



BEL-RED CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT



March 1, 2007

Environmental Services Commission



DEIS Presentation Overview

- **Project Summary**
- **Process to reach final preferred alternative**
 - **ESC input opportunities**
- **Key findings of the DEIS**



Summary of the Project

- **Develop a long-term vision for the study area**
- **Integrate land use and transportation**
- **Opportunities with high capacity transit (HCT)**
 - **Identify a preferred route and station locations**
- **Identify community amenities to support the vision**
- **Protect adjoining areas from adverse impacts**



Bel-Red Project Principles - City Council

- 1. Long-Term Vision**
- 2. Economic Vitality**
- 3. Differentiated Economic Niche**
- 4. Building from Existing Assets**
- 5. High Capacity Transit as an Opportunity**
- 6. Land Use/Transportation Integration**
- 7. Community Amenities and Quality of Life**
- 8. Neighborhood Protection, Enhancement, and Creation**
- 9. Sustainability**
- 10. Coordination**



Bel-Red Project Objectives – Steering Committee

- **MARKET FEASIBILITY**
- **LAND USE**
- **NEIGHBORHOOD IMPACTS**
- **ENVIRONMENTAL QUALITY/SUSTAINABILITY**
 - Improve environmental resources (streams, wetlands)
 - Support sustainable development patterns
- **PARKS/OPEN SPACE**
 - Parks integrated with future land use concepts
 - Achieves critical mass of park improvements
 - Adds value to overall system (include regional facility)
- **TRANSPORTATION**



Public Process to Develop Final Preferred Alternative

- *Jan. 25: DEIS released*
- *Feb. 15: DEIS Open House/Public Hearing*
 - *5:00 open house*
 - *6:30 public hearing*
- **March 1: Steering Committee meeting/ESC Meeting**
- **March 12: Close of public comment period**
- **March 14: Business/Property Owner Panels**
- **March 20: Community Meeting**
- **March 29: Steering Committee develops preliminary preferred alternative**
- **Mid- April: Steering Committee recommends preliminary preferred alternative**
- **June/July: Committee recommends preferred alternative to Council**
- **Late Fall 2007: Council action on Comprehensive Plan amendments**



What the EIS Evaluated

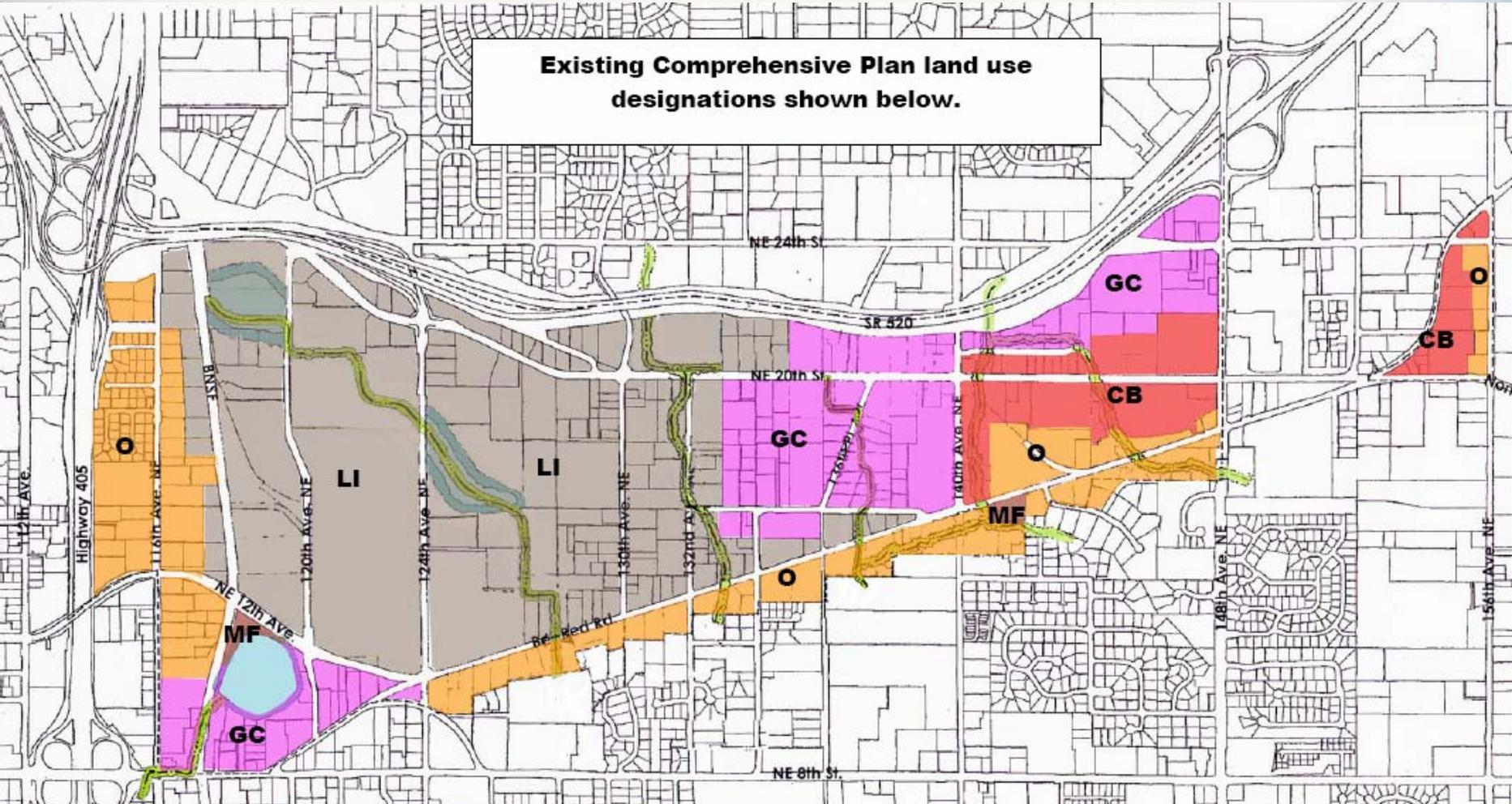
- **No Action Alternative**
 - No major land use changes
- **Alternative 1: Mid-Range Employment and Housing**
 - Development nodes at 122nd and 152nd
- **Alternative 2: Low Employment/High Housing**
 - Development nodes at 116th, 130th, and 148th
- **Alternative 3: High Employment/High Housing**
 - Development nodes at 122nd, 130th, and 152nd



