 2007 to adopt appropriate policies and other plan amendments. Associated changes to the Bellevue LUC and zoning plan would also be proposed to create the regulatory framework for implementing the new *Comprehensive Plan* policies. The resulting rezoning, CPA, and LUCA approval would potentially create the capacity and regulatory entitlement for a range of uses and associated employment and housing potential significantly more urban in form than what currently exists in the study area.

For this analysis, the EIS focuses on the planning horizon of 2030. (It should be noted that the rate and nature of land use and infrastructure development for the Bel-Red Corridor would depend on market conditions and a phasing plan and could vary over the course of the planning period.) Assumptions have been made regarding the range and mix of land uses and level of development that could be generated by the action alternatives. The alternatives have been developed to allow analysis of the environmental impacts associated with different thresholds and types of development. Ultimately, the actual rate of development and specific development levels in the study area would depend on economic, market, and regulatory factors and the ability to develop supporting infrastructure improvements, such as transportation and utilities.

### Recreation

Long-term impacts of the three action alternatives include direct effects primarily related to acquiring recreational property to accommodate the land use and transportation improvements, and potential indirect or “proximity” effects. Indirect effects are described both in terms of effects (such as increased noise and access restrictions) that could impact a recreational facility as a result of constructing components of the project as well as increased demand for park and open space facilities. As redevelopment occurs in the Bel-Red Corridor – and populations increase as projected for each alternative (see Chapter 8 for more details) – the demand on existing facilities and for additional recreational facilities will increase and could effectively change the experience of those who use those particular facilities.

Short-term construction impacts include construction-generated noise and access restrictions that might preclude or diminish the public’s ability to use and enjoy the facility during construction.

Plans for recreational facilities are determined by the recreational needs of residents in a particular area, which are calculated as a LOS standard or a measure of parks facilities per resident (City of Bellevue, 2006). The LOS standard provides a way to calculate the minimum amount of land required to provide all of the recreation activities and requisite facilities to

support that activity in the context of acres per unit of population (Mertes and Hall, 1996). The LOS standard is intended to meet a prescribed quality of service and equity for all users. Typically, the LOS standards are established as follows:

- Community park
  - Size: varies
  - Standard: 13 acres per 1,000 population
- Neighborhood park
  - Size: 2 to 15 acres
  - Standard: 1.5 acres per 1,000 population
- Minipark
  - Size: less than 2 acres
  - Standard: 0.5 acre per 1,000 population
- Trails: walking, hiking, jogging
  - Standard: 1.1 miles per 1,000 population
- Natural areas, open spaces, and greenways
  - Size: varies
  - Standard: varies based on resource availability and opportunity

Table 7-1 identifies the recreation facilities that would be required in the Bel-Red Corridor if the LOS standards above were strictly applied. The total acreage and miles shown for the action alternatives represent a net increase over the existing facilities.

TABLE 7-1  
Park Facilities Projections for Each Action Alternative in 2030  
*Bel-Red Corridor Draft Environmental Impact Statement*

Facility Type	Existing Facilities	Additional Facilities Required to Meet LOS Standard		
		Alternative 1	Alternative 2	Alternative 3
Community park (acres)	11.61	66.1	101.2	101.2
Neighborhood park (acres)	0	9.0	13.0	13.0
Minipark (acres)	1.34	1.7	3.0	3.0
Open space (acres)	9	Undefined	Undefined	Undefined
Trails (miles)	.68	3.5	5.4	5.4
<b>Total Acres</b>	<b>21.95</b>	<b>76.8</b>	<b>117.2</b>	<b>117.2</b>

Source: CH2M HILL, 2006.

While using the standards above provides a useful starting point for considering the recreational needs of an area, there are many additional ways that recreational needs can be met in addition to creating new public parks. Some of these opportunities are park-school sites, athletic fields, private parks or recreational facilities, natural resources (including critical area buffers), and various greenway designs in the form of green streets, bicycle lanes, walking paths, and open space. A customized approach to delivering recreational facilities can be

developed that recognizes the Bel-Red Corridor's high land values and also accounts for its geography, natural features, proposed land uses, and proximity to future residential development. In more urban environments, such as Downtown Bellevue, parks and open space needs are often met in ways that are appropriate for this type of setting, such as urban plazas, boulevards, and protected natural areas.

## Construction Impacts

### Land Use

Redeveloping land and constructing transportation improvements could result in short-term, temporary impacts on nearby land uses, including increases in noise, dust, and traffic. Construction activities would be anticipated to occur incrementally over the planning period and would occur at different locations within the study area, resulting in temporary impacts at specific adjacent land uses when site construction is taking place.

The duration and extent of construction impacts would depend upon the nature of the improvement. Roadway-widening work, roadway extensions, and intersection improvements would likely last several months with shorter-term impacts adjacent to any individual area. Constructing structures to support planned commercial and residential development could take up to a year or more to complete. During project-level SEPA review and permitting for these specific projects, the City would identify and commit to measures to reduce these impacts on adjacent land uses, such as limiting construction hours and designating construction traffic access routes away from residential areas both within and adjacent to the Bel-Red Corridor.

### Recreation

With all three action alternatives, temporary construction impacts such as noise and access restrictions could occur at Highland Park, Highland Community Center, Bel-Red Mini Park, and Commissioner's Waterway Mini Park which would potentially impact the public's ability to use and enjoy these facilities during adjacent redevelopment activities. Because redevelopment is expected to occur incrementally and corridorwide over time, however, impacts to existing facilities are expected to be minimal and short in duration.

## Operational Impacts

### No-Action Alternative

#### *Land Use*

Land uses under the No-Action Alternative, the *Bellevue Comprehensive Plan*, the *Bel-Red/Northrup Subarea Plan*, the *Crossroads Subarea Plan*, and the *Wilburton/NE 8th Street Subarea Plan* would not be amended, and there would be no major changes in land use in the Bel-Red Corridor. This alternative would continue the existing zoning and land use mix in the Bel-Red Corridor. Development would be characterized by a modest expansion of these existing uses and some new uses through infill, adding approximately 730,500 square feet of commercial space and 300,000 square feet of industrial space. No housing would be expected to locate here, and the existing dispersed pattern of commercial and industrial development would continue. Two LRT stations would be located in or near the corridor (one in the vicinity of OHMC and one in Redmond near 152nd Avenue NE), but no LUC changes would be made that would allow land use types and densities more compatible with transit.

