

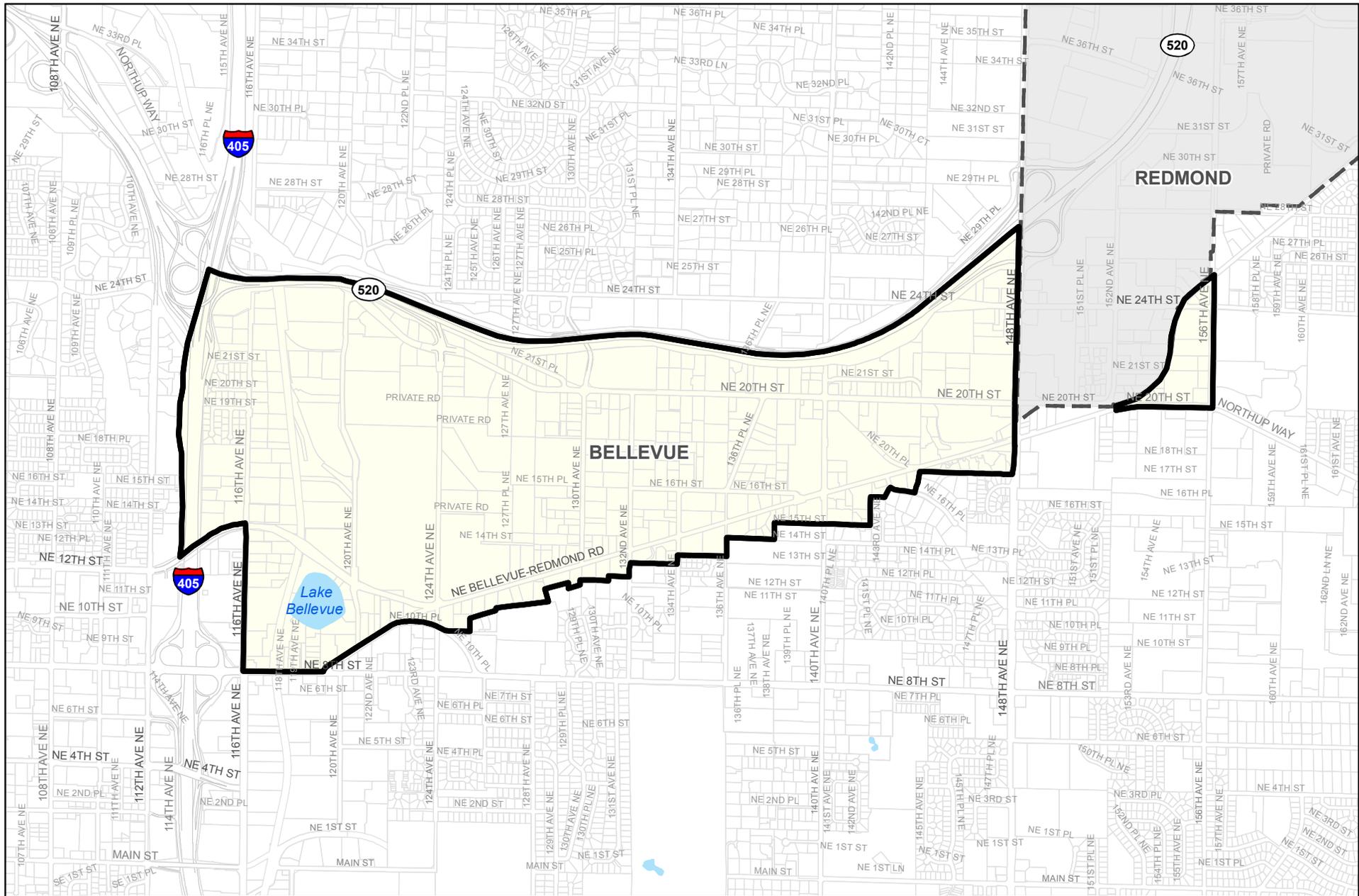
Introduction and Summary

Introduction

This environmental impact statement (EIS) evaluates the impacts of adopting new land use designations and zoning (through amendments to the City of Bellevue's *Comprehensive Plan* [City of Bellevue, 2006], the *Bel-Red/Northup Subarea Plan* [City of Bellevue, 1988], the *Crossroads Subarea Plan* (City of Bellevue, 1993), the *Wilburton/NE 8th Street Subarea Plan* [City of Bellevue, 2005], the Bellevue City Code [BCC]), and developing new transportation infrastructure to support redevelopment of the Bel-Red Corridor within the city of Bellevue. The Bel-Red Corridor stretches from Interstate 405 (I-405) to the city's border with Redmond at 148th Avenue NE (including a small wedge west of 156th Avenue NE that is in the Crossroads Subarea) and between State Route (SR) 520 and Bel-Red Road (Figure 1-1). Historically home to many of Bellevue's light industrial and service businesses, the corridor is poised for transition, both as the result of market forces and because of Sound Transit's proposal to build a new light-rail transit (LRT) line through the area. The Project Background and Purpose section of this chapter provides more information on how the Bel-Red Corridor Project came about and the objectives it is designed to achieve. The vast majority of the study area is within the Bel-Red/Northup Subarea boundaries; a small portion in the east is within the Crossroads Subarea, and a small portion in the southwest is in the Wilburton/NE 8th Street Subarea.

The Draft EIS (DEIS) for this project evaluated three action alternatives, each representing a specific mix of land use changes and transportation improvements that could achieve the City's planning objectives for the corridor. It evaluated the impacts of development intensity and density increases and identified changes that will be needed to the *Comprehensive Plan*, subarea plans, and land use code. This Final EIS (FEIS) includes a Preliminary Preferred Alternative, recommended by the Bel-Red Steering Committee on May 3, 2007. The Preliminary Preferred Alternative includes components of all alternatives, including the No-Action, but most closely resembles the density proposed under Alternative 3 in the DEIS. While some transportation system, parks, and other improvements are common to all action alternatives, each one reflects a different planning emphasis. Also evaluated is a No-Action Alternative, which provides a future baseline against which to measure the impacts of the action alternatives. All alternatives have a 2030 planning horizon, which is when the development program for the action alternatives is expected to be complete.

The alternatives included in the DEIS are described briefly below, and the Preliminary Preferred Alternative is described in more detail in Chapter 2. More detailed supporting analysis as well as the project's public outreach process and timing are provided in Appendices A through D.



-  Bel-Red Corridor
-  Lake
-  City Boundary
-  Parcel
-  Highway

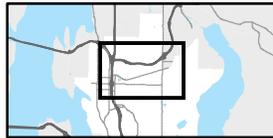
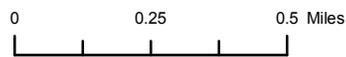


Figure 1-1
Bel-Red Corridor
 Bel-Red Corridor Final EIS

This is a programmatic, or “nonproject,” EIS, as described in Chapter 197-11-442 of the State Environmental Policy Act (SEPA) Rules. This type of analysis is used to evaluate the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Although any action alternative could support the construction of many specific projects, such as new land development and transportation system improvements, those projects are not being proposed for development at this time and are not defined in detail. Thus, the environmental analysis is at a broad level that will assist City of Bellevue (the City) decision-makers in choosing the best alternative for guiding redevelopment in the corridor in accordance with project objectives. This analysis is not intended to document impacts at the project level; individual land use or transportation projects in the Bel-Red Corridor will be required to undergo project-level SEPA analysis after they are formally proposed.

