CHAPTER 1

# 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), and 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 Plan* 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.

This EIS evaluates three action alternatives, each representing a specific mix of land use changes and transportation improvements that could achieve the City's planning objectives for the corridor. These alternatives are described briefly below and in more detail in Chapter 2. 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.

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 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.

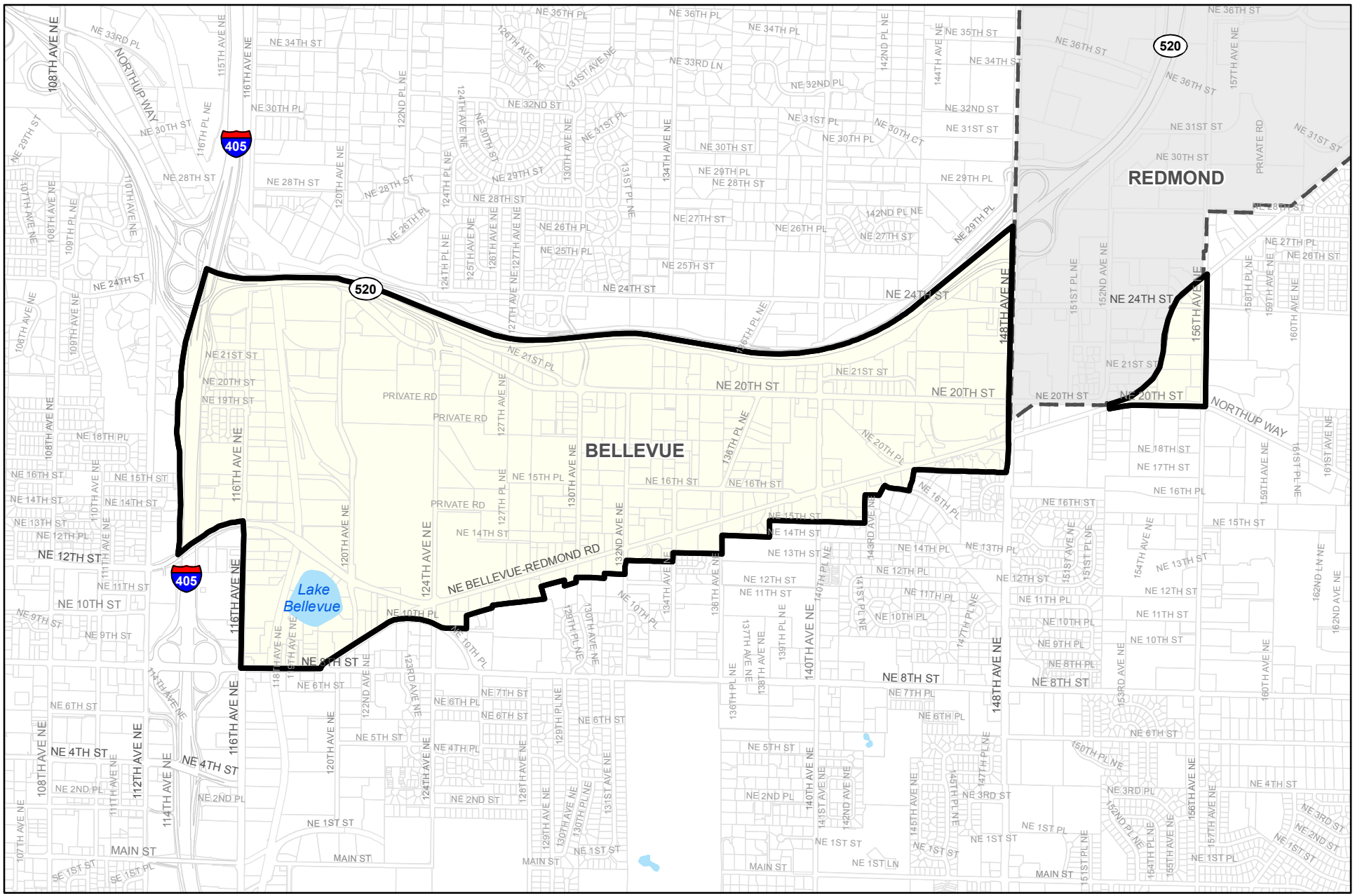


Figure 1-1
**Bel-Red Corridor**
Bel-Red Corridor Draft EIS

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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) as an integrated SEPA/GMA document. 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 and mitigation 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 additional 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 unmitigated 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 owns in the corridor. The *King County Journal* also recently moved the bulk of its operations from the Bel-Red Corridor to the city of 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 westbound SR 520, and one at 148th Avenue NE, which provides access to and from both the east and west. Six streams run through the corridor, and each differs in its functionality and value as habitat or urban amenity; Chapter 4 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 is appropriate. The need to reexamine the corridor is 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 greater densities and different types of uses. 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-density and oriented more toward driving than transit use.