Under the No-Action Alternative increases in population and employment in Downtown Bellevue and projected growth in adjacent areas of Redmond – as a result of development in the Overlake Urban Center and expansion of the Microsoft Corporate Campus by approximately two million square feet through 2030 – would cause additional development pressure in the Bel-Red Corridor. The City’s ability to respond to these pressures would be limited by the existing zoning and transportation system. The study area has already changed from what the original zoning intended, and now many of the older warehouses are used as offices, stores, restaurants, health clubs, a church, and even a dance studio. To make this area viable for the existing mix and planned uses under the No-Action Alternative, some new public investment in infrastructure and amenities would be required (Leland Consulting Group, 2006).

### *Consistency with Plans, Policies, and Bel-Red Corridor Planning Principles*

No housing would be expected to locate here, and the existing dispersed pattern of commercial and industrial development would continue. While preserving existing light industrial uses under the No-Action Alternative would be consistent with *Bel-Red/Northup Subarea Plan Policy S-BR-2* – which directs the City to retain a significant part of the subarea for this land use type – it would not further the citywide land use policies to support the inclusion of residential uses in commercial districts (Policy LU-7) and to provide a broad range of housing choices (Policy LU-23). Similarly, although the planned extension of NE 10th Street over I-405 would improve east-west access into the study area (consistent with *Bel-Red/Northup Subarea Plan Policy S-BR-25*), the No-Action Alternative would not support citywide policies promoting transit use and TOD opportunities (Policy TR-70). Continuing with the area’s existing development patterns would be counter to the Bel-Red Corridor Planning Principles because it would limit economic development, provide few (if any) community amenities, and fail to promote integrated development of land use and transportation systems. The No-Action Alternative would also not take full advantage of the LRT line proposed for the corridor, and it would not foster sustainable development approaches.

### *Recreation*

No direct impacts to parks, or any other recreational facility, would occur as a result of the No-Action Alternative. Under the No-Action Alternative, there would be no major changes in land use in the corridor and, thus, no major changes in the number of recreational facilities in the area.

## **All Action Alternatives**

### *Land Use Changes*

Each action alternative would allow for substantial amounts of new employment and housing in this portion of the city. All action alternatives would facilitate transition of the existing land use pattern and character in the study area, consistent with the Bel-Red Corridor Planning Principles. Over time, portions of the Bel-Red Corridor would change from an area of low-rise industrial buildings and retail development to a range of mid-rise, medium-density uses, including office, residential, retail, and service uses. Potential future planning and regulatory mechanisms would be needed to implement the planned change in land use patterns. As described above, the City plans to prepare a CPA and LUCA to create the policy and regulatory framework for implementing the selected land use alternative.

The action alternatives represent a range of potential development for analysis in the EIS; however, none should be considered a definitive plan for the Bel-Red Corridor study area at this time. They provide representative parameters of development that could be achieved over time based on a proposed range of land uses. As part of the decision-making process—relative to development of a CPA and LUCA—the City will define the appropriate mix of uses, densities and intensities, and development standards for the study area; the ultimate range of these characteristics is assumed to fall within the range evaluated within this EIS. The preferred alternative ultimately selected might not look exactly like any of the action alternatives, but it might include components of all of them. Table 7-2 illustrates the amount of proposed building area in 2030 for various land uses under the EIS alternatives. (As noted above, the actual amount of development might vary from these figures.) Specific land use impacts associated with each alternative are detailed below.

TABLE 7-2  
New and Total Building Use<sup>1</sup> (Square Feet) for the No-Action and Action Alternatives, Planning Year 2030  
*Bel-Red Corridor Draft Environmental Impact Statement*

Land Use		No Action	Alternative 1	Alternative 2	Alternative 3
Office	New	606,500	3,200,000	2,300,000	4,000,000
	Total	4,183,565	6,411,659	5,511,659	7,211,659
Retail	New	124,000	300,000	200,000	500,000
	Total	2,363,886	2,594,786	2,494,786	2,794,786
	Loss <sup>2</sup>	0	-2,690,000	-1,980,000	-2,490,000
Industrial	New	300,000	0	0	0
	Total	4,413,708	1,424,621	2,134,623	1,626,263
Recreation buildings	New	0	0 <sup>3</sup>	0 <sup>3</sup>	0 <sup>3</sup>
	Total	108,645	108,645	108,645	108,645
Institutional	New	0	0	0	0
	Total	157,191	157,191	157,191	157,191
Residential	New <sup>4</sup>	0	4,200,000 (3,500 MFU)	6,000,000 (5,000 MFU)	6,000,000 (5,000 MFU)
	Total <sup>5</sup>	193,200 (33 SFU) (106 MFU)	4,393,200 (33 SFU) (3,606 MFU)	6,193,200 (33 SFU) (5,106 MFU)	6,193,200 (33 SFU) (5,106 MFU)
<b>Total</b>		<b>11,420,195</b>	<b>15,090,102</b>	<b>16,599,744</b>	<b>18,091,744</b>

Source: CH2M HILL, 2006.

Note: Square footage provided is for structures only; the acreage of future park land will be commensurate with the amount of new development, especially residential development.

<sup>1</sup>Total building use assumes retaining all existing (2005) office, retail, institutional, and recreational uses and only a portion of existing industrial uses (amount retained varies among alternatives).

<sup>2</sup>Negative amounts of Light Industrial square footage represent redevelopment estimates.

<sup>3</sup>All action alternatives would include the opportunity for a 10- to 20-acre recreational facility with a 120,000- to 150,000-square-foot recreational facility. The exact location in the Bel-Red Corridor has not been determined, so no transportation modeling was done at this time.

<sup>4</sup>Assumes 1,200 square feet (ft<sup>2</sup>) per multifamily unit.

