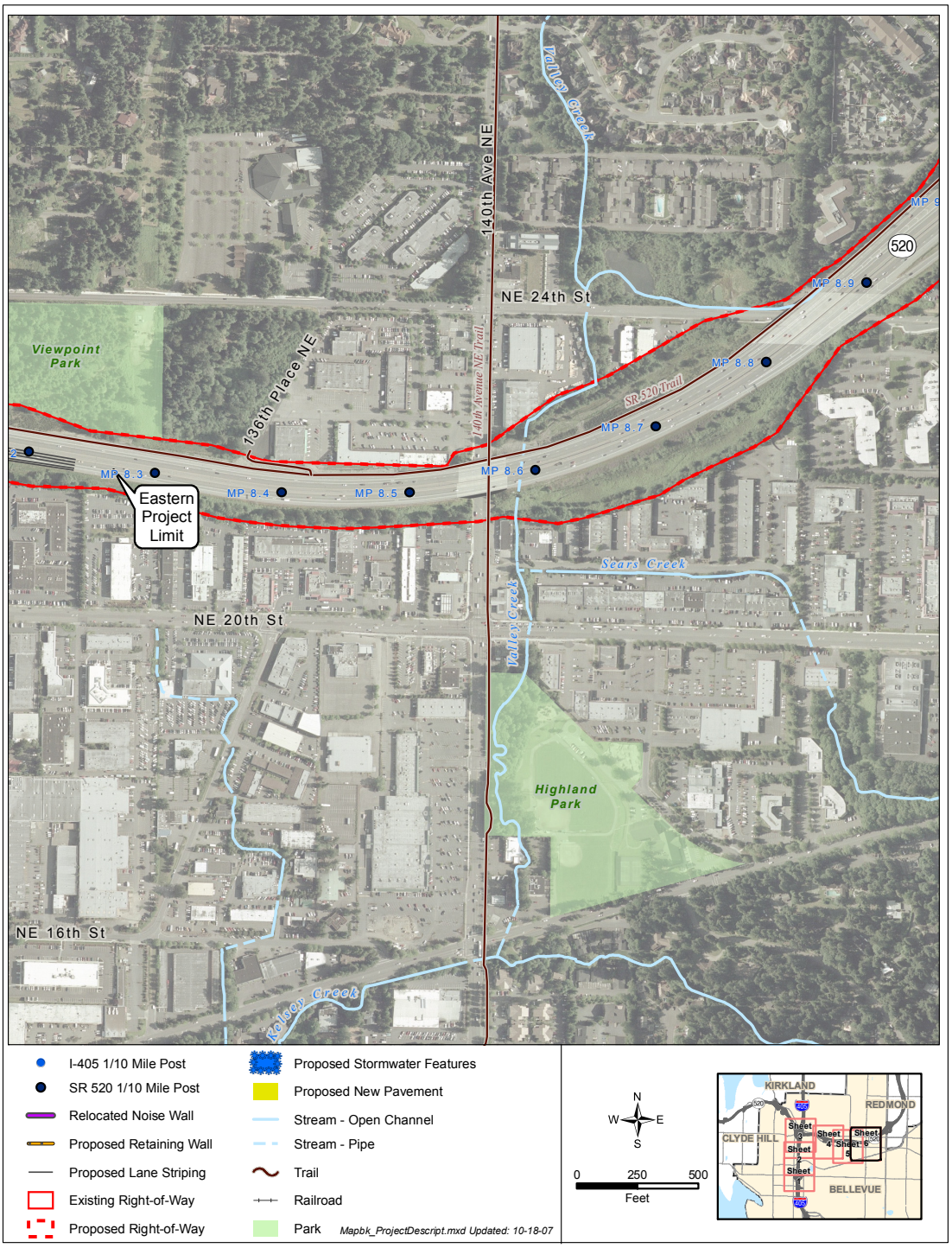
Exhibit 2-3: Project Features - Sheet 6 of 6



Construction Staging

Construction funding is currently available for only some of the proposed improvements in the Build Alternative. Consequently, the project will be constructed in stages. The funded first stage will include the northbound I-405 improvements, including the braided ramps, the NE 12th Street bridge reconstruction, and the northbound NE 10th Street on-ramp. Additionally, one of the three proposed collector-distributor lanes from northbound I-405 to eastbound SR 520 will be constructed. This collector-distributor lane will cross over the existing NE 124th Street on-ramp before merging with SR 520. Construction of these funded improvements is scheduled to begin in 2009 and will be completed in approximately 3 years.

The unfunded project improvements include the remaining two lanes of the three-lane collector-distributor system, improvements from southbound I-405 to the eastbound SR 520 collector-distributor, and the improvements from eastbound and westbound SR 520 to southbound I-405. Construction of these remaining improvements depends on when project funding becomes available.

Stormwater Management System Improvements

Stormwater for the I-405, NE 8th Street to SR 520 Improvement Project will be managed for both water quality and quantity using currently accepted best management practices (BMPs).

The I-405 Project Team is designing the stormwater management facilities to comply with the WSDOT *Highway Runoff Manual* (HRM),[1] M 31-16, and *Hydraulics Manual,*[2] M 23-03. The Department of Ecology has conditionally approved WSDOT's revised HRM for use as an equivalent approach to Ecology's *Stormwater Management Manual for Western Washington.*[3]

Runoff from existing paved surfaces on I-405 and SR 520 within the project limits is generally discharged to streams and ditches without treatment. The project will provide water quality treatment for all of the new impervious surfaces and a

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[1] *WSDOT, 2006a.*

[2] *WSDOT, 2006b.*

[3] *Ecology, 2005.*

portion of the existing untreated impervious surfaces. Existing conveyance facilities will be modified as required to satisfy water quality treatment and flow control design standards noted above, while maintaining existing flow patterns to each of the receiving water bodies.

What are peak flows?

The maximum instantaneous rate of stormwater flow during a storm, usually in reference to a specific design storm event.

The I-405, NE 8th Street to SR 520 Improvement Project will also manage peak flows and duration in accordance with the WSDOT *Highway Runoff Manual*. The stormwater management facilities will also manage peak flows and durations in accordance with the HRM. Six new flow control facilities and one existing facility (constructed as part of the NE 10th Street Bridge Project) will be used to provide stormwater detention. The proposed locations of these facilities are shown in Exhibit 2-3.

Wetland and Stream Mitigation Sites

To compensate for the permanent effects on wetlands, WSDOT will provide mitigation at a wetland mitigation site that is about one mile southeast of the southern project limit. Mitigation at this site was approved as part of the I-405, Bellevue Nickel Improvement Project and has been constructed. The wetland mitigation site is within the boundaries of Kelsey Creek Park (Exhibit 2-1). The site is located north of the intersection of Richards Road SE and the Lake Hills Connector. The mitigation site is an upland area adjacent to a large wetland complex that will be transformed to an emergent wetland. Its wildlife habitat will be enhanced by constructing habitat structures and replanting adjacent upland areas with forest-type vegetation.