This EIS was also developed under a set of regulations that integrate the requirements of SEPA with those of the Washington State Growth Management Act (GMA). GMA provides a framework for land use planning in Washington’s most populous cities and counties. Chapters 197-11-210 through 197-11-235 of the Washington Administrative Code (WAC) describe the procedures for SEPA/GMA integration, which is designed to ensure that “environmental analyses under SEPA can occur concurrently with and as an integral part of the planning and decision making under GMA” (WAC 197-11-210). Linking the development of a land use plan for the corridor with the environmental analysis can result in better-informed GMA planning decisions; avoid delays, duplication, and paperwork in project-level environmental analysis; and narrow the scope of environmental review under SEPA at the project level. This EIS follows the format requirements for an integrated SEPA/GMA document, as described in WAC 197-11-235.

Because of the programmatic nature of this document, most elements of the environment are evaluated qualitatively. However, several elements of the environment – air quality, noise, and transportation – are evaluated quantitatively using computer modeling to assess potential future impacts. This approach was chosen to provide a more objective basis for comparing the alternatives – particularly in terms of traffic, where the effects of new development on a discontinuous transportation system are of special concern.

When specific development and/or transportation projects are proposed in the corridor, they will be defined in greater detail and their impacts evaluated in separate SEPA documents. The public and agencies will have opportunities to comment on each of these projects. Depending on the magnitude of the projects, project-level environmental review could range from a SEPA Checklist and Declaration of Nonsignificance (where impacts are minor) to a project-level EIS (where significant, unmitigatable impacts are likely to occur). In addition, all projects will require complying with applicable environmental regulations and obtaining the necessary permits from the City of Bellevue and other agencies with jurisdiction. Conditions placed upon these permits, as well as mitigation measures identified through the SEPA process, will ensure that potential impacts are avoided, minimized, and/or mitigated to the greatest possible extent.

Project Background and Purpose

As one of Bellevue’s major employment areas, the Bel-Red Corridor includes more than 50 percent of all land in the city zoned for light industrial use, over 1,100 businesses, and nearly 17 percent of the city’s total employment (Leland Consulting Group, 2005). In recent years,

however, the corridor has been an area in transition. Several large employers have moved out of or have greatly reduced operations in the area. For example, Safeway, the corridor's largest landowner, has shifted most of its distribution operations out of the area and sold about half of the 75 acres it owned in the corridor. The former *King County Journal* also moved operations from the Bel-Red Corridor to Kent. Concurrently, employment has also declined: between 1995 and 2004, employment dropped by more than 5 percent in the Bel-Red Corridor while increasing by 20 percent in Bellevue as a whole.

The corridor's physical characteristics reflect its light industrial use pattern. The transportation network is sparse and discontinuous with little in the way of a street grid, particularly on the corridor's west side. Although the corridor is bordered by SR 520 along its northern edge, there are only two access points to SR 520: one at 124th Avenue NE, which only provides access to and from westbound SR 520, and one full interchange at 148th Avenue NE. Six streams run through the corridor, and each differs in its function and value as habitat or urban amenity; Chapter 4 in the DEIS describes these streams in more detail. There is one major recreational facility (Highland Community Center) in the corridor's 900-plus acres, but there are no substantial neighborhood parks or trails.

The *Bel-Red/Northup Subarea Plan* (City of Bellevue, 1988) affirmed the light industrial and commercial land use pattern when it was last comprehensively updated in 1988. Since then, Downtown Bellevue has grown dramatically, and Redmond's Overlake area has become a major regional employment center. With these two regional urban centers as its "bookends" and major development occurring in both, a reexamination of the corridor was appropriate. The need to reexamine the corridor was heightened by Sound Transit's ongoing work to evaluate an extension of LRT through the Bel-Red Corridor and into Redmond. LRT could support changes in the area's land use patterns by providing new transportation system capacity; experience in other urban areas has demonstrated that LRT can serve as a catalyst for redevelopment to different types of uses and greater densities. The corridor's current zoning, however, limits the extent to which land use could support LRT because industrial and commercial uses tend to be relatively low-intensity and oriented more toward driving than transit use.

The most recent update of the City's *Comprehensive Plan* identified particular economic challenges facing Bellevue in the years ahead. One of the challenges listed was the aging commercial areas located in various areas across the city. Some commercial areas were beginning to show aging and would need some repositioning to reach their full potential. The Bel-Red Corridor was identified as including some of these aging areas and it was noted that those uses in the corridor (primarily warehousing, distribution, and manufacturing) may not be the best long-term uses given Bellevue's place in the current economy.

In 2005, the Bellevue City Council approved launching the Bel-Red Corridor Project. At that time, the City began working with businesses and residents to develop a long-range plan for future land uses in the corridor and to determine the area's role in the city's overall growth and economic development. The objective was to work with the community to plan and manage change rather than to accommodate the inevitable change in a haphazard, piecemeal way. The following are the overall goals established for the planning process:

- Determine future land use in a thoughtful, comprehensive manner.

- Integrate land use and a full range of transportation mode planning, including pedestrians, bicycles, buses, cars, trucks, and LRT.
- Evaluate the impacts and opportunities presented by a potential LRT line through the corridor, and identify a City-preferred route and station locations.
- Identify community amenities that will contribute to and support the preferred vision.
- Protect adjoining areas from impacts of future growth.

The Bellevue City Council adopted a set of 10 planning principles that reflect the project goals while providing more specific direction for corridor planning. Following are the Bel-Red Corridor Project Planning Principles:

1. **Long-Term Vision.** The preferred vision resulting from this project should be long-term, ambitious, and rooted in reality, providing clear direction for the future of the Bel-Red area. Lacking a clear vision, the area will likely continue to see piecemeal, uncoordinated change, and the loss of its full potential.
2. **Economic Vitality.** This project should establish a solid and dynamic economic future for Bel-Red, enhancing the area's existing strengths and its future potential. While portions of Be-Red have been in transition, the area has many strengths to build upon. These include its proximity to the regional hospital medical complex, and its strategic location between Downtown Bellevue and Overlake, two of the most dynamic economic centers in the region.
3. **Differentiated Economic Niche.** Bel-Red should provide for future growth of jobs and firms that have significant potential for expansion, and which are not well accommodated in other parts of the city. The area should enhance the city's overall economic health while creating land use forms and densities that are not likely to be found in other city employment centers, particularly Downtown Bellevue.
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 approach High-Capacity Transit¹ 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

¹ The Bel-Red Corridor Planning Principles and the term High-Capacity Transit were adopted by the City Council prior to Sound Transit's identification of LRT as the preferred transit mode. Elsewhere in this FEIS the term LRT is used in place of HCT.

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.
10. **Coordination.** This planning effort requires solid coordination with other affected jurisdictions. In particular, close coordination with Sound Transit is necessary to attain regional agreement on the preferred HCT alignment and station locations. Coordination is also required with the City of Redmond because this study area is included in the Interlocal BROTS Agreement.

In October 2005, the Bellevue City Council appointed a Steering Committee to guide City staff in accomplishing the Bel-Red Corridor Project and advise the Council and City boards and commissions. In April 2006, the Steering Committee approved a set of objectives (listed in Table 1-1) that are based upon the Bel-Red Corridor Project Planning Principles and more specifically define the attributes that assisted with development and subsequent evaluation of the Bel-Red Corridor Project alternatives. The 15-member committee worked with City staff to develop the action alternatives described in this EIS. In May 2007, the Steering Committee recommended the Preliminary Preferred Alternative that is evaluated in this FEIS. Following the publication of this FEIS, the Steering Committee will make a final recommendation that will be further evaluated by the Planning Commission and the City Council.