<sup>5</sup>Assumes 2,000 ft<sup>2</sup> per single-family unit, 1,200 ft<sup>2</sup> per multifamily unit, and retaining 33 existing single-family and 106 existing multifamily units.

SFU single-family units

MFU multifamily units

Future study area development will be guided by an updated land use plan for the Bel-Red/Northup Subarea. The new land use plan would create the policy and regulatory framework for implementing the preferred alternative and provide a comprehensive, long-term approach to developing the Bel-Red Corridor. New and amended policies and development standards would allow for the study area to transform over time into an area of more intensely developed land, including offices, retail space, and housing, that provide increased employment opportunities and are compatible with LRT.

### *Consistency with Plans and Policies*

As described earlier in this chapter, the City has adopted a *Comprehensive Plan* to guide future development and to fulfill its responsibilities under GMA. The proposed action alternatives are intended to encourage future growth within the city and, as such, are consistent with GMA goals and policies as well as the *VISION 2020 Regional Plan*. The contribution of jobs and housing under the action alternatives to the GMA employment and housing growth targets for the city of Bellevue is addressed in Chapter 8.

Consistent with citywide land use goals and policies, the proposed action alternatives would expand the range of uses in the corridor, providing additional employment, housing, and retail service uses and creating new residential neighborhoods (Policy LU-23). Further, the types of new development in the study area, which would include a range of uses consistent with concentrating development and reducing sprawl, would generally complement the GMA and County's goal of compact urban development.

By establishing the potential for a greater intensity of uses in the study area than is currently allowed, the action alternatives would facilitate infill development and higher intensity uses and generally would be consistent with a development pattern that reduces regional consumption of undeveloped land (Policy LU-13). The action alternatives would also be consistent with the Economic Development Element's overarching goal to provide employment and other economic opportunities to the residents of Bellevue and the central Puget Sound Region.

The action alternatives would provide sufficient employment and residential densities to facilitate and support future, planned LRT service to the study area. Research indicates that, in general, housing densities of at least 10 to 20 dwelling units per acre or employment densities of approximately 25 jobs per acre sufficiently support LRT service. Higher residential densities mean that less employment density is needed, and vice versa (PSRC, 1999; Transit Cooperative Research Program, 2002). The action alternatives include residential densities of between 45 and 80 units per acre along with increased employment in mixed-use development nodes, which is ample to support LRT use. Therefore, the action alternatives would be consistent with City policies to promote transit use and support land use objectives through transit system planning.

The action alternatives would also promote integrating the transportation system with land use, encourage multiple modes of transportation, and provide greatly enhanced facilities and amenities for pedestrians and bicyclists. The street and freeway system improvements identified as elements of all action alternatives would support the proposed land uses and facilitate access to Downtown Bellevue and other activity centers. As further described in Chapter 10, the City also would implement measures to discourage increased traffic in the Bel-Red Corridor from intruding into residential neighborhoods surrounding the study area.

All action alternatives would result in transitioning large areas of light industrial use to other purposes over time. This type of land use conversion would be a dramatic shift away from existing policy for this subarea and would require a *Comprehensive Plan* amendment and zoning changes to ensure consistency with local plans and implementing regulations. The action alternatives would also provide new housing in proximity to existing, retained light industrial uses. The purpose of the current planning effort, however, is to envision new uses for the corridor, given the changes in market conditions, surrounding uses, and transportation system planning that have occurred since the existing *Bel-Red Northrup Subarea Plan* was adopted in 1988. Given the study area's large size, new residential uses and other nonindustrial uses would develop gradually, in accordance with market forces and in a way that would minimize the potential for conflict with existing light industrial uses. All of the changes would be consistent with the Bel-Red Corridor Planning Principles, although some alternatives would support certain principles more than others; differences among the alternatives are highlighted in subsequent sections.

### *Recreation*

No direct impacts (property acquisitions) to parks or any other recreational facility would occur as a result of the action alternatives because it is assumed at this point in the environmental review process that any potential direct impacts could be avoided by designing project transportation improvements to remain within existing rights-of-way to the extent possible. Additionally, any land use redevelopment opportunities would not be expected to directly impact existing recreational facilities.

**Major Recreational Facility.** All action alternatives would include the opportunity to develop a new major recreational facility, encompassing roughly 10 to 20 acres (including an associated parking facility), somewhere in the Bel-Red Corridor. A facility of this type currently does not exist anywhere in the city, but the need has been identified by the City of Bellevue Parks and Community Services Department and the public. The redevelopment potential and larger parcel opportunities within the Bel-Red Corridor make this area a likely candidate for siting it. This facility could accommodate both indoor and outdoor athletics depending on the facility acreage. The focal point of a full buildout recreational facility would be a 120,000- to 150,000-square-foot building that could house an aquatic center; indoor sports, such as soccer, hockey, and/or rugby; an adventuring center for nontraditional sports, such as rock-climbing; fitness facilities; and regional tournaments or other public events. Companion outdoor sports fields – such as baseball, soccer, and tennis – could also be included. This new recreational facility could be compatible with areas of commercial, retail, and retained industrial uses in any of the alternatives.

Because the recreational facility has not yet been sited or planned in detail, potential land use displacements associated with it are unknown at this time. The actual location would depend upon identifying a suitable and affordable site and also on the type and timing of corridor redevelopment. According to the market feasibility analysis completed for this project (Leland Consulting Group 2006, Appendix B), several large parcels existing in the corridor that have a high potential for redevelopment. Therefore, as redevelopment occurs, opportunities to take advantage of these large parcels should be realized, so as to minimize the number of parcels and businesses displaced by creation of the recreational facility.

**NE 16th Street Green Boulevard.** One proposed transportation improvement is an extension of NE 16th Street, either as a five-lane roadway linking the Bel-Red Corridor with Downtown Bellevue via NE 12th Street or as a three-lane roadway terminating on the west at 116th Avenue NE. Under either improvement scenario, NE 16th Street is envisioned as having an accompanying “green boulevard” or “green street.” This green boulevard could consist of wide sidewalks, bicycle facilities, and a strip of parkland measuring from 20 to 100 feet in the median of the road and containing picnic benches, trees, and unified landscaping with urban design elements. This boulevard would provide a multimodal opportunity in the corridor: both a transportation-oriented linear connection between the east and west ends of the corridor, as well as a social and economic connection to surrounding neighborhoods and businesses. The green boulevard would be intended to connect to new neighborhood parks, open spaces, and trails to the north and south of NE 16th Street.