We will also mitigate for unavoidable effects on the unnamed tributary to Sturtevant Creek. The mitigation will be in-kind and will be located within WSDOT right-of-way on the east side of I-405 south of NE 4th Street (Exhibit 2-3). Stream mitigation for permanent effects to the unnamed tributary to Sturtevant Creek will occur at Sturtevant Creek and will be designed to meet specific goals. Stream mitigation goals include:

- Increased hydrologic connectivity with two small riparian wetlands;
- Increased fish rearing habitat; and
- Improved riparian buffer conditions.

WSDOT will meet these goals by installing large woody debris and other in-stream channel enhancements. The stream's buffer will be revegetated with plant species native to the area, and invasive vegetation will be removed.

We provide more detailed information about mitigation efforts planned in conjunction with the I-405, NE 8th Street to SR 520 Improvement Project in the Water Resources and Ecosystems Discipline Reports.

Does this project relate to any other improvements on I-405 or connecting highways?

In 1998, WSDOT joined with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Central Puget Sound Regional Transit Authority (Sound Transit), King County, and local governments to develop strategies to reduce traffic congestion and improve mobility in the I-405 corridor. In fall 2002, the combined efforts of these entities culminated in the I-405 Corridor Program NEPA/SEPA Final Environmental Impact Statement (EIS) and Record of Decision (ROD).

WSDOT created the I-405 Corridor Program as a comprehensive strategy to reduce congestion and improve mobility throughout the I-405 corridor. The corridor begins at the I-405/I-5 interchange in the city of Tukwila and extends northward 30 miles to the I-405/I-5 interchange in the city of Lynnwood. The program's purpose is to provide an efficient, integrated, and multimodal system of transportation solutions.

The I-405, NE 8th Street to SR 520 Improvement Project is one of several I-405 projects (see links to WSDOT's project-specific web pages at http://www.wsdot.wa.gov/projects/). Other projects along the I-405 corridor and connecting highways include:

- Renton Nickel Improvement Project, 1-5 to SR 169 (under construction)
- Renton to Bellevue Project, SR 169 to I-90 (proposed)
- South Bellevue Widening (112th Avenue SE to SE 8th Street) Project (under construction)

- NE 10th Street Bridge Crossing Project (under construction)
- SR 520 Bridge Replacement and HOV Project (proposed)
- SR 520 to I-5 Widening Project (proposed)

What are express toll lanes?

An express toll lane is a limited-access freeway lane that is actively managed through a variable toll system to regulate its use and thereby maintain express travel speeds and reliability. Toll prices rise or fall in real time as the lane approaches capacity or becomes less used. This ensures that traffic in the express toll lane remains flowing at express travel speeds of 45 to 60 miles per hour. Toll prices may differ for carpools, transit, motorcycles, and single-occupant vehicles. Tolls are collected electronically using overhead scanners that read a transponder inside the vehicle and automatically debit the operator's account.

In addition to improvements along I-405 and SR 520, WSDOT has planned projects on SR 167, I-90, and SR 522 as recorded in WSDOT's *Highway System Plan*.[4] This plan forecasts transportation needs for the next 20 years. The Metropolitan Transportation Plan for the central Puget Sound region, *Destination 2030*, revised in 2003, defines the region's action plan for the next 30 years.

The I-405 Corridor Program EIS identified possibilities to better manage the corridor through tolling. WSDOT could achieve this through the use of express toll lanes that would be managed through a variable toll system to regulate their use and thereby maintain express travel speeds and reliability. The footprint of the project identified in this document would not preclude implementation of express toll lanes. The freeway system would, however, operate differently if express toll lanes are used. If express toll lanes are to be implemented in the future, additional operational analysis and any necessary environmental documentation would be prepared. Therefore, an operational change to express toll lanes would be a future decision.

What is the No Build Alternative?

The No Build Alternative assumes the new NE 10th Street bridge across I-405 that is being constructed as part of another project will be in place. The No Build Alternative assumes that only routine activities such as road maintenance, repair, and minor safety improvements would take place over the next 20 years. The No Build Alternative does not include improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405 or SR 520. For these reasons, it does not satisfy the project's purpose—to reduce congestion created by weaving traffic on I-405 and SR 520.

[4] *WSDOT, 2007.*

The No Build Alternative has been evaluated in this discipline report to establish a reference point for comparing the effects associated with the Build Alternative.

SECTION 3 STUDY APPROACH

What is the study area and how was it determined?

The project is located entirely within the city limits of the City of Bellevue. The project is located along Interstate 405 (I-405) and extends from NE 4th Street at the southern limit to just north of the SR 520 interchange at the northern limit (Exhibit 3-1). The project also extends along State Route 520 (SR 520) from just west of the I-405 interchange to just east of 124th Avenue NE.

The study area for the land use patterns analysis extends outward approximately 0.5 mile from the I-405 and SR 520 freeways within the project limits. We studied existing land uses in the areas adjoining I-405 and SR 520 in the vicinity of the project, including areas next to right-of-way expansions, areas where changes in access to I-405 and SR 520 will occur, areas affected by property acquisitions, and areas where local streets will change. The analysis of land use patterns generally ends at the boundary between major land use types, as defined by broad categories of land use (e.g., commercial, residential, industrial).

For the land use plans and policies analysis, we reviewed plans prepared by the City of Bellevue and consistent with the Washington Growth Management Act (GMA). This portion of the discipline report considers land use plans, policies and regulations applicable to the project itself or applicable to the lands, local streets, or neighborhoods within the study area.