TABLE 1-1
 Bel-Red Steering Committee Objectives
Bel-Red Corridor Final Environmental Impact Statement

Objectives
Market feasibility: <ul style="list-style-type: none"> • Incorporate elements of market forecast (office, housing, retail) • Serves distinctive market niche • Meets market needs and economic realities • Leverage nearby opportunities (i.e., Overlake Hospital expansion)
Land Use: <ul style="list-style-type: none"> • Jobs-housing relationship (accommodate housing and commercial uses) • Accommodate service uses • Land use takes advantage of HCT stations (mixed use nodes) • Appropriate scale of development within area
Neighborhood Impact: <ul style="list-style-type: none"> • Land use sensitive to surrounding areas • Addresses transportation spillover impacts
Environmental Quality: <ul style="list-style-type: none"> • Improve environmental resources (streams, wetlands) • Support sustainable development patterns
Parks and Open Space: <ul style="list-style-type: none"> • Parks integrated with future land use concepts • Achieves critical mass of park improvements • Adds value to overall system (include regional facility)
Transportation Accessibility and Mobility: <ul style="list-style-type: none"> • Addresses multi-modal transportation improvements in the corridor and adjacent neighborhoods • Provides improved access to regional system • Provides improved local access and circulation • Accommodates planned level of development

Source: City of Bellevue, 2005.

Public Involvement

The City has mounted an extensive public outreach program to communicate with stakeholders on the Bel-Red Corridor Project and to allow opportunities for input into decision-making. To date, public presentations and forums for comment on the project have included:

- Seventeen meetings of the Bel-Red Corridor Steering Committee, which maintains a standing agenda item for input from members of the public
- Five community meetings, including a SEPA scoping meeting and open houses to solicit feedback and/or present findings on the project
- The extended (45-day) public comment period and hearing on the Draft EIS
- Ten outreach events to the business community, including corridor businesses and property owner panels as well as events for the Bellevue Chamber of Commerce and Bellevue Downtown Association

- Seventeen presentations to City boards and commissions
- Eight briefings of the Bellevue City Council

Appendix B contains additional information about this project's public outreach, including greater detail on the timing and content of each of the public participation opportunities described above. The distribution list for this FEIS is provided in Appendix E.

Alternatives Evaluated

The action alternatives in this EIS allow the City to evaluate a range of redevelopment scenarios in accordance with the Bel-Red Corridor Planning Principles; some features are similar across alternatives. A market conditions analysis completed for this project (included in Appendix B of the DEIS) indicated that—given the corridor's strategic location and the projected market demand—the future land uses best suited for the area would be primarily a mix of office and housing, some of it taking the form of mixed-use development where employment and residential development could coexist along with supporting retail. This analysis provided the basis for determining the differing proportions and intensities of uses developed for the action alternatives.

The regionally important hospital and medical office area at the west end of the corridor was assumed to grow under all alternatives, as was the regionally important Overlake office area at the east end. Further, the three action alternatives evaluated in the DEIS, plus the Preliminary Preferred Alternative evaluated in this FEIS feature areas of denser development within a quarter-mile of potential future LRT station locations. The remainder of this section describes these alternatives in terms of their common land use and transportation features and in terms of their differing land uses. Table 1-2 summarizes the alternatives' key characteristics.

TABLE 1-2
Summary of Bel-Red Corridor Alternatives
Bel-Red Corridor Final Environmental Impact Statement

Attribute	No-Action Alternative	Preliminary Preferred Alternative	Alternative 1	Alternative 2	Alternative 3
Net increase/ decrease in non-residential development (square feet) through 2030					
Office	606,500	4,000,000	3,200,000	2,300,000	4,000,000
Retail	124,000	500,000	300,000	200,000	500,000
Industrial	300,000	-2,490,000	-2,690,000	-1,980,000	-2,490,000
New housing units	None	5,000	3,500	5,000	5,000
Light-rail stations and locations	Two stations: OHMC vicinity, 152nd Avenue NE (Redmond)	Four stations: OHMC vicinity, 122nd Avenue NE, 130th Avenue NE, 152nd Avenue NE (Redmond)	Two stations: 122nd Avenue NE, 152nd Avenue NE (Redmond)	Three stations: 130th Avenue NE, 148th Avenue NE	Three stations: 122nd Avenue NE, 130th Avenue NE, 152nd Avenue NE (Redmond)

TABLE 1-2
 Summary of Bel-Red Corridor Alternatives
Bel-Red Corridor Final Environmental Impact Statement

Attribute	No-Action Alternative	Preliminary Preferred Alternative	Alternative 1	Alternative 2	Alternative 3
Other features		Arts District No non-conforming light industrial and service uses; new service uses accommodated in the future FAR of up to 2.5 in development nodes FAR of up to 1.0 outside of development nodes	Services Core	Light industrial "reserve"	

Source: City of Bellevue, 2006, 2007.

FAR = floor-area-ratio

OHMC = Overlake Hospital Medical Center

No-Action Alternative

The No-Action Alternative was used as a baseline against which to measure the impacts of the action alternatives. While some new redevelopment would occur, the No-Action Alternative assumes that no major changes would occur to the land use or transportation policies in the Bel-Red Corridor. The only transportation impacts that would occur, for example, would be those programmed as part of existing City plans or proposed by other agencies.

The No-Action Alternative would continue the existing zoning and land use mix in the Bel-Red Corridor; this generally includes medical facility and medical office uses at the far western end of the corridor, light industrial uses in the west central portion, and service and retail uses on the east. There is assumed to be no housing other than the existing residential development on the north side of Lake Bellevue. Although increased population and/or employment in nearby areas would continue to place development pressure on the Bel-Red Corridor, its capacity to accommodate that growth would be limited by the existing zoning and transportation system. The analysis assumed that, based on existing trends, approximately 1.03 million additional square feet of nonresidential space would be developed in the corridor by 2030.

Some transportation system improvements are planned and funded for the Bel-Red Corridor under the No-Action Alternative. These improvements would be limited to those identified in the City of Bellevue *2005-2011 Capital Improvement Program (CIP)* (City of Bellevue, 2005). Most of these improvements are intersection modifications or new center two-way, left-turn lanes. The NE 10th Street extension over I-405 will be constructed, and pedestrian and bicycle facilities are planned on NE 24th Street and Northrup Way.

The No-Action Alternative also assumes that Sound Transit will construct an LRT line through the Bel-Red Corridor as proposed in the Sound Transit East Link Project. The No-Action Alternative assumes two stations: one in the vicinity of Overlake Hospital Medical Center (OHMC)

and one near 152nd Avenue NE in Redmond. The No-Action Alternative includes no land use changes in the OHMC area. The City of Redmond is preparing an update of the *Overlake Neighborhood Plan*, which includes the area near the 152nd Avenue NE station, but no changes would occur in the nearby portion of the Bel-Red Corridor under the No-Action Alternative. Without changes to the existing land use designations and zoning, it would be difficult for these stations to realize their full potential to support LRT ridership.

Land Use and Transportation Improvements Common to the Action Alternatives

Common to all action alternatives for land use is the location of the medical office area along 116th Avenue NE and the mixed-use housing and retail area at 156th Avenue NE. Also common to all action alternatives are the parks and open space retained in the area east of 140th Avenue NE, which encompasses Highland Community Center. As new neighborhoods are developed, additional parks and open space amenities would be created that respond to the anticipated needs of the area's new residents and take advantage of the area's natural features.

All four action alternatives also include a common set of transportation system improvements with some variation among the alternatives. As the transportation alternatives were analyzed in conjunction with the land use alternatives, several unique transportation projects evolved for each land use alternative. In addition, a number of regional roadway projects – including the I-405 corridor improvements and the SR 520 Bridge Replacement and High-Occupancy Vehicle (HOV) Project – are assumed under all action alternatives.