No Action Alternative

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

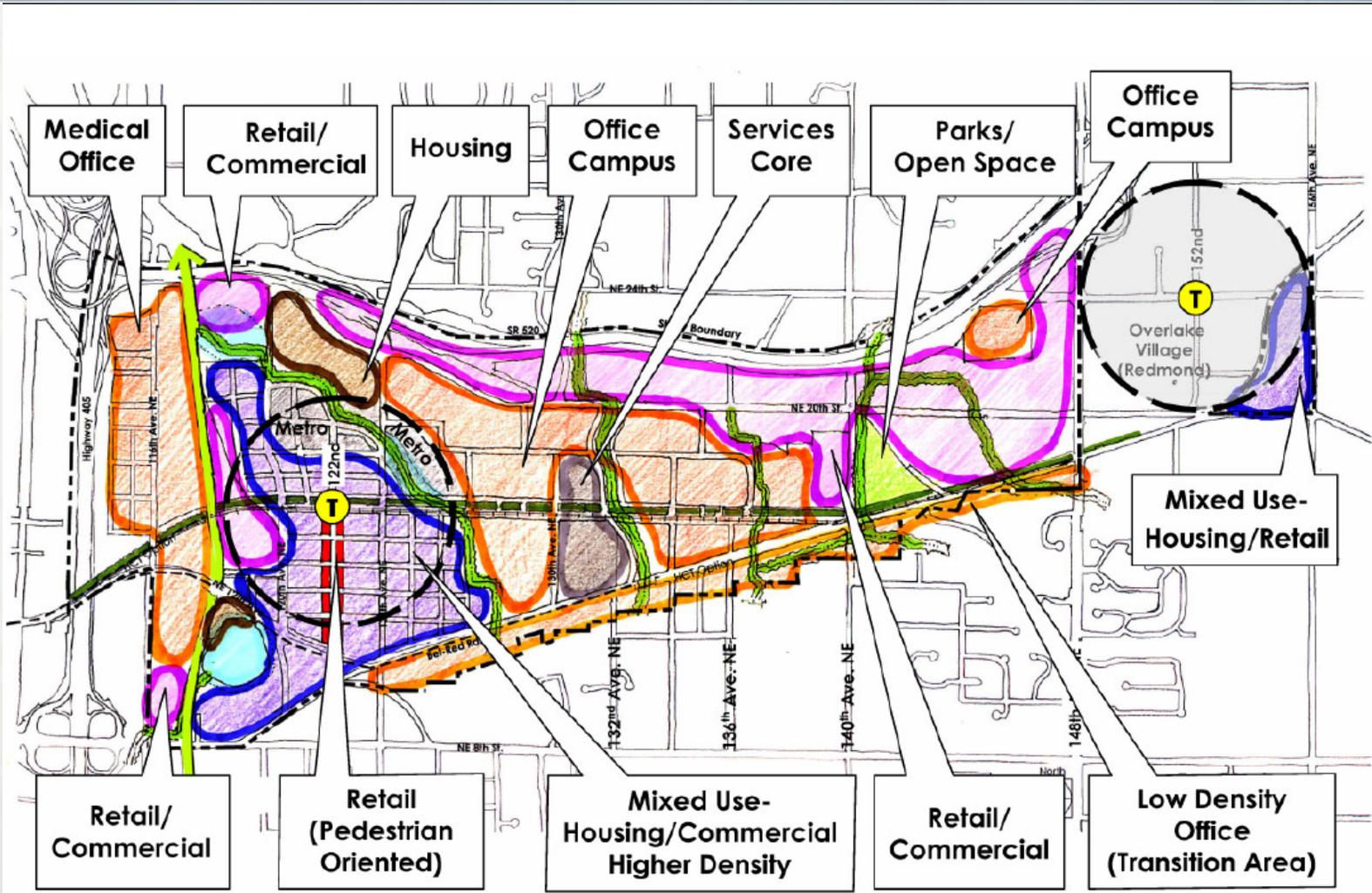
Existing Comprehensive Plan land use designations shown below.





Alt. 1: Mid-Range Employment and Housing

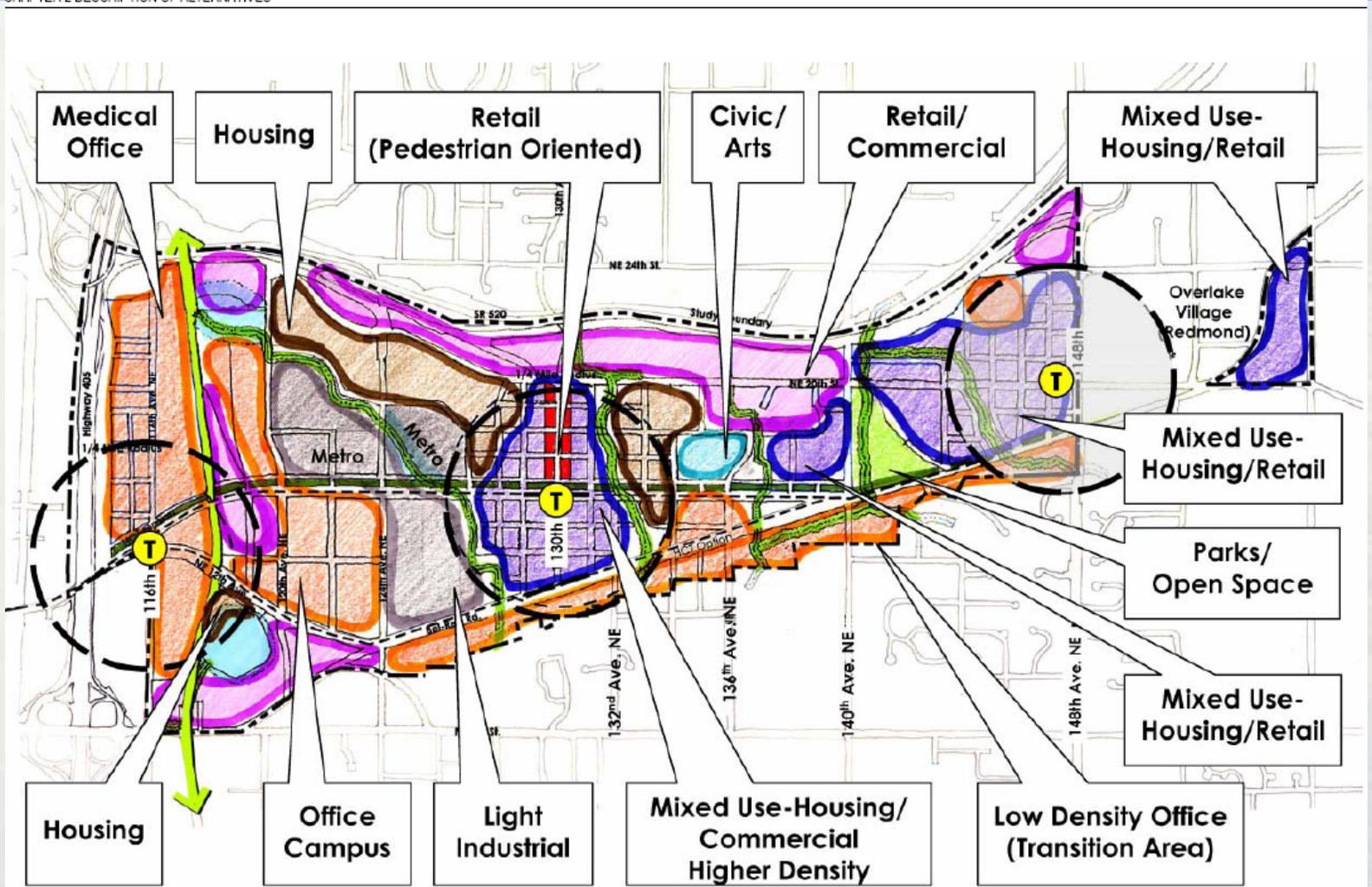
3.5 million sq. ft. commercial; 3,500 new housing units