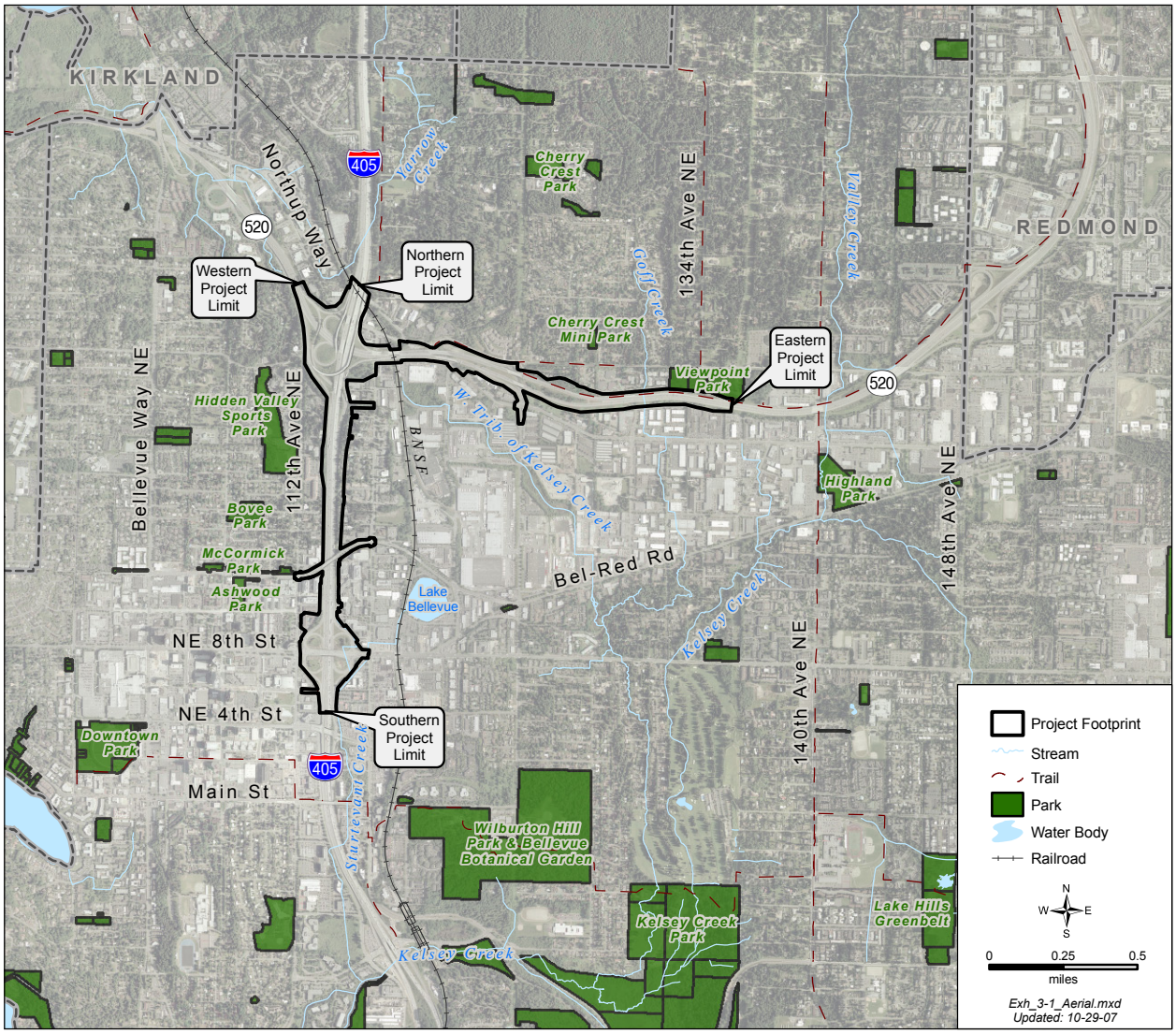
What policies or regulations are related to effects on land use?

Land use plans and polices are important because they set the overall policy direction for future growth and development in a jurisdiction. Land use plans and policies include comprehensive policies, capital facility plans, and other long-range planning documents. Jurisdictions implement plans and policies through land use development regulations, including land use codes, design standards, and street standards.

What is the Washington Growth Management Act?

Washington State legislation adopted in 1990, and subsequently amended that requires all cities and counties in the state to do long-range comprehensive planning. GMA has more extensive requirements for the largest and fastest-growing counties and cities in the state. Such comprehensive plans must address several required topics, including but not limited to land use, transportation, capital facilities, utilities, housing, etc. The GMA requirements also include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

Exhibit 3-1: Aerial Photo of Study Area



This discipline report addresses the consistency of the project with the City of Bellevue's GMA Comprehensive Plan and Land Use Code (LUC) regulations.

Comprehensive Plan

The following elements found in the City of Bellevue's Comprehensive Plan were reviewed: Land Use, Capital Facilities, Transportation, Environmental, and Urban Design. The comprehensive plan elements are addressed in this

discipline report because they have a direct relationship to transportation issues, as follows:

- The Land Use Element directs growth and development and includes projections for population and employment, which create a demand for transportation systems;
- The Capital Facilities Element identifies the facilities, including transportation, required to meet future land use demands, and the funding sources committed or in place to fund the needed facilities. This element also includes policies on essential public facilities relevant to the project;
- The Transportation Element provides an analysis of the transportation system, roadway, and intersection standards of service, and multimodal transportation facility improvement programs and plans to meet future land use demands;
- The Environmental Element provides a policy framework for protecting and improving the natural environment, including minimizing the effect from the development of new roadways on protected areas;
- The Urban Design Element includes policies that are intended to prevent negative visual consequences from roadway development, and to protect existing views by preserving existing vegetation, planting additional landscaping, or using physical design treatments.

We also reviewed the policies in five subarea plans located within the study area, including the North Bellevue, Downtown, Bridle Trails, Bel-Red/Northup, and Wilburton/NE 8th Street subarea plans. Bellevue subarea plans are part of the Comprehensive Plan and are considered a key element in maintaining stable land use patterns in the city.

Development Regulations

We reviewed the City of Bellevue's development regulations contained in its LUC. The LUC establishes land use districts, which provide for the geographic distribution of land uses consistent with each subarea's land use plan and policies included in the City's Comprehensive Plan. Each land use district designation has specific dimensional requirements (e.g., lot size, structure size, setbacks). The LUC also contains regulations that protect sensitive natural features through

critical areas regulations as well as subdivision regulations that govern the division of land.

How did we collect information on land use patterns, and land use plans and policies for this report?

Land Use Patterns

We gathered information on existing land use patterns in the study area from the following sources:

- Aerial photographs;
- King County Assessor data; and
- Field visits to the study area.

Land Use Plans and Policies

We gathered information on Bellevue's plans and policies by:

- Obtaining long-range plans and regulations from the City of Bellevue's website and the Permit Center located at the Bellevue City Hall; and
- Conducting meetings, teleconferences, and other communications with City of Bellevue staff to interpret the application of local policies and regulations.

How did we evaluate effects on land use patterns, and land use plans and policies?

Land Use Patterns

The I-405 Team used a geographic information system (GIS) to map property data from the King County Assessor that identifies the current land uses within the study area. We compared this land use information to aerial photographs of the existing land use patterns in the study area. We visited the study area several times to review, verify, and update the actual land uses adjacent to I-405 and SR 520.

The I-405 Team used GIS to overlay the project and the existing land use pattern map onto the aerial photograph to portray the relationship of the project to existing land use patterns. We also obtained information from City of Bellevue staff regarding planned transportation improvements within

the study area and their potential effects on freeway and local access.