Preliminary Preferred Alternative

On May 3, 2007, the Bel-Red Corridor Steering Committee approved a Preliminary Preferred Alternative that includes components of all alternatives, including the No-Action alternative, but most closely resembles the density proposed under Alternative 3 in the DEIS. Like Alternative 3, discussed later in this chapter, the Preliminary Preferred Alternative would accommodate the highest levels of both employment and housing that are anticipated in the market forecast. This would result in the greatest amount of new nonresidential space (roughly 4.5 million square feet), along with 5,000 new housing units. Approximately 2.49 million square feet of existing industrial land uses would be lost as a result of redevelopment. The Preliminary Preferred Alternative differs from Alternative 3 in that it assumes four LRT stations: one each in the OHMC vicinity, 122nd Avenue NE, and 130th Avenue NE in Bellevue and one at 152nd Avenue NE in Redmond. Floor-area-ratio (FAR) of up to 2.5 is assumed in each of the development nodes, while FAR would be much less (no greater than 1.0) outside of development nodes. This FEIS includes an analysis of building heights of up to 150 feet (165 feet including rooftop mechanical equipment) in Appendix C. Figure 1-2 shows key features of the Preliminary Preferred Alternative.

Compared to the other action alternatives, the Preliminary Preferred Alternative would increase development intensity in the western half of the Bel-Red Corridor by including three closely spaced development nodes at the OHMC vicinity, 122nd Avenue NE, and at 130th Avenue NE. The OHMC development node would consist of office uses, with an emphasis on medical offices. The 122nd Avenue NE node would include both office and housing, but with more of an emphasis on office. The 130th Avenue NE node would encompass housing, retail, and service uses, with a pedestrian-focused shopping street extending between the new NE 16th Street and NE 20th Street. Along the south side of Bel-Red Road, a housing component would be added to

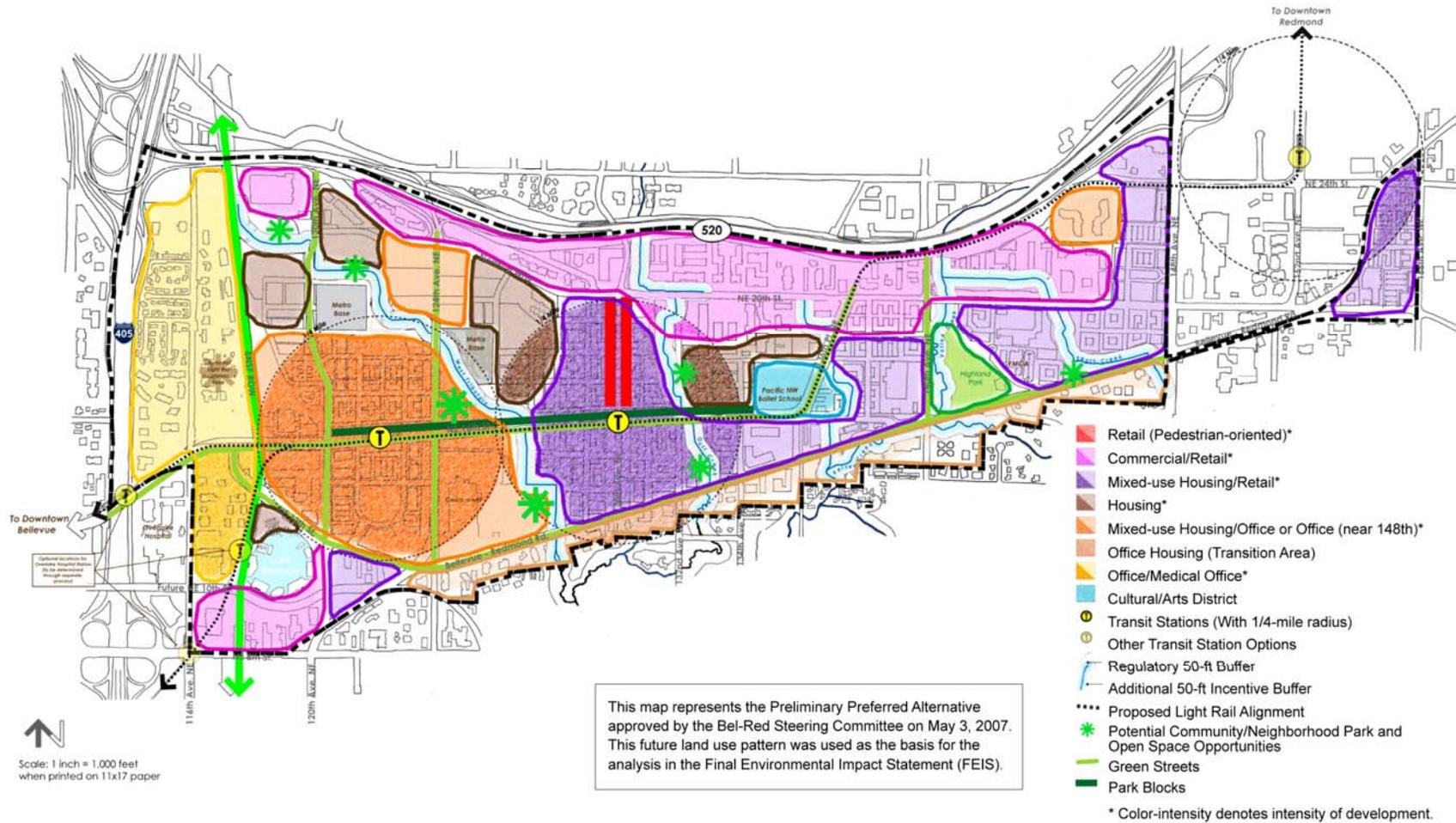


Figure 1-2
Preliminary Preferred Alternative (Nodes at OHMC vicinity and 122nd, 130th, and 152nd Avenues NE)
 Bel-Red Corridor Final Environmental Impact Statement

the existing low-intensity office uses. This would preserve the area's built character while continuing to provide a smooth transition to the existing residential area to the south. At 152nd Avenue NE, the node would include mixed-use housing and retail in the "Uwajimaya triangle" along 156th Avenue NE.

The Preliminary Preferred Alternative also incorporates aspects of several features that were included in Alternatives 1 and 2. One such feature is an arts district north of NE 16th Street in the vicinity of the Pacific Northwest Ballet School on 136th Place NE. In this area, the City would encourage adaptive reuse of existing buildings as studio, rehearsal, and/or performance spaces. Although the Preliminary Preferred Alternative does not include either a services core or a light industrial "sanctuary" (which were evaluated in Alternatives 1 and 2, respectively), it does provide protection for existing uses of these types in the proposed mixed-use areas. Chapter 2 contains more information on these topics.

Beyond the proposed land uses, the Preliminary Preferred Alternative incorporates, with more specificity, many of the strategies described generally in the DEIS to promote sustainable development and protect or enhance watershed processes in the corridor. Many of these strategies involve incentives for developers to increase building heights and development densities in exchange for wider stream buffers, low-impact development approaches, provision of open space, and/or enhancement of the pedestrian environment. These incentives may provide the potential for building heights to reach up to 150 feet (165 feet including rooftop mechanical equipment) and FAR of up to 2.5 within the development nodes; additional detail is provided in Appendix C. Incentives are subject to further consideration by the Bel-Red Steering Committee, the Planning Commission, and the City Council. Additional detail also is provided in Chapter 2, along with some potential enhancement concepts for Bel-Red Corridor streams.

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

Alternative 1 (Figure 1-3) proposed a land development scenario that is in the middle range of housing and employment potential forecast in the market conditions analysis. There would be a net increase of 3.5 million square feet of new commercial (office and retail) space and roughly 3,500 new housing units. Approximately 2.69 million square feet of existing industrial land uses would be lost as a result of redevelopment. Two LRT stations are assumed: one at 122nd Avenue NE and one in Redmond at 152nd Avenue NE.