Alt. 2: Low Employment/High Housing

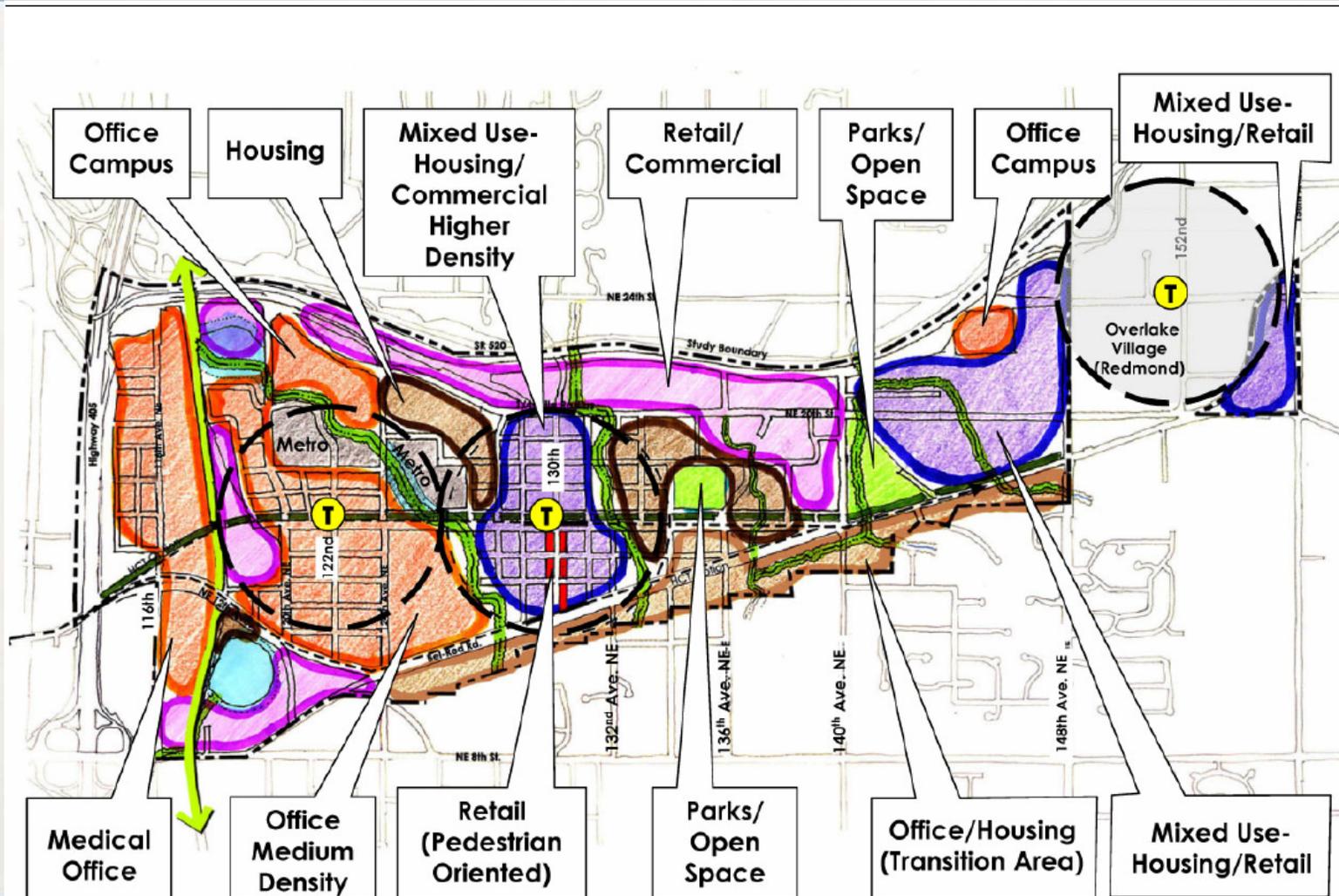
2.5 million sq. ft. commercial; 5,000 new housing units





Alt. 3: High Employment/High Housing

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





Key Findings of the EIS

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

* with mitigation



Land Use: Changes in Density and Type

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



Land Use: Parks and Open Space

- **Meeting recreational needs**
 - Private parks/recreational facilities
 - Natural resource areas (including critical area buffers)
 - Greenways: green streets, bicycle lanes, walking paths, and open space
- **Customized approach for Bel-Red**
 - Recognize high land values
 - Consider geography, natural features, proposed land uses, and proximity to future residential development
 - Include urban plazas and boulevards – maybe stormwater

Land Use:
Park/Open Space/Habitat /Stormwater





Land Use:

Park/Transportation: Boulevard Concept

NE 16th Street Green Boulevard

- Wide sidewalks, bicycle facilities, landscaped median
- Connect to new neighborhood parks, open spaces, and trails
- Provide innovative stormwater management strategies integrating components of green infrastructure
 - Vegetated swales
 - SEA Street concept
 - Increase tree canopy





Land Use: Mitigation and Opportunities

- Encourage dense, well designed, pedestrian-friendly commercial and residential development.
- Work with Sound Transit on station area planning.
- Craft incentives for developers to provide amenities such as:
 - pedestrian facilities
 - environmental enhancements
 - parks open space



Population, Housing & Economics: EIS Evaluated Changes

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



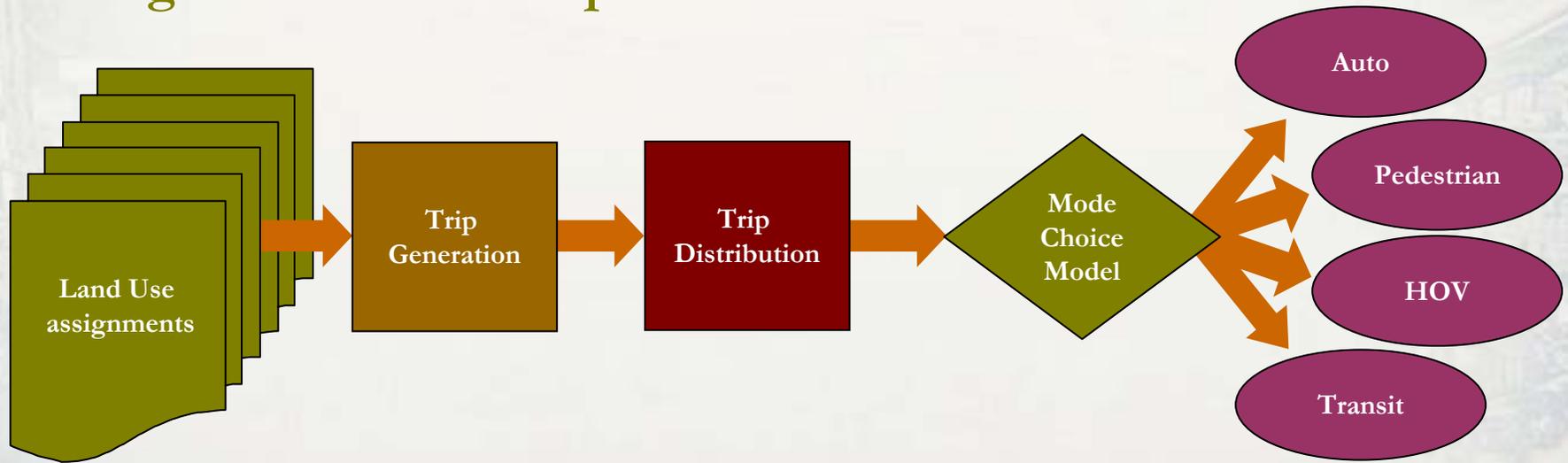
Population, Housing & Economics: Mitigation

