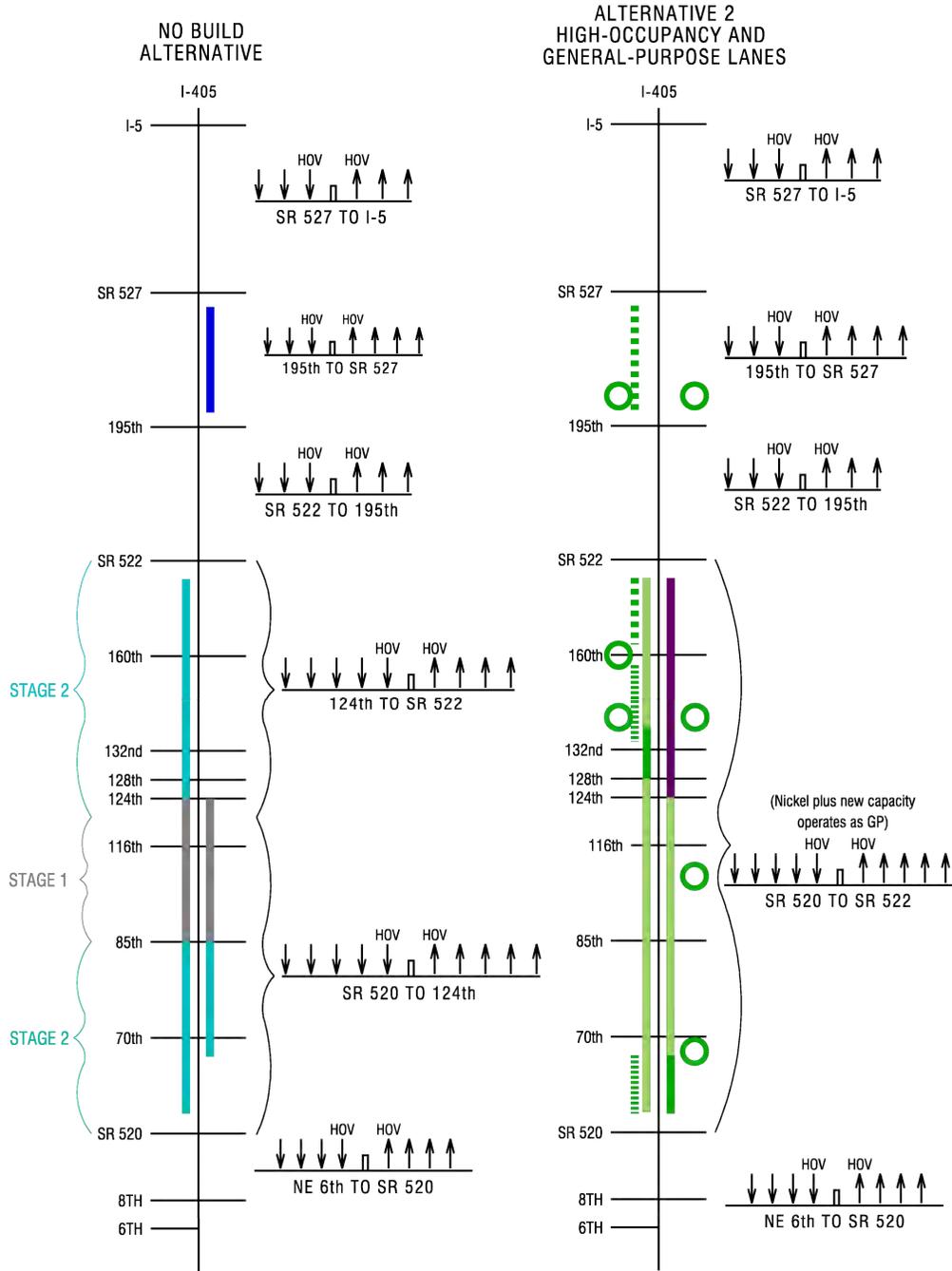


I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit 2-3: Project alternatives – sheet 2 of 2



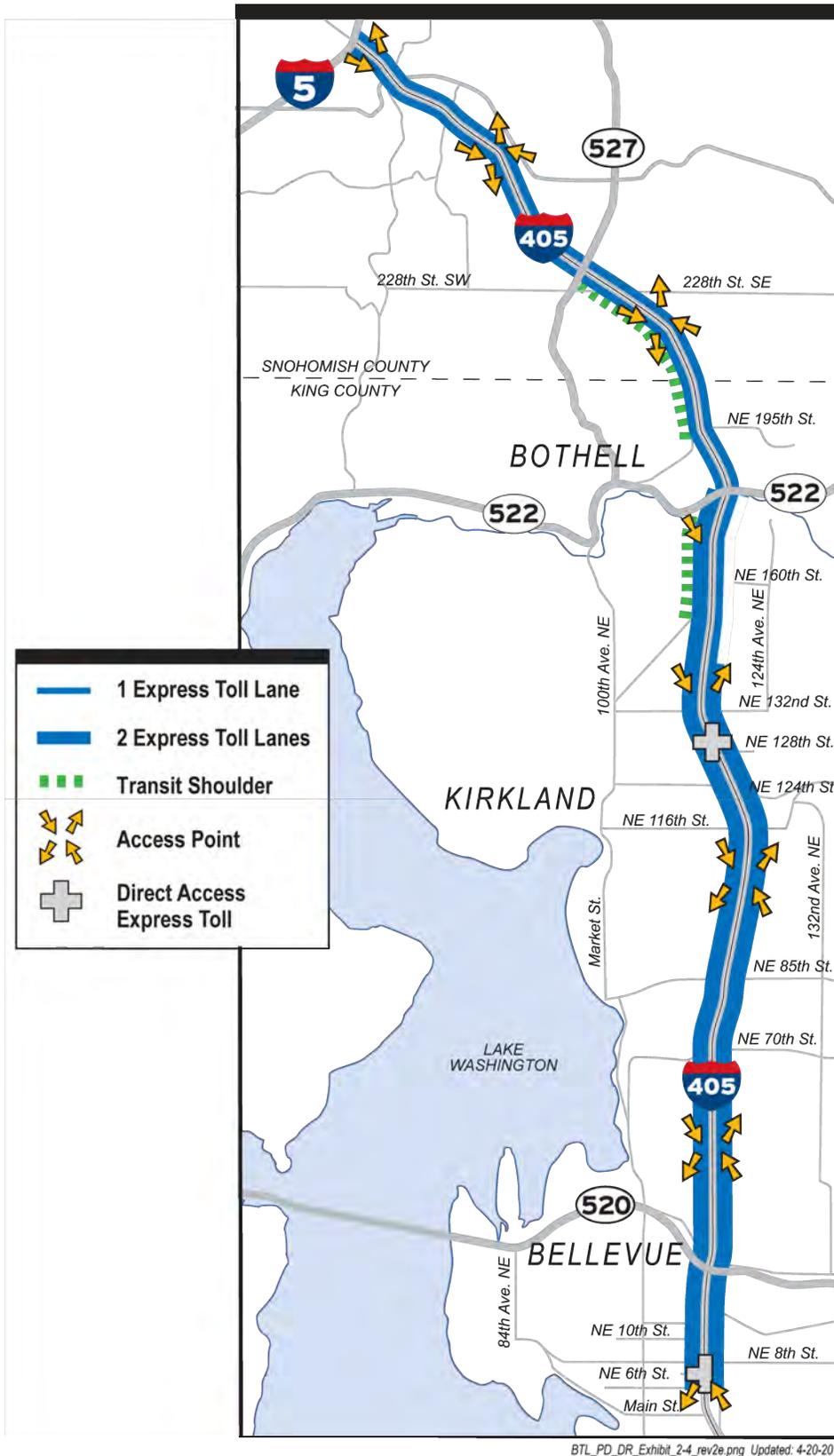
BASILINE

- NICKEL STAGE 1 (BUILT)
- NICKEL STAGE 2 (NOT BUILT)
- BOTHELL AUXILIARY LANE (BUILT)

BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT

- NICKEL LANE CONVERTED TO EXPRESS TOLL LANE
- PROPOSED WIDER PAVEMENT
- PROPOSED ADDITIONAL LANE
- NICKEL LANE AS GP LANE
- PROPOSED ENFORCEMENT AREA
- PROPOSED BUFFER WIDENING
- PROPOSED TRANSIT SHOULDER

Exhibit 2-4: Express Toll Lanes access locations



BTL_PD_DR_Exhibit_2-4_rev2e.png Updated: 4-20-2011

SECTION 3 STUDY APPROACH

What is the study area and how was it determined?

The study area for the I-405, Bellevue to Lynnwood Improvement Project encompasses 17 miles of I-405 from NE 6th Street in Bellevue to I-5 in Lynnwood. In addition to the study area, our analysis includes the section of I-405 from NE 6th Street to south of I-90 and adjacent sections of I-5, SR 522, SR 520, and I-90. We analyzed the section of I-405 south of the study area and sections of adjacent freeways because effects in these outside areas may impact operations in the study area. In the study area, we also analyzed the local streets and intersections adjacent to I-405 from Bellevue to Lynnwood because they may be affected by the project improvements.

The I-405 Team reviewed land uses approximately one-quarter mile on either side of the I-405 main line as the core study area for this discipline report (see Exhibit 3-1). Communities adjacent to the project are the cities of Bellevue, Kirkland, Bothell, and Lynnwood and unincorporated King and Snohomish counties.

This project assumes that the existing I-405 network, including the recently constructed Kirkland Nickel Project Stage 1, and the northbound auxiliary lane from NE 195th Street to SR 527, are complete. The baseline conditions also assume the completion of the funded I-405, NE 8th Street to SR 520 Braided Ramps Project, which is scheduled to be open for traffic in 2012.

The baseline conditions for transportation effects analysis do not include the Kirkland Nickel Project Stage 2. The Kirkland Nickel Project Stage 2 has completed both national and state environmental processes but it has not been built. It will be constructed at the same time as this project. It will add one lane to northbound I-405 from NE 70th Street to NE 85th Street, and one lane to southbound I-405 from SR 522 to NE 124th Street and from NE 85th Street to SR 520.

For the land use patterns analysis, we studied existing land uses in the areas adjoining I-405 in the project vicinity,

Exhibit 3-1: Study area



including areas near right-of-way expansions, areas where changes in access to I-405 will occur, areas of property acquisitions, and areas where local streets will change. The Land Use Patterns analysis focuses on major land use types, as defined by the broad categories of land use (e.g., commercial, industrial, residential).

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

For each affected jurisdiction, we analyzed consistency of the project with the following local government plans and regulations:

- Growth Management Act, Comprehensive Plan for Land Use, Transportation, and Capital Facilities Elements. We addressed these elements because of their direct relationship to transportation issues, as follows:
 - Land Use Plans direct growth and development, and include projections for population and employment, which create demand for transportation systems.
 - Transportation Plans provide analysis, roadway and intersection standards of service, and multimodal transportation facility improvement programs to meet Land Use Plans.
 - Capital Facilities Plans identify the facilities, including transportation facilities, required to meet future land use demands. Capital facilities plans also identify the funding sources committed or in place to fund the needed facilities. Some jurisdictions address essential public facilities in this element if they are not already addressed under Land Use. I-405 is considered an essential public facility.
- Shoreline Master Program (SMP) policies and regulations. Along regulated shorelines, such as the Sammamish River and North Creek, SMP policies and regulations govern design and construction of roadway and related improvements.
- Zoning regulations. Zoning regulations primarily implement local government land use law and policy. Discussions of how the Bellevue to Lynnwood Improvement Project will affect private property zoning

What are essential public facilities?

Essential public facilities include, but are not limited to, airports, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities and group homes [RCW 36.7A.200(1)].

Other examples of essential public facilities include schools, water transmission lines, sewer collection lines, fire stations, sanitary sewer treatment plants, highways, and stormwater treatment facilities. No local comprehensive plan or development regulation may preclude the siting of essential public facilities [RCW 36.70A.200(2)].

requirements are included as part of the analysis of Land Use Patterns.

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

Land Use Patterns

The I-405 Team prepared the Land Use Patterns section of this discipline report using the following sources:

- The Kirkland Nickel Project Land Use Patterns Discipline Report (WSDOT, 2005a);
- Aerial photographs;
- King County and Snohomish County Assessors' data (King County, 2006a; Snohomish County, 2006);
- Geographic information system (GIS) mapping and analyses;
- Communication with the cities of Bellevue (Matz, 2006), Kirkland (Kirkland, 2006a), Bothell (Smith, 2006), and Lynnwood (Lynnwood, 2006a), and with King County (Reitenbach, 2006) and Snohomish County (Snohomish County, 2006); and
- Field visits to the study area.

The focus of the Land Use Patterns analysis is on existing land use patterns near I-405, areas of WSDOT right-of-way expansion for this project, and areas where changes in access to and from I-405 will occur.

Plans and Policies

The Plans and Policies portion of this discipline report was prepared using the following sources:

- The Kirkland Nickel Project Land Use Plans and Policies Discipline Report (WSDOT, 2005b);
- Agency long-range plans and regulations collected from agency websites and at agency offices, as appropriate; and
- Documented meetings, teleconferences, or correspondence with city and county representatives to interpret how these entities apply local policies and regulations.

Our analysis focused on the most relevant local government long-range plans that included the I-405 corridor in the areas

of land use, transportation, and capital facilities. We also assessed applicable shoreline master programs (SMP) and zoning code policies and regulations.