Green streets and/or boulevards can provide a broad aesthetic, social, and recreational benefit to a community. A green boulevard is intended to draw residents out of their cars and into a landscape that allows free movement between work, home, or local amenities. Additional benefits can be realized depending on the location of LRT stations planned for the corridor under each action alternative.

The boulevard would cross three of Bellevue’s stream corridors (West Tributary, Goff Creek, and the Unnamed Tributary of Kelsey Creek), along with any improvements and amenities resulting from redevelopment near the streams. Opportunities for including sustainability principles could be incorporated into NE 16th Street; streets designed according to such principles are commonly referred to as “green streets.” According to Metro (Metro, 2006) the purpose of a green street design is to create a functional street while also providing innovative stormwater management strategies. A green street can be designed to accomplish the following:

- Integrate a system of stormwater management within its right-of-way.
- Reduce the amount of water that is piped directly to streams and rivers.
- Be a visible component of a system of “green infrastructure” that is incorporated into the aesthetics of the community.
- Make the best use of the street tree canopy for stormwater interception as well as temperature mitigation and air quality improvement.
- Ensure the street has the least impact on its surroundings, particularly at locations where it crosses a stream or other sensitive area.

While green street designs can be incorporated into the surrounding environment, designs should limit unnecessary intrusions into the corridor’s streams and associated buffers (where the stream is not contained within a pipe). For more information regarding additional opportunities for stream enhancements, as well as measures recommended to mitigate the effects of redevelopment, please refer to Chapter 4.

**Neighborhood Parks and Open Space.** As areas of the Bel-Red Corridor undergo redevelopment to include varied levels of new housing and employment, opportunities exist to create additional parks and open space amenities to respond to the anticipated demands of the new residents.

### **Alternative 1: Midrange Employment and Midrange Housing (Nodes at 122nd and 152nd Avenues NE)**

Alternative 1 represents the mid-level development program range and includes approximately 3.5 million square feet of new office and retail space, approximately 3,500 multifamily housing units, and two LRT stations (one at 122nd Avenue NE and one in Redmond at 152nd Avenue NE). The infrastructure system, including roadway network and pedestrian paths and linkages, would support the proposed level of development (see Figure 2-3 in Chapter 2).

#### ***Land Use Conversion***

Under Alternative 1, the land use type, character, and pattern on the west and central portions of the study area would change substantially from existing conditions, with the overall site character reflecting a more urban density and a broad range of uses and site amenities.

Alternative 1 development would allow a substantial portion of the corridor's 900 acres to transition over time from the existing low-rise light industrial, commercial, and office uses to a more intense level of employment, commercial, and residential development. Chapter 2 describes the specific changes that would occur in different portions of the study area.

Over the long term, the study area's land use character would change substantially under Alternative 1. The amount of building area would increase from approximately 10 million square feet under existing (2005) conditions to approximately 15 million square feet. Building heights (currently mostly fewer than two stories) would increase, reaching up to five or six stories in the vicinity of the proposed LRT stations and in the proposed office campus area.

The future character of the Bel-Red Corridor under Alternative 1 would reflect a dense, more urban employment and residential center with an emphasis on transit-oriented, mixed-use development on the western end of the study area. Such changes would occur incrementally over the planning horizon; ultimately, however, the land use character of much of the study area would be modified and would be distinct from the current land use context.

#### ***Land Use Displacements Due to Transportation Improvements***

Alternative 1 includes a mix of transportation improvements that would widen major arterials, extend streets, and provide for a new LRT corridor that would bisect the study area in an east-west direction. New rights-of-way would be required for the proposed improvements and a variety of land use types—including light industrial, office, commercial, and retail—might need to be acquired. In many cases, displacing structures could likely be avoided through further design definition. There are a few areas along major proposed transportation corridors, however, where avoiding displacements might be difficult due to the location of existing structures relative to existing road right-of-way. Following are transportation system improvements that are likely to result in land use acquisitions and potential displacements:

- Widening 116th Avenue NE to two lanes southbound between Northup Way and NE 12th Street could displace structures located near the existing right-of-way. Depending on the final roadway design, potential displacements could include six office buildings (primarily associated with medical practices), a day-care center, and up to three residences.
- Widening 120th Avenue NE to five lanes between Northup Way and NE 8th Street would require additional right-of-way from warehouse/industrial, retail, and office land uses. Potential displacements would include a building associated with the Safeway complex

between 120th Avenue NE and 124th Avenue NE and one or more commercial buildings near the intersection of 120th Avenue NE and Northup Way.

- Widening 124th Avenue NE to five lanes between Northup Way and Bel-Red Road might require additional right-of-way and displace some parking in warehouse, industrial, and commercial areas; however, due to existing setbacks, building displacements are not anticipated.
- Extending NE 10th Street as a three-lane roadway between 116th Avenue NE and 124th Avenue NE would require acquiring parcels currently in commercial, automobile service, and retail uses south and east of Lake Bellevue. Potential displacements would include two commercial retail buildings, part of the Mercedes-Benz of Bellevue dealership, automobile showrooms and associated service garages, a retail warehouse, and an office/retail warehouse.
- Widening NE 16th Street between 132nd Avenue NE and 136th Place NE to five lanes would require acquiring several office and light industrial warehouse land uses. Potential displacements would include an office/warehouse building located at the corner of 132nd Avenue NE and NE 16th Street.
- Extending NE 16th Street west of 132nd Avenue NE would likely require acquiring various light industrial, office, and warehouse/distribution land uses. Between 132nd Avenue NE and 124th Avenue NE, potential displacements could include two office/wholesale buildings, an auto service business, an office service garage, one retail establishment, and five office/warehouse buildings. Between 124th Avenue NE and 120th Avenue NE, NE 16th Street could displace several Safeway warehouse structures, which are vacant although this property has recently been acquired by a new owner. West of 120th Avenue NE, NE 16th Street would link to Downtown Bellevue via NE 12th Street; in this segment, the extended roadway could displace a large warehouse and office building at 1445 120th Avenue NE. (Note that similar land uses could be displaced if LRT were developed along the NE 16th Street corridor, which is an alternative being considered by Sound Transit in the study area).