A mixed-use housing and commercial development node would be centered at 122nd Avenue NE and the new westward extension of NE 16th Street (at the LRT station). A pedestrian-oriented shopping street would be located along 122nd Avenue NE between the new NE 16th Street and NE 12th Street. A large office campus area would be centrally located in the study area. Unique to this alternative is a Services Core located between 130th and 132nd Avenues NE just north of Bel-Red Road. While service uses could be accommodated in several parts of the area, the Services Core would favor them in zoning and other implementation strategies. The Services Core concept was included in response to expressed community interest in preserving the long-term potential for the existing types of service uses, such as automobile repair shops. A retail/commercial area would dominate the northern border (abutting SR 520) and east end (to 148th Avenue NE) of the study area. Low-intensity office located on the south side of Bel-Red Road would continue to provide transition between the corridor and the residential areas to the south.

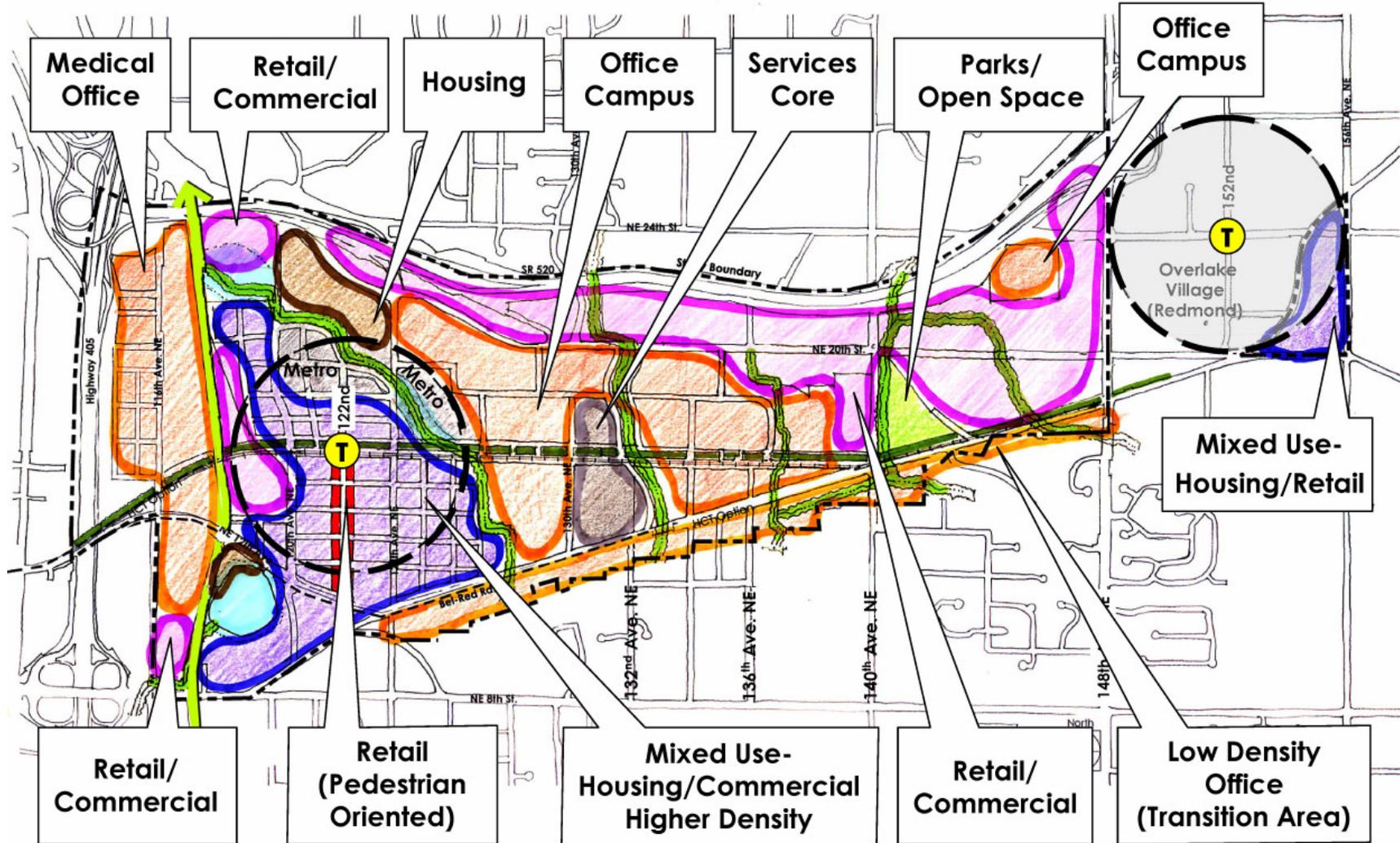


Figure 1-3
Alternative 1: Midrange Employment and Midrange Housing (Nodes at 122nd and 152nd Avenues NE)
 Bel-Red Corridor Final Environmental Impact Statement

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

Compared with Alternative 1, Alternative 2 (Figure 1-4) would include a lower amount of new employment and higher number of new housing units; this would result in roughly 2.5 million square feet of new commercial space and 5,000 new housing units. Approximately 1.98 million square feet of existing industrial land uses would be lost as a result of redevelopment. This alternative would provide several areas for housing of varied densities. Also, three LRT stations are assumed: one each at 116th Avenue NE, 130th Avenue NE, and near 148th Avenue NE.

In the medical office area along the western edge of the corridor, a station is assumed at 116th Avenue NE and NE 12th Street, thus creating the potential for higher office intensities than the other alternatives. A mixed-use housing and commercial development node would be centered at 130th Avenue NE and the new NE 16th Street (at the second LRT station). A pedestrian-focused shopping street would be located on 130th Avenue NE, between the new NE 16th Street and NE 20th Street. Unique to this alternative is the light industrial designation between the two proposed LRT stations and associated development nodes at 116th and 130th Avenues NE. While light industrial uses could remain under any alternative, this designation would favor light industrial uses as the preferred long-term land use, with zoning and other implementation strategies established to accomplish this. Another LRT station and associated development node is assumed at the eastern end of the study area, west of 148th Avenue NE.

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

Compared with Alternatives 1 and 2, and consistent with the Preliminary Preferred Alternative, Alternative 3 (Figure 1-5) would accommodate the highest levels of both employment and housing that are anticipated in the market forecast. This would result in the greatest amount of new nonresidential space (roughly 4.5 million square feet), along with 5,000 new housing units. Approximately 2.49 million square feet of existing industrial land uses would be lost as a result of redevelopment. Three LRT stations are assumed: one each at 122nd Avenue NE and 130th Avenue NE in Bellevue and at 152nd Avenue NE in Redmond.

Two closely spaced development nodes – at 122nd and 130th Avenues NE – were developed as part of this alternative (and were incorporated into the Preliminary Preferred Alternative). The 122nd Avenue NE would include a large area of medium-intensity office use; this area would be designated primarily for office uses, with some supportive retail and service uses. The 130th Avenue NE node would be similar in nature to that proposed under Alternative 2, but it would have the pedestrian-focused shopping street extending between the new NE 16th Street and Bel-Red Road. Along the south side of Bel-Red Road, a housing component would be added to the existing low-intensity office uses. This would preserve the area's built character while continuing to provide a smooth transition to the existing residential area to the south.

Summary of Impacts and Mitigation Measures

Table 1-3 summarizes the environmental impacts for the four action alternatives and the No-Action Alternative. This table also identifies mitigation measures that could be used to reduce the impacts identified. Impacts are listed by environmental element in the order in which they appear in this FEIS. More detailed information on impacts and mitigation can be found in Chapter 2 of this FEIS.