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 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 also adopted a set of ten 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 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.

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. The 15-member committee worked with City staff to develop the action alternatives described in this EIS. 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 will assist with evaluation of the Bel-Red Corridor Project alternatives.

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

| **Objectives** |
|---|
| Market feasibility: |
| • 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: |
| • 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: |
| • Land use sensitive to surrounding areas |
| • Addresses transportation spillover impacts |
| Environmental Quality: |
| • Improve environmental resources (streams, wetlands) |
| • Support sustainable development patterns |
| Parks and Open Space: |
| • 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: |
| • 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

To inform development of the alternatives being considered, the City also held two public open houses, a community meeting, and multiple panel discussions with property and business owners. Comments received at these events and at Steering Committee meetings were carefully considered in developing the action alternatives and in determining the scope of the EIS analysis. Appendix A contains additional information about this project's public outreach, including the report prepared to summarize the SEPA public scoping process.

# Alternatives Evaluated

The three action alternatives in this EIS allow the City to evaluate a range of study area redevelopment scenarios in accordance with the Bel-Red Corridor Planning Principles and Objectives; some features are similar across alternatives. A market conditions analysis completed for this project (Appendix B) 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. Chapter 2 provides additional information on how the market analysis informed the alternatives. The regionally important hospital and medical office area at the west end of the corridor is assumed to grow under all alternatives as is the regionally important Overlake office area at the east end. Further, all three alternatives 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. Chapter 2 provides illustrations of the No-Action Alternative and the three action alternatives.

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

| Attribute | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| Net increase and/or decrease in nonresidential development (square feet) through 2030 | | | | |
| Office | 606,500 | 3,200,000 | 2,300,000 | 4,000,000 |
| Retail | 124,000 | 300,000 | 200,000 | 500,000 |
| Industrial | 300,000 | -2,690,000 | -1,980,000 | -2,490,000 |
| New housing units | None | 3,500 | 5,000 | 5,000 |
| Light-rail stations and locations | Two stations:<br>Overlake Hospital Medical Center vicinity<br>152nd Avenue NE (Redmond) | Two stations:<br>122nd Avenue NE<br>152nd Avenue NE (Redmond) | Three stations:<br>116th Avenue NE<br>130th Avenue NE<br>148th Avenue NE | Three stations<br>122nd Avenue NE<br>130th Avenue. NE<br>152nd Avenue NE (Redmond) |
| Other features | | Services Core | Light industrial "reserve" | |

Source: City of Bellevue, 2006.

## No-Action Alternative

The No-Action Alternative is used as a baseline against which to measure the impacts of the action alternatives. A No-Action Alternative assumes that no major changes would occur to land use or transportation in the Bel-Red Corridor other than those that are already programmed as part of existing City plans or proposed by other agencies.

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 are 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 Northup 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 at 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, and 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 the natural features.

All three 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. Chapter 2 provides additional information on these improvements, including a table that identifies all improvements by 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.

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

Alternative 1 (Figure 2-3 in Chapter 2) proposes 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.

## 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 2-4 in Chapter 2) 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 the other two alternatives, Alternative 3 (Figure 2-5 in Chapter 2) 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—are unique to this 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 three 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 EIS. More detailed information on impacts and mitigation can be found in Chapters 2 through 11.