Note that this list of potential impacts is preliminary. The exact number and type of building displacements required for each proposed transportation improvement would depend upon future roadway plans and designs. These designs would be developed further after they are adopted in the City's *Transportation Facilities Plan* and funded; project-level SEPA analysis and code consistency review would occur on each new improvement in conjunction with design development and would provide further detail on likely impacts.

### ***Relationship to Surrounding Land Uses***

The relationship of potential new land uses with surrounding land uses is primarily a function of four factors:

- The intensity of the new uses, such as the use type, development density, and activity levels associated with new development
- The intensity of surrounding uses
- Proximity of new to surrounding uses

- Existence of buffers between new and surrounding uses

Alternative 1 development would provide more opportunities for people to live, work, shop, and recreate in the Bel-Red Corridor, creating the potential for an active urban environment. The general nature of new activity in the corridor would be consistent with urban mixed-use commercial and residential development. Increased activity levels associated with new development along the study area perimeter would have the greatest potential to impact adjacent land uses.

In the southern portion of the study area, continued low-intensity office uses are planned south of Bel-Red Road; these uses would be consistent with existing land uses in this portion of the study area and would remain compatible with adjacent and nearby residential and commercial uses to the south in the Wilburton neighborhood.

The existing retail and commercial area would be retained in the study area's northern and eastern ends. This area provides a mix of retail and service uses in lower-scale buildings ranging from one to three stories. These uses would remain compatible with adjacent and nearby residential and commercial uses to the north in the Bridle Trails neighborhood and to the east in the Overlake Village neighborhood in Redmond.

#### *Relationship to On-Site Land Uses*

Approximately 1.4 million square feet of light industrial development would remain active in the study area through construction and full occupancy of new land uses proposed under Alternative 1. During full occupancy, new uses near existing light industrial activities would increase the potential for nuisance complaints regarding ongoing industrial operations.

The King County Metro East Base is assumed in all alternatives. It is located north of the proposed LRT station at 122nd Avenue NE. Proposed multifamily housing would be located near this area; this proposed residential use would generally be more sensitive to noise, odor, and other conditions associated with the East Base than office or retail uses. Residential uses located near the East Base would need to incorporate specific building design and orientation, construction methods, and outdoor space locations to increase compatibility. For example, current conceptual plans for Alternative 1 identify a green space corridor along the West Tributary of Kelsey Creek; this would create a buffer between these two uses in the western portion of the study area (see Figure 2-3 in Chapter 2).

Unique to this alternative is the preservation of a Services Core located between 130th Avenue NE and 132nd Avenue NE, just north of Bel-Red Road. This land use designation would preserve existing services (such as auto repair shops). Because land use intensity and the range of uses would stay essentially the same, there would be little transformation over time from existing land use form and function. Proposed development around the Services Core would consist primarily of office uses and limited retail and services to support the daytime population of this area; this proposed development would be compatible with continued uses in the Services Core.

Planned roadway improvements along 116th Avenue NE, 120th Avenue NE, 124th Avenue NE, 130th Avenue NE, and NE 16th Street and LRT development would result in increased activity and noise levels in these portions of the study area. Noise and activity levels associated with these corridors would be typical of conditions in a busy urban environment. Significant impacts

to existing and new commercial and residential uses near these improvements could occur as a result of increased traffic and LRT noise; Chapter 5 provides additional information. Further analysis of potential noise impacts, is recommended, therefore, as part of future project-specific SEPA analyses.

### *Consistency with Plans, Policies, and Bel-Red Corridor Planning Principles*

As described above, Alternative 1 would comply with the City's overarching land use, economic development, and transit goals and policies by promoting an economically sound land use development pattern and providing sufficient employment and residential density to facilitate planned LRT service. Because potential redevelopment could remove as much as 2.7 million square feet of existing light industrial uses from the study area, Alternative 1 would not support *Bel-Red/Northrup Subarea Plan Policy S-BR-2*, which directs the City to retain a large part of the Subarea for light industrial uses. As noted above, however, this shift in land use pattern would comply with and promote many other more current City goals and policies.

Alternative 1 would also support the Bel-Red Corridor Planning Principles. This alternative would especially support Planning Principle 4 in that it would maintain successful existing businesses in the services core. This alternative would support using LRT by providing a higher-density, mixed-use area around a station at 122nd Avenue NE, but it would have one fewer station than Alternatives 2 and 3 and, thus, would not take full advantage of LRT as directed by the Planning Principles. In general, Alternative 1 envisions redevelopment with lower-intensity uses in the middle and eastern portions of the study area. This would limit the amount of impervious surface, which would facilitate the protection of natural resources along the stream corridors with the greatest enhancement opportunities. Redevelopment would create the opportunity for developer incentives to implement enhancement measures recommended in Chapter 4; such incentives are described in more detail in the Mitigation section of this chapter. A potential exception is that preserving the Services Core along Goff Creek would reduce the potential for improving riparian buffers and stormwater management.

### *Recreation*

From the data provided in Table 7-1, under Alternative 1 in which a mid-range of housing is proposed, roughly 76 additional acres of parks and open space and 3.5 additional miles of trails would be needed to meet LOS standards. If new recreational facilities were not created to meet this demand, existing recreation facilities would exceed their carrying capacity of users which would result in a loss of use and enjoyment of a facility. There are many potential strategies to add parks and open space to the corridor.

Alternative 1 would require the least amount of new recreational area to meet the needs of the projected population. Under this alternative, a mid-range of housing is proposed; therefore, a medium level of park creation would be required to provide a high level of park and recreational facilities services to new residents in the area.