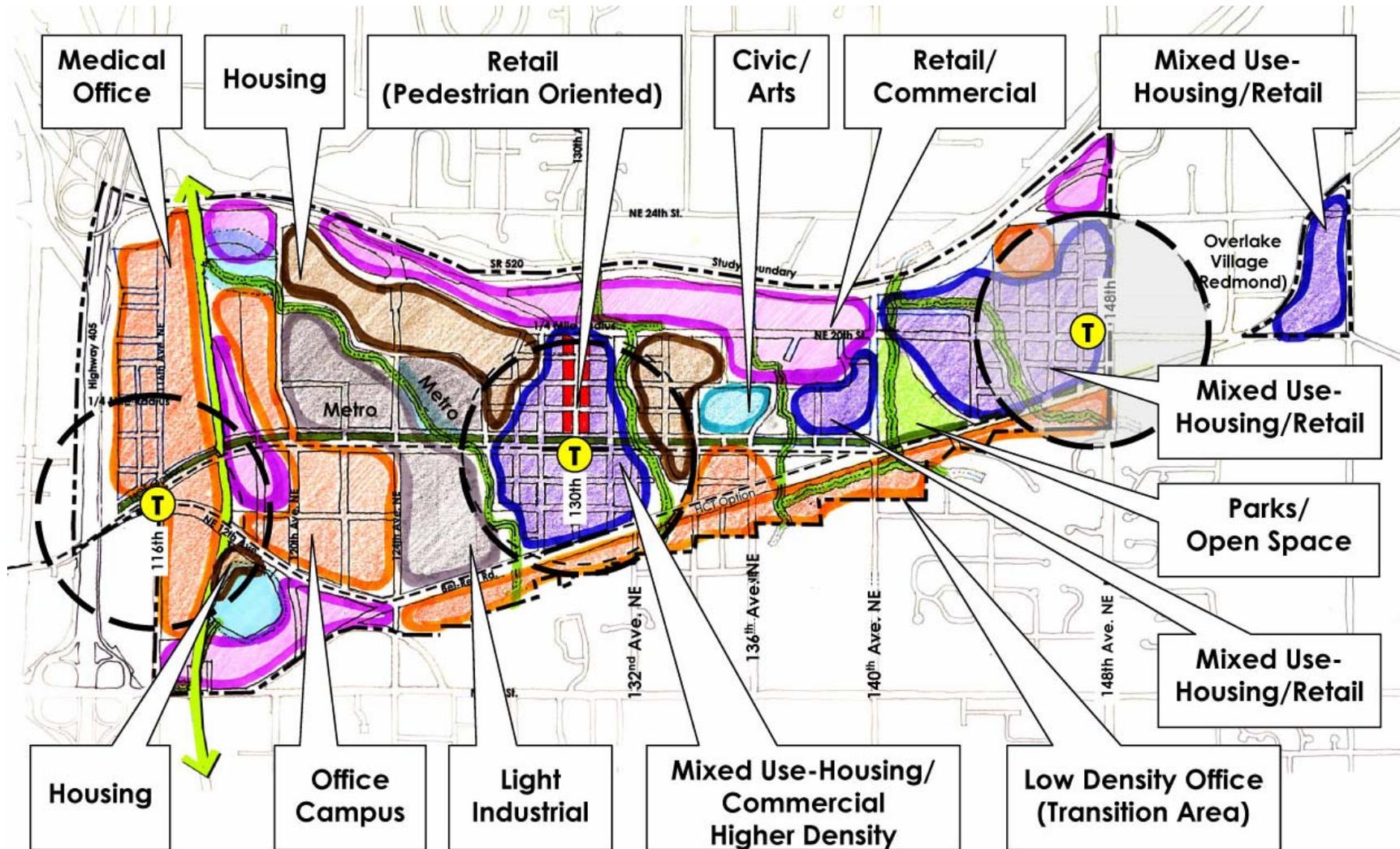


Figure 1-4
Alternative 2: Low Employment and High Housing (Nodes at 116th and 130th Avenues NE and near 148th Avenue NE)

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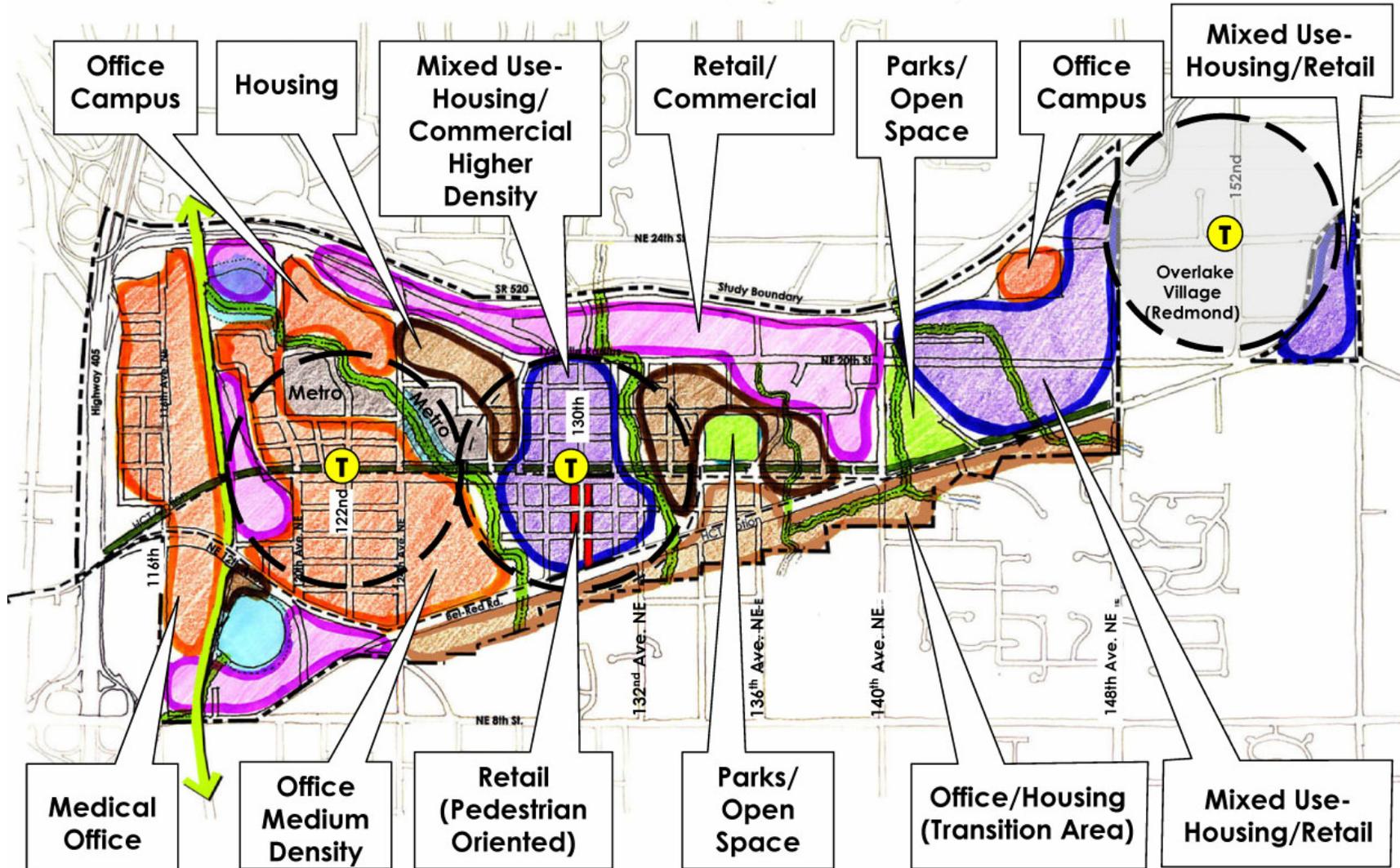


Figure 1-5
Alternative 3: High Employment and High Housing (Nodes at 122nd, 130th, and 152nd Avenues NE)

