

APPENDIX I: LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

I-405, NE 8th Street to SR 520 Improvement Project



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

November 2007





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TABLE OF CONTENTS

Summary	ix
Study Approach	ix
Existing Conditions	ix
Project Effects.....	x
Measures to Avoid or Minimize Effects.....	x
Unavoidable Adverse Effects	xi
Acronyms and Abbreviations	xiii
Glossary	xv
SECTION 1 Introduction	1-1
What are the primary features of the I-405, NE 8th Street to SR 520 Improvement Project?	1-1
What is the purpose of the Land Use Patterns, Plans, and Policies Discipline Report?	1-1
What topics are included in this report?	1-2
Why are land use patterns, and land use plans and policies important to consider?	1-2
What studies were completed?	1-2
What are the key messages from this report?	1-2
What measures are proposed to avoid or reduce impacts?	1-3
What would happen if we adopt the No Build Alternative?.....	1-3
SECTION 2 Project Description	2-1
What is the intent of the I-405, NE 8th Street to SR 520 Improvement Project?	2-1

What are the details of the I-405, NE 8th Street to SR 520 Improvement Project?	2-1
Northbound I-405 to Eastbound SR 520 Improvements.....	2-3
SR 520 to Southbound I-405 Improvements.....	2-4
Southbound I-405 to SR 520 Improvements.....	2-4
Construction Staging.....	2-10
Construction Staging.....	2-11
Stormwater Management System Improvements.....	2-11
Wetland and Stream Mitigation Sites.....	2-12
Does this project relate to any other improvements on I-405 or connecting highways?	2-13
What is the No Build Alternative?	2-14
SECTION 3 Study Approach.....	3-1
What is the study area and how was it determined?	3-1
What policies or regulations are related to effects on land use?	3-1
Comprehensive Plan	3-2
Development Regulations.....	3-3
How did we collect information on land use patterns, and land use plans and policies for this report?.....	3-4
Land Use Patterns	3-4
Land Use Plans and Policies	3-4
How did we evaluate effects on land use patterns, and land use plans and policies?	3-4
Land Use Patterns	3-4
Land Use Plans and Policies	3-5
SECTION 4 Existing Conditions.....	4-1

What are the land use patterns in the study area?	4-1
Existing Land Use	4-1
Planned Development	4-5
What are the requirements for comprehensive plans, capital improvement plans, and development regulations?	4-7
The City of Bellevue's Comprehensive Plan and the Growth Management Act	4-7
Capital Improvement Program Plans	4-10
Development Regulations/Ordinances (Zoning)	4-10
SECTION 5 Project Effects.....	5-1
How will project construction affect land use patterns?	5-1
What effect will the improved transportation system have on land use patterns?	5-1
Property Acquisitions	5-1
Access.....	5-6
Does the project have other effects that may be delayed or distant from the study area?	5-6
Were potential cumulative effects for land use patterns considered?.....	5-6
What effects on land use patterns would occur under the No Build Alternative?	5-7
What plans and policies apply to the study area, and is the project consistent with them?	5-7
Comprehensive Plan	5-7
Development Regulations (Zoning).....	5-27
SECTION 6 Measures to Avoid or Minimize Effects	6-1
What measures will be taken to mitigate effects during construction?	6-1
What measures will be taken to mitigate effects of operation?	6-2

SECTION 7 Unavoidable Adverse Effects7-1

Does the project cause any substantial adverse effects that cannot be
avoided?7-1

SECTION 8 References8-1

EXHIBITS

Exhibit 2-1: Project Location and Vicinity	2-2
Exhibit 2-2: Proposed Lane Configurations	2-3
Exhibit 2-3: Project Features	2-5
Exhibit 3-1: Aerial Photo of Study Area	3-2
Exhibit 4-1: Bellevue Subareas.....	4-2
Exhibit 4-2: Present Uses Map	4-3
Exhibit 4-3: City of Bellevue's Comprehensive Plan Future Land Use Map.....	4-8
Exhibit 4-4: Bellevue Land Use District Map	4-12
Exhibit 5-1a: Study Area Property Acquisitions and Easements (Southern Section)	5-2
Exhibit 5-1b: Study Area Property Acquisitions and Easements (Northern Section)	5-3
Exhibit 5-1c: Study Area Property Acquisitions and Easements (Eastern Section)	5-4
Exhibit 5-2: Future Land use Map Designations	5-16
Exhibit 5-3: Study Area Transportation Projects Listed in the City of Bellevue 2005 – 2011 Capital Improvement Program and City of Bellevue 2006 – 2017 Transportation Facilities Plan	5-17
Exhibit 5-4: Study Area Projects in the Eastside Transportation Program.....	5-21
Exhibit 5-5: Study Area Projects in the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan and/or the Bel-Red Overlake Transportation (BROT) Facility Plan	5-23