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



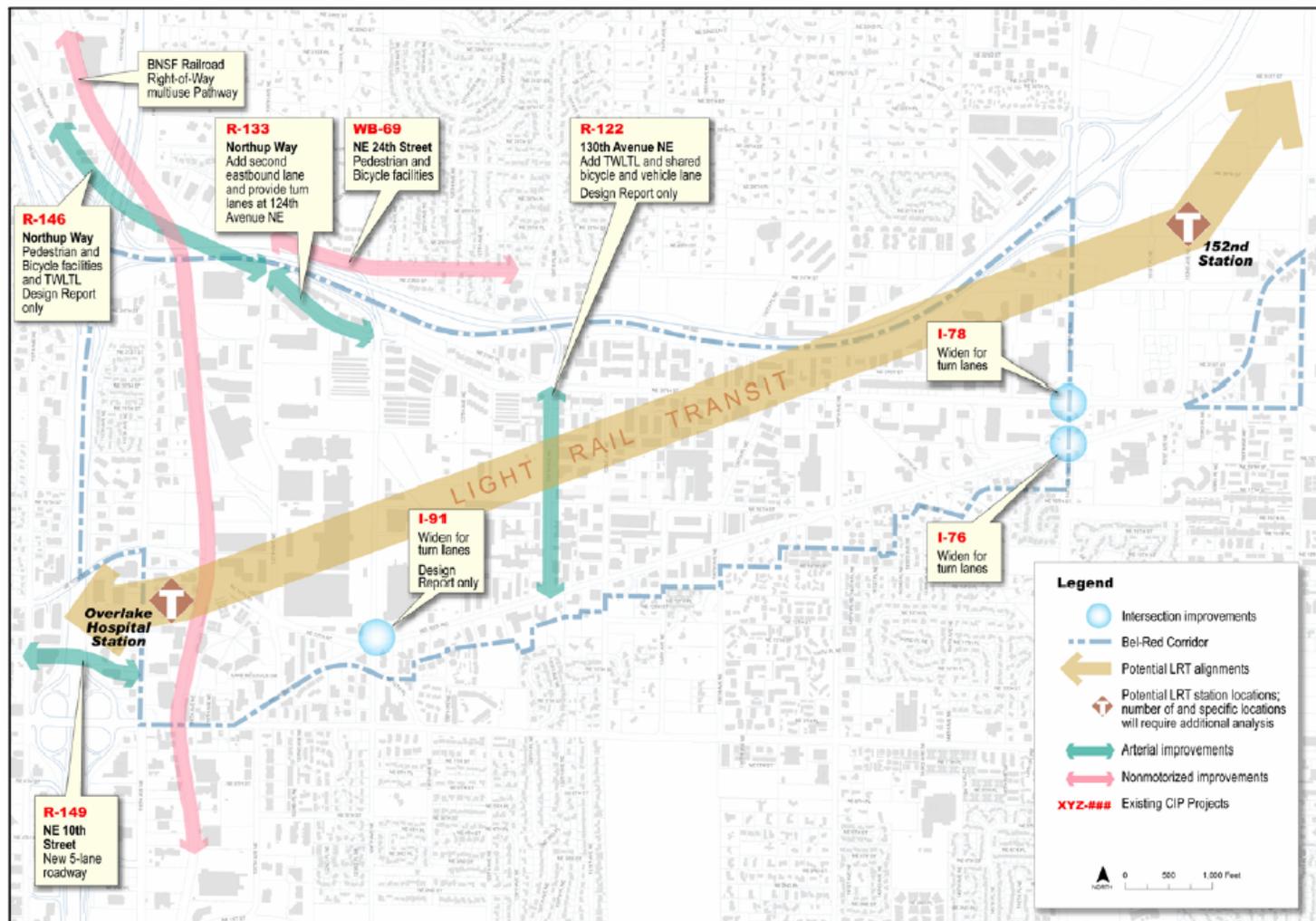
Transportation: Modeling

Linking land use to transportation



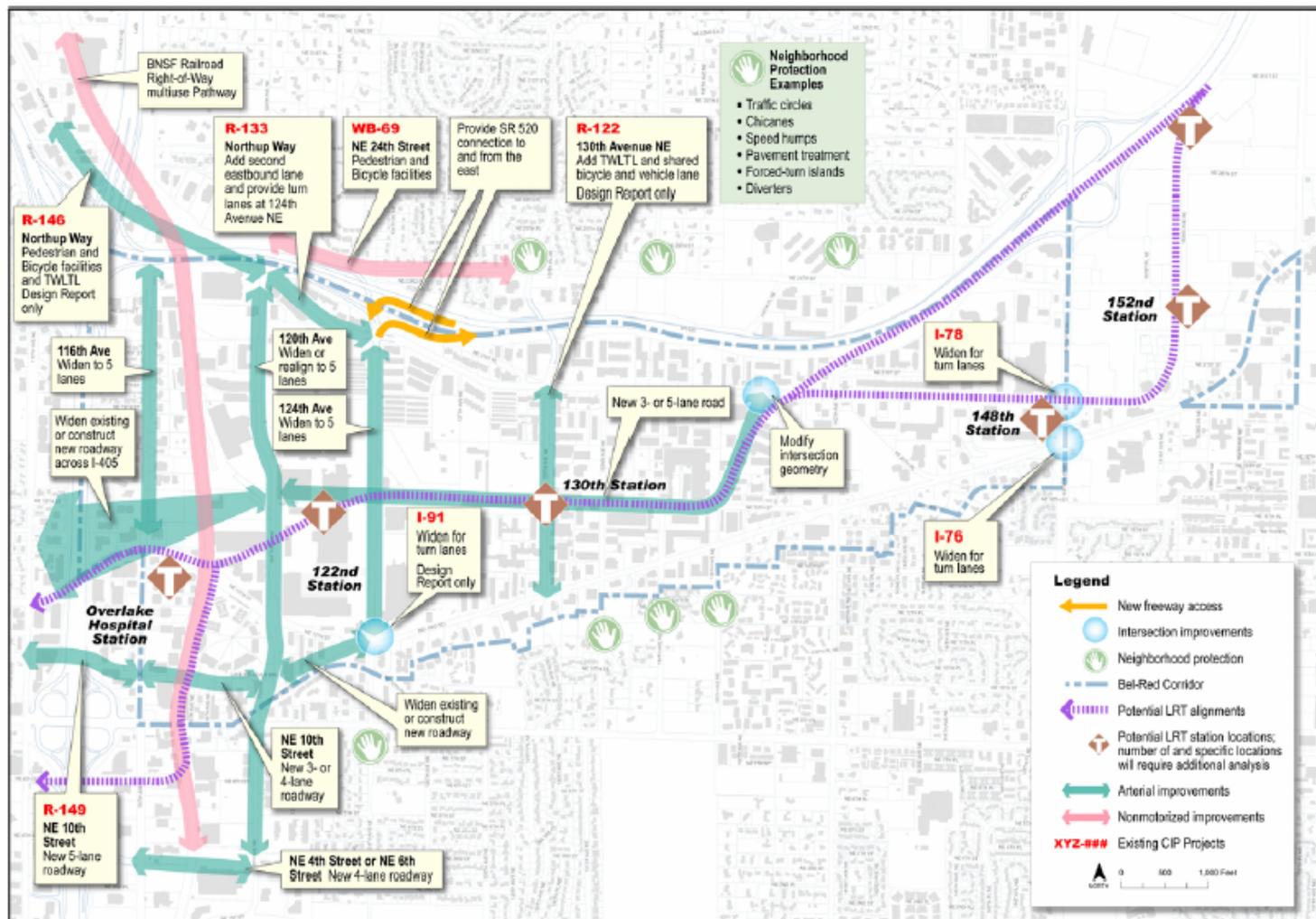


Transportation: No Action Alternative Network

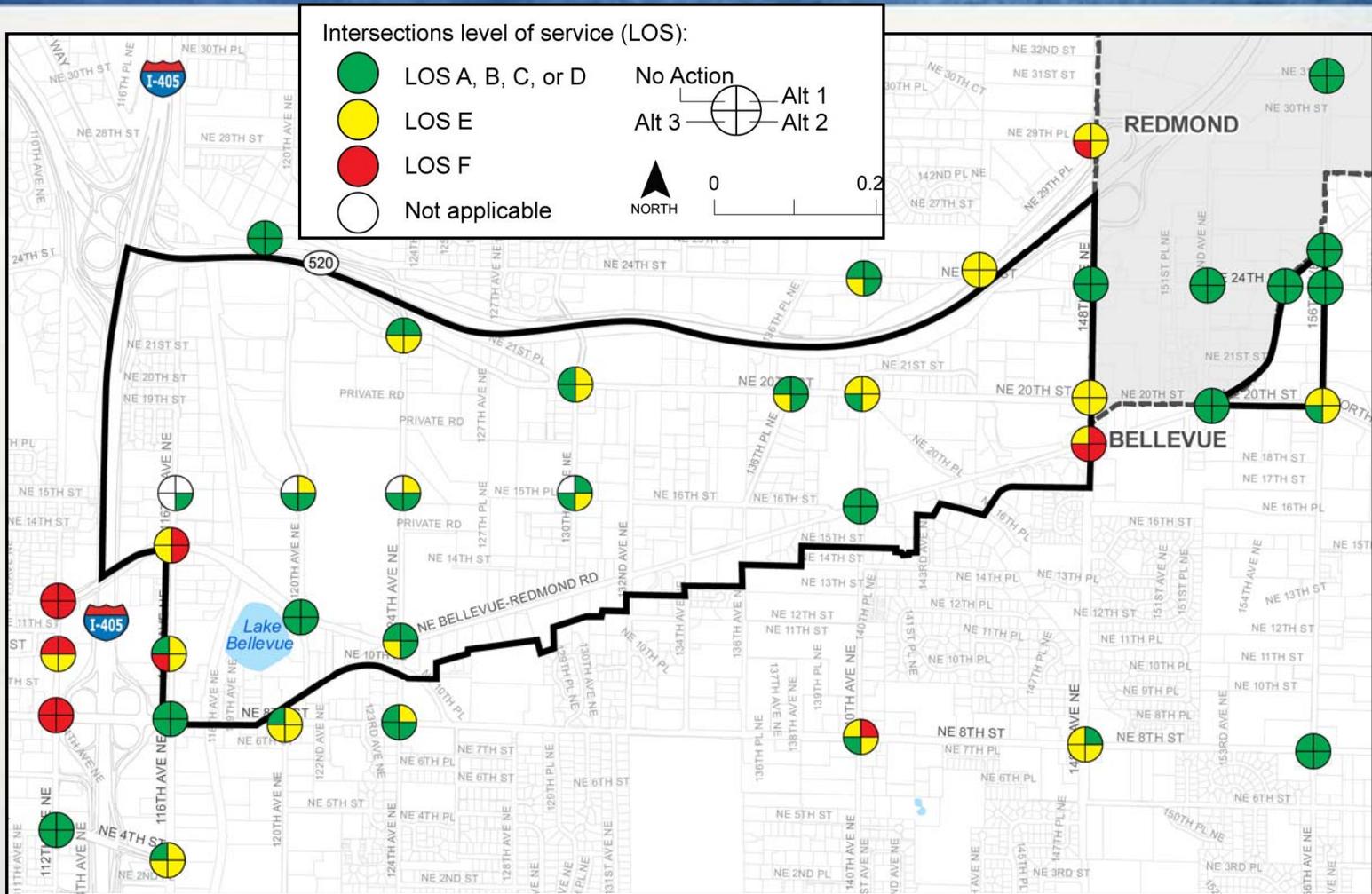




Transportation: Action Alternatives Network



Transportation: 2030 Operations

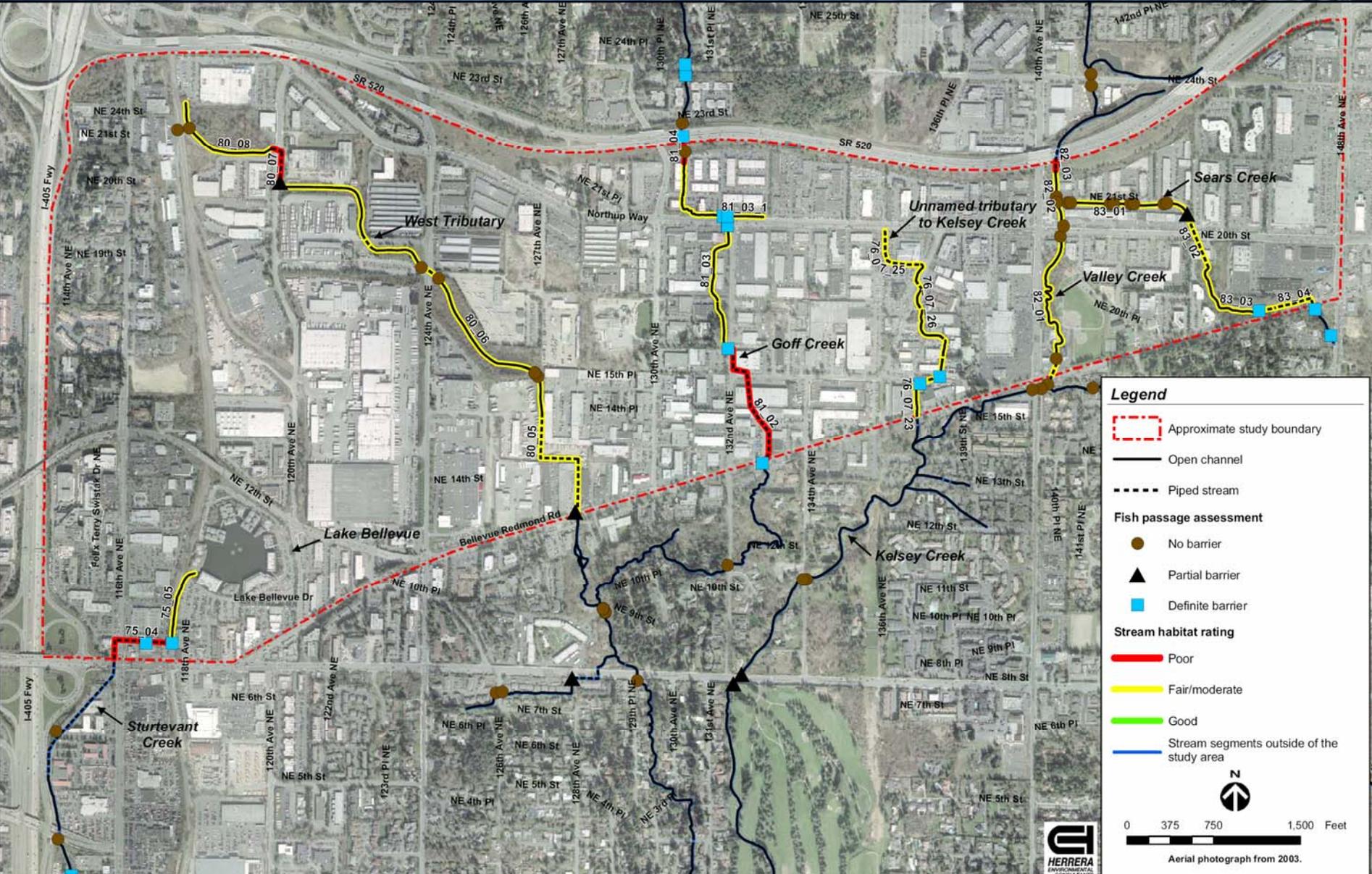




Transportation: Mitigation