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TABLE 1-3
Summary of Impacts and Mitigation Measures for Bel-Red Corridor Alternatives
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Environmental Element	No-Action Alternative	Preliminary Preferred Alternative	Alternative 1	Alternative 2	Alternative 3
<i>Air Quality</i>	No significant impacts.	<p>As a result of increased traffic in the study area, carbon monoxide emissions would increase by about 40 percent over the No-Action Alternative, and emissions of particulates would increase by about 30 percent. No violations of air quality standards are expected to occur.</p> <p>Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation would include using best management practices (BMPs) to control dust, covering exposed soils, and requiring idling vehicles to be shut off.</p>	Similar to Preliminary Preferred Alternative.	Similar to Preliminary Preferred Alternative.	Similar to Preliminary Preferred Alternative.
<i>Watershed Processes</i>	No direct impacts; however, study area water quality and habitat would likely continue to degrade over time without retrofitting stormwater detention facilities and developing different incentives (such as LID to protect stream corridors).	All action alternatives would provide opportunities to improve stormwater management, use LID techniques, and protect or enhance habitat through conditions on redevelopment and/or developer incentives. The Preliminary Preferred Alternative would provide the best opportunities for stream restoration and enhancement in the West Tributary and Goff Creek watersheds, with fewer opportunities in the	The single development node and lower density development options provides the most limited opportunities for incentives for improving watershed processes. The West Tributary would be the area with the most opportunity for improved conditions. Similar to Preliminary Preferred Alternative. .	Increasing to three development nodes provides increased incentive opportunities for stream corridor improvements in the Goff and Valley Creek areas. However, maintaining the light industrial area along the West Tributary would provide limited opportunities for improvements in that area.	<p>The nodes of higher development potential provide greater incentive opportunities for stream corridor enhancement along the West Tributary and Goff Creek.</p> <p>Similar to Preliminary Preferred Alternative.</p>

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		<p>Kelsey Creek and Valley Creek watersheds.</p> <p>Construction could damage streams and wetlands if sediments eroded into these areas. BMPs, such as silt fences, sedimentation ponds, and other erosion control measures, would reduce impacts</p>		Similar to Preliminary Preferred Alternative.	
Noise	Noise levels near major arterials would likely remain at 71 to 72 dBA, which is above the City of Bellevue's standard of 67 dBA for traffic noise in residential areas.	<p>The action alternatives would have similar noise levels to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development. The high noise levels could be mitigated through building and site design measures, including landscaped buffers, noise walls, and sound-proofing techniques.</p> <p>Construction could create short-term noise impacts, with noise levels of up to 90 dBA at a distance of 100 feet. Mitigation measures include limiting work hours, installing portable noise barriers, and/or substituting less noisy equipment.</p>	Similar to Preliminary Preferred Alternative.	Similar to Preliminary Preferred Alternative.	Similar to Preliminary Preferred Alternative.
Environmental Health	There would be limited redevelopment under this alternative and, hence, minimal	Potentially contaminated soils would likely be disturbed during redevelopment, which could expose	Potentially contaminated soils would likely be disturbed during redevelopment, which could expose	Potentially contaminated soils would likely be disturbed during redevelopment, which	Potentially contaminated soils would likely be disturbed during redevelopment, which could

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	disturbance of hazardous materials.	people nearby to contaminants. Thirteen known hazardous material sites are located in development nodes near proposed LRT stations. Mitigation measures include further investigating sites before disturbance; developing hazardous substance management plans and worker health and safety plans; and minimizing site disturbance that could expose contaminants.	people nearby to contaminants. Two known hazardous material sites are located in the development node near the proposed LRT station. Mitigation would be the same as for the Preliminary Preferred Alternative.	could expose people nearby to contaminants. Eighteen known hazardous material sites are located in the development nodes near proposed LRT stations. Mitigation would be the same as for the Preliminary Preferred Alternative.	expose people nearby to contaminants. Eleven known hazardous material sites are located in the development nodes near proposed LRT stations. Mitigation would be the same as for the Preliminary Preferred Alternative.
Land Use	<p>Bel-Red Corridor would remain in uses that are consistent with the existing <i>Bel-Red/Northup Subarea Plan</i> but are not consistent with City Council Bel-Red Corridor Project Planning Principles for future use of the study area. Growing development pressure for transition to different land use types and higher development densities and intensities could not be met by current zoning.</p> <p>By 2030, the study area would include 606,500 square feet of</p>	<p>Transition to office, residential, and commercial uses by 2030 would require changes to the <i>Bel-Red/ Northup Subarea Plan</i>, <i>Crossroads Subarea Plan</i>, <i>Wilburton/NE 8th Street Subarea Plan</i>, amendments to the <i>Comprehensive Plan</i>, and amendments to the land use code. This alternative would maximize use of the corridor compared to other action alternatives, but would provide potentially less long-term opportunities for new light industrial and some type of service uses than Alternatives 1 and 2.</p> <p>By 2030, this alternative would include 4 million</p>	<p>Transition to office, residential, and commercial uses by 2030 would require changes to the <i>Bel-Red/ Northup Subarea Plan</i>, amendments to the <i>Comprehensive Plan</i>, and changes in the zoning code. Including a Services Core would create a zoning classification to prevent existing services uses from becoming non-conforming and encourage them to remain. This would limit the changes in that area and preserve the existing land use character.</p> <p>By 2030, this alternative would include 3.2 million</p>	<p>Necessary changes to policies and codes would be similar to Alternative 1. This alternative does not include a Services Core, but the existing light industrial designation would be preserved as a long-term use between 116th and 130th Avenues NE through implementation strategies.</p> <p>By 2030, this alternative would include 2.3 million square feet of new office space; 200,000 square feet of new retail space; and 5,000 new housing units. A total of 1.98 million square feet</p>	<p>Necessary changes to policies and codes would be similar to Alternative 1. This alternative would maximize use of corridor compared to other action alternatives but would provide potentially less protection for valued existing uses than Alternatives 1 and 2.</p> <p>By 2030, this alternative would include 4 million square feet of new office space; 500,000 square feet of new retail space; and 3,500 new housing units. A total of 2.49 million square feet of industrial space would be displaced by other uses.</p>

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	<p>new office space; 124,000 square feet of new retail space; and 300,000 square feet of new industrial space.</p> <p>Transportation improvements for the No-Action Alternative would not displace any commercial or residential buildings.</p>	<p>square feet of new office space; 500,000 square feet of new retail space; and 5,000 new housing units. A total of 2.49 million square feet of industrial space would be displaced by other uses. The character of the study area would be substantially more urban than under the No-Action Alternative and would change more dramatically than for Alternatives 1 and 2. Mitigation could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue and revisions to the land use code to allow certain types of industrial and services uses to remain without non-conforming status in the Bel-Red Corridor.</p> <p>Right-of-way for roadway improvements would require displacing up to 30 commercial buildings, 3 residences, and some surface parking. The City would comply with all applicable state, federal, and local requirements for property acquisition and business relocation.</p> <p>Increased activity in the Bel-Red Corridor could affect</p>	<p>square feet of new office space; 300,000 square feet of new retail space; and 3,500 new housing units. A total of 2.69 million square feet of industrial space would be displaced by other uses; character of the study area would be substantially more urban than under the No-Action Alternative.</p> <p>Right-of-way requirements for transportation improvements would be similar to those for the Preliminary Preferred Alternative, as would mitigation for displacements.</p> <p>The effects of increased activity in the Bel-Red Corridor on adjacent neighborhoods would be lower than those of the Preliminary Preferred Alternative.</p>	<p>of industrial space would be displaced by other uses. The study area would have a much more urban character than under No-Action Alternative but would be somewhat less dense than with Alternative 1. Mitigation would be similar to the Preliminary Preferred Alternative.</p> <p>Right-of-way for transportation improvements would require displacements of up to 33 commercial buildings and 3 residences, as well as parking. Mitigation would be the same as for the Preliminary Preferred Alternative.</p> <p>The effects of increased activity in the Bel-Red Corridor on adjacent neighborhoods would be lower than those of the Preliminary Preferred Alternative.</p>	<p>The character of the study area would change more dramatically than for the other action alternatives, with greater density and intensity than Alternatives 1 and 2. Mitigation would be similar to Alternative 1.</p> <p>Right-of-way requirements for transportation improvements would be similar to those for the Preliminary Preferred Alternative, as would mitigation for displacements.</p> <p>The effects of increased activity in the Bel-Red Corridor on adjacent neighborhoods would be similar to those of the Preliminary Preferred Alternative.</p>