SUMMARY

The Washington State Department of Transportation (WSDOT) is proposing to construct the Interstate 405 (I-405), NE 8th Street to State Route (SR) 520 Improvement Project to improve safety and reduce congestion in the vicinity of the I-405 and SR 520 interchange within the City of Bellevue. This Land Use Patterns, Plans, and Policies Discipline Report assesses the project's construction and operational effects on land use in the City of Bellevue, and its consistency with local plans and policies. This report evaluates two alternatives, the Build Alternative and the No Build Alternative.

Study Approach

The I-405 Team gathered information on land use patterns from study area visits, aerial photographs and King County Assessor data. We gathered information on Bellevue's plans and policies by obtaining plans, policies, and regulations from the City of Bellevue website and by communication with City of Bellevue staff to interpret application of local policies and regulations.

The I-405 Team overlaid the project and existing land use pattern map onto an aerial photograph to portray the relationship of the project to existing land use patterns. We considered the effects of the Build Alternative and No Build Alternative by comparing city policies and regulations against each alternative. We also considered relevant information from other I-405, NE 8th Street to SR 520 Improvement Project discipline reports.

Existing Conditions

The I-405, NE 8th Street to SR 520 Improvement Project is located on the eastern edge of Bellevue's central business district. The predominant land uses in the study area include office, light industrial, medical and residential uses. The Overlake Hospital Medical Center is a major regional medical facility that serves as an anchor for medical office uses in the study area. The study area also includes hotels, retail services, and a variety of office and light industrial uses, 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.

The City of Bellevue Comprehensive Plan is consistent with the requirements of the Washington State Growth Management Act (GMA). As required by GMA, the Comprehensive Plan provides overall policy and planning guidance for mandatory topics, including land use, housing, transportation, capital facilities, and utilities. The City's Comprehensive Plan also includes optional elements, such as environmental protection and urban design. Comprehensive Plan policies are implemented through development regulations, such as zoning regulations. Existing land uses in the study area are consistent with the City's Comprehensive Plan policies and zoning regulations.

Project Effects

Project construction will result in temporary effects on existing land uses, such as changes to access resulting from detours, partial and total roadway closures, and noise and dust impacts associated with construction activities.

Permanent project effects on land use patterns in the area include conversion of private property to public right-of-way use and changes to travel patterns and traffic volumes resulting from project improvements. WSDOT will purchase and relocate approximately three residences, 61 businesses and their associated parking areas. WSDOT will also purchase property currently used for retail access and parking and will relocate access for another business in the study area. WSDOT will use the purchased property and easements for public right-of-way uses. Although these acquisitions will reduce the total area and number of residences, businesses and parking spaces, they will not affect the overall existing land use pattern in this area.

Measures to Avoid or Minimize Effects

WSDOT proposes to implement a traffic management plan and use construction best management practices (BMPs) such as maintaining local access to businesses, to avoid or minimize the effects of construction on land use patterns. In addition, property needed to construct the project will be acquired in accordance with federal and Washington state relocation laws.

Changes to access at affected businesses will be configured to minimize effect on businesses to the extent practicable. The effect on parking can be eliminated by restriping.

Overall, we expect the project to improve traffic flow, allowing travelers to travel through the project area more quickly, improving corridor reliability, and minimizing traffic congestion in the I-405/SR 520 interchange.

The I-405 Team found that the project does not conflict with City of Bellevue policies, plans, and regulations. The project supports and/or does not preclude planned City of Bellevue capital facility projects.

Unavoidable Adverse Effects

With implementation of the mitigation measures proposed under Measures to Avoid or Minimize Effects, we anticipate that there are no substantial unavoidable adverse effects.