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

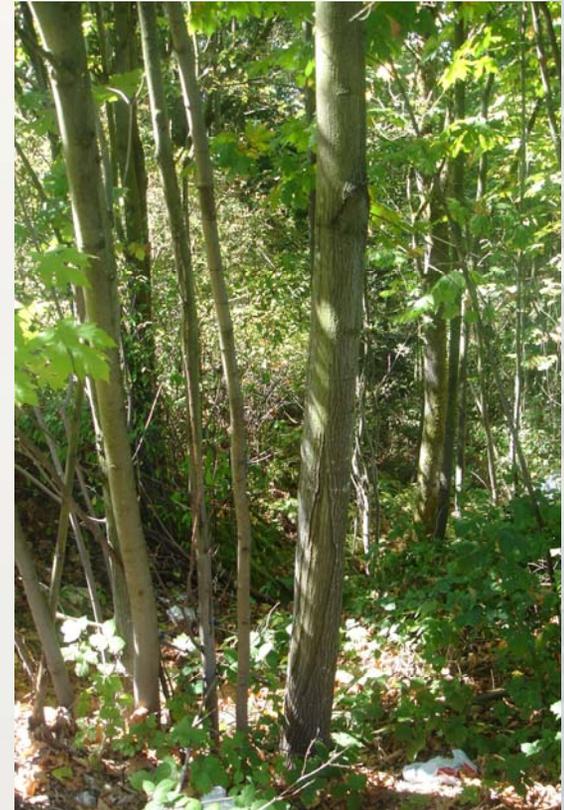
Watershed Processes: Existing Conditions





Watershed Processes: Impacts

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





Watershed Processes: Opportunities

- **Promote Low Impact Development and “green” infrastructure.**
- **Acquire new park land, create multiple benefits by including stream habitat areas suitable for enhancement.**