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		adjacent neighborhoods. Impacts could be reduced by using urban design measures and landscaped buffers to transition from higher- to lower-intensity land uses.			
Recreation	Highland Park and Highland Community Center would continue to be the only recreational facilities in the Bel-Red Corridor.	All action alternatives could include a 10- to 20-acre major recreational facility housing both indoor recreation activities (such as aquatics) and/or sports fields. NE 16th Street would be developed as a “green boulevard” incorporating pedestrian and bicycling amenities and urban design features to provide opportunities for recreation. Increased residential development would create significant demand for parks and trails to serve residents. The City would explore opportunities to site such parks and to accommodate joint recreational use, wherever possible, in areas such as stream buffers and commercial developments.	Similar to the Preliminary Preferred Alternative (although the demand for parks and trails would be less because of the smaller number of new residents in the corridor).	Similar to the Preliminary Preferred Alternative.	Similar to the Preliminary Preferred Alternative.
Population, Housing, and	Few or no additional residents would live in	This alternative would add approximately 8,385 new	This alternative would add approximately 5,980 new	This alternative would add approximately	This alternative would have impacts similar to

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Employment	<p>the Bel-Red Corridor because existing zoning includes a very limited housing component.</p> <p>Development under existing zoning would create approximately 1,917 office and retail jobs and approximately 450 industrial jobs for a net increase of 2,367 jobs.</p>	<p>residents to the Bel-Red Corridor by providing for 5,000 housing units by 2030.</p> <p>This alternative would add approximately 11,934 new office and retail jobs while displacing approximately 2,685 industrial jobs for a net increase of 9,249 jobs.</p> <p>Mitigation for lost industrial jobs could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue and providing opportunities to allow existing industrial and service used to remain in the Bel-Red Corridor.</p>	<p>residents to the Bel-Red Corridor by providing for 3,500 housing units by 2030.</p> <p>This alternative would add approximately 9,324 new office and retail jobs while displacing approximately 2,985 industrial jobs for a net increase of 6,339 jobs.</p> <p>Mitigation for lost industrial jobs could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.</p>	<p>8,385 new residents to the Bel-Red Corridor by providing for 5,000 housing units by 2030.</p> <p>This alternative would add approximately 6,660 new office and retail jobs while displacing approximately 1,920 industrial jobs for a net increase of 4,740 jobs.</p> <p>Mitigation for lost industrial jobs could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.</p>	<p>those of the Preliminary Preferred Alternative.</p> <p>Mitigation for lost industrial jobs could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue..</p>
Aesthetics	<p>The existing visual character of the study area would remain more or less intact.</p>	<p>Redevelopment would result in a denser, more urban visual environment within development nodes in response to incentives to encourage low-impact development and open space preservation. In general, the aesthetics of the corridor would improve over existing conditions. Adopting urban design standards for the corridor, especially in light-rail transit (LRT) station areas, would help establish unified,</p>	<p>Redevelopment would have similar effects to those described for the Preliminary Preferred Alternative, but would have slightly less urban character overall because of fewer development nodes in the corridor.</p> <p>Impacts and mitigation for lighting would be the same as for the Preliminary Preferred Alternative.</p>	<p>Redevelopment would have similar effects to those described for the Preliminary Preferred Alternative, but would have slightly less urban character overall because of fewer development nodes in the corridor and lower levels of commercial development.</p> <p>Impacts and mitigation for lighting would be the same as for the Prelimi-</p>	<p>Redevelopment would have similar effects to those described for the Preliminary Preferred Alternative, but would have slightly less urban character overall because of fewer development nodes in the corridor.</p> <p>Impacts and mitigation for lighting would be the same as for the Preliminary Preferred Alternative.</p>

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		attractive development. Lighting would increase throughout the corridor and would likely be visible to some residents of nearby neighborhoods.		nary Preferred Alternative.	
Transportation	<p>Traffic volumes would increase over existing conditions as a result of growth in the area and in areas outside the corridor.</p> <p>Twenty-two intersections would operate at LOS E or F in 2030.</p> <p>Average speeds in the corridor would be approximately 20 mph.</p> <p>The No-Action Alternative would generate about 1,939 daily passenger boardings at the two Sound Transit East Link LRT stations in the corridor.</p> <p>Pedestrian and bicycling facilities in the corridor would remain at existing substandard levels.</p>	<p>Traffic volumes corridorwide would increase by approximately 12 percent as compared with the No-Action Alternative.</p> <p>Twenty-three intersections would operate at level of service (LOS) E or F in 2030.</p> <p>Average speeds in the corridor would be 19.83 mph, a slight increase in congestion compared to No-Action Alternative and the slowest of the action alternatives.</p> <p>The Preliminary Preferred Alternative would generate about 10,200 daily passenger boardings at the four Sound Transit East Link LRT stations in the corridor.</p> <p>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.</p> <p>Increased traffic volumes</p>	<p>Traffic volumes corridorwide would increase by approximately 10 percent as compared with the No-Action Alternative.</p> <p>Twenty-four intersections would operate at LOS E or F in 2030.</p> <p>Average speeds in the corridor would be similar to the No-Action Alternative.</p> <p>Alternative 1 would generate about 6,650 daily passenger boardings at the two Sound Transit East Link LRT stations in the corridor.</p> <p>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.</p> <p>Traffic intrusion impacts and mitigation would be</p>	<p>Traffic volumes corridorwide would increase by approximately 10 percent as compared with the No-Action Alternative.</p> <p>Twenty-four intersections would operate at LOS E or F in 2030.</p> <p>Average speeds in the corridor would be similar to the No-Action Alternative.</p> <p>Alternative 2 would generate about 6,100 daily passenger boardings at the three Sound Transit East Link LRT stations in the corridor.</p> <p>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the</p>	<p>Traffic volumes corridorwide would increase by approximately 12 percent as compared with the No-Action Alternative.</p> <p>Twenty-two intersections would operate at LOS E or F in 2030.</p> <p>Average speeds in the corridor would be similar to the Preliminary Preferred Alternative.</p> <p>Alternative 3 would generate about 7,800 daily passenger boardings at the three Sound Transit East Link LRT stations in the corridor.</p> <p>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.</p> <p>Traffic intrusion impacts and mitigation would be</p>

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		could result in traffic intruding into nearby neighborhoods. Traffic-calming measures (such as roundabouts and curb bulbs) could be used to discourage intrusion.	similar to the Preliminary Preferred Alternative.	corridor. Traffic intrusion impacts and mitigation would be similar to the Preliminary Preferred Alternative.	similar to the Preliminary Preferred Alternative.
Public Services and Utilities	No significant impacts.	Increased development would create greater demand for public services, such as fire and police protection and schools. The capacity of these service providers should sufficiently accommodate the increased demand over time, although additional staff might be required. Emergency vehicle access and response times would improve as a result of transportation improvements. Demand for utilities would increase substantially; however, the increases are not expected to result in the need for significant capacity increases by utility providers.	Similar to the Preliminary Preferred Alternative.	Similar to the Preliminary Preferred Alternative.	Similar to the Preliminary Preferred Alternative.

Source: CH2M HILL, 2006, 2007.
 dBA = A-weighted decibel
 LID = low-impact development
 LRT = light-rail transit
 mph = miles per hour

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