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

Land Use Patterns

The I-405 Team reviewed aerial photographs and local community websites to help identify land use patterns in the study area. Additional data was gathered from websites maintained by the cities of Bellevue, Kirkland, Bothell, and Lynnwood, and King and Snohomish counties. The I-405 Team also superimposed a geographic information system (GIS) overlay of the project footprint onto the aerial photograph. The information overlaid upon the project footprint included existing land use and zoning pattern data. To confirm the review and research data, the I-405 Team visited the study area several times to verify and document the actual land use patterns adjacent to I-405.

In addition, we reviewed and analyzed existing information from the Kirkland Nickel Project for areas of planned redevelopment. Next we analyzed and how that project will influence redevelopment potential. From the cities of Bellevue, Kirkland, Bothell, and Lynnwood, and from King and Snohomish counties, we also obtained updates regarding planned redevelopment based on proposed changes resulting from the Bellevue to Lynnwood Improvement Project. This redevelopment could include revised freeway access, property acquisitions, and local access connection.

Plans and Policies

Land use in the study area is managed through comprehensive plans prepared for each jurisdiction and guided by countywide planning policies adopted in accordance with the Growth Management Act (GMA), *VISION 2020* (PSRC, 1995) and *VISION 2040* (PSRC, 2008) land use plans, and the *Destination 2030* (PSRC, 2001) and *Transportation 2040* (PSRC, 2010) Metropolitan Transportation Plans. Countywide and multi-county planning policies are reflective of the GMA mandates and are intended to foster consistency between the local plans.

The key policies are contained in the GMA, Metropolitan Transportation Plan, VISION 2040 , Sound Move/Sound Transit 2, King County and Snohomish County county-wide planning policies, Puget Sound Regional Council multi-county planning policies, and local comprehensive plans.

The analysis compared the comprehensive plans and regulations of King and Snohomish counties, and the cities of Bellevue, Kirkland, Bothell, and Lynnwood, with the project.

Pursuant to the State of Washington Local Projects Review Act (RCW 36.70B, 1995) (Projects Review Act), the types of projects that are to be reviewed for consistency include those that require any land use or environmental permit or license from a local government for a project action. Projects are to be reviewed for consistency in terms of land use, density and intensity, infrastructure, and design characteristics. Permits or licenses include, but are not limited to, building permits, conditional uses, shoreline substantial development permits, site plan reviews, and permits or approvals required by critical area ordinances.

The Projects Review Act and the Washington Administrative Code (WAC 365-197, 2005) provide a means for local governments to determine consistency between specific projects and the Washington State Growth Management Act (GMA) (RCW 36.70A, 1990).

The I-405 Team developed specific consistency questions using the State's consistency review categories, and analyzed the project's consistency or inconsistency with these relevant documents. The team then used the consistency questions to review relevant plans, policies, and regulations of the cities of Bellevue, Kirkland, Bothell, and Lynnwood, and King and Snohomish counties. The questions are as follows.

- Are local government GMA comprehensive plans and SMP policies supportive of or in conflict with the project?
- Do local government zoning provisions, or in their absence, policies, make allowances for transportation-related improvements?
- Is the project consistent with local government comprehensive plans and/or LOS standards?

- Do local government GMA comprehensive plan, transportation, or capital facilities improvement programs and/or analyses consider or include the project?
- Is the project design consistent with local government design policies?
- Is the project design consistent with SMP and zoning regulations?
- Are local street modifications consistent with arterial standards adopted by local governments?

SECTION 4 BASELINE CONDITIONS

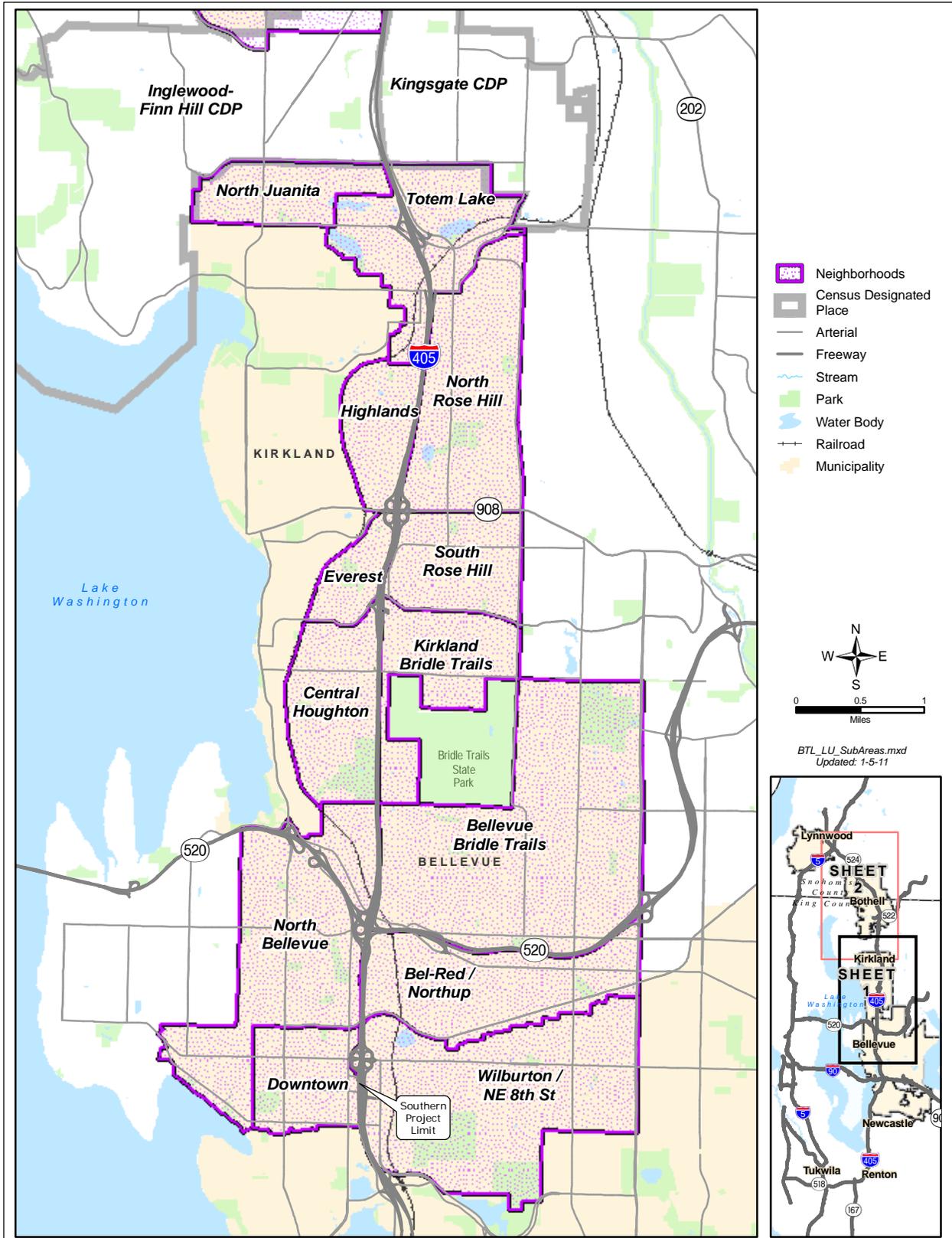
The land use baseline conditions for the Bellevue to Lynnwood Improvement Project are similar to the conditions established for the Kirkland Nickel Project Environmental Assessment (EA). The Bellevue to Lynnwood Improvement Project includes land within the City of Lynnwood and unincorporated Snohomish County. As a result, the baseline conditions presented in this section rely, in part, on the Kirkland Nickel Project Environmental Assessment (WSDOT, 2005c) and on the Land Use Patterns Discipline Report (WSDOT, 2005a). The baseline conditions were updated where differences occurred in the project area between the Kirkland Nickel Project and the Bellevue to Lynnwood Improvement Project, or where plans and policies have been amended by the jurisdictions.

This section provides information about comprehensive plans, zoning, and shoreline master programs for the six jurisdictions that are located in the study area. Those jurisdictions include the cities of Bellevue, Kirkland, Bothell, and Lynnwood, and King and Snohomish counties. Special consideration is given to the land use, transportation, and capital facilities elements of local comprehensive plans. Level of service (LOS) and essential public facilities requirements are also described.

What are the land use patterns in the study area?

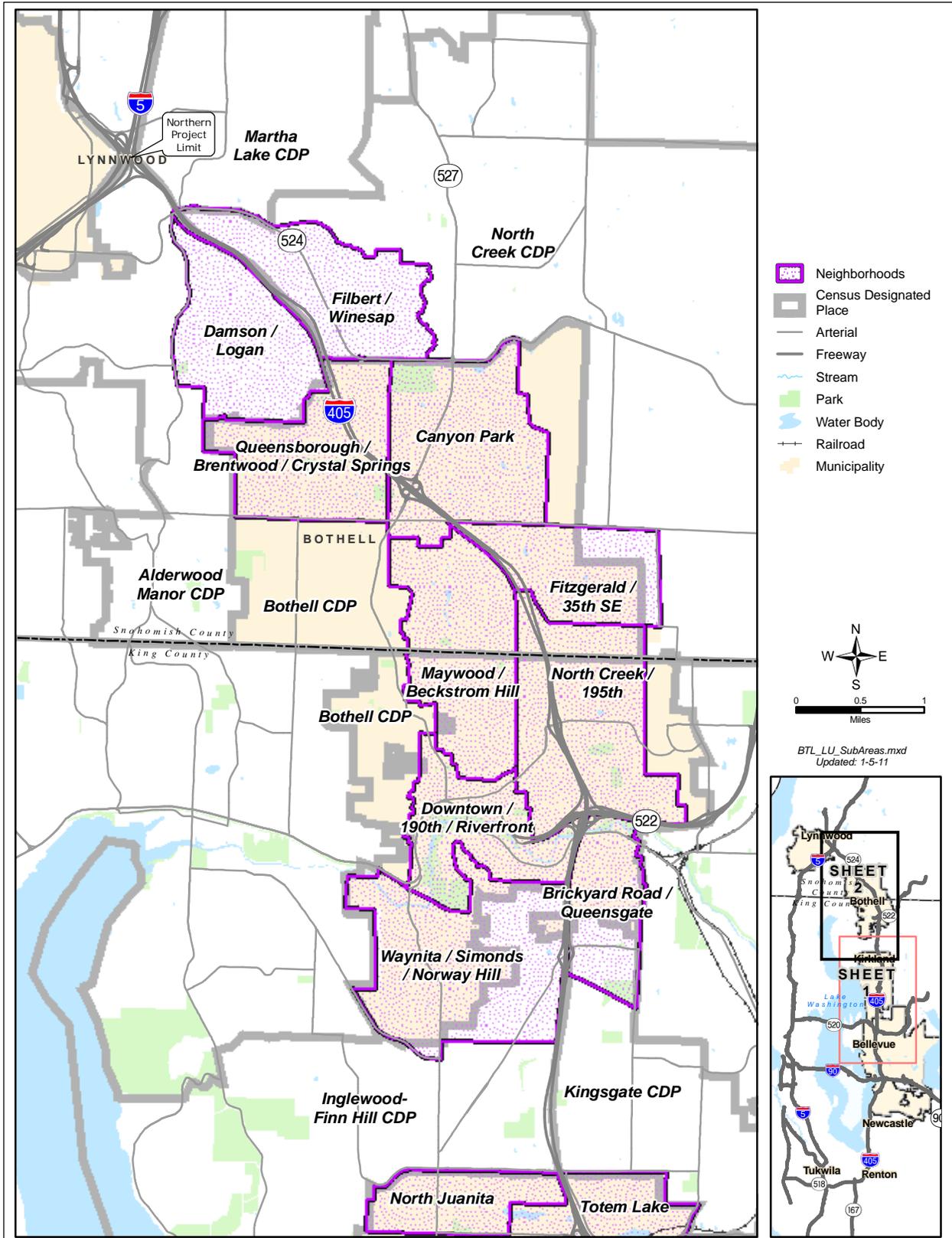
The majority of the jurisdictions in the study area have created neighborhood subareas to help guide development and planning, which supports the unique characteristics and qualities of each area (see Exhibit 4-1). The land use patterns of each jurisdiction in the study area are described later in this section.

Exhibit 4-1: Neighborhood subareas – sheet 1 of 2



I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit 4-1: Neighborhood subareas – sheet 2 of 2



Bellevue

The study area includes portions of five Bellevue neighborhood subareas with two subareas west of I-405 and three subareas east of I-405 (see Exhibit 4-1, sheet 1).

The Bellevue to Lynnwood Project segment of I-405 serves the Downtown subarea with the NE 6th Street HOV-only direct access ramp connecting west to 112th Avenue NE and the Downtown, Bel-Red, and Wilburton/NE 8th Street subareas with the NE 8th Street interchange. Access to eastbound and westbound SR 520 will be provided by a northbound on-ramp from NE 10th Street scheduled for late 2012 opening.

The Downtown subarea contains the densest office and residential development in the city. The portions of the Downtown and Wilburton/NE 8th Street subareas closest to I-405 contain freeway-oriented businesses such as hotels and restaurants, and general commercial uses.

The Wilburton/NE 8th subarea has hospitals and medical offices between NE 8th and NE 12th Streets, and west of 116th Avenue NE. Further east, the Wilburton/NE 8th Street subarea transitions to multi-family, then single-family residences.

Continuing north on the east side of I-405 between NE 12th Street and SR 520, the Bel-Red subarea is predominantly low-rise office and commercial uses, with medical institutions and businesses.