The I-405 Team also considered information contained in the Transportation; Social; Environmental Justice; Public Services and Utilities; Economics; Visual Quality; and Section 4(f) Resources Discipline Reports to determine whether the project would affect existing and planned land use patterns. We considered the following questions when evaluating the project's effects on land use patterns:

- Does the project affect access and visibility of existing businesses and planned development in the study area?
- Does the project change the amount of commuter or cut-through traffic on local streets?
- Does the potential reallocation of residents and businesses in the study area affect land use patterns?
- Does the project result in changes to traffic congestion, noise, air quality, and parking availability for existing and planned land uses in the study area?
- Does the project affect the planned development and improvements in the study area?

Land Use Plans and Policies

The I-405 Team evaluated the effects of the Build Alternative and the No Build Alternative by comparing the policies in the City of Bellevue's Comprehensive Plan and LUC regulations for each alternative. Using state laws and rules as a guide, we developed criteria to determine consistency between adopted plans and policies and the proposed alternatives.

The State of Washington Local Projects Review Act and implementing rules provide a means for local governments to determine consistency of specific projects with Growth Management Act (GMA) required local comprehensive plans and implementing regulations. The types of specific projects that are to be reviewed for consistency include activities that require any land use permit, environmental permit, or license from a local government. Permits or licenses include, but are not limited to, building permits, conditional use, site plan reviews, and permits or approvals required by critical area regulations.

How do state rules guide the determination of a project's consistency with plans and regulations?

The Washington State Local Project Review Act in RCW 36.70B, and State rules (WAC 365-197-010 and 050) describe how to determine a project's consistency with plans and regulations by essentially reviewing four topics:

1) the type of land use allowed;

2) the level of development allowed, such as dwelling units per acre or other measures of intensity;

3) the infrastructure, such as the adequacy of public facilities and services to serve development; and

4) the characteristics of the proposed development, such as compliance with specific development regulations or standards.

The rules include sample questions under each of the project consistency topics, which are intended to be advisory.

Based on this legislative guidance, the I-405 Team developed the following specific "consistency questions":

- Are the City of Bellevue's Comprehensive Plan policies supportive of or in conflict with the project?
- Is the project consistent with Bellevue's level of service (LOS) standards?
- Is the project design consistent with the City's policies that address urban design?
- Do the City of Bellevue's capital facilities improvement programs consider or include the project?
- How does the City of Bellevue's LUC accommodate transportation-related improvements?
- Is the project design consistent with the City of Bellevue's LUC regulations?
- Are local street modifications consistent with the City of Bellevue's adopted road standards?

SECTION 4 EXISTING CONDITIONS

What are the land use patterns in the study area?

Existing Land Use

The I-405, NE 8th Street to SR 520 Improvement Project is located on the eastern edge of Bellevue's central business district. Land uses next to I-405 and SR 520 in the project area range from residential to light industrial. The predominant land uses along the project corridor include office, light industrial, and medical uses. The Overlake Hospital Medical Center is a major use located in the study area. As the only Level III Trauma Center in the eastern Puget Sound region, Overlake is a regional medical center. The study area also encompasses a substantial amount of office and light industrial uses in the city of Bellevue, such as medical offices and labs, storage and wholesale warehouses, distributions centers, and fleet maintenance facilities. Eight city parks are located within the study area.

Overlake Hospital Medical Center viewed from the west side of I-405

As can be seen in Exhibit 4-1, the project crosses several subareas within the city of Bellevue, including Downtown, Wilburton/NE 8th Street, North Bellevue, Bel-Red/Northup, and Bridle Trails. Exhibit 4-2 shows existing land uses in relation to the study area. Existing land uses based on 2006 King County Assessor data are summarized in the pie chart in Exhibit 4-2.

Following are descriptions by subarea of the land uses adjacent to the project.

What are Bellevue's Subareas?

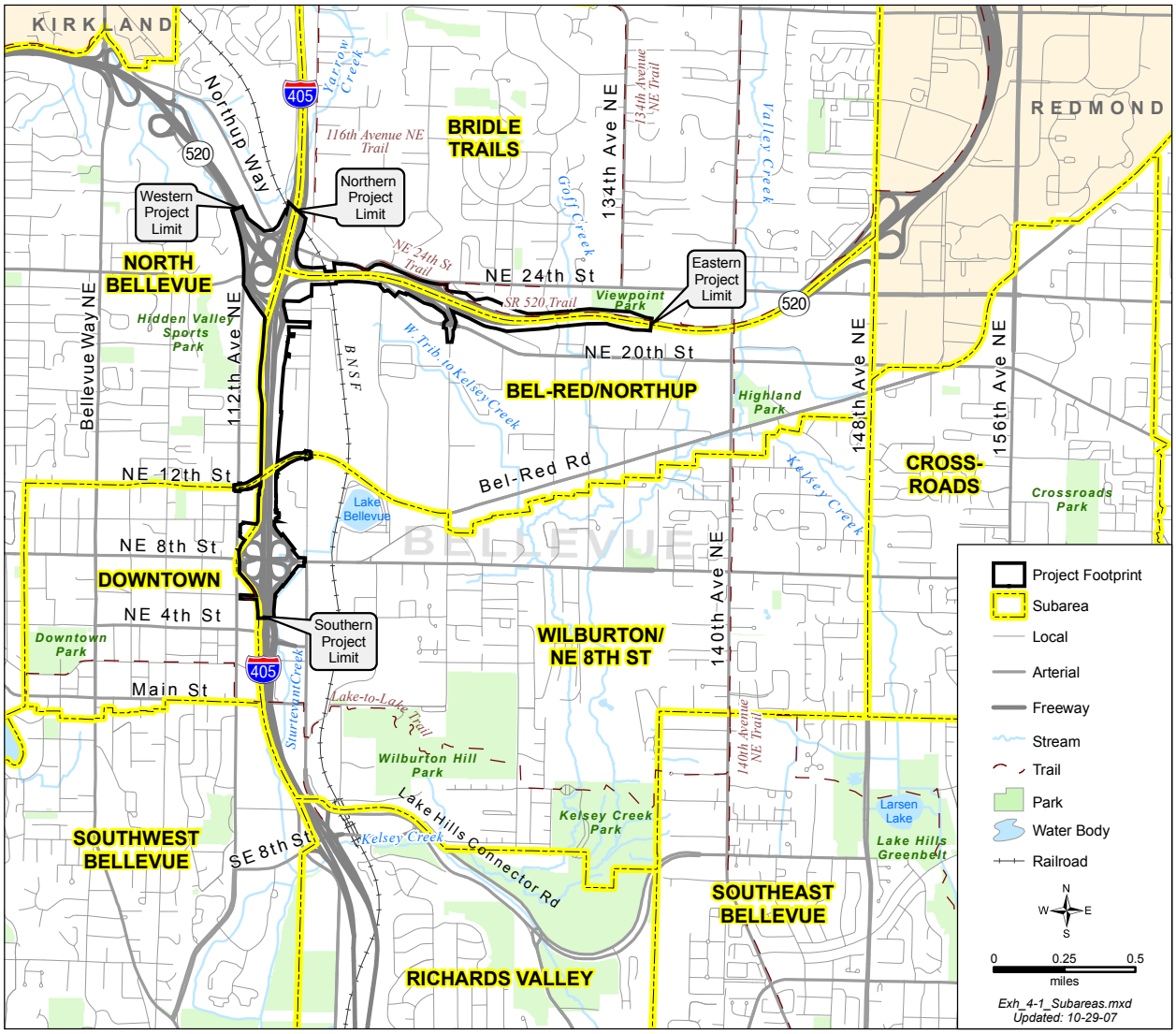
In order to effectively address neighborhood needs and to focus planning efforts in small areas of the city, the city of Bellevue is divided into 14 distinctive subareas. Each subarea has its own character and development pattern.