It is assumed that the City would acquire adequate right-of-way in this area to provide a continuous green boulevard; however, the office campus uses surrounding the central portion of NE 16th Street would be less suited for creating neighborhood parks connecting to the boulevard because there would be less housing in this vicinity.

## Alternative 2: Low Employment and High Housing (Nodes at 116th and 130th Avenues NE and near 148th Avenue NE)

Alternative 2—representing the high end of the housing and lower end of the employment range of the development program—includes 2.5 million square feet of office and retail services, 5,000 multifamily residential units, and three LRT stations (one each at 116th Avenue NE and 130th Avenue NE and one near 148th Avenue NE; see Figure 2-4 in Chapter 2).

### *Land Use Conversion*

Like Alternative 1, implementing the development program under Alternative 2 would result in new uses in the study area and replace some existing industrial uses and other structures. Chapter 2 describes the specific changes that would take place in different portions of the study area. Under Alternative 2, the study area's existing land use character would change substantially over the long term. Compared with Alternative 1, Alternative 2 would result in more urban development (an increase of 8.5 million square feet vs. 7.7 million square feet, primarily due to greater housing development). Despite the higher densities, the study area would have a more residential character than Alternative 1, resulting in a "mixed-use" feel with businesses at street level providing neighborhood services rather than amenities for office employees. There would likely be more pedestrians and bicyclists than for Alternative 1 and a greater demand for open space and recreational areas (see Recreation discussion below). These changes in character would occur incrementally over the planning horizon but ultimately would result in a much of the study area having a land use character distinct from the current land use context.

### *Land Use Displacements Due to Transportation Improvements*

The types of potential land use acquisitions and building displacements associated with major transportation improvements required for Alternative 2 would be similar to those described for Alternative 1, with one exception. Under Alternative 2, the NE 16th Street extension west from 132nd Avenue NE would terminate at 116th Avenue NE. The portion of NE 16th Street between 120th Avenue NE and 116th Avenue NE would require new in commercial land uses and could displace part of an automobile dealership and two medical office buildings. All other potential land use acquisitions and displacements would be the same.

### *Relationship to Surrounding Land Uses*

As in Alternative 1, activity levels in the Bel-Red Corridor would substantially increase from existing conditions. Compared with Alternative 1, an additional 1,500 multifamily housing units could be developed in the study area, providing additional opportunities for people to live, work, shop, and recreate in the Bel-Red Corridor. Overall, the amount of building area in the study area site would increase from approximately 10 million square feet under existing conditions to approximately 16.5 million square feet under Alternative 2. Building heights and densities would be similar to those described for Alternative 1.

Under Alternative 2, low-intensity office development—located along the south side of Bel-Red Road—would continue to serve as a transition zone between the Bel-Red Corridor and residential areas in the Wilburton neighborhood to the south. This area would retain the land use type and building character that currently exists, and significant land use impacts to the area to the south would not be anticipated. The light industrial area stretching north from Bel-

Red Road and along the West Tributary of Kelsey Creek (see Figure 2-4 in Chapter 2) would be adjacent to housing on the north and transit-oriented, mixed-use development on the east – both potentially less compatible with industrial uses than the office campus uses proposed to the west. Depending on the specific industrial tenants of these areas, residential neighbors could be affected by light and glare, noise, truck traffic, and/or air emissions.

A retail/commercial area would be retained along the study area’s northern edge. This area would continue to provide a mix of retail and service uses in lower-scale buildings. Development intensities would not exceed what currently exists; therefore, these uses would remain compatible with adjacent and nearby residential and commercial uses to the north in the Bridle Trails neighborhood. As described for Alternative 1, measures would be taken to minimize the potential intrusion of increased traffic from the corridor onto neighborhood streets.

An LRT station and associated development node would be located at the eastern end of the study area, west of 148th Avenue NE; this area would comprise mixed-use housing and retail. A retail/commercial area would dominate the study area’s northern and eastern ends, and these uses would remain compatible with adjacent and nearby residential and commercial uses to the east that are planned for the Overlake Village neighborhood in Redmond.

### *Relationship to On-Site Land Uses*

Approximately 2.1 million square feet of light industrial development would remain in active use in the study area through construction and full occupancy of new land uses proposed under Alternative 2. As in Alternative 1, development of new uses near remaining industrial activities would increase the potential for nuisance complaints from new residents.

The preserved light industrial uses in Alternative 2 would be located between the two proposed LRT stations and associated development nodes at 130th Avenue NE and 116th Avenue NE. The area’s land use intensity and the range of uses would essentially focus on maintaining existing types of uses. Little transition over time of land use form or function would be anticipated. Proposed housing on the northwest side of the development node at 130th Avenue NE would be near this light industrial area. As with Alternative 1, proposed residential uses would generally be sensitive to operations associated with light industrial uses. Current conceptual plans for Alternative 2, however, identify a green space corridor along the West Tributary of Kelsey Creek, creating a buffer between these two uses in the western portion of the study area (see Figure 2-4 in Chapter 2).

As described for Alternative 1, planned roadways and LRT improvements would result in increased activity and noise levels near existing and new commercial and residential uses.

### *Consistency with Plans, Policies, and Bel-Red Corridor Planning Principles*

Like Alternative 1, Alternative 2 would comply with the City’s overarching land use, economic development, and transit goals and policies. Compared with Alternative 1, Alternative 2 would be more consistent with the *Bel-Red/Northrup Subarea Plan* Policy S-BR-2 because it retains more existing light industrial uses in the study area (a loss of 2 million square feet compared with 2.7 million square feet in Alternative 1).

Alternative 2 would also support the Bel-Red Corridor Planning Principles. Like Alternative 1, Alternative 2 would strongly support Planning Principle 4, in this case by maintaining

established light industrial uses in the western part of the study area. This alternative would take more advantage of LRT in the corridor by providing three evenly-spaced stations, with the two easternmost providing higher-density, mixed-use areas that would facilitate TOD. Without strong development standards and incentives, however, it could afford less protection of natural resources along the stream corridors with the greatest opportunities for enhancement. Goff Creek, Valley Creek, and the West Tributary would all be partially bordered by areas of fairly intense development, making improving riparian buffers and stormwater management more difficult. The light industrial area would be especially problematic in this regard since these uses would probably retain their existing conditions and – even if they did redevelop – would probably be less amenable to sustainability incentives than other types of development.