The Bridle Trails neighborhood is located on the east side of I-405 between SR 520 and NE 40th Street, and the North Bellevue neighborhood is located on the west side of I-405 between NE 12th Street and NE 40th Street. Both areas are primarily residential, with similar goals regarding their protection and preservation from encroachment by non-residential land uses. Bridle Trails is known for its wooded, natural areas, large lot zoning (one unit per acre), and equestrian-related activities. The North Bellevue neighborhood is an older, well-established residential area with pockets of commercial retail and office development. Both neighborhoods identify the need to minimize the intrusion of non-residential traffic and discourage the use of their residential streets by commuters and regional through-traffic. Citizen groups are active in these neighborhoods, and

their concerns are focused more on local traffic and circulation issues rather than on operations of I-405 (WSDOT, 2005a).

See Appendix A, Exhibit A-1, sheets 1 and 2, for the City of Bellevue generalized zoning map.

Kirkland

The City of Kirkland encompasses an area with eastern boundaries that connect with the cities of Redmond, Bellevue, and Bothell, and a western boundary that ends on the shore of Lake Washington. The I-405 freeway divides the City of Kirkland, and serves as a major transportation route to the area. Kirkland is a residentially-focused community made up of individual neighborhood subareas (see Exhibit 4-1, sheet 1).

In the southern portion of the city, the Central Houghton and South Rose Hill/Bridle Trails neighborhoods are adjacent to the I-405 main line. These two areas provide low-density residential living, with large areas of open space, clustered shopping, and commercial development, some of which is adjacent to the I-405 interchanges.

The Highlands Neighborhood and the Everest Neighborhood are located on the west side of I-405, and are divided by the NE 85th Street interchange. Both neighborhoods have well-established land use patterns that include a mix of single-family and multifamily residential housing and commercial and industrial uses. Substantial areas of undeveloped land still exist.

The Totem Lake, North Rose Hill, and North Juanita neighborhoods border I-405 in the north end of the City of Kirkland. These neighborhoods are well established. The Totem Lake area has commercial and multifamily residential uses, along with expanded health care-related facilities. Evergreen Hospital is a regional medical center located in the Totem Lake neighborhood. North Rose Hill contains more low-density residential land use, with several developable tracts of land still present. Its subarea plan promotes a variety of housing alternatives and styles to guide future development (WSDOT, 2005a). North Juanita is characterized by well-defined multi-family and single-family areas. Other land uses include office and multi-family, park and open space, and public facilities (Kirkland, 2009c).

On June 1, 2011, Kingsgate and Inglewood-Finn Hill Census Designated Places (CDPs) of King County will be annexed into the City of Kirkland. The neighborhood boundaries of the annexation area were adopted in December 2010. See the discussion of these CDPs under King County, below, for a description of the land uses along the I-405 corridor.

See Appendix A, Exhibit A-1, sheets 2 through 4 for the City of Kirkland generalized zoning map.

Bothell

The City of Bothell features a number of neighborhood subareas, many of which are bounded by or include the I-405 main line or interchanges (see Exhibit 4-1, Sheet 2). The NE 160th Street, SR 522, NE 195th Street, and SR 527 interchanges provide service to the project area within Bothell.

The City of Bothell adopted Resolution No. 1254 in February 2010 expressing the City's intent to consider annexation of a portion or all of the City's Municipal Urban Growth Area (MUGA) in Snohomish County and Potential Annexation Area (PAA) in King County. The Bothell's King County PAA would annex the remaining unincorporated area of King County near the I-405 interchange at NE 160th Street between the south city limits and the area that will be annexed into the City of Kirkland on June 1, 2011. The Bothell Snohomish County MUGA would annex from the current city limits north and west along the I-405 corridor to Larch Way and the City of Lynnwood MUGA, and SR-524 and the City of Mill Creek MUGA.

The Bothell annexation process begun in early 2010 is expected to continue over two years, with annexation ordinances adopted between April and December 2011 and annexations becoming effective several months to a year following their adoption.²

The Waynita/Simonds/Norway Hill neighborhood experienced brisk residential development between the years 2000 and 2008.. Located on the west side of I-405 south of the Sammamish River, it includes the portion of the King County

² *City of Bothell annexation information is from the City web page: <http://ci.bothell.wa.us/Annexation.ashx?p=1561> accessed November 16 2010.*

PAA west of I-405. It is characterized by single and multi-family residential developments, with limited concentrations of commercial uses. There is a large church and school facility are located on the west side of I-405.

The Brickyard/Queensgate neighborhood is located on the east side of I-405. It includes a portion of the King County PAA. The Brickyard/Queensgate neighborhood is primarily residential, and is located near the NE 160th Street and SR 522 interchanges with I-405. It contains large, multifamily housing complexes (WSDOT, 2005a).

Other Bothell neighborhood subareas include: Downtown/190th/Riverfront; North Creek/NE 195th; Fitzgerald/35th Avenue SE; Canyon Park; and Queensborough/Brentwood/Crystal Springs. The Snohomish County MUGA along I-405 contains the Filbert/Winesap subarea east of I-405 and the Damson/Logan subarea west of I-405. The land use patterns of these neighborhoods are characterized below.

The Downtown/190th/Riverfront Subarea is characterized by single-family residential housing located in the Sunrise Drive/Valley View Road area southeast of Beardslee Boulevard. Multifamily dwellings are the primary land use north and south of NE 180th Street at the west edge of the subarea and north of 188th across from Pop Keeney Field. A mix of single, senior, and multifamily housing is found along East Riverside Drive and along NE 185th Street (Bothell, 2009b). A sizeable mobile home park is located north of East Riverside Drive immediately west of I-405 and the SR 522 interchange.

Commercial development within this subarea is divided into six geographic locations, including: NE 190th Street and SR 527; SR 522 from Wayne Curve to SR 527; Historic Downtown Bothell; Beardslee Boulevard; Woodinville Drive; and East Riverside Drive. The SR 522 from Wayne Curve to SR 527 location is in close proximity to the study area, and its commercial uses include a mix of neighborhood, community, and regionally-oriented businesses. This subarea also contains a number of office and smaller retail business centers (Bothell, 2009b).

The North Creek/NE 195th Subarea contains residential development primarily east and west on hillsides of the North Creek Valley; although there is a large apartment complex on the valley floor at the south end of the subarea (Bothell, 2009b). There is the potential for significant additional residential development based on the Residential-Activity Center (R-AC) designation on the valley floor. This subarea is a major employment center in the city and in the region. The Schnitzer Business Park, east of I-405 between NE 195th Street and the county line, covers approximately 140 acres. The Quadrant Business Park, south of NE 195th Street, is 170 acres. The Quadrant-Monte Villa Business Park on the east side of I-405 encompasses approximately 80 acres. This subarea also includes a concentration of retail activity at the south end, and mixed-use neighborhood retail along Beardslee Boulevard (Bothell, 2009b).

The Fitzgerald/35th Avenue SE Subarea, located on the east side of I-405, north of the NE 195th Street interchange, contains a mixture of residential types ranging from large acreage single-family residential to multifamily residential complexes. Higher residential densities exist in the southern and western portions of the subarea, while lower density is reflected in the central and eastern portions. Nominal commercial development exists in this subarea (Bothell, 2009b).

The Canyon Park Subarea is predominantly located to the east of I-405 nearest the SR 527 interchange. The southern half of this subarea contains more residential development than the northern half. Multifamily residential areas are generally located on the southern boundary of the subarea west of SR 527 between 214th and 217th Streets SE. Residential development is also allowed in the mixed-use Canyon Park Community Activity Center located at 228th Street SE and SR 527. Two retail- and service-oriented Community Activity Centers exist in this subarea. Canyon Park contains retail centers, hotels, and other complementary businesses on all four quadrants of the 228th Street SE/SR 527 intersection (Bothell, 2009b).

The Queensborough/Brentwood/Crystal Springs Subarea is located on both sides of I-405 west of the SR 527 interchange. The predominant land use in this subarea is almost exclusively

residential, with the most common use being for single-family dwellings. A very limited amount of commercial development exists, and a small neighborhood business cluster is located at 228th Street SE and Meridian Avenue South (Bothell, 2009b).

See Appendix A, Exhibit A-1, sheets 5 through 8, for the City of Bothell's generalized zoning map.

Lynnwood

The City of Lynnwood is situated at the northern limit of the study area. The Alderwood Mall Parkway off-ramp from SR-525 and the 196th Street SW interchange on I-5 provide access to the City of Lynnwood in this area. Development in the surrounding area of I-5 and I-405 is made up of a mixture of land uses, including a planned regional center, planned commercial center, city center core, community businesses, and public uses (Lynnwood, 2007). Principal land uses in this area include Alderwood Mall, several national chain retail stores, several strip-retail shopping centers, and a mixture of commercial corridor uses such as auto services and restaurants. Other land uses include the regional Interurban Trail that parallels Alderwood Mall Boulevard, and the Lynnwood High School and Athletic Complex. The Alderwood Manor neighborhood is located in this area southeast of the city limits just north of the King/Snohomish County line.

See Appendix A, Exhibit A-1, sheet 9, for the City of Lynnwood's generalized zoning map.

King County

The Inglewood-Finn Hill area is a Census Designated Place (CDP), located west of I-405 nearest the NE 132nd Street and NE 160th Street interchanges (see Exhibit 4-1, Sheet 1). The Kingsgate CDP area is situated on the east side of I-405 near the same interchanges as the Inglewood-Finn Hill area. Immediately adjacent to I-405, the land use in both of these CDPs is primarily residential, with scattered pockets of small-scale retail- and service-oriented commercial uses. Land uses and zoning are well established in this area.

Most of the unincorporated King County area north of the existing Kirkland city limit at NE 132nd Street will be annexed

What is a Census Designated Place (CDP)?

CDPs are often unincorporated areas that contain a mix of residential, commercial, and retail land uses similar to the cities that surround them. By defining boundaries for CDPs, the Census Bureau can compile data specific to that area.

into Kirkland on June 1, 2011. Remaining unincorporated area west of I-405 will extend from NE 145 Street to about NE 170th Street, except for a small area of Bothell between NE 162nd and 165th Street, and east of I-405 between about NE 155th and 165th Streets. These unincorporated areas are within the planning areas for future annexation by the City of Bothell.

See Appendix A, Exhibit A-1, sheets 1 through 5, for the King County generalized zoning map.

Snohomish County

Snohomish County is located at the northern limits of the study area. This portion of unincorporated Snohomish County falls within the county's Southwest Urban Growth Area (SWUGA)³. The SWUGA is one of the most intensively developed areas of the county (Lynnwood, 2006a). There are nine cities included in the SWUGA, with two cities, Bothell and Lynnwood, located within the study area.

Neighborhoods on the west side of I-405 in Snohomish County include the Alderwood Manor CDP (see Exhibit 4-1, sheet 2), which is nearly 5 square miles or 3,071 acres in size. The I-405 and SR 527 interchange provides access to the Alderwood Manor area. Land use in this unincorporated area is characterized as primarily urban low-density, single-family residential (4 to 6 dwelling units [du] per acre) with the exception of one small area of urban commercial zoning located to the north near the city limits of Lynnwood (Snohomish County, 2011b). The southern portions of the Alderwood Manor CDP lie within the City of Bothell's adopted municipal UGA. Snohomish County neighborhoods on the east side of I-405 include the Martha Lake and North Creek CDPs. The NE 195th Street and SR 527 interchanges on I-405 provide access to the North Creek and Martha Lake areas. The Martha Lake CDP is nearly 5 square miles or 3,046 acres in size. The North Creek CDP is nearly 14 square miles or 8,695 acres in size. Land use along the western edge of these unincorporated areas is characterized as being primarily urban low-density, single-family residential, with some small

³ *The 1990 Washington State GMA made counties primarily responsible for designating all urban growth areas (UGAs). Most future growth, and all urban growth, will be accommodated within these areas. Since cities are urban in nature, all cities are within UGAs.*

pockets of low-density multifamily residential (Snohomish County, 2011b). Portions of the North Creek CDP lie within the City of Bothell's adopted municipal UGA.

See Appendix A, Exhibit A-1, sheets 8 and 9 for the Snohomish County generalized zoning map.

What are the requirements for comprehensive plans, shoreline master programs, capital improvement plans, and zoning codes?

A summary of the requirements or features of comprehensive plans, zoning regulations, capital improvements and shoreline master programs adopted by the six jurisdictions affected by the Bellevue to Lynnwood Improvement Project is provided below.

Comprehensive Plans and the Growth Management Act

A comprehensive plan describes the vision, goals, and policies of the community in both written and map form. It directs the allocation of resources, and provides guidance for preparing rules and regulations and for implementing the plan. The Washington State Growth Management Act (GMA) (RCW 36.70A, 1990) requires and guides the preparation and amendment of local comprehensive plans. It contains 14 goals addressing the following:

- Urban growth
- Reduction of sprawl
- Transportation
- Housing
- Economic development
- Property rights
- Permits
- Natural resource industries
- Open space and recreation
- Environment
- Citizen participation and coordination
- Public facilities and services

- Historic preservation
- Shoreline management

The GMA goal most relevant to the Bellevue to Lynnwood Improvement Project is transportation. RCW 36.70.A.020(3) states the following:

Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. GMA comprehensive plans must respond to the state goals with the following required elements: land use, housing, transportation, capital facilities, utilities, parks and recreation, and economic development.