Subarea plans, written with direct citizen involvement, are part of the City of Bellevue's Comprehensive Plan and are a key element in maintaining stable land use patterns. This stability is one measure of the high quality of life that citizens in the city of Bellevue have come to expect. Therefore, the City of Bellevue makes every reasonable effort to follow these plans.

Downtown

The Downtown subarea consists primarily of office and commercial land uses close to I-405, with some mixed-use residential development between NE 8th Street and NE 12th Street (see Exhibit 4-2). Ashwood Park is located south of NE 12th Street between 110th Avenue NE and 108th Avenue NE.

Exhibit 4-1: Bellevue Subareas



Office campus on 116th Avenue NE

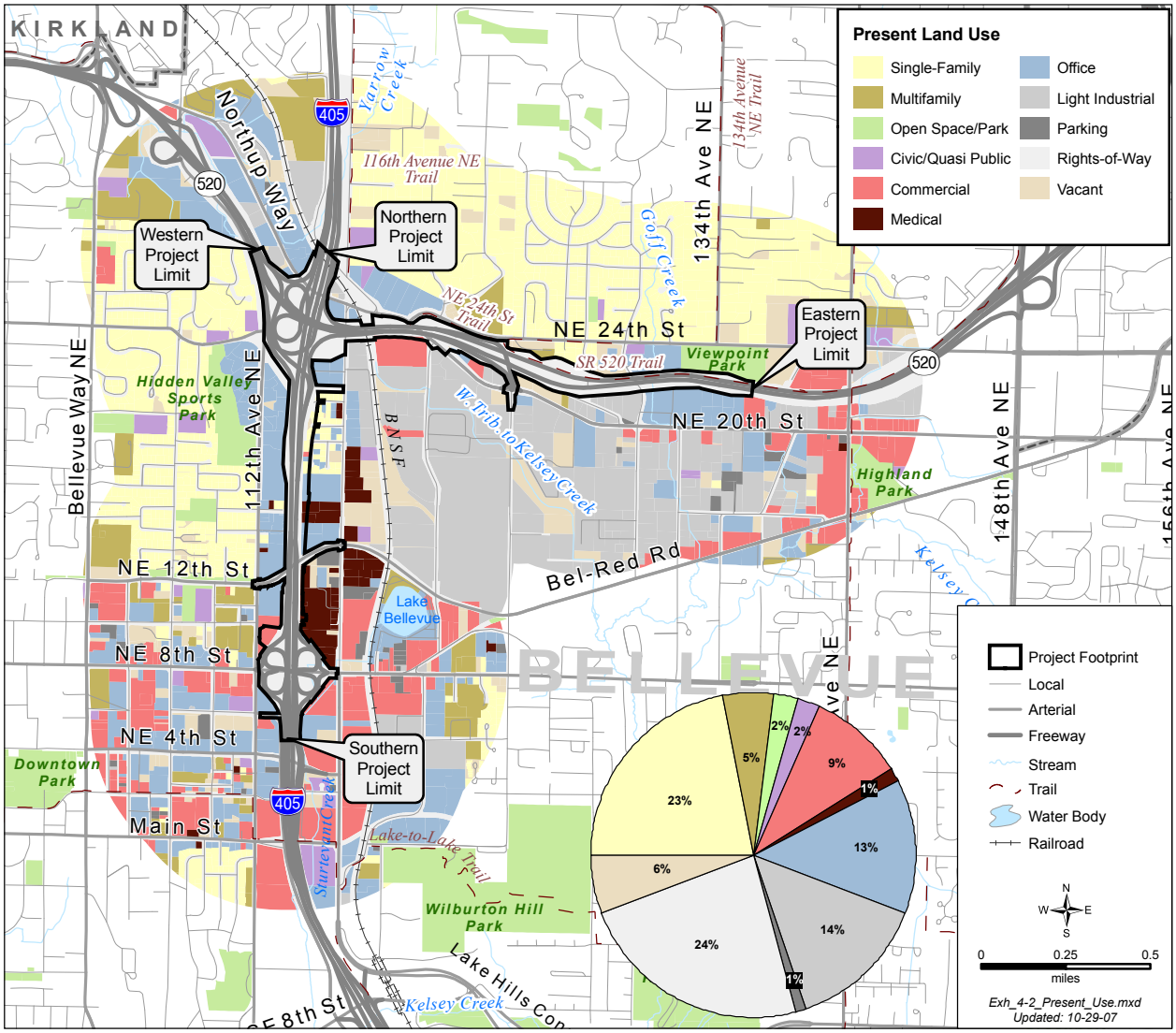
Wilburton/NE 8th Street

The Wilburton/NE 8th Street subarea near I-405 is characterized primarily by commercial and office development (Exhibit 4-2). Overlake Hospital Medical Center abuts the east side of I-405 between NE 8th and NE 12th Streets. There is a concentration of medical offices in this area associated with the hospital. A variety of medical-related business and professional offices are also found along 116th Avenue NE. The Burlington Northern Santa Fe (BNSF)

railroad runs through the subarea in a north/south direction just east of 116th Avenue NE.

A small corner of Wilburton Hill Park and the Bellevue Botanical Garden is located off Main Street in the southeastern portion of the study area.

Exhibit 4-2: Present Uses



North Bellevue

The North Bellevue subarea is located on the east side of I-405 and extends from NE 12th Street north to the Bellevue city limits bordering Kirkland (Exhibit 4-1). As shown in Exhibit 4-2, land along I-405 south of SR 520 is primarily developed

Bellevue's McCormick Park

with offices. Bellwood Farms, a residential subdivision, is located just southwest of the I-405/SR 520 interchange, near the western project limit.

Office and some light industrial uses are found in the area northwest of the I-405/SR 520 interchange. The BNSF railroad crosses through the North Bellevue subarea; the tracks cross under I-405 north of SR 520 at the northern project limit. Three city parks are located within the subarea: McCormick, Bovee, and Hidden Valley Sports Parks.