ACRONYMS AND ABBREVIATIONS

Term	Meaning
BNSF	Burlington Northern Santa Fe Railway
CIP	Capital Investment Program
ETP	Eastside Transportation Partnership
GIS	geographic information system
GMA	Washington State Growth Management Act
HOV	high-occupancy vehicle
HSS	highway of statewide significance
LOS	level of service
LUC	land use code
SR	state route
RCW	Revised Code of Washington
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

GLOSSARY

Term	Meaning
essential public facilities	Uses or activities that are typically difficult to site such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities.
Growth Management Act (GMA)	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.
highways of statewide significance (HSS)	Highways of statewide significance include, at a minimum, interstate highways and other principal arterials that are needed to connect major communities in the state.
level of service (LOS)	A measure of how well a freeway or local signalized intersection operates. For freeways, LOS is a measure of traffic congestion typically based on volume-to-capacity ratios. For local intersections, LOS is based on how long it takes a typical vehicle to clear the intersection. Other criteria also may be used to gauge the operating performance of transit, non-motorized, and other transportation modes.
subarea	A geographic subdivision of the city with its own character and development focus.

SECTION 1 INTRODUCTION

What are the primary features of the I-405, NE 8th Street to SR 520 Improvement Project?

The proposed I-405, NE 8th Street to SR 520 Improvement Project is part of the overall I-405 corridor program designed to improve safety, reduce congestion, and add capacity along the I-405 corridor. The I-405, NE 8th Street to SR 520 Improvement Project extends approximately 1.5 miles north along I-405, from south of NE 8th Street to the SR 520 interchange, and approximately 1.6 miles east along SR 520, from the I-405 interchange to east of 124th Avenue NE.

The primary features of the I-405, NE 8th Street to SR 520 Improvement Project are presented below:

- Construct grade-separated ramps (referred to as braids) on northbound I-405 to separate the I-405 traffic exiting to SR 520 from traffic entering I-405 at NE 8th Street in downtown Bellevue;
- Construct a new three-lane eastbound collector-distributor lane on SR 520 to separate the on- and off-ramp traffic between I-405 and 124th Avenue NE;
- Reconstruct the NE 12th Street bridge over I-405;
- Construct an on-ramp from the NE 10th Street bridge (built prior to this project) to SR 520; and
- Reconfigure the ramps from SR 520 to southbound I-405.

What is the purpose of the Land Use Patterns, Plans, and Policies Discipline Report?

The purpose of the land use discipline report is to evaluate effects of the I-405, NE 8th Street to SR 520 Improvement Project on land use patterns and plans and policies in the city of Bellevue at the time of construction and in the longer term during operation of the improvements. This discipline report also helps determine whether the project's effects will require mitigation.

What topics are included in this report?

Topics included in the land use discipline report are land use patterns; and land use plans, policies, and regulations. This discipline report examines the land use pattern in the City of Bellevue within a study area that extends approximately 0.5 mile out from the centerline of the I-405 and SR 520 mainlines within the project limits. This discipline report also includes specific review of City of Bellevue policies and regulations governing land use, transportation, environment, and capital facilities, consistent with the Washington Growth Management Act (GMA).

Why are land use patterns, and land use plans and policies important to consider?

Land use patterns and plans and policies are important to consider in decision-making for transportation projects because of the close relationship between land use and transportation. Transportation projects can have an effect on land use patterns and can influence the types of established land uses in an area. Similarly, land use plans, policies, and regulations help shape a community's growth and assist in allocating scarce resources for infrastructure improvements to help communities grow in desired ways. WSDOT recognizes the relationship between land use and transportation as an important element to consider in its approach to project development and decision-making.

What studies were completed?

The I-405 Team overlaid aerial photographs, King County Assessor's data, and maps showing the project to determine the effects of the project on land use patterns. The I-405 Team also reviewed policy documents and regulations from the City of Bellevue and developed a consistency analysis of the project in relation to city land use policies and regulations.

What are the key messages from this report?

Based on our analysis, the I-405 Team concludes that the I-405, NE 8th Street to SR 520 Improvement Project has no substantial effect on land use patterns. Although WSDOT will purchase private property and relocate businesses and residents to construct this project, these acquisitions will not