In addition to inventories, analyses, and policies, the GMA identifies several other planning requirements applicable to roads and highways. The law requires adoption of concurrency regulations, ensuring that transportation strategies or improvements are in place at the time of development or within six years to meet local level of service (LOS) requirements.

What are Highways of Statewide Significance?

Highways of Statewide Significance (HSS) include interstate highways and other principal arterials that are needed to connect major communities in the state.

Local LOS requirements do not apply to Highways of Statewide Significance, including I-405. For Highways of Statewide Significance (HSS), local jurisdictions must evaluate the effects of land use on the state facility, and the differences between local standards and the state LOS standard for urban facilities (D-mitigated). LOS D-mitigated for HSS means that congestion will be mitigated when peak period LOS conditions fall below LOS D. Local LOS standards and methodologies may differ from the state LOS.

The I-405 Team evaluated local street operations using CORSIM, a microsimulation software that calculates the average delay experienced by vehicles approaching an intersection. Intersection delay is rated as a level of service (LOS) from A to F. When traffic operates at LOS A there is little or no delay. At the other end of the service spectrum when traffic operates at LOS F motorists experience extreme congestion. LOS B through LOS E are gradations of traffic movement ranging from short delays to very long delays.

We used 2009 peak-hour traffic volumes for the morning and afternoon periods to measure delay and LOS in the study

area. We selected 64 intersections in the cities of Bellevue, Kirkland, and Bothell, as well as unincorporated King County, for the analysis of the local street system. In the 2009 morning peak hour, two intersections perform at LOS E, and the remaining study intersections operate at LOS D or better. In the afternoon peak hour, two intersections perform at LOS F and four intersections perform at LOS E. The remainder of the study intersections perform at LOS D or better in the afternoon peak hour. See the Traffic and Transportation Discipline Report (WSDOT, 2011b) for details.

Highways of Statewide Significance (HSS), such as I-405, are categorized as essential public facilities. Essential public facilities also include airports, jails, and inpatient medical facilities, and are typically difficult to site. Local comprehensive plans are required to address processes for identifying such facilities. Local plans or regulations may not preclude the siting of essential public facilities.

Zoning

Zoning laws are adopted by local governments to protect the public health, safety, and welfare by defining compatible and incompatible land uses; establish the density and intensity of development for adequate light, air, and infrastructure; and to define or maintain the character of established districts. Typically, there are zoning categories (residential, commercial, industrial, etc.), classifications (R-1, R-2), standards (number and criteria), and districts (mapped).

Zoning divides the regulated land into classifications or zones to identify the following types of regulations for each zone: allowable uses; structure size; and structure locations on a lot. A letter followed by a number typically delineates different zones within a municipality (e.g., RM 3.6, RS 8.5, BC, etc.). The letter indicates the category of the district. Examples include B for Business, C for Commercial, and R for residential. The number often indicates the density of allowable development, with higher numbers generally denoting greater densities (units per acre). The classification codes are placed on a map, which applies to all parcels and lots in the defined district. Zoning codes typically address roadways and other transportation improvements. The GMA requires zoning to be consistent with the comprehensive plan, particularly the future land use map (WAC 365-195-800, 1992).

Zoning is a tool used by local governments to control the physical development of land and the types of uses allowed for individual properties. Within WSDOT right-of-way, WSDOT and/or the design-build contractor will comply with the intent of the local jurisdictions zoning regulations but does not obtain permits for work being conducted in WSDOT right-of-way⁴. WSDOT will adhere to best management practices and standards within WSDOT's Technical Specifications, which include preparation of Temporary Erosion Sedimentation and Control (TESC) Plans and a Stormwater Pollution Prevention Plan (SWPPP). Outside of WSDOT right of way, local ROW and noise variance permits would apply in select cases.

Shoreline Master Programs

A Shoreline Master Program (SMP) is required by the State Shoreline Management Act for streams with flows greater than 20 cubic feet per second (cfs) and lakes greater than 20 acres in size. An SMP is both a policy and regulatory document, and is considered part of a jurisdiction's GMA comprehensive plan and development regulations. In addition to expressing policies, the SMP governs uses and activities within the shoreline jurisdiction. The shoreline jurisdiction includes the land area within 200 feet of its ordinary high water mark (OHWM), associated wetlands, and, in some cases, associated floodplains. Its policies and regulations address circulation, conservation, and other topics relevant to the Bellevue to Lynnwood Improvement Project. Within the project area, Lake Washington (City of Kirkland), the Sammamish River (City of Bothell), North Creek (City of Bothell), and segments of Swamp Creek (Snohomish County) are subject to SMP regulations and policies.

Local Government Plans and Regulations

The following local government plans and regulations were studied for consistency with the proposed project:

GMA Comprehensive Plan Land Use, Transportation, and Capital Facilities Elements

The focus on these elements relates to the following:

⁴ WSDOT has obtained a required clearing and grading permit from King County.

- Land use plans, which direct growth and development, and create demand for transportation systems.
- Transportation plans, which provide analysis, roadway, and intersection standards of service, and multimodal transportation facility improvement programs to meet land use plans.
- Capital facilities plans, which identify the facilities, including transportation, required to meet future land use demands and the funding sources committed or in place to fund the needed facilities. Some jurisdictions address essential public facilities in this element if not already addressed in the land use element. I-405 is considered an essential public facility.

Shoreline Master Program Policies and Regulations

- Along regulated shorelines, SMP policies and regulations may govern design and construction of roadway and related improvements.

Zoning Regulations

- Zoning regulations primarily implement local government long-range land use elements and may govern uses, including public and transportation facilities, such as those proposed for the project area. In this discipline report, the focus is on accommodating planned transportation improvements within the zoning regulations of local governments. Discussions of how the transportation improvements will affect the conforming status of private properties are found in the Land Use Patterns section.

Bellevue

The analysis area for the Bellevue portion of the proposed project improvements stretches from NE 6th Street to the northern city limits along I-405 at NE 40th Street. Although the project's physical improvements of pavement widening would begin immediately south of Bellevue's north city limits, we reviewed Bellevue plans and policies for applicability because of the project's proximity and potential operations effects.

Reference Sources

We reviewed these sources for applicable policies: the City of Bellevue Comprehensive Plan (Bellevue, 2010b) (land use,

transportation, and capital facilities elements, and the Eastside transportation facilities plan); Wilburton/NE 8th Street Subarea Plan, Bel-Red Subarea Plan, Downtown Subarea Plan, Bridle Trails Subarea Plan; Northwest Bellevue Subarea Plan, and City of Bellevue 2011-2016 Transportation Improvement Program (Bellevue, 2010c). Relevant general plans and policies are listed by major topic area below.

A detailed listing of the specific plans and policies on the topics of Agency Coordination and Regional Transportation, Transit and Multimodal Systems, Compatibility Policies and Policies Influencing Design, and Essential Public Facilities is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are related, but not directly applicable, are listed in Appendix B.

Plans and Regulations

Comprehensive Land Use Plans

For lands adjacent to I-405 in the Downtown, Wilburton/NE 8th Street, Bel-Red, Bridle Trails and Northwest Bellevue subareas, there are several comprehensive plan land use designations. The NE 6th Street corridor west of I-405 is within the “Eastside Center District” of the Downtown subarea. Within the Bridle Trails subarea the primary land use designations include: single-family low-density (up to 1.8 units per acre); single-family medium density (up to 3.5 units per acre); office or limited business; and general business. In the Northwest Bellevue subarea, the land use designations adjacent to I-405 include: multifamily medium density (up to 20 units per acre); light industrial; and office or limited business (Bellevue, 2010b). See Appendix A, Exhibit A-2, sheets 1 and 2, for the City of Bellevue’s generalized land use. There are no specific policies in these elements that pertain to the Bellevue to Lynnwood Improvement Project area.

Capital Improvement Plans

Capital facility improvements related to the project improvements are identified in several Bellevue Comprehensive Plan elements or capital improvement programs, including the following: the Capital Facilities Element; Transportation Element; 2011-2017 Capital Investment Program Plan (Bellevue 2010a); Eastside Transportation Program Element; Pedestrian and Bicycle

Transportation Facility Plan; and the 2009-2020 Transportation Facilities Plan (Bellevue, 2009).

Levels of Service - Policies and Programs

As identified in the City of Bellevue's Transportation Element, LOS policies will apply to local road intersections affected by I-405 improvements. The City applies an average LOS to intersections within Mobility Management Areas (MMA). As development occurs, the City determines if roadway operations and infrastructure are adequate to support growth at the City's adopted LOS standard.

Shoreline Master Program

Lake Washington shoreline areas are subject to the State Shoreline Management Act and the City of Bellevue's SMP. Development within the City's Shoreline Management Areas, as identified in the Shoreline Overlay District, will be required to comply with applicable policies and regulations. The Bellevue SMP has two parts: the Shoreline Map and Policies, which are located in the SMP Element of the Comprehensive Plan; and shoreline regulations, which are found in the City's Land Use Code. Shoreline policies address general development practices. Shoreline regulations direct land uses and development activities in the Shoreline Overlay District. The regulations are set up to implement the shoreline policies.

The nearest designated Shoreline Management Area is at least three-quarters of a mile away from the project. This project will not affect any designated City of Bellevue Shoreline areas.

Zoning Regulations

Bellevue zoning regulations are set up to implement the Comprehensive Plan for the following land use designations: single-family residential zoning implements the Single-family Low and Single-family Medium designations; multifamily residential zoning implements Multifamily Medium Density designations; office and limited business districts implements the Office and Limited Business land use designation; the light industrial district implements Light Industrial land use designations; and general commercial districts implement the General Business land use designation. See Appendix A, Exhibit A-1, sheet 1, for the City of Bellevue's generalized zoning map.

The City of Bellevue Land Use Code, Title 20 (Bellevue, 1994), also addresses roads and highways, which are permitted in all zones. Park-and-ride uses require a conditional use permit in any zone except in the downtown area and in railroad rights-of-way, which are outside of the project area.

Kirkland

The analysis area for the Kirkland portion of the proposed project improvements stretches from the southern to the northern city limits of Kirkland. Affected interchanges include:

- NE 70th Street interchange
- NE 85th Street interchange
- NE 116th Street interchange
- NE 124th Street interchange
- NE 128th Street interchange (HOV and transit-only)

We also analyzed intersections on these local streets:

- Kirkland Way NE
- 112th Avenue NE
- 116th Avenue NE
- 120th Avenue NE
- 120th Place NE
- 122nd Avenue NE
- 124th Avenue NE
- 128th Avenue NE
- 132nd Avenue NE
- 100th Avenue NE
- Totem Lake Boulevard NE
- NE 132nd Street

Reference Sources

We reviewed these sources for applicable policies: the City of Kirkland Comprehensive Plan (Kirkland, 2009a); Land Use Plan; Transportation Plan; and Capital Facilities Elements. We also reviewed the Central Houghton, Bridle Trails, Everest,

South Rose Hill, North Rose Hill, Highlands, and Totem Lake Neighborhood Plans. Relevant general plans and policies are listed by major topic area below. A detailed listing on the topics of Agency Coordination, Transit and Multimodal Systems, Compatibility Policies and Policies Influencing Design, and Essential Public Facilities is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are related, but not directly applicable, are listed in Appendix B.

Plans and Regulations

Comprehensive Land Use Plans

Comprehensive Plan land use designations adjacent to the project area primarily consist of low-density residential, with office, medium-density residential, commercial, and office/multifamily designations located adjacent to highway interchanges. I-405 passes through the eastern edge of the city of Kirkland; several of its neighborhoods are directly adjacent to the roadway.

Specific land use designations adjacent to the project are listed by neighborhood, from south to north.

- Central Houghton Neighborhood – predominantly low-density residential with some institutions;
- Bridle Trails – low-density residential;
- Everest – mix of low-density and medium-density residential;
- South Rose Hill – predominantly low-density residential with some commercial along NE 85th Street;
- North Rose Hill – commercial uses along NE 85th Street, low-density and medium-density residential;
- Highlands – low-density residential; and
- Totem Lake – mix of office, commercial, and office/multifamily.
- North Juanita – predominantly low, medium, and high density single family residential and multifamily.

See Appendix A, Exhibit A-2, sheets 1 through 3, for the City of Kirkland's generalized land use map.

Capital Improvement Plans

The Kirkland Transportation and Capital Facilities Elements describe improvements planned by the City. The Capital Facilities Element and Capital Improvement Program lists street improvements required for future growth within the city limits. The Program also addresses transit and high-occupancy improvements, non-motorized facilities, and regional improvements, such as I-405 corridor improvements.

Levels of Service – Policies and Programs

The City of Kirkland utilizes the Bellevue-Kirkland-Redmond (BKR) travel demand forecasting model. The BKR model considers LOS from a regional perspective, and is directly tied to each jurisdiction's land use within the planning area. Land use information is routinely updated to support transportation planning activities. The City's LOS policies focus on a two-part standard that analyzes data by subarea and by individual intersections.

The City of Kirkland LOS policies establish a peak-hour LOS standard for vehicular traffic based on land use and the road network forecasted for the year 2022 (Kirkland, 2009b). The LOS standards are designed to evaluate a new development's ability to meet the LOS standard, which is based on the ratio of traffic volume to intersection capacity for signalized system intersections. Inherent in the City's LOS standards is the concept that the system is not necessarily failing just because the peak hour is congested.

Shoreline Master Program

The City of Kirkland's comprehensive plan, zoning code, and building codes address development along Kirkland's shoreline. The City's SMP designates all parcels along Lake Washington as shoreline environments (Chapter 24.05 of the Kirkland Municipal Code; Kirkland, 1994). All land within 200 feet of Lake Washington is regulated under the State Shoreline Management Act. The project improvements are not located within 200 feet of Lake Washington and are not subject to the State Shoreline Management Act or the City's SMP.