Bel-Red/Northup

Light industrial and commercial uses are predominant in the Bel-Red/Northup subarea (Exhibit 4-2). Office and medical uses are located along 116th Avenue NE in the vicinity of the project north of NE 12th Street. The BNSF railroad runs through the subarea in a north/south direction just east of 116th Avenue NE.

Typical development in the Dogwood Park subdivision

Dogwood Park, a residential area built in the late 1950s, is located a few blocks north of NE 12th Street along 116th Avenue NE. This area was rezoned from residential to office in 1993 and has been undergoing gradual redevelopment from single-family residences to a mix of office and small commercial uses. On the south side of SR 520, land uses include of a mix of commercial, office, and light industrial uses. Highland Park and Community Center is located at the eastern edge of the subarea, just east of 140th Avenue NE.

Bridle Trails

Multifamily development in Bridle Trails

The Bridle Trails subarea is primarily developed with single-family homes (Exhibit 4-2). Land uses in the immediate vicinity of the project are mostly office and commercial. BNSF tracks cross the Bridle Trails subarea for a short distance just northeast of the I-405/SR 520 interchange before crossing under SR 520. Two multifamily developments abut the project on the north side of SR 520 approximately 0.5 mile east of the I-405 Interchange. Viewpoint Park abuts the project on the north side of SR 520 near 134th Avenue NE. Cherry Crest Mini Park is also located within the study area along 127th Avenue NE.

Planned Development

The City of Bellevue reports that there are three major planned developments abutting the east side of the project between I-405 and 116th Avenue NE, just north of NE 8th Street. Following is a brief description of each of these developments starting at the south and moving north.

East of I-405

Group Health Multi-specialty Medical Center

The Group Health Multi-specialty Medical Center's new 200,000 square-foot facility is part of a collaboration with Overlake Hospital Medical Center, set to open in 2008. The facility will house a comprehensive outpatient center with adjacent underground parking, and will connect to Overlake Hospital Medical Center's new in-patient tower.5

NE 10th Street Extension

Just north of the new Group Health Multi-specialty Medical Center is a new section of NE 10th Street. This new street connection will provide improved access to the Overlake Hospital Medical Center campus and the new Group Health Multi-specialty Medical Center, and will eventually cross over I-405 between 112th Avenue NE and 116th Avenue NE.

The first phase of the NE 10th Street extension will include widening 116th Avenue NE and constructing a new southbound lane between the Overlake Hospital Medical Center entrance and NE 8th Street. One lane will be added along the west side of 116th Avenue NE. This additional lane will improve access and circulation following completion of the second stage of the NE 10th Street extension. This stage will be coordinated with the new hospital facilities. A pedestrian tunnel will be constructed under the new roadway to link the Overlake Hospital Medical Center and Group Health Multi-specialty Medical Center.

The second development stage will extend NE 10th Street from 112th Avenue NE on an overpass across I-405 to the Overlake Hospital Medical Center campus. The NE 10th Street bridge over I-405 will accommodate the I-405, NE 8th

Construction activity at Overlake Hospital Medical Center

[5] *Group Health, 2007.*

Street to SR 520 Improvement Project and a future southbound off-ramp from SR 520 and one additional lane in each direction on I-405.

Overlake Hospital Medical Center Campus Expansion

Located just north of the NE 10th Street extension and scheduled to open in late 2007 will be Overlake Hospital Medical Center's new five story (100-foot-tall), 140,000-square-foot in-patient tower with 104 beds. The tower will include a new emergency/trauma center on the first floor, surgery suites on the second floor, patient rooms on the third, fourth, and fifth floors, and four levels of under-building parking.[6]

West of I-405

West of the I-405 and NE 8th Street interchange, the City of Bellevue plans three mixed-use developments, each described briefly below.

The Bravern

The Bravern mixed-use development project is under construction. The development is located at NE 8th Street and 112th Avenue NE on the superblock shared with Meydenbauer Center.

This development will include four office towers providing 1.5 million square feet of office space, 240,000 square feet of retail and restaurant space, 465 residential units, and 3,800 parking stalls.[7]

8th Street Gateway

The 8th Street Gateway development is a six-story (70-foot-tall), 130-unit apartment building currently under review by the City of Bellevue. The project will be located on the north side of NE 8th Street between 112th Avenue NE and 110th Avenue NE.[8]

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[6] *Overlake Hospital Medical Center, 2007.*

[7] *City of Bellevue, 2007.*

[8] *City of Bellevue, 2007.*

Ashwood II

Ashwood II is the second phase of a mixed-use multifamily project located a few blocks west of I-405 between NE 8th and NE 12th Streets. A 22-story senior housing and congregate care facility is currently under construction, and will include 168 units and a 5-level underground parking garage, which will provide 206 parking stalls.[9]

What are the requirements for comprehensive plans, capital improvement plans, and development regulations?

Land use plans and policies include comprehensive plans, capital facility plans, and other long-range planning documents. Land use plans and policies are important because they set the overall policy direction for future growth and development in the jurisdiction. Jurisdictions and agencies implement plans and policies through land use development regulations such as zoning codes, design standards, and street standards.

The City of Bellevue's Comprehensive Plan and the Growth Management Act

A comprehensive plan states the vision, goals, and policies of the community in both written and map form. The comprehensive plan directs land development, provides for the allocation of resources, and guides the preparation of rules and regulations in order to implement the comprehensive plan.

The City of Bellevue is planning in accordance with the Washington State Growth Management Act (Revised Code of Washington [RCW] 36.70A). The City of Bellevue's Comprehensive Plan (updated in 2006) is consistent with GMA requirements.

The GMA requires comprehensive plans to contain a future land use map that illustrates where and what type of growth is planned to occur in the future. Exhibit 4-3 shows the City of Bellevue Comprehensive Plan Future Land Use Map designations for land abutting the I-405, NE 8th Street to SR 520 Improvement Project.

What are the 14 GMA Planning Goals?