- **Provide incentives for environmental enhancements**
 - **Increase stream buffers, look for multiple benefits here too.**
- **Incorporate sustainability principles**





Watershed Processes: Opportunities – Low Impact Development

HOW LOW IMPACT DEVELOPMENT ELEMENTS WORK TO MIMIC WATERSHED PROCESSES

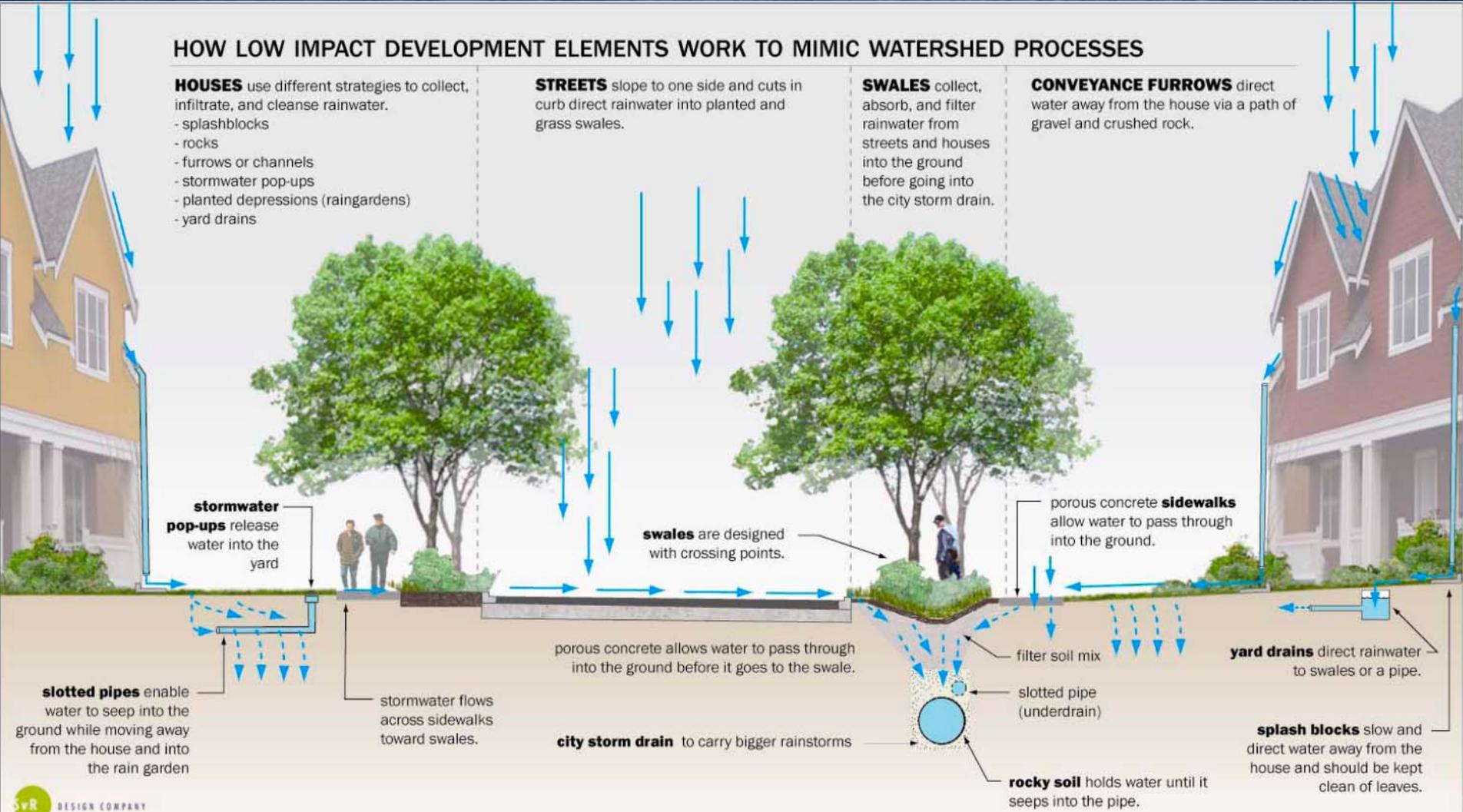
HOUSES use different strategies to collect, infiltrate, and cleanse rainwater.