Zoning Regulations

Kirkland's zoning regulations implement the Comprehensive Plan Land Use Map, and provide details about the specific

types and intensity of allowable development within each land use designation (Title 23 of Kirkland's Municipal Code; Kirkland, 2010). Several land use designations exist within the Bellevue to Lynnwood Improvement Project area in the Kirkland city limits, including:

- Single-family residential development implements the comprehensive plan Low-Density Residential land use designation.
- Medium-density residential zones implement the Medium-Density Residential land use designation.
- Community business, neighborhood business, freeway commercial, and North Rose Hill Business District zoning implement the Commercial land use designation.
- Office and office/multifamily zoning districts implement the Office land use designation.

In general, roadways are not land uses regulated by the zoning code; however, other zoning code regulations, such as those that address grading and clearing will apply to roadway work outside of the existing I-405 right-of-way. The City also implements zoning requirements that pertain to planned areas, which are planned districts with development regulations specific to those areas. See Appendix A, Exhibit A-1, sheets 1 through 3, for the City of Kirkland's generalized zoning.

Bothell

We reviewed Bothell's plans and policies to identify provisions that apply to the proposed project improvements. The analysis area for the Bothell portion of the proposed project improvements extends from the southern city limits to SR 527. Affected streets include NE 160th Street, which is located in King County, but the arterial is used to access land uses in the City of Bothell. Other affected streets include NE 195th Street, an east-west arterial in the city.

Reference Sources

For plan consistency, we reviewed Bothell's Land Use, Transportation, and Capital Facilities Elements and the following subarea plans: Waynita/Simonds/Norway Hill; Brickyard Road/Queensgate; Downtown/190th/Riverfront; North Creek/NE 195th; Fitzgerald/35th Avenue SE; Canyon

Park; and Queensborough/Brentwood/Crystal Springs. Relevant general plans and policies are listed by major topic area below. A detailed listing on the topics of Regional Coordination, Essential Public Facilities, Capital Improvement Plans, and Levels of Service is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are related, but not directly applicable, are listed in Appendix B.

Plans and Regulations

Comprehensive Land Use Plans

The Bothell Comprehensive Plan Land Use Map identifies future land use designations for areas within the city limits. Within the Bellevue to Lynnwood Improvement Project area, the small portion of Bothell located west of I-405 and the NE 160th Street interchange is designated R 2-5, residential, at two to five dwelling units per acre. East of I-405, the predominant land use designation in the incorporated area north of NE 160th Street is residential with higher density multifamily R 11-15 at 11 to 15 dwelling units per acre and lower density, single-family R 2-5 at 2 to 5 dwelling units per acre.

Other land use designations on the west and east sides of I-405 between SR 522 and SR 527 include: park (P); residential activity center (R-AC); office professional (OP); community business (CB); light industrial (LI); residential 4,000- and 9,600-square-foot minimum lot size (R-4,000 and R-9,600); civic educational (CE); and dedicated open space (OS) (North Creek Fish and Wildlife Habitat Protection Overlay) (Bothell, 2009c). The municipal urban growth area (UGA) defines the City of Bothell's northern planning area, which is bisected by I-405. The northern planning area boundaries lie to the northeast and northwest of the intersection between I-405 and SR 527. See Appendix A, Exhibit A-2, sheets 4 and 5, for the City of Bothell's generalized land use map.

Bothell has prepared several subarea plans that provide a framework for future land use within the project area. These subarea plans are outlined below:

- Waynita/Simonds/Norway Hill and Brickyard/Queensgate: These subarea plans call for preservation of the predominantly single-family

residential character of the area. The I-405 and NE 160th Street interchange is identified as an opportunity area for mixed uses, including higher density, single-family land uses.

- Downtown/190th/Riverfront Subarea: This plan seeks to enhance the city's historic retail and services core through a mix of residential and business uses that are linked to each other, to the Sammamish River corridor, and to the residential area on the surrounding hillsides via a system of pedestrian walkways and bridges (Bothell, 2009b). The realignment of SR 522 to improve traffic mobility and safety is viewed as an enhancement to downtown Bothell.
- North Creek/NE 195th Subarea: This plan seeks to encourage further development of the existing business parks to promote a mixed-use gateway corridor to downtown, which will provide support services and housing, and protect and enhance adjacent residential development (Bothell, 2009b).
- Fitzgerald/35th SE Subarea: This plan provides for single-family residential development at a variety of densities east of Fitzgerald Avenue; residential development at one dwelling per 5,400 square feet just north of 240th Street SE (Land Use Element Policy LU-P4; Bothell, 2006b); and maintains an R40,000 residential designation (i.e., one dwelling unit per 40,000 square feet) for the balance of the subarea to protect critical areas. Establishing a local connector between 240th Street SE and 228th Street SE is a key objective (Bothell, 2009b).
- Canyon Park Subarea: This plan provides for continued development of the business park and retail/services activity centers in the subarea, while expanding opportunities for residential development within and around retail/services centers. A key objective is to continue improvements to SR 527 and its intersections to relieve congestion and to improve mobility and safety (Bothell, 2009b).
- Queensborough/Brentwood/Crystal Springs Subarea: This plan provides for preservation of the area's single-family residential character, while incorporating a number of proposed capital facilities improvements and land use

measures to enhance the neighborhood and improve city transportation. A key objective is to improve Filbert Road by expanding from three to five lanes, including bicycle ways, sidewalks, or walkways (Bothell, 2009b).

Capital Improvement Plans

The Bothell Capital Facilities Plan (Bothell, 2010) described planned improvements within the city limits for the years 2011-2017. The plan lists street improvements required to support future growth. The plan also addresses regional improvements, such as I-405 corridor improvements.

Levels of Services- Policies and Programs

Bothell policies establish a LOS for city roadways, regional freeways and interchanges, bicycle facilities, and pedestrian facilities. Within the City of Bothell, all local access streets operate at LOS C or better; most arterial intersections operate at an LOS D or lower. The corridor through the I-405 and NE 160th Street interchange operates at LOS C. The arterial corridor through the I-405 and NE 195th Street interchange also operates at LOS C, while the SR 527 corridor through the I-405 interchange operates at LOS D.

Shoreline Master Program

Within the project area, the Sammamish River and North Creek are subject to Bothell's SMP and they are classified as Shorelines of Statewide Significance.

Zoning Regulations

Bothell's zoning classifications implement the City of Bothell's land use designations. The R-4 zone classification (single-family residential) implements the Residential 2-5 land use designation. The R-11 zone classification (multifamily residential) implements the Residential R 11-15 land use designation (Bothell, 2009d). The Park (P), residential activity center (R-AC), office professional (OP), community business (CB), light industrial (LI), residential 4,000- and 9,600-square-foot minimum lot size (R-4,000 and R-9,600), civic educational (CE), and dedicated open space (OS) (North Creek Fish and Wildlife Habitat Protection Overlay) zones are implemented by the same land use designations within the Comprehensive Plan. See Appendix A, Exhibit A-1, sheets 5 through 8, for the City of Bothell's generalized zoning.

Lynnwood

The analysis area for the City of Lynnwood portion of the proposed project extends from the southern city limits where they adjoin unincorporated Snohomish County in the proximity of the I-405 and I-5 interchange. We reviewed the City of Lynnwood's plans and policies for applicability to the proposed project. Affected streets include SR 524 and Alderwood Mall Boulevard, the Alderwood Mall Parkway and 184th Street interchange, and the Alderwood Mall Boulevard and Alderwood Mall Parkway interchange.

Reference Sources

We reviewed the City of Lynnwood's Comprehensive Plan (2009), including its Land Use, Transportation, and Capital Facilities Elements, and the City Center Subarea Plan for applicability to the project. Relevant general plans and policies are listed by major topic area below. A detailed listing on the topics of Agency Coordination, Transit and Multimodal Policies, Essential Public Facilities, and the Lynnwood City Center is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are not directly applicable are listed in Appendix B.

The Lynnwood City Center Subarea Plan (Lynnwood, 2007) provides a framework for future land use within the project area for lands designated with the city center overlay. The City Center Subarea Plan is generally defined by boundaries at 48th Avenue on the west, Alderwood Mall Boulevard and I-5 on the south, Alderwood Mall on the east, and 188th and 196th Streets on the north (except adjacent residential areas).

The City Center Subarea Plan is based on 15 key planning and urban design principles:

- (1) concentrate commercial activity;
- (2) reinforce investments in public facilities;
- (3) connect to the civic center;
- (4) create public spaces at every opportunity;
- (5) humanize the streets;
- (6) tame the traffic;

- (7) transit throughput;
- (8) move parking structures;
- (9) building density with sensitivity;
- (10) offer multiple choices of movement;
- (11) animate the sidewalks;
- (12) incrementally evolve into a townscape;
- (13) develop partnerships and alliances;
- (14) protect the neighbors; and
- (15) use carrots more than sticks (Lynnwood, 2007).

The Plan envisions the city center as a dynamic hub of urban activities combining community businesses, housing, cultural amenities, and public spaces where people live and work.

Plans and Regulations

Comprehensive Land Use Plans

Within the project area, lands in Lynnwood surrounding I-405 are designated with a mixture of comprehensive plan designations, including mixed-use commercial (MU); regional commercial (RC); parks, recreation, and open space (PRO); public facilities (PF); city center (CC); and subregional center (SC) (Lynnwood, 2007). See Appendix A, Exhibit A-2, sheet 9 for the City of Lynnwood's generalized land use near I-405.

Capital Improvement Plans

The Lynnwood Preliminary Capital Facilities Plan 2011-2016 (Lynnwood, 2010a) lists a variety of projects required to accommodate future growth within the city limits, including street improvements, non-motorized facilities, parks, libraries, and regional improvements such as those proposed for the I-405 Corridor Program (WSDOT, 2002).

Levels of Service Policies and Programs

The City of Lynnwood has developed a level of service (LOS) standard to quantify and qualify the flow of traffic, and to measure the overall transportation system's ability to move

people and goods (Lynnwood, 2010b). The City recognizes that there is a difference between residential streets, arterial routes, and state facilities, and it has developed a different LOS for each. The City's LOS standards include measurements of traffic flow and safety developed in accordance with the 1985 *Highway Capacity Manual* (Transportation Research Board (TRB), 1985).

LOS policies for Lynnwood apply to intersections at local roads affected by I-405 improvements. However, the City has adopted the LOS "E-mitigated" standard for state highways (except I-5, I-405 and SR 525) in urban areas (Lynnwood, 2010b). LOS E-mitigated means that congestion will be mitigated when peak period LOS conditions fall below LOS E. The City PM peak hour LOS standards for City Center and non-City Center arterials are E and D, respectively (Lynnwood, 2010b).

Shoreline Master Program

The City has adopted the Shoreline Management Act (RCW 90.58, 1971) guidelines for establishing a program to administer and enforce the permit system for shoreline development (Chapter 173-16 (WAC, 1972) and RCW 90.58.140). The process and procedure for granting, denying, revising, or rescinding any and all shoreline permits shall comply with said guidelines (Lynnwood, 1988).

The project will cross Swamp Creek at the northern limits of the project. Swamp Creek lies outside of the Lynnwood city limits but within the municipal urban growth area (UGA). Planning activities in the UGA are jointly reviewed by the cities and county with jurisdiction. In this case, the primary review would fall to Snohomish County. Snohomish County's listing of Shorelines of Statewide Significance does not include Swamp Creek. However, Snohomish County has designated Swamp Creek with the Urban Shoreline designation in stream reaches between Brier and Bothell. The specific stream segment that crosses under I-405 at the northern project limits does not appear to be designated in the County's Updated Draft Shoreline Management Program (SMP) (Snohomish County, 2010a).

Zoning Regulations

Lynnwood's zoning regulations implement the Comprehensive Plan land use designations and provide details about the specific types and intensity of development allowed within each land use designation (Title 21 of Lynnwood's Municipal Code) (Lynnwood, 2006b). Within the project area, lands in Lynnwood surrounding I-405 are designated with a mixture of zoning designations, including planned regional center (PRC), planned commercial development (PCD), city center core (CC-C), community business (B1), and public uses (P1). The PRC, PCD, and B1 zones implement the Regional Commercial Comprehensive Plan designation. The CC-C zone implements the City Center Comprehensive Plan designation. The P1 zone implements the Parks, Recreation, and Open Space Comprehensive Plan designation (Lynnwood, 2010c). See Appendix A, Exhibit A-1, sheet 9) for the City of Lynnwood's generalized zoning.

The City of Lynnwood's Zoning Code designates roads and highways as public utility facilities under the definition that specifies the "movement of people". These uses are permitted as a Conditional Use in most zones. Park-and-pool (also known as park-and-ride) uses require a Conditional Use Permit in most zones.

King County

Within the proposed project area, King County jurisdiction along I-405 is located between the cities of Kirkland and Bothell. The NE 160th Street interchange directly serves this area. Much of the unincorporated King County area between Kirkland and Bothell will be annexed into Kirkland effective June 1, 2011.

Reference Sources

King County policies support regional planning and transportation improvements. We reviewed the County's comprehensive plan, countywide planning policies, and Northshore Community Planning Area policies for applicability. The Northshore Community Plan includes general policies that relate to I-405. Policies regarding arterial networks apply to some of the arterials that may be affected by the access connections to I-405 (e.g., NE 160th Street). Relevant general plans and policies are listed by major topic

area below. A detailed listing on the topics of Agency Coordination, Regional Transportation Planning, Transit and Multimodal Policies, and Essential Public Facilities is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are not directly applicable are listed in Appendix B.