1) Focus urban growth in urban areas

2) Reduce sprawl

3) Provide efficient transportation

4) Encourage affordable housing

5) Encourage sustainable economic development

6) Protect property rights

7) Process permits in a timely and fair manner

8) Maintain and enhance natural resource-based industries

9) Retain open space and habitat areas and develop recreation opportunities

10) Protect the environment

11) Encourage citizen participation and regional coordination

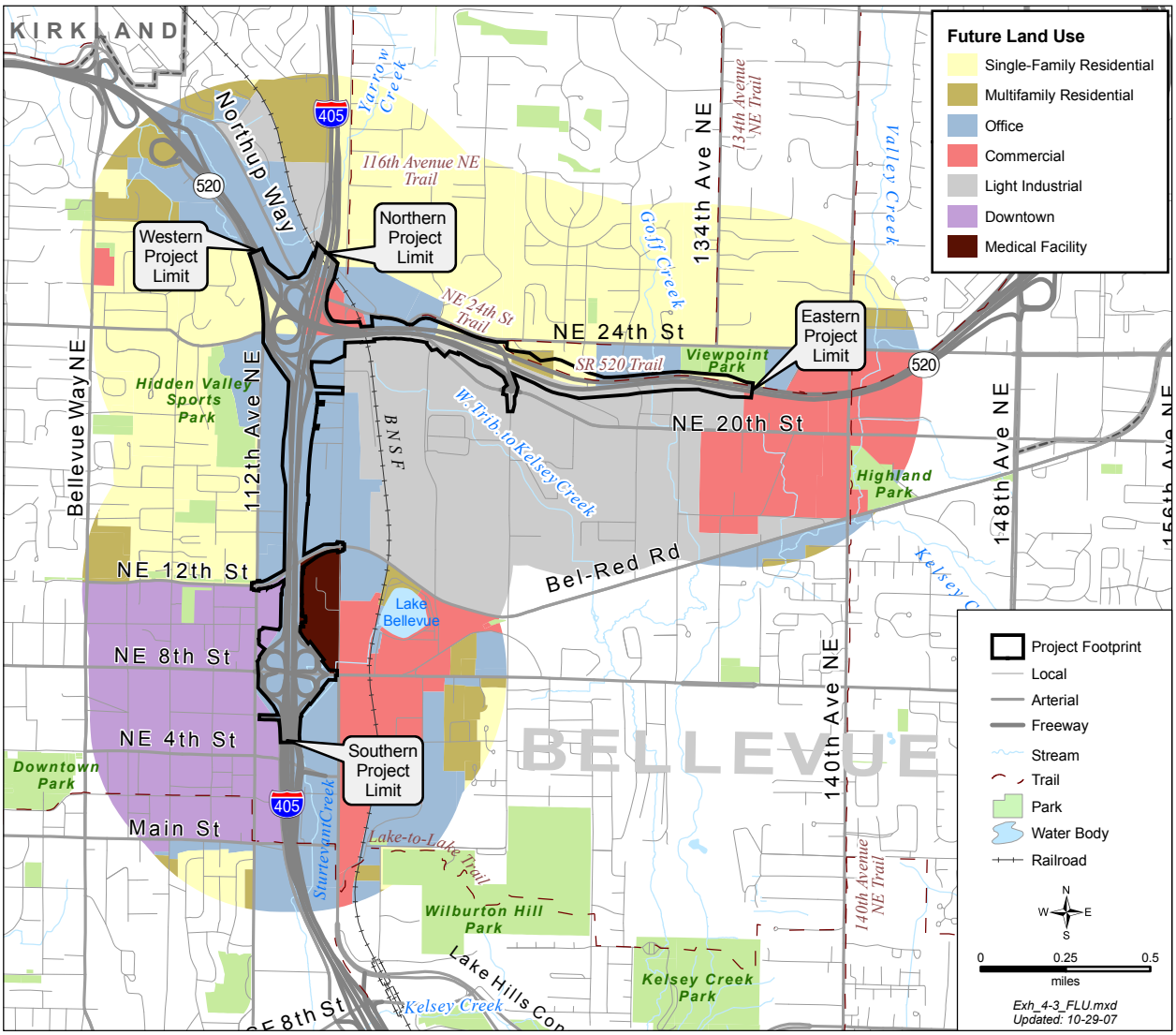
12) Ensure adequate public facilities and services

13) Preserve important historic resources

14) Manage shorelines wisely

[9] *City of Bellevue, 2007.*

Exhibit 4-3: City of Bellevue's Comprehensive Plan Future Land Use



Local governments such as the City of Bellevue have broad discretion in developing their comprehensive plans and development regulations; however, that discretion is guided by the goals and requirements of GMA.

GMA, adopted in 1990, requires and guides the preparation and amendment of comprehensive plans in the state's fastest-growing counties and the cities within them. A GMA-compliant comprehensive plan must include chapters that address land use, housing, transportation, capital facilities, and utilities. In addition to these mandatory elements, many

local jurisdictions include optional elements such as design guidelines and environmental protection.

GMA establishes 14 broad planning goals that every plan must address (see text box on previous page). One of these goals addresses transportation, stating that comprehensive plans must encourage efficient, multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

To respond to this goal, the City of Bellevue's Comprehensive Plan includes transportation facility-related inventories, analyses, and policies.

GMA requires that the infrastructure in a city keep pace with development. It mandates that cities establish LOS standards for their transportation systems, which are the baseline for determining whether current facilities can accommodate new development. Jurisdictions may only permit new development if their transportation infrastructure can sustain the development while continuing to meet the LOS standards.

The City of Bellevue's Transportation Department prepares an annual assessment of transportation concurrency to update information on land use developments and transportation conditions within the city. This annual assessment provides the latest existing land use data and concurrency transportation system LOS findings to inform land use and transportation decision-making.

Local LOS standards do not apply to highways of statewide significance (HSS), which include I-405 and SR 520. Local jurisdictions must recognize the LOS adopted by WSDOT for state-owned transportation facilities designated as HSS in their local comprehensive plans. The current service standard adopted by the WSDOT for state highways in urban areas is LOS D - Mitigated. The term "mitigated" is used because in some of the urbanized areas in the state, WSDOT does not consider it realistic to achieve LOS D. However, WSDOT would like to provide mitigation, often in the form of high-occupancy vehicle (HOV) lanes, when congestion exceeds the LOS D threshold.

The City of Bellevue recognizes the LOS standards established by WSDOT for I-405 and SR 520.

What does Level of Service mean?

Level of Service (LOS) is a measurement of traffic congestion. The Transportation Element of Bellevue's Comprehensive Plan established LOS standards for all of the City's subareas, called Mobility Management Areas. The City's LOS standards are based on the performance of major signalized intersections within each Mobility Management Area.

LOS is rated from A to F, a grading scale familiar to many from the classroom. LOS A is the best condition, with no delay. LOS F is the worst, with very long delays and heavy congestion. LOS D represents moderately high congestion and long delays.

What are highways of statewide significance?

Transportation facilities and services of statewide significance are identified under RCW 47.06.140. These facilities are recognized as having a substantial statewide transportation function. They are also identified as essential public facilities under the GMA.