### *Recreation*

Alternative 2 would require the highest amount of recreational facility creation given the proposed housing development (roughly 5,000 new housing units) and associated population increase, see Table 7-1. Alternative 2 would preserve a large area of light industrial use along 124th Avenue NE south of NE 16th Street and along 120th Avenue NE north of NE 16th Street. It is assumed that the City would acquire adequate right-of-way in this area to provide a continuous green boulevard; however, the adjacent light industrial would not be consistent with a theme of creating a friendly and inviting visual and recreational environment for the user. Greater opportunities would exist for creating parks in other areas, given the high level of housing proposed.

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

Alternative 3 – representing the highest commercial and residential development range of the three action alternatives – includes the greatest concentration of new commercial space (roughly 4.5 million square feet), 5,000 new housing units, and three LRT stations (one each at 122nd Avenue NE and 130th Avenue NE in Bellevue and at 152nd Avenue NE in Redmond; see Figure 2-5 in Chapter 2).

### *Land Use Conversion*

Like Alternatives 1 and 2, Alternative 3 would result in new uses and replace some existing industrial uses and various structures. Two closely spaced development nodes – at 122nd Avenue NE and 130th Avenue NE – are unique to this alternative. Chapter 2 describes the specific changes that would occur in different portions of the study area. Under Alternative 3, much of the study area's existing land use character would change substantially over the long term. Of the three action alternatives, Alternative 3 would result in the greatest amount of urban development (an increase of approximately 8 million square feet over existing conditions, nearly doubling the developed area in the Bel-Red Corridor). As with Alternatives 1 and 2, such changes in character would occur incrementally over the planning horizon but ultimately would result in a land use character very distinct from the current land use context. The changes would be more dramatic for Alternative 3 because of the higher intensity of development.

### *Land Use Displacements Due to Transportation Improvements*

The types of potential land acquisitions and building displacements required for Alternative 3 would be similar to those described for Alternative 1 with one exception. Under Alternative 3,

the extension of NE 10th Street between 116th Avenue NE and 124th Avenue NE would become a five-lane – rather than a three-lane – roadway. Alternative 3, therefore, would require more land acquisition from commercial, retail, and automobile service land uses in this new roadway corridor, although it would not displace any additional buildings.

### ***Relationship to Surrounding Land Uses***

As with Alternatives 1 and 2, Bel-Red Corridor activity levels would increase from existing conditions. Similar to Alternative 2, up to 5,000 multifamily housing units would be developed. Compared with Alternative 1, the increase in the number of multifamily housing units would provide additional opportunities for people to live, work, shop, and recreate in the Bel-Red Corridor study area. Overall, the amount of building area would increase from approximately 10 million square feet under existing conditions to approximately 18 million square feet under Alternative 3. Building heights and development densities would be similar to those described for Alternative 1.

Under Alternative 3, a housing component would be added to the existing low-density office uses located along the south side of Bel-Red Road. Compared with either Alternatives 1 or 2, this would allow the south side of Bel-Red Road to provide a smoother transition between the Bel-Red Corridor and the existing residential area in the Wilburton neighborhood to the south, while keeping intact the building character of the area.

Proposed development at the study area's eastern end would comprise mixed-use housing and retail, while a retail and commercial area would dominate the study area's northern end. As in Alternatives 1 and 2, these uses would remain compatible with adjacent and nearby residential and commercial uses to the east in the Overlake Village neighborhood in Redmond and to the north in Bridle Trails. Traffic-calming and diverting measures would be implemented to minimize Bel-Red Road traffic from intruding into nearby neighborhood streets.

### ***Relationship to On-Site Land Uses***

Approximately 1.6 million square feet of light industrial development would remain in active use in the study area through construction and full occupancy of new land uses proposed under Alternative 3. As with Alternatives 1 and 2, new uses near retained light industrial activities would increase the potential for nuisance complaints from new residents. Under each alternative, the King County Metro East Base would be preserved, and proposed multifamily housing would be near this area. Proposed residential use would generally be more sensitive to operations associated with the East Base. Proposed residential uses near the East Base would need to consider specific building design and orientation, construction methods, and location of outdoor spaces to increase compatibility. As described for Alternatives 1 and 2, planned roadways and LRT improvements would result in increased activity and noise levels near existing and new commercial and residential uses.

### ***Consistency with Plans, Policies, and Bel-Red Corridor Planning Principles***

Like Alternatives 1 and 2, Alternative 3 would generally comply with the City's overarching land use, economic development, and transportation goals and policies. Like Alternative 1, Alternative 3 would not support the *Bel-Red/Northup Subarea Plan* Policy S-BR-2, which directs that City to retain a significant part of the subarea for light industrial uses. Alternative 3 would remove or redevelop approximately 2.5 million square feet of existing light industrial uses. As

noted earlier in this chapter, however, this shift in land use pattern would comply with and promote more current City goals and policies.

Like Alternatives 1 and 2, Alternative 3 would support all Bel-Red Corridor Planning Principles to varying degrees. This alternative would provide less support for Planning Principle 4 than the other two alternatives, since – other than a small area of retained light industrial use – it would not specifically protect or zone for either light industrial or service uses. Like Alternative 2, Alternative 3 would provide three LRT stations in the corridor. Two of these stations would be very close together, which could increase the overall potential for TOD. However, the easternmost station would primarily influence development in Redmond’s Overlake Village area and would provide few opportunities for TOD in Bellevue’s portion of the Bel-Red Corridor.

Because Alternative 3 has the highest overall development levels, it could, like Alternative 2, have adverse effects on natural resources, unless the City implements strong protective development standards and incentives. Sears Creek, the Unnamed Tributary, Goff Creek, and the West Tributary would all be partially bordered by areas of fairly intense development. Without mitigation, this could exacerbate the impacts of existing development on the streams and riparian areas, making it more difficult to improve riparian buffers and stormwater management. However, if developers are provided with incentives to protect and enhance these areas as part of a Corridorwide program, Alternative 3 could offer the greatest opportunities for improving their current conditions and will be significantly greater than under the No-Action Alternative.

### *Recreation*

Alternative 3 would be similar to Alternative 2, given the similar housing goals and associated park facility needs. Under this alternative, a greater concentration of housing is located closer to NE 16th Street, allowing park development to capitalize on the green boulevard theme of NE 16th Street.

## Mitigation Measures

### Construction

During project-level design development and SEPA analysis for specific improvements included in the Bel-Red Corridor, the City would ensure that construction mitigation measures are included in project planning and contractor commitments. Specific measures for each improvement project would be developed on a case-by-case basis. Following are potential construction mitigation measures to minimize land use nuisance impacts:

- Restrict hours of construction equipment operation.
- Designate access routes for construction vehicles.
- Designate areas for parking of construction vehicles.
- Require carpooling for construction workers.
- Muffle construction equipment to reduce noise.
- Cover excavated areas to minimize dust generation and promptly reseed after construction.

Under all action alternatives, temporary construction impacts could be mitigated by maintaining access to existing recreational facilities during construction of any redevelopment projects and by coordinating with City of Bellevue Parks and Community Services Department. As each land use and transportation project is further designed, future site-specific SEPA environmental review will include any necessary specific construction mitigation measures for the impacts to recreational facilities.

## Operation

### Land Use Changes

If any of the three action alternatives (or a hybrid of these alternatives) is selected, then the City would amend the *Comprehensive Plan* to update the *Bel-Red/Northup Subarea Plan*, the *Crossroads Subarea Plan*, and the *Wilburton/NE 8th Street Subarea Plan*. The purpose of the amendment would be to provide appropriate land use plan designations in the study area and policy direction to implement the preferred alternative. The new designations would greatly increase land use density in the study area, especially in the mixed-use development nodes near potential future LRT stations. To ensure that these levels of development are accommodated in a way that minimizes impacts on the natural and built environment and that transit use is maximized, the City could do the following:

- Work closely with Sound Transit on more detailed station area planning and joint development opportunities to ensure that station design increases opportunities for development consistent with the City's objectives.
- As part of the LUCA for the project, implement a new mixed-use zone for development nodes that includes integrated design standards. The code and design standards should encourage dense, transit-supportive, pedestrian-friendly development. Tools for accomplishing this include reducing parking requirements for residential and office uses; encouraging non-automobile-oriented land uses; designating street-level retail along shopping streets; developing dimensional standards that provide "human-scale" development; and requiring sidewalk and streetscape improvements that enhance the pedestrian environment.
- Craft developer incentives (e.g., increased height, streamlined permit process, and/or assistance in consolidation of available parcels) based on developers providing transit access, redeveloping empty lots and/or surface parking, enhancing pedestrian facilities, and creating publicly accessible open space.
- Consider developing public facilities and infrastructure (such as roads and parks) in advance of development in the node areas to attract high-quality development.
- Identify future street grid in *Comprehensive Plan* and zoning maps and require developers to dedicate new rights-of-way as a condition of development.
- Implement the mitigation measures identified in Chapter 4 and below in the Sustainable Development section to reduce impacts on the natural environment.

To mitigate for direct land use impacts resulting from transportation projects, the City would comply with applicable federal, state, and local policies and regulations regarding property acquisition and relocation assistance. Mitigation would be required at the time when projects

reached the detailed design stage and properties needed for acquisition could be identified with certainty.

Transition of existing land uses to new uses would result in the gradual displacement of existing jobs in the study area. Chapter 8 identifies these impacts and recommended mitigation measures.

### **Neighborhood Protection**

To minimize land use conflicts between existing light industrial and proposed residential land uses, the City should consider specific building design, orientation, and construction methods and location of outdoor spaces to increase land use compatibility. In general, the action alternatives retain existing lower-intensity land uses along the study area's northern and southern boundaries. Maintaining these uses helps to buffer the potential effects of more intense, large-scale development in the central portion of the Bel-Red Corridor.

### **Sustainable Development**

To ensure that higher levels of development in the study area can be achieved while protecting and enhancing natural resources and the environment, the City should consider implementing the following measures:

- Adopt the measures recommended in Chapter 4 to preserve and enhance existing riparian buffers and to employ low-impact development techniques in areas of suitable soil. The City could use a variety of mechanisms to achieve this, including the following:
  - Increase structure setbacks from streams for redevelopment in the corridor by amending the development standards and/or the CAO.
  - Provide incentives, in the form of increased building height and/or FAR, for developers to provide desired stream setbacks and to allow space for on-site stormwater infiltration.
- Provide incentives for sustainable building design techniques such as “green roofs,” active or passive solar, recycled materials use, and water reuse and for achieving LEED™ certification.
- Fund a City program to acquire land within riparian corridors as it comes onto the market so that habitat and recreation can be enhanced.

### **Recreation**

No mitigation is necessary for any direct impacts to parks or recreational facilities because it is assumed that direct impacts could be avoided through appropriate project planning. However, indirect impacts would occur under any alternative. Increasing demands for recreational facilities resulting from increased population in the Bel-Red Corridor would require creating new parks where possible as well as renovating and expanding existing parks in the area, primarily Highland Park and Highland Community Center. Additional opportunities for the City to consider in developing recreational uses include stream corridor enhancements in conjunction with redevelopment projects that are located adjacent to streams, as described in Chapter 4. Further opportunities exist in establishing both residential and commercial private-development-density incentives for providing pocket parks within or closely adjacent to redevelopment.

Overall, recreational facilities in the corridor should be developed through innovative approaches that involve collaboration among the City, the private sector, and public and nonprofit organizations. It is recommended that the City develop a plan and implementation strategies to identify specific opportunities and guide future development of new facilities.

## Unavoidable Adverse Impacts

Implementing any of the action alternatives would result in some displaced businesses and possibly residences in the Bel-Red Corridor; removing businesses or residences would be considered an unavoidable adverse impact. No unavoidable adverse impacts to parks or recreational facilities would occur under any of the alternatives.

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