Plans and Regulations

Comprehensive Land Use Plans

The King County Comprehensive Plan Land Use Map identifies future land use for the area between the cities of Kirkland and Bothell. Portions of this area are located within Kirkland's potential annexation area, and other portions are located in Bothell's potential annexation area. However, until these areas are annexed by the cities, King County's Comprehensive Plan (King County, 2010a), Land Use Map (King County, 2006b), and Countywide Planning Policies (King County, 2010b) are the guiding policy documents.

The predominant land use designation adjacent to the I-405 corridor is urban residential, medium, with a density of 4 to 12 dwelling units per acre. Other uses located adjacent to the I-405 and NE160th Street interchange include: neighborhood business center; commercial outside of centers; urban residential, high (density greater than 12 dwelling units per acre); and park-and-ride. See Appendix A, Exhibit A-2, sheets 1 through 6, for the King County generalized land use map. In addition to the County's Land Use Plan, the Northshore Community Plan (King County, 2008) policies address land use in proximity to the north-central project area boundaries.

Capital Improvement Plans

We reviewed the King County Capital Improvement Program (King County, 2010c) with a particular focus on improvements near I-405 at the Brickyard Park-and-Ride, and along NE 160th Street and Juanita-Woodinville Way NE. No transportation improvements for the County jurisdiction area are proposed in the King County Capital Improvement Program for the 2011 to 2016 County Budget.

The Transportation Needs Report is a component of the King County Comprehensive Plan. It lists recommended improvements to service unincorporated King County

transportation needs. When a road needs something more than routine maintenance (for example, added lanes, safety features, or better drainage), a project is created and added to the King County Road Services Division's Capital Improvement Program. See Exhibit 5-13 for a list of relevant projects.

Levels of Service – Policies and Programs

King County uses two sets of measures to determine whether a proposed development meets level of service (LOS) standards. These measures include an averaging of traffic congestion on roadways in the area, and a measure of traffic congestion in an individual corridor.

The King County Concurrency Management System Program (King County, 2004), requires that transportation improvements serve development according to county LOS standards. The unincorporated area in proximity to the I-405 and NE 160th Street interchange, near the Brickyard Park-and-Ride, has an LOS standard E. Within the unincorporated area along I-405 between Kirkland and Bothell, the critical links at Juanita-Woodinville Way, NE 160th Street, and NE 132nd Street are monitored for concurrency. The area currently functions near or slightly worse than the adopted LOS standard.

Shoreline Master Program

Lake Washington shoreline areas are subject to the State Shoreline Management Act, the County's SMP (King County, 1978), and Title 25: Shoreline Management of the King County Code (King County, 2000). In addition to articulating policies, the SMP governs uses and activities within the shoreline jurisdiction. The portion of unincorporated King County that is adjacent to I-405 is not located within a shoreline environment.

Zoning Regulations

In King County, zoning regulations are applied to activities occurring on private property and not to public rights-of-way (KCC 21A.02.110; King County, 2005). The King County Zoning Map supports the Comprehensive Land Use Plan by applying R-6 Residential (6 dwelling units [du]/acre) to the urban residential designated parcels along I-405. Other land

use designations, near the I-405 and NE 160th Street interchange, are zoned R-24 Residential (24 du/acre) for high density residential lands and Office for commercially-designated lands. See Appendix A, Exhibit A-1, sheets 1 through 9, for the King County generalized zoning map.

Snohomish County

The analysis area for the Snohomish County portion of the proposed project extends from the northern city limits of Bothell to I-5. The SR 527 and I-405 interchange directly serves this area. We reviewed Snohomish County plans and policies for applicability to the project.

Reference Sources

We reviewed the Snohomish County Comprehensive Plan (Snohomish County, 2011a), including its Land Use, Transportation, and Capital Facilities Elements for applicability to the project. Relevant plans and policies are listed by major topic area below. A detailed listing on the topics of Agency Coordination, Regional Transportation Planning, Transit and Multimodal Policies, and Essential Public Facilities is provided in *Section 5 - Potential Effects* as part of the potential effects consistency analysis. Policies that are not directly applicable are found in Appendix B.

Plans and Regulations

Comprehensive Land Use Plans

For lands adjacent to I-405 along the northern project limits, there are several Snohomish County Comprehensive Plan (Snohomish County, 2011a) land use designations. On the west side of I-405 within the Alderwood Manor Census Designated Place (CDP), the primary land use designations include: urban low-density residential (4 to 6 dwelling units [du]/per acre) and urban commercial. For the east side of I-405 within the Martha Lake and North Creek CDPs, the primary land use designations include: urban low-density residential (4 to 6 du/acre) and urban medium-density residential (6 to 12 du/acre). See Appendix A, Exhibit A-2, sheets 6 through 9, for the Snohomish County generalized land use map.

Capital Improvement Plans

Snohomish County, along with cities, towns, transit agencies, and WSDOT manage the countywide transportation system.

The system supports cars, buses, pedestrians, bicyclists, ferries, and rail freight. The County's main transportation responsibilities focus on improving or maintaining county roads, many of which are being designed to accommodate multimodal forms of travel. The February 2006 Transportation Element, a component of the GMA Comprehensive Plan (Snohomish County, 2011a), contains design, construction, and maintenance projects needed to serve planned Snohomish County land uses over the next 20 years.

We reviewed the Snohomish County Transportation Element (Snohomish County, 2011a) and Transportation Improvement Program (Snohomish County, 2010b) to identify projects located near the Bellevue to Lynnwood Improvement Project. See Exhibit 5-15 for details.

Levels of Service Policies and Programs

Snohomish County adopted level of service (LOS) standards in its current Transportation Element, which became effective February 1, 2006 (Snohomish County, 2011a). The LOS standard for concurrency management is adopted in the Comprehensive Plan and is implemented through the provisions of Chapter 30.66B of the Snohomish County Code (SCC). Concurrency management is defined as the procedures, forms and processes used by the County to evaluate proposed development for compliance with the requirements of the Snohomish County Transportation Element.

Shoreline Master Program

A Draft Snohomish County Shoreline Management Program Update was completed in 2006 (Snohomish County, 2010a). Although project improvements cross Swamp Creek in unincorporated Snohomish County, this portion of I-405 is not designated as being within a shoreline environment based on the Snohomish County Updated SMP (Snohomish County, 2010a).

Zoning Regulations

The Snohomish County zoning regulations govern land use along the northern project limits. Title 30 of the Snohomish County Unified Development Code (Snohomish County, 2003)

implements the Comprehensive Plan land use designations. Within the project area, unincorporated lands on the west and east sides of I-405 are characterized as being primarily urban low-density single-family residential (four to six dwelling units per acre) with the exception of small areas of business park commercial zoning located to the north near the city limits of Lynnwood, and small pockets of low-density multifamily residential areas (Snohomish County, 2011b). See Appendix A, Exhibit A-1, sheets 5 through 8, for the Snohomish County generalized zoning map.

The Snohomish County zoning designations in unincorporated areas apply to private property. Transportation systems in the unincorporated county, such as I-405, are designated on the zoning map with an Arterial Circulation category. Within this category, I-405 is listed as a Freeway.

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SECTION 5 PROJECT EFFECTS

How will project construction affect land use patterns?

The Bellevue to Lynnwood Improvement Project is expected to have minor effects to adjacent land uses during construction. The work involved in constructing the project improvements described in Section 2 will temporarily affect residential, medical and office land uses facilities during construction.

The effects of construction are permanent when private property is purchased, when existing structures are demolished, and when land use is converted to a transportation use. Converting to a transportation use can include property acquired for the roadway itself or for stormwater facilities, retaining and noise walls, wetland mitigation, or other projects.

Transportation improvement projects often result in temporary disturbances to land use during construction. Noise, dust, vibration, traffic detours, and traffic delays are the typical effects caused by road construction. These are temporary effects that last as long as the construction is active in a specific area and typically do not affect land use patterns or long-term development potential of an area. The length of exposure to construction at any one location affects the long-term severity of construction-related effects. In general, the benefits of reduced congestion and improved mobility within the project area outweigh the temporary construction effects.

Permanent effects of the project resulting from land use conversion and right of way acquisition are shown in Exhibit 5-1. These right-of-way acquisitions will mostly occur within unincorporated King County and Bothell. The Bellevue to Lynnwood Improvement Project has required the full acquisition (i.e., purchase of entire parcel) of five parcels from three owners and partial acquisitions of two parcels from two owners. All of the parcel acquisitions have been completed. Permanent easements have been obtained from three parcels; none of the easements will have a marked effect on the use of those parcels.

Exhibit 5-1: Property acquisitions and easements

Tax Parcel Number	Tax Payer	Address	City or County	Parcel Size (sq. ft.)	Approximate Percent of Parcel Area
Property Acquisitions					
1726059002	Willina Ranch, LLC	15515 Juanita-Woodinville Way NE	King County	4,218	100.0%
1726059033 1726059028	Cedar Park Assembly of God (two parcels)	16300 112th Avenue NE	Bothell	50,904	100.0%
2095807777	Dover Station Homeowners Association	On the west side of Brickyard Road adjacent to I-405 in the 16500 block of Brickyard Road.	Bothell	448,163	less than 1%
9511207777	Woodcrest Estates Owners Association	East of I-405 and south of 120th Avenue NE	Bothell	206,229	1% to 2%
2026059067 2026059107	Lake Washington Christian Church	13224 116th Avenue NE	King County	60,967	100.0%
Easements					
2095807777	Dover Station Homeowners Association	On the west side of Brickyard Road adjacent to I-405 in the 16500 block of Brickyard Road	Bothell	448,163	14% to 15%
9511207777	Woodcrest Estates Owners Association	East of I-405 and south of 120th Avenue NE	Bothell	206,229	5% to 6%
2826059027	Burlington Northern Santa Fe Railway	north of NE 116th Street	Kirkland	Un-determined	less than 3,000 sq. ft.

Note: Both the parcels and percent of parcel area to be acquired could change as project design is finalized.

Overall, the project will have relatively few effects on properties within the study area. Of the parcels acquired by WSDOT for the project, two were partial acquisitions and four parcels of the parcels were vacant. The three permanent easements required for the project, as identified in Exhibit 5-1, have not affected the use of the parcels. The two parcels that WSDOT acquired from Lake Washington Christian Church displaced the church building and associated parking lot occupying an area of 60,967 square feet (1.4 acres). With

WSDOT's assistance pursuant to the *Uniform Act*⁵, the church purchased a new parcel in Kirkland and has relocated.

Additional details on permanent construction effects on land use patterns within each jurisdiction are provided below.

Bellevue

All improvements within Bellevue will occur within existing WSDOT right-of-way for I-405 and no interchange work is planned. No effect on land use patterns in Bellevue is anticipated.

Kirkland

A permanent easement was acquired from the railroad corridor, now owned by King County, for land adjacent to NE 124th Street and NE 116th Street (Exhibit 5-1). The Lake Washington Christian Church parcels have already been acquired and are immediately north of the Kirkland city limits at NE 132nd Street but within the area that will be annexed into Kirkland in June 2011 (Exhibit 5-2). The benefits of reduced congestion and improved mobility will outweigh the temporary construction inconveniences. Land use development near the interchanges in Kirkland is well established, and the project will not result in long-term changes to land uses or patterns in the area.