TABLE 1-3
Summary of Impacts and Mitigation Measures for Bel-Red Corridor Alternatives
*Bel-Red Corridor Draft Environmental Impact Statement*

| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| ***Air Quality*** | No significant impacts. | 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.<br><br>Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation would include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. | Similar to Alternative 1. | Similar to Alternative 1. |
| ***Watershed Processes*** | No direct impacts; however, study area water quality and habitat would likely continue to degrade over time without retrofitting stormwater management facilities and implementing measures to protect stream corridors. | All action alternatives provide opportunities to improve stormwater management, use LID techniques, and protect or enhance habitat through conditions on redevelopment and/or developer incentives. However, Alternative 1 provides the fewest opportunities because of the types and locations of proposed development.<br><br>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. | Alternative 2 provides the best opportunities for stream restoration and enhancement in the Goff Creek, and Valley Creek watersheds, with fewer opportunities in the West Tributary, Kelsey Creek, and Sears Creek watersheds. | Alternative 3 provides the best opportunities for stream restoration and enhancement in the Kelsey Creek watershed, with fewer opportunities in the West Tributary, Goff Creek, and Valley Creek watersheds. |
| ***Noise*** | Noise levels near major arterials would likely remain at 71 to 72 dBA, which is above the City of Bellevue's | The action alternatives would have similar noise levels to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development. | Similar to Alternative 1. | Similar to Alternative 1. |

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|---|---|---|---|---|
| | standard of 67 dBA for traffic noise in residential areas. | The high noise levels could be mitigated through building and site design measures, including landscaped buffers, noise walls, and soundproofing techniques.<br><br>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. | | |
| ***Environmental Health*** | There would be limited redevelopment under this alternative and, hence, minimal disturbance of hazardous materials. | Potentially contaminated soils are likely to be disturbed during redevelopment, which could expose people nearby to contaminants. Two known hazardous material sites are located in areas proposed for LRT station development. Mitigation would be the same as for the No-Action Alternative. 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. | Potentially contaminated soils are likely to be disturbed during redevelopment, which could expose people nearby to contaminants. Eighteen known hazardous material sites are located in areas proposed for LRT station development. Mitigation would be the same as for the No-Action Alternative. | Potentially contaminated soils are likely to be disturbed during redevelopment, which could expose people nearby to contaminants. Eleven known hazardous material sites are located in areas proposed for LRT station development. Mitigation would be the same as for the No-Action Alternative. |
| ***Land Use*** | Bel-Red Corridor would remain in uses that are consistent with the existing *Bel-Red/Northup Subarea Plan* but are not consistent with City Council Bel-Red Corridor Project Planning Principles for future use of the | Transition to office, residential, and commercial uses by 2030 would require changes to the *Bel-Red/ Northup Subarea Plan*, amendments to the *Comprehensive Plan*, and changes in the zoning code. Including a Services Core would create a zoning classification to prevent | Support for City land use plans and policies 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 | Support for City land use plans and policies 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 |

TABLE 1-3
Summary of Impacts and Mitigation Measures for Bel-Red Corridor Alternatives
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| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| | 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.<br><br>By 2030, the study area would include 606,500 square feet of new office space; 124,000 square feet of new retail space; and 300,000 square feet of new industrial space.<br><br>Transportation improvements for the No-Action Alternative would not displace any commercial or residential buildings. | existing services uses from becoming nonconforming and encourage them to remain. This would limit the changes in that area and preserve the existing land use character.<br><br>By 2030, this alternative would include 3.2 million 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. Mitigation could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue and revisions to the zoning code to allow certain types of industrial and services uses in Bel-Red Corridor mixed-use zones.<br><br>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.<br><br>Increased activity in the Bel-Red Corridor could affect adjacent neighborhoods. Impacts could be reduced by using urban design measures and landscaped buffers to | use between 116th and 130th Avenues NE through zoning and other implementation strategies.<br><br>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 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 Alternative 1.<br><br>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 Alternative 1.<br><br>The effects of increased activity in the Bel-Red Corridor on adjacent neighborhoods would be similar to Alternative 1. | uses than Alternatives 1 and 2.<br><br>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. 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.<br><br>Right-of-way requirements for transportation improvements would be similar to those for Alternative 1. Mitigation would be the same as for Alternative 1.<br><br>The effects of increased activity in the Bel-Red Corridor on adjacent neighborhoods would be similar to Alternative 1. |

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| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| | | 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.<br><br>NE 16th Street would be developed as a "green boulevard" incorporating pedestrian and cycling amenities and urban design features to provide opportunities for recreation.<br><br>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 Alternative 1 (although the demand for parks and trails would be greater because of the larger number of new residents in the corridor). | Similar to Alternative 2. |
| ***Population, Housing, and Employment*** | Few or no additional residents would live in the Bel-Red Corridor because existing zoning includes only a very limited housing component.<br><br>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. | This alternative would add approximately 5,980 new residents to the Bel-Red Corridor by constructing 3,500 housing units.<br><br>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. Mitigation for lost industrial jobs could include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue and | This alternative would add approximately 8,385 new residents to the Bel-Red Corridor by constructing 5,000 housing units.<br><br>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. Mitigation would be the same as for Alternative 1. | This alternative would add approximately 8,385 new residents to the Bel-Red Corridor by constructing 5,000 housing units.<br><br>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. Mitigation would be the same as for Alternative 1. |