Capital Improvement Program Plans

The City of Bellevue identifies and plans for capital facility improvements in its comprehensive plan, as well as through a variety of other plans, including:

- 2006–2017 Transportation Facilities Plan. The Transportation Facilities Plan serves as the City's 12-year, or intermediate-range, transportation planning document. It includes high-priority projects from the long-range plans and projects that address emerging needs and opportunities. Projects addressed in the plan fall into four categories: roadway/intersection capacity, safety, walkway/bikeway, and maintenance.
- 2005-2011 Capital Investment Program (CIP) Plan. The City of Bellevue's CIP Plan presents a schedule of major public facility improvements that will be implemented over the next 7 years. Project design, land acquisition, construction costs, and the projected means of financing these costs are integral components of this Plan.
- Eastside Transportation Partnership (ETP). The ETP is a multi-jurisdictional program that addresses the regional transportation network on the Eastside. The main objective of the ETP is to complete the eastside roadway network while providing a variety of travel options to encourage more efficient means of travel on the Eastside and to reduce the reliance on the single-occupant vehicle. The ETP goals and policies are part of the City of Bellevue's Comprehensive Plan.
- 2003 Transit Plan. The 2003 Transit Plan identifies transit/bus stop and transit signal improvements that are needed in the city.
- 1999 Pedestrian and Bicycle Transportation Plan. The 1999 Pedestrian and Bicycle Transportation Plan is a 30-year plan focused primarily on setting the framework for pedestrian and bicycle facilities within and around the city of Bellevue. This plan is part of the City of Bellevue's Comprehensive Plan.

Development Regulations/Ordinances (Zoning)

Development regulations/ordinances are laws adopted by local governments to protect the public health, safety, and welfare by establishing rules for the use of land. State

regulations[10] require zoning to be consistent with each jurisdiction's respective comprehensive plan, particularly the future land use map. The City of Bellevue's Land Use Code contains development regulations that control the location, density, form, and intensity of development; ensure adequate infrastructure; and define and maintain the character of established land use districts. The LUC also contains standards and procedures that protect sensitive natural features with critical area overlay district regulations. The division of land within the city is governed through the subdivision regulations.

The City of Bellevue's LUC establishes land use districts, which provide for the geographic distribution of land uses consistent with the City of Bellevue's Comprehensive Plan Future Land Use Map.

Exhibit 4-4 shows the land within the city divided into several classifications or land use districts that specify the types of regulations that will apply in each land use district, such as allowable uses, the size and location of structures on a lot, and the number of parking spaces required. Each land use district is represented by classification codes (consisting of two or more letters and numbers on a map) that apply to all parcels in the defined land use district.

The purpose and scope of the City of Bellevue's land use districts in the study area are described below.

- The single-family residential districts provide for residential areas of low to moderate densities and permit compatible related activities such as churches, parks, schools, and home-based businesses.
- The multifamily residential districts provide areas for attached residential dwellings of low (10 units per acre) to moderate density (up to 30 units per acre). These districts may be used as a buffer between single-family residential districts and commercial uses. They are intended to be conveniently located to centers of employment and have primary access to arterial streets.

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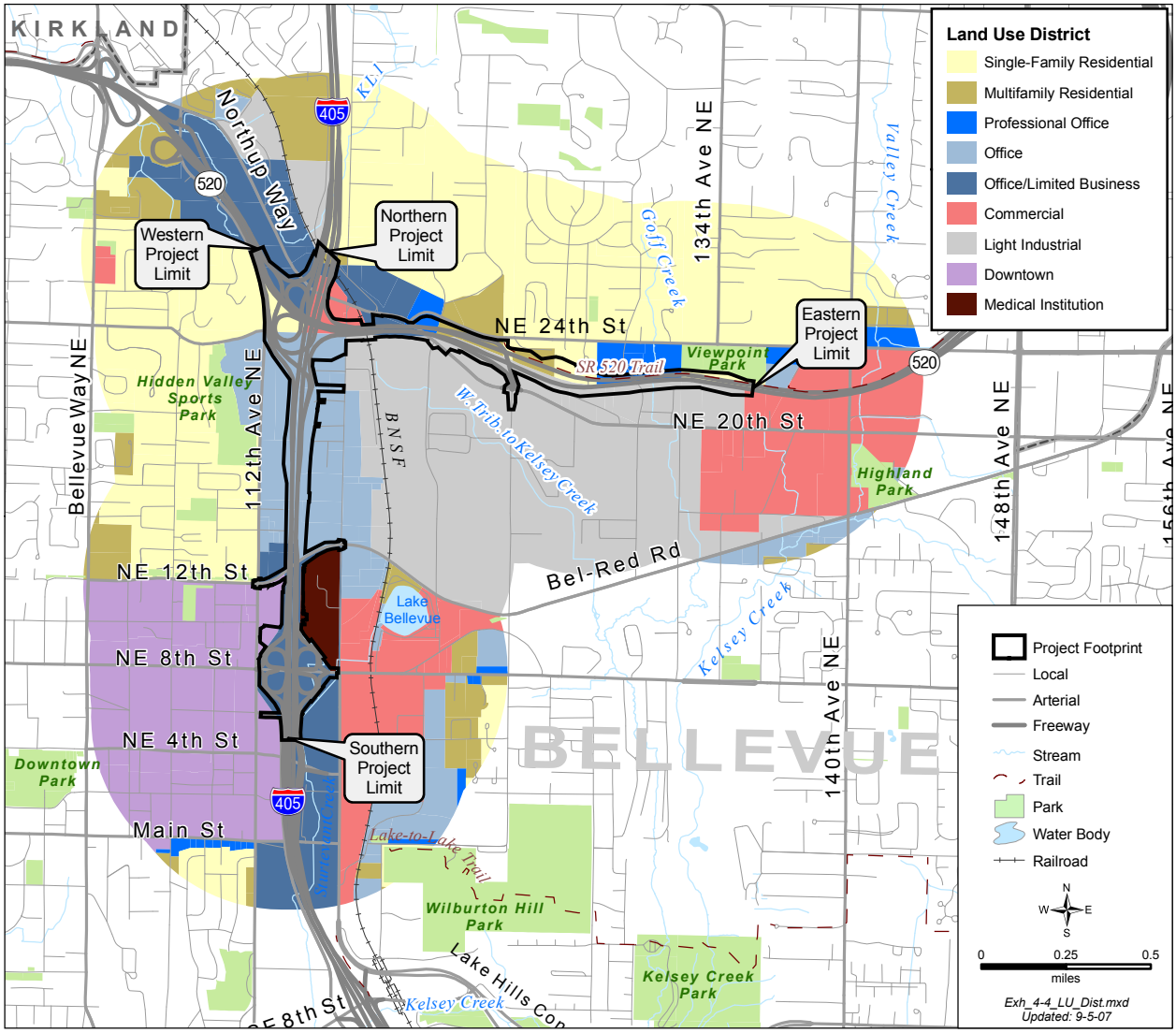
[10] *Washington State Legislature, Office of the Code Reviser. July 20, 2005. Washington Administrative Code (WAC 365-195-800).*

Exhibit 4-4: Bellevue Land Use District



- The professional office district provides areas for low-intensity office uses. This district may act as a buffer between residential and more intensively developed properties.
- The office district provides areas for business, financial, and professional service offices located on arterial or commercial access streets.
- The office and limited business districts provide areas for the location of integrated complexes made up of offices, hotels or motels, eating establishments, and retail sales accessory to permitted uses. These districts are typically