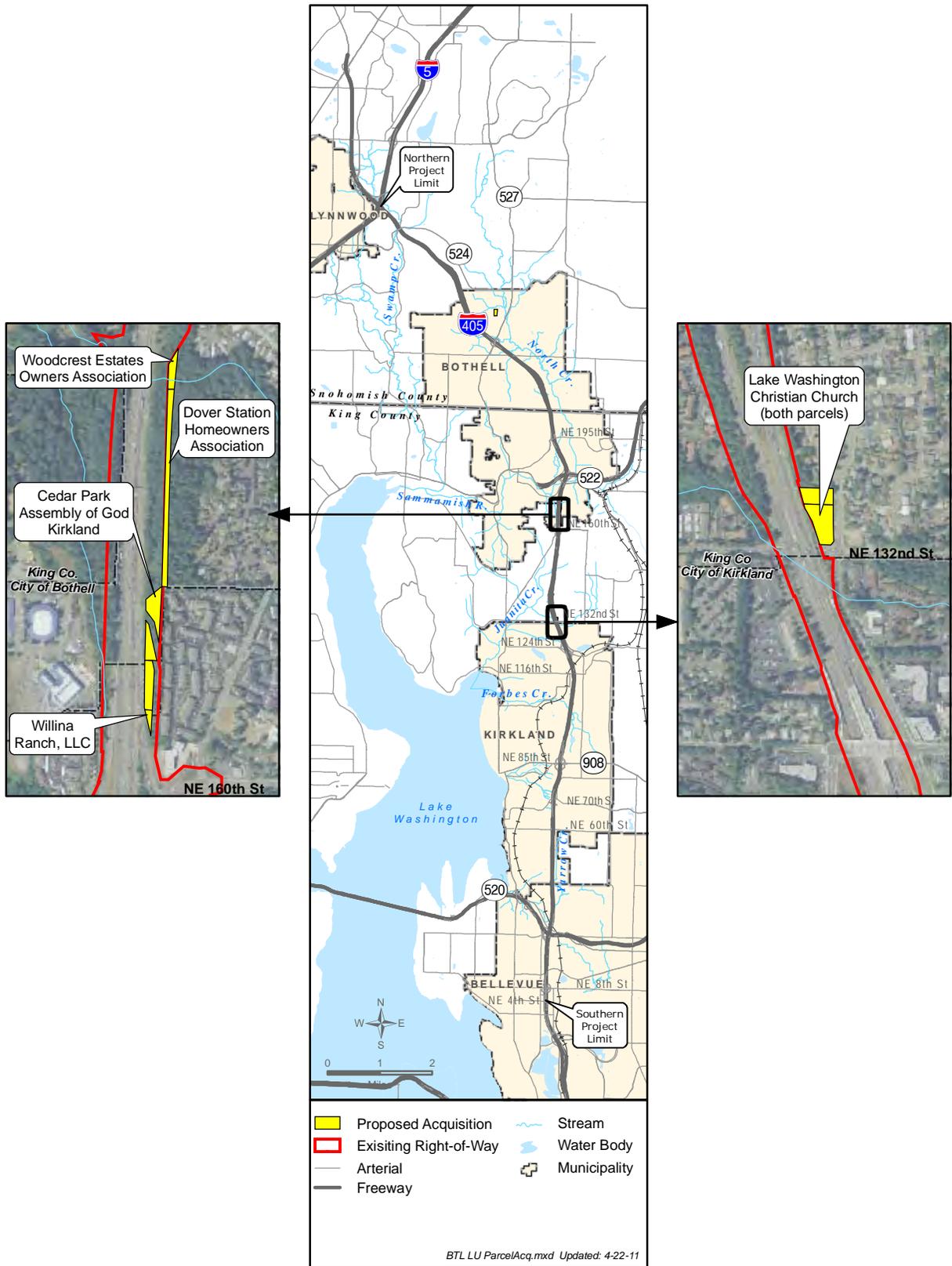
Bothell

WSDOT acquired a church-owned property easement adjacent to the I-405 main line north of NE 160th Street. The area is located on the east side of I-405 and is a remnant of two larger parcels located on the west side of I-405. WSDOT has also acquired narrow strips of property, and also obtained permanent easements along the east side of I-405 from two homeowners associations for construction of the northbound braided ramps and retaining wall between the NE 160th Street and SR 522 interchanges (Exhibit 5-2).

⁵ *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.*

I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit 5-2: Property acquisitions



Overall, the construction-related changes in land use patterns in Bothell are expected to be minor because the majority of the proposed improvements will be contained within existing WSDOT right-of-way. Construction improvements will result in minor changes to land use patterns in the area. Long-term changes in adjacent land uses are not anticipated as a result of the project.

Lynnwood

Project improvements in the Lynnwood area will not extend beyond the existing WSDOT rights-of-way. No effect on land use patterns in Lynnwood is anticipated.

King County

Land use adjacent to I-405 within unincorporated King County is predominately residential, with neighborhood businesses located near the NE 160th Street interchange. Pavement widening for the new northbound lane and the express toll or HOV lanes is the major feature of this portion of the project.

Construction improvements in unincorporated King County from NE 132nd Street to NE 160th Street and from NE 160th Street to SR 522 required right-of-way acquisition. The two Lake Washington Christian Church parcels northeast of the I-405 crossing over NE 132 Street have already been acquired. One small parcel northeast of the NE 160th Street interchange has been acquired for the NE 160th Street to SR 522 braided ramp construction (Exhibit 5-2). The Lake Washington Christian Church property has been converted from its existing community facility use to transportation right of way. The property north of the NE 160th Street interchange was vacant and has been converted to transportation right of way.

With the exception of the acquisitions noted above, the majority of the improvements in this area will be contained within the existing WSDOT right-of-way. Construction improvements will result in minor changes in land use patterns in the area. Long-term changes in adjacent land uses are not anticipated as a result of the project.

Snohomish County

Project improvements in unincorporated Snohomish County will not extend beyond existing WSDOT right-of-way. No effect on land use patterns is anticipated.

What effect will an improved transportation system have on land use patterns?

The Bellevue to Lynnwood Improvement Project will establish a mix of transportation improvements to support implementation of adopted regional and local land use plans and assist local jurisdictions in meeting transportation concurrency requirements under GMA. The Build Alternative will benefit area population by providing economic growth, reducing congestion, and improving freeway travel speeds, safety, and transit facilities within the study area. The widening improvements will also help alleviate vehicular congestion on nearby local streets. Better access and mobility on I-405 will encourage commuters to use the freeway instead of side streets, which will benefit local neighborhoods.

Induced travel or induced demand is also a potential effect for transportation improvements, which is the observed increase in traffic volume that occurs soon after a new highway is opened or a previously congested highway is widened. For example, many travelers who previously took other routes or traveled at other times may switch to the new facility to take advantage of decreased travel times. Overall, the transportation improvements under the Bellevue to Lynnwood Improvement Project will not induce growth in the region, although the improvements may influence the redistribution of the growth because of increasing accessibility in select areas⁶. However, redistributed growth in the region will be managed in accordance with the existing land use plans and policies implemented by the local jurisdictions, and these documents are consistent with the Washington State Growth Management Act (GMA).

The Preferred Alternative in the I-405 Corridor Program FEIS (WSDOT, 2002) included the balanced system of multimodal transportation improvements that best accommodated the projected growth in the urban growth area (UGA). The transportation investments outlined for the Preferred Alternative also focused exclusively within the UGA to support efficient access and improved mobility within and between Urban Centers, Activity Centers, and

⁶ Based on the conclusions outlined in the Land Use Discipline Report (DR) for the WSDOT I-405 Corridor Program FEIS (WSDOT, 2002).

Industrial/Manufacturing Centers. The conclusion stated that the Preferred Alternative would provide the highest level of benefit in accommodating continuous and orderly development by congestion reduction, air quality improvement, HOV reliability, and improved urban accessibility. The Preferred Alternative further provided the best opportunities to reduce pressure for unplanned development at the urban fringe or in rural areas outside the UGA. The alternatives evaluated in the I-405, Bellevue to Lynnwood Improvement Project are consistent with the conclusions outlined in the I-405 Corridor Program FEIS (WSDOT, 2002).

Additionally, a major project component that will be constructed in the project area is the grade-separated ramp between the northbound on-ramp from NE 160th Street and the northbound off-ramp to SR 522. This ramp will reduce congestion and increase safety at this location. The improved ease of mobility in that area will benefit drivers merging onto northbound I-405, those heading west on SR 522 toward Seattle via downtown Bothell, as well as those heading east toward Woodinville and Monroe. Better traffic flow will benefit freight movement to and from the business and industrial uses in those areas. Developer interest in SR 522-accessible properties may increase as a result of the improved flow of people, goods, and services. This project component can also provide opportunities to accommodate continuous and orderly development through congestion reduction, air quality improvement, improved travel time and reliability, and improved urban accessibility. These elements are consistent with adopted regional and local land use plans.

Does the project have other effects that may be delayed or distant from the project area?

Other planned capital improvements for transportation facilities that add capacity in the vicinity of the I-405 mainline and the Bellevue to Lynnwood Improvement Project will help reduce congestion and increase mobility for the primary jurisdictions in the project study area.

As previously stated, the transportation improvements under the Bellevue to Lynnwood Improvement Project will not induce growth in the region, although the improvements may

influence the redistribution of the growth because of increasing accessibility in select areas⁷. However, redistributed growth in the region will be managed in accordance with the existing land use plans and policies implemented by the local jurisdictions, and these documents are consistent with the Washington State Growth Management Act (GMA).

Additionally, the I-405 Corridor Program alternatives were evaluated in detail as part of the FEIS (WSDOT, 2002). Year 2030 was selected as the future horizon year for this analysis. Evaluating the I-405 Program alternatives necessitated adding the proposed transportation improvements, such of miles of additional I-405 freeway general-purpose lanes, to the Disaggregated Residential Allocation Model/Employment Allocation Model (DRAM/EMPAL) models in the form of increased access and mobility.

To study these alternatives, King County, Snohomish County, and the Puget Sound Regional Council (PSRC) were consulted to gain an understanding of issues related to projected growth and planned land use changes. The results of the modeling were used to identify the indirect effects, if any, on the pressure for growth and development within the forecast analysis zones. For example, changes in mobility and accessibility within the study area could influence the location preference of individuals, businesses, and households. The sum of these individual preferences regarding where people live and work translates into changes in pressure for growth and assumed development activities as regulated by local comprehensive plans and zoning codes.

The Preferred Alternative in the I-405 Corridor Program FEIS (WSDOT, 2002) included the balanced system of multimodal transportation improvements that best accommodated the projected growth in the urban growth area (UGA). The transportation investments outlined for the Preferred Alternative also focused exclusively within the UGA to support efficient access and improved mobility within and between Urban Centers, Activity Centers, and

⁷ Based on the conclusions outlined in the Land Use Discipline Report (DR) for the WSDOT I-405 Corridor Program FEIS (WSDOT, 2002).

Industrial/Manufacturing Centers. The conclusion stated that the Preferred Alternative would provide the highest level of benefit in accommodating continuous and orderly development by congestion reduction, air quality improvement, HOV reliability, and improved urban accessibility. The Preferred Alternative further provided the best opportunities to reduce pressure for unplanned development at the urban fringe or in rural areas outside the UGA. The alternatives evaluated in the I-405, Bellevue to Lynnwood Improvement Project are consistent with the conclusions outlined in the I-405 Corridor Program FEIS (WSDOT, 2002).

Other future development projects are summarized in Exhibit 5-3.

Were potential cumulative effects for land use patterns considered?

The team did not evaluate cumulative effects for this discipline report. A report of cumulative effects is not needed for every discipline studied for NEPA and SEPA documentation. The disciplines that were studied for cumulative effects are Air Quality, Surface Water and Water Quality, Fisheries and Aquatic Habitat, and Wetlands. The cumulative effects for these disciplines are presented in the Cumulative Effects Analysis Technical Memorandum (WSDOT, 2011a).

What effects on land use patterns will occur under the No Build Alternative?

The baseline condition for this project assumes completion of the permitted Kirkland Nickel Project and Bellevue Braided Ramps Project improvements. Generally, the No Build Alternative would include only routine maintenance consisting of short-term minor construction necessary for continued operation of existing I-405 transportation facilities, and minor safety improvements, as required, within the project limits.

Exhibit 5-3: Future development projects within the study area

Jurisdiction	Staff Contact or Source	Potential Development
City of Bellevue	Nicholas Matz, Bel-Red Corridor Plan	<p>Minor development projects will occur along 115th Avenue NE, and the City's nonmotorized planning initiatives will likely affect corridors in and around the I-405/SR-520 Interchange.</p> <p>The major land use study in the project area is the Bel-Red Corridor Study. The study is examining a large range of land use, economic, transportation, urban design, and transit uses in the area defined by I-405, SR-520, Bel-Red Road, and Overlake.</p> <p>A subarea plan is currently in development with a horizon year of 2030. One of the main elements of the project is identifying alternative light rail transit routes and stations in the Bel-Red Corridor, working in conjunction with Sound Transit and its East Link project.</p>
City of Kirkland	Kirkland Comprehensive Plan, Totem Lake Mall Subarea Plan, Highlands Neighborhood Plan Update, Rose Hill Business District Plan	<p>Several planned projects are being studied in the vicinity of the I-405 Corridor, including: Totem Lake Mall Subarea Plan; Highlands Neighborhood Plan Update; and the Rose Hill Business District Plan.</p> <p>The Totem Lake Mall Subarea Plan outlines a multi-phased project that will consist of redevelopment of the Lower Mall and street improvements to 120th Avenue NE (Phase 1). The City is anticipating submittal of a design review application for Phase 1 of the redevelopment project in January 2007. The redevelopment is contemplated to occur over 10 years in several phases, with anticipated completion of the retail components within 5 years, and anticipated completion of the office and residential components within 7 years. Public use and enjoyment of the mall will be enhanced by creation of public spaces, consisting of a new east-west public plaza that will function as a public park, parkway, or plaza ("Public Plaza"), and improvement of 120th Avenue NE consistent with the new Public Plaza. These improvements will create a regional public gathering place and will be the site of public events. Use of the public spaces, and reduction of traffic congestion, will both be facilitated by City acquisition of parking facilities in the proposed parking structure in the upper portions of the mall.</p> <p>The Highlands Neighborhood Plan Update was adopted in December 2005. The plan maintains the existing development pattern, while allowing innovative housing and affordable housing in the future. The plan encourages pedestrian/bicycle improvements, with limited vehicular access. A new nonmotorized and emergency access route at the north is recommended.</p> <p>The Rose Hill Business District Plan was implemented in January 2006. The Subarea Plan will promote the commercial corridor, strengthen the economic viability of businesses, and encourage redevelopment into a mixed-use pattern that integrates pedestrians, transit, and automobiles.</p>
City of Bothell	Jeff Smith Bothell Development Map	<p>Based on review of the City of Bothell's Web site and its Development Map, there are some larger mixed-use, office, and commercial buildings at the Beardslee/NE 195th Street and SR 527/Canyon Park Interchanges. Planned improvements related to the Bellevue to Lynnwood Improvement Project will help reduce congestion and increase mobility in these areas.</p>

Exhibit 5-3: Future development projects within the study area

Jurisdiction	Staff Contact or Source	Potential Development
City of Lynnwood	Lynnwood Comprehensive Plan, Lynnwood City Center Subarea Plan	The principal development proposal in the vicinity of the Bellevue to Lynnwood Improvement Project area and the Lynnwood city limits is the Lynnwood City Center Subarea Plan. This plan provides a framework for future land use within the project area for lands designated with the city center overlay. The City Center Subarea Plan is generally defined by 48th Avenue on the west boundary, Alderwood Mall Boulevard and I-5 on the south boundary, Alderwood Mall on the east boundary, and 188th and 196th Streets on the north boundary (except adjacent residential areas). The City Center Subarea Plan, dated March 2005, is based on 15 key planning and urban design principles (see page 4-25).
King County	Paul Reitenbach	Notable land use changes in the unincorporated portions of King County in the Bellevue to Lynnwood Improvement Project area are not anticipated. The continuation of planned development consistent with the local zoning and comprehensive plans will occur.
Snohomish County	Snohomish County Comprehensive Plan	Notable land use changes in the unincorporated portions of Snohomish County and the Bellevue to Lynnwood Improvement Project area are not anticipated. The continuation of planned development consistent with the local zoning and comprehensive plans will occur.