TABLE 1-3
Summary of Impacts and Mitigation Measures for Bel-Red Corridor Alternatives
*Bel-Red Corridor Draft Environmental Impact Statement*

| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| | | maximizing opportunities to allow certain types of industrial businesses in Bel-Red mixed-use zones. | | |
| ***Aesthetics*** | The existing visual character of the study area would remain more or less intact. | Redevelopment would result in a denser, more urban visual environment with building heights of approximately six stories in parts of the corridor. In general, the aesthetics of the corridor would improve over existing conditions. Adopting urban design standards for the corridor, especially in LRT station areas, would help establish unified, attractive development.<br><br>Lighting would increase throughout the corridor and would likely be visible to residents of nearby neighborhoods, especially to the north. | Similar to Alternative 1 (although visual character could be somewhat less urban in scale as a result of lower levels of commercial development).<br><br>Impacts and mitigation for lighting would be the same as for Alternative 1. | Similar to Alternative 1 (although visual character would be more dense as a result of high levels of both commercial and residential development).<br><br>Impacts and mitigation for lighting would be the same as for Alternative 1. |
| ***Transportation*** | Traffic volumes would increase over existing conditions as a result of growth in the area and in areas outside the corridor.<br><br>Twenty-two intersections would operate at LOS E or F in 2030.<br><br>Average speeds in the corridor would be approximately 20 mph.<br><br>The No-Action Alternative would generate about 1,939 daily passenger boardings at | Traffic volumes corridorwide would increase by approximately 10 percent as compared with the No-Action Alternative.<br><br>Twenty-four intersections would operate at LOS E or F in 2030.<br><br>Average speeds in the corridor would be similar to the No-Action Alternative.<br><br>Alternative 1 would generate about 6,650 daily passenger boardings at the two Sound Transit East Link LRT stations in the corridor.<br><br>Redevelopment and new land use | Traffic volumes corridorwide would increase by approximately 10 percent as compared with the No-Action Alternative.<br><br>Twenty-four intersections would operate at LOS E or F in 2030.<br><br>Average speeds in the corridor would be similar to the No-Action Alternative.<br><br>Alternative 2 would generate about 6,100 daily | Traffic volumes corridorwide would increase by approximately 12 percent as compared with the No-Action Alternative.<br><br>Twenty-two intersections would operate at LOS E or F in 2030.<br><br>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. |

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| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| | the two Sound Transit East Link LRT stations in the corridor.<br><br>Pedestrian and cycling facilities in the corridor would remain at existing substandard levels. | patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.<br><br>Increased traffic volumes could result in traffic intruding into nearby neighborhoods. Traffic-calming measures (e.g. roundabouts and curb bulbs) could be used to discourage intrusion. | passenger boardings at the three Sound Transit East Link LRT stations in the corridor.<br><br>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.<br><br>Traffic intrusion impacts and mitigation would be similar to Alternative 1. | Alternative 3 would generate about 7,800 daily passenger boardings at the three Sound Transit East Link LRT stations in the corridor.<br><br>Redevelopment and new land use patterns would provide opportunities to enhance pedestrian and cycling connections in the corridor.<br><br>Traffic intrusion impacts and mitigation would be similar to Alternative 1. |
| ***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.<br><br>Emergency vehicle access and response times would improve as a result of transportation improvements.<br><br>Demand for utilities would increase substantially; however, the increases are not expected to result in the need for significant capacity increases by utility providers. | Impacts would be similar to those identified for Alternative 1. | Impacts would be similar to those identified for Alternative 1. |

Source: CH2M HILL, 2006.
BMP best management practices
dBA A-weighted decibel
LID low-impact development

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| Environmental Element | No-Action Alternative | Alternative 1 | Alternative 2 | Alternative 3 |
|---|---|---|---|---|
| LOS level of service<br>LRT light-rail transit<br>mph miles per hour | | | | |