- splashblocks
- rocks
- furrows or channels
- stormwater pop-ups
- planted depressions (raingardens)
- yard drains

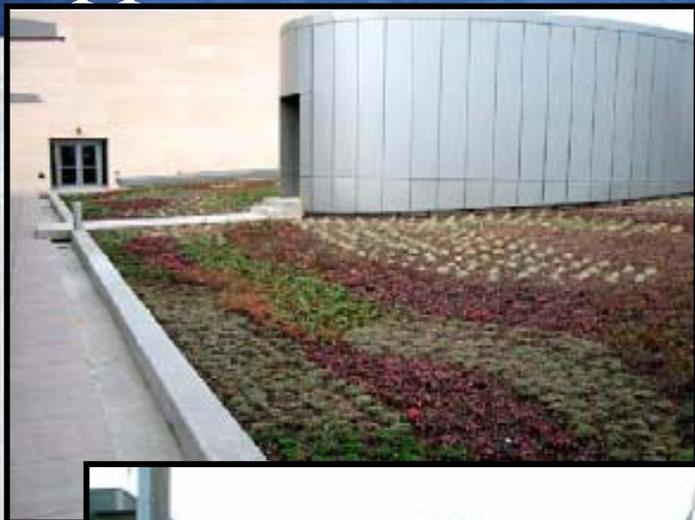
STREETS slope to one side and cuts in curb direct rainwater into planted and grass swales.

SWALES collect, absorb, and filter rainwater from streets and houses into the ground before going into the city storm drain.

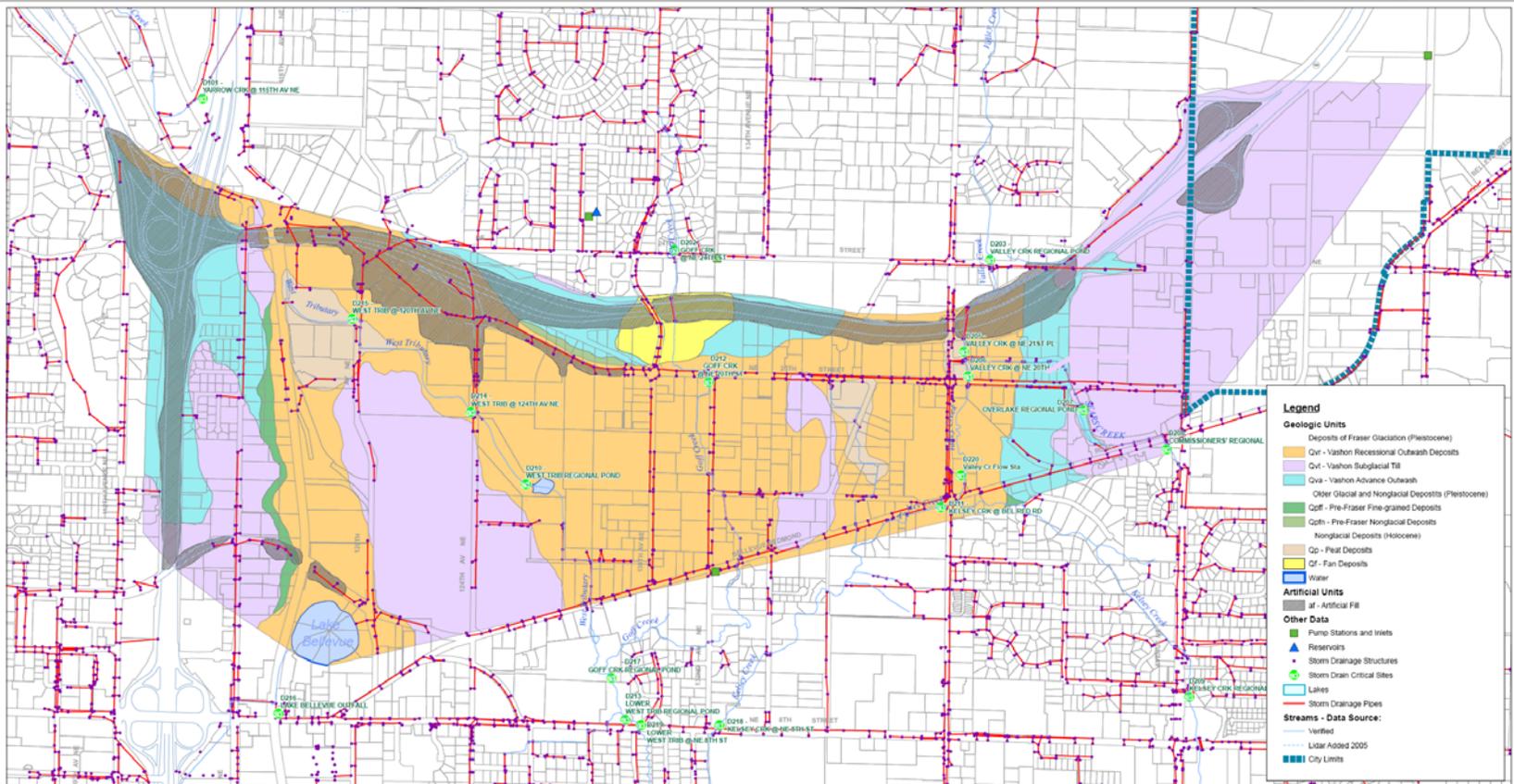
CONVEYANCE FURROWS direct water away from the house via a path of gravel and crushed rock.