References:

City of Bellevue: Matz, 2006: e-mail communication with Nicholas Matz, Senior Planner, November 3, 2006.

City of Kirkland: (1) Review of plans and projects listed on the City's Web site: http://www.ci.kirkland.wa.us/depart/Planning/Plans_and_Projects; (2) Review of major development projects at: www.ci.kirkland.wa.us/shared/assets/Development_Activity_Summary4092.pdf

City of Bothell: (1) Review of planned developments at: www.ci.bothell.wa.us/dept./CD/GIS/gifs_pdfs/DevelopmentMap.pdf (Bothell, 2006);

and (2) Smith, 2006, e-mail communication with Jeff Smith, Senior Planner, on November 9, 2006.

City of Lynnwood: Review of City's Comprehensive Plan and the Lynnwood City Center Subarea Plan.

King County: (1) Reitenbach, 2006: e-mail communication with Paul Reitenbach, Senior Planner, on November 6, 2006; (2) review of King County Comprehensive Plan.

Snohomish County: Review of Snohomish County Comprehensive Plan.

Traffic congestion would continue to be a problem on main line I-405, encouraging more through traffic to use the local street system. Growth and development could occur as described in the local comprehensive plans, but over a longer period of time. Economic development could take longer without main line or interchange improvements to ease traffic flows and improve freight mobility in the I-405 corridor. Existing businesses and retail stores would have to deal with heavy traffic and delays that could inconvenience drivers, encouraging them to look for alternate routes and potential alternative sources of goods and services. This would affect businesses and could result in lost sales tax revenue from potential transactions. Residents and commuters would continue to experience serious delays because of traffic and reduced mobility.

What land use plans and policies apply to the study area, and is the project consistent with them?

Bellevue

This section provides a review of Bellevue's Comprehensive Plan policies for consistency with the Build Alternative and No Build Alternative. Several sources for the applicable policies were reviewed, including: the City of Bellevue Comprehensive Plan; Land Use Plan; Transportation Plan; Capital Facilities Plan; Bridle Trails Subarea Plan; and Northwest Bellevue Subarea Plan; Downtown Subarea Plan; Wilburton/NE 8th Street Subarea Plan; and Bel-Red Subarea Plan. The policies are grouped by topic, including agency coordination and regional transportation, policies influencing design, essential public facility policies, and capital improvement plans. A consistency analysis is provided in a summary format under each topic by alternative.

Agency Coordination and Regional Transportation Policies

- ***Policy TR-2:*** Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund, and construct regional transportation projects that carry out the City's transportation and land use goals (Bellevue, 2010b).

- **Policy TR-30:** Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments (Bellevue, 2010b).
- **Policy TR-32:** Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border (Bellevue, 2010b).

Consistency Determination – Build Alternative 1

The City of Bellevue's agency coordination/regional transportation policies are consistent with the proposed project. WSDOT has conducted a multi-jurisdictional participatory process, and involved the City of Bellevue and other local governments. WSDOT has implemented a coordinated design and environmental review process for improvements along the I-405 corridor, including the Bellevue to Lynnwood Improvement Project, and involved the City of Bellevue and other local governments. This process is similar to the approach completed for the I-405 Corridor Program (WSDOT, 2002) and the Kirkland Nickel Project.

Consistency Determination – Build Alternative 2

The City of Bellevue's agency coordination/regional transportation policies are consistent with the proposed project. Build Alternative 2 achieves consistency with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Only routine maintenance, repair, and minor safety improvements would take place. These activities represent a smaller-scale coordination and regional transportation planning approach among agencies than required for the Build Alternatives.

Transit and Multimodal Systems Policies

These policies support coordination among modes of travel, completion of a high-occupancy vehicle (HOV) system, additional transit service, provision of park-and-ride facilities, and other similar approaches.

- **Policy TR-54:** Work with the transit providers to create, maintain, and enhance a system of supportive facilities and systems such as:
 1. Transit stations and centers;
 2. Passenger shelters;
 3. Park-and-ride lots;
 4. Dedicated bus lanes, bus layovers, bus queue bypass lanes, bus signal priorities;
 5. Pedestrian and bicycle facilities including secure bicycle parking;
 6. Pricing;
 7. Kiosks and on-line information; and
 8. Incentive programs (Bellevue, 2010b).
- **Policy TR-64:** Encourage transit providers and the state to provide new and expanded park-and-ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents (Bellevue, 2010b).
- **Policy TR-80:** Encourage transit use by improving pedestrian and bicycle linkages to transit and school bus systems; and supporting improved security and utility of park-and-ride lots and bus stops (Bellevue, 2010b).
- **Policy TR-90:** Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405 and SR 520, and I-405/I-90 and I-5/SR 520 (Bellevue, 2010b).
- **Policy TR-92:** Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways (Bellevue, 2010b).
- **Policy TR-94:** Support multimodal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit, and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue (Bellevue, 2010b).

- **Policy TR-98:** Work with state agencies to include non-motorized facilities when planning, designing, and constructing enhancements to I-90 (east of I-405), I-405 and SR 520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail) (Bellevue, 2010b).
- **Policy ETP-8:** Actively work toward completion of the State's plan for HOV lanes on I-405 as the highest priority improvement for the Eastside.

Encourage expansion of the plan to include HOV lanes on SR 520 and SR 522 (east of I-405) to complete the regional freeway HOV lane system. Completion of the regional HOV network is the highest priority for the ETP [Eastside Transportation Partnership]. HOV is defined as a vehicle with two or more occupants; the number of required occupants may be increased as HOV facilities become congested. HOVs include transit, vanpools, and carpools (Bellevue, 2010b).

- **Policy ETP-21:** Confirm Eastside corridors as high priorities for implementation of the regional HCT [high-capacity transit] system. Key corridors for HCT service on the Eastside include I-90, I-405, SR 520, and SR 522 (Bellevue, 2010b).

Consistency Determination – Build Alternative 1

Build Alternative 1 is consistent with the Bellevue transit and multimodal system policies. Build Alternative 1 will provide a two-lane express toll lane system from NE 6th Street to SR 522 and a one-lane express toll lane system from SR 522 to I-5. This set of improvements will be consistent with policies TR 90, TR 92, TR 94, and ETP 8.

Consistency Determination – Build Alternative 2

The City of Bellevue's agency coordination/regional transportation policies are consistent with the proposal. Build Alternative 2 achieves consistency with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative will not include comprehensive HOV improvements, transportation demand management measures, intelligent transportation system features, or bus rapid transit improvements. For the Bellevue to Lynnwood Improvement Project, the No Build Alternative does not include any specific alternative mode projects within Bellevue city limits, and it will not implement City transit and HOV policies.

Compatibility Policies and Policies Influencing Design

Some Bellevue policies address compatibility of highway improvements and neighborhoods, or highway-related features that are desired.

- **Policy TR-48:** Minimize the amount of through traffic on local streets in residential areas (Bellevue, 2010b).
- **Policy TR-49:** Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR 520 that would adversely affect an adjacent residential neighborhood (Bellevue, 2010b).
- **Policy TR-93:** Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways (Bellevue, 2010b).
- **Policy TR-97:** Work with the State and other local jurisdictions to coordinate signalization at freeway interchanges (Bellevue, 2010b).
- **Policy TR-116:** Consider neighborhood impacts as part of corridor and subarea transportation studies (Bellevue, 2010b).

Consistency Determination – Build Alternative 1

Build Alternative 1 will modify the operation of the NE 6th Street direct-access ramps by allowing single occupant vehicles and two-persons carpools to pay a toll to use the Express Toll Lanes to and from the north. Build Alternative 1 will be consistent with City policies addressing compatibility and design, including minimizing neighborhood effects,

considering neighborhood effects in the study, and ensuring that roadway improvements do not create a bypass that could affect neighborhoods. Project improvements from NE 6th Street to NE 70th Street will generally consist of adding shoulders to increase their overall width, to provide a buffer to separate the express toll/HOV lanes from general-purpose lanes, and to enlarge stormwater facilities. Traffic modeling indicates that I-405 improvements will draw some regional traffic from local streets. Noise effects have been identified and measures have been included in the project design to meet applicable regulations.

Consistency Determination – Build Alternative 2

The City of Bellevue's policies addressing compatibility and design are consistent with the proposed project. Build Alternative 2 achieves consistency with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include transit and alternative mode improvements within Bellevue city limits. As a result, this alternative would not directly contribute to the City's initiatives designed to promote transit and alternative mode improvements.

Essential Public Facility Policies

Bellevue's Capital Facility Element addresses essential public facilities, including Highways of Statewide Significance such as I-405. Essential public facilities are reviewed in a two-tiered system in Bellevue. If the facilities are not addressed in the City's Land Use Code, special review processes apply following the City's policies (CF-15, see Appendix B). However, if the Land Use Code addresses the facility, the Land Use Code requirements apply. Special review processes identified in the City policies (CF-15) do not apply to I-405 because roads and highway, rail rights-of-way, and park-and-ride uses are addressed in the City's Land Use Code per policy CF-14. These policies are described in more detail below.

- **Policy CF-13:** Define essential public facilities, consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation.
 - **Policy CF-14:** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in Policy CF-16:
 1. The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or
 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities;
- AND
3. The facility is not otherwise regulated by the Bellevue Land Use Code (LUC).

Consistency Determination – Build Alternative 1

The City of Bellevue's policies addressing essential public facilities are consistent with the proposed project. The City's Land Use Code allows the project improvements.

Consistency Determination – Build Alternative 2

The City of Bellevue's policies addressing essential public facilities are consistent with the proposed project. Build Alternative 2 achieves consistency with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative implements no substantive capital improvements, and the City's essential public facility policies and regulations that provide review processes will not apply to routine operation and maintenance

within the project area. No inconsistencies with the City's essential public facilities are anticipated.

Comprehensive Land Use Plans

Land adjacent to I-405 in the Downtown, Wilburton/NE 8th Street, and Bel-Red subareas is in office, commercial and institutional land uses. For lands adjacent to I-405 in the Bridle Trails and Northwest Bellevue subareas, the primary land use designations include: single-family low-density; single-family medium density; office or limited business; general business; multifamily medium density; and light industrial (Bellevue, 2010b).

Consistency Determination – Build Alternative 1

Within the study area that parallels the City of Bellevue, the proposed improvements will be limited to work in the existing WSDOT right-of-way. The improvements are not expected to change the City's land use plans for the varied land use designations. Build Alternative 1 will help support City land use plans by responding to growth.

Consistency Determination – Build Alternative 2

The proposed footprint for both build alternatives is the same. Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Generally, the No Build Alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405. With no improvements related to the project, it is unlikely that any property acquisition or pavement expansions would occur. The lack of improvements under the No Build Alternative might not support the planned land use of Bellevue or other communities within the I-405 corridor, which may slow the implementation of the City's growth management plans.

Capital Investment Program

Exhibit 5-4 identifies the City’s Capital Investment Program Plan (Bellevue, 2010a) improvements to connecting arterials that are in or adjacent to the project area.

Exhibit 5-4: Bellevue Capital Investment Program: Transportation – Roadways

Project Number	Project Name	Project Limits	Project Description
PW-R-133	Northup Way - 120th to 124th Avenue NE	Northup Way - 120th to 124th Avenue NE	Add an additional lane along eastbound Northup Way between 120th and 124th Avenue NE; a northbound right-turn lane from 124th Avenue NE to Northup Way; and widen to provide a second eastbound left-turn lane from Northup Way to the SR 520 ramp.
PW-R-146	Northup Way Corridor Improvements – Design Report	Northup Way – Bellevue Way to NE 24th Street	Prepare a Design Report investigating the following potential improvements: curbs, gutters, sidewalks, and bicycle lanes on both sides, where feasible.
PW-R-160	NE 4th Street Extension	116th Avenue NE to 120th Avenue NE	Extend NE 4th Street with four lanes and turn lanes.
PW-R-162	NE 6th Street Extension	I-405 direct-access ramps to 120th Avenue NE	Extend NE 6th Street from the existing NE 6th Street “T” interchange at the I-405 direct access ramps east to 120th Avenue NE. Conduct a conceptual study to determine the alignment and number of lanes. Provide a multi-modal trail.

Sources: Bellevue, 2010a

Consistency Determination – Build Alternative 1

Build Alternative 1 will affect the operation of the NE 6th Street direct-access ramp by allowing access to the ramps and possibly access across I-405 from the east and the 120th Avenue NE corridor. CIP project PW-R-162 will require coordination with the Bellevue to Lynnwood Improvement Project in planning and design. Portions of the NE 