Watershed Processes: Opportunities



Watershed Processes: Opportunities



Legend

Geologic Units

- Deposits of Fraser Glaciation (Pleistocene)
 - Qv1 - Vashon Recessional Outwash Deposits
 - Qv2 - Vashon Subglacial Till
 - Qv3 - Vashon Advance Outwash
 - Qgl - Older Glacial and Nonglacial Deposits (Pleistocene)
 - Qdf - Pre-Fraser Fine-grained Deposits
 - Qdfn - Pre-Fraser Nonglacial Deposits
 - Nonglacial Deposits (Holocene)
- Qo - Peat Deposits
- Qf - Fan Deposits

Artificial Units

- af - Artificial Fill

Other Data

- Pump Stations and Inlets
- Reservoirs
- Storm Drainage Structures
- Storm Drain Critical Sites
- Lakes
- Storm Drainage Pipes

Streams - Data Source:

- Verified
- Lidar Added 2005
- City Limits

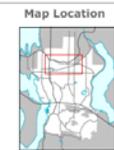
V:\utpl\ArcGIS\BelRedGeoSoils_db.mxd

City of Bellevue
IT Department
GIS Services
Plot Date: 2/13/2007

Scale: 1" = 443 feet

NORTH

City of Bellevue
Bel-Red Study Area
GeoMap NW Soils Data

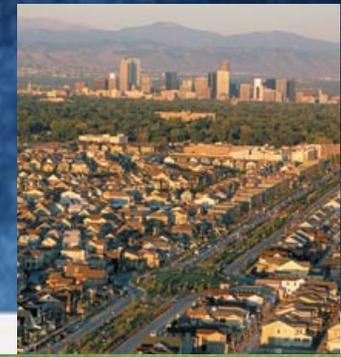


This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only. It is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information contained on this map, please contact the sponsoring department as shown on this map.

This material is owned and copyrighted by the City of Bellevue.

Denver – Stapleton



2004

Stapleton Sustainability MASTER PLAN

WESTERLY CREEK CORRIDOR AND TRAIL.

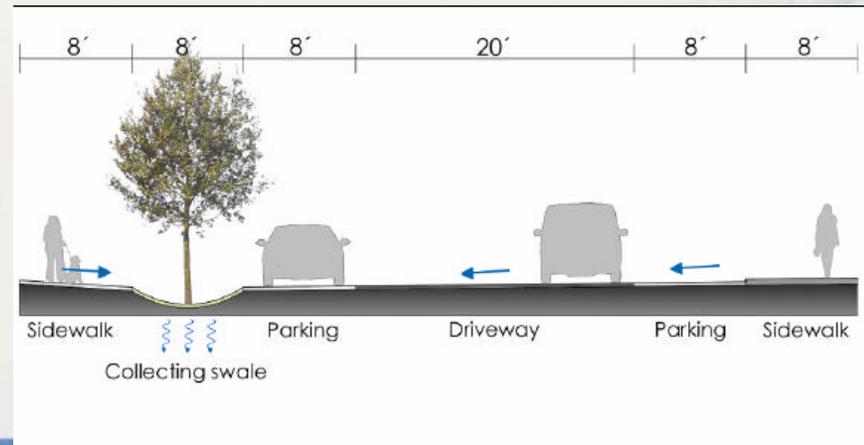
Previously covered by the runways of the old airport, Westerly Creek and its new corresponding trail system create recreational pathways and wildlife habitat—and serve as an important storm water management facility.





Portland – North Macadam Central District Sustainability Program

Integrating stormwater, habitat, urban design, and art ... replacing engineered solutions with innovative, more 'naturalistic' and visible stormwater management strategies.



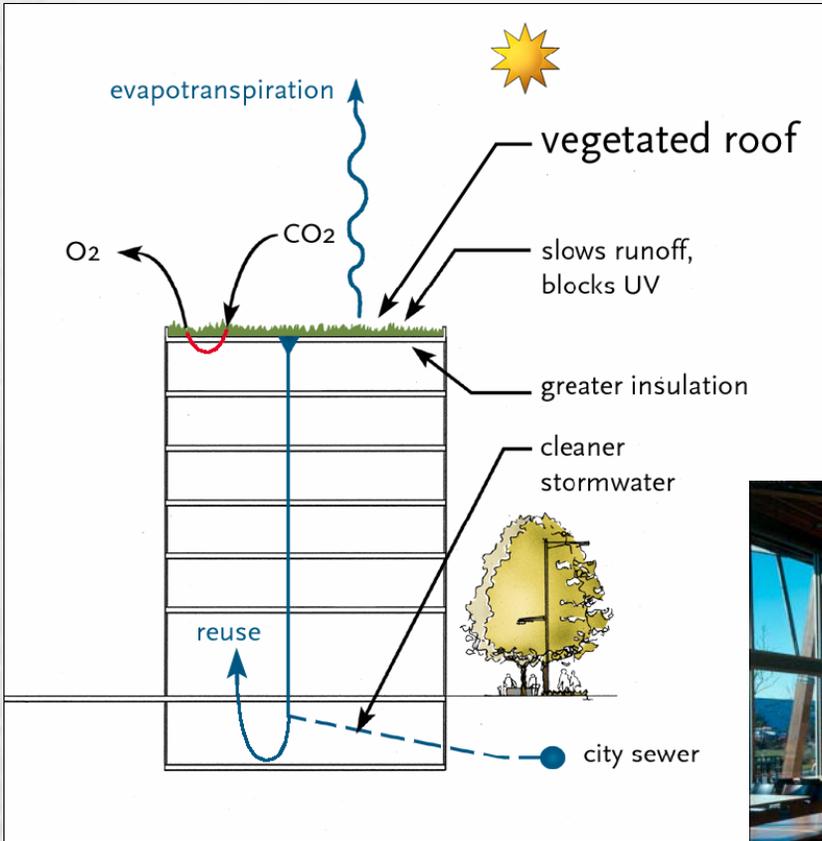


Vancouver – SouthEast False Creek





Seattle – South Lake Union (Vulcan Real Estate)





Other Key Findings from DEIS

■ Aesthetics

- Views would change substantially due to a more dense, urban character, mitigated by design
- Mitigation measures could include:
 - Design guidance for higher-density nodes and transition areas
 - Standards for roof lines, rooftop treatments, and light shielding to minimize offsite impacts

■ Environmental Hazards

- Many potential sites due to past/present practices



Other Key Findings from DEIS (continued)

- **Air Quality**
 - Each alternative would comply with ambient air quality standards
- **Noise**
 - Some future residential areas could exceed City noise standards because of increased arterial traffic.
 - Reduce impacts by traffic management and/or site design measures.
- **Public Services and Utilities**
 - Demand would increase, but is within the service capacity of providers.



Environmental Services Commission input to Develop Final Preferred Alternative

- **March 1: ESC Meeting**
 - Provide high level, policy oriented comments on preferences for preferred alternative
 - Staff will communicate ESC comments to the steering committee prior to the March 29 steering committee workshop
 - Could also comment on the DEIS until March 12
- **April 5: ESC meeting – provide comments for steering committee consideration at their mid- April meeting when they recommend preliminary preferred alternative**
- **June/July: Committee recommends preferred alternative to Council – ESC may review and provide comments**
- **Summer/Fall 2007: ESC comments on developing implementation strategies**
 - Comprehensive Plan and Land Use Code amendments



Questions, Comments, More Information

Thank you!

Questions and Comments:

For more info:

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



BEL-RED CORRIDOR PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT



City of Bellevue
JANUARY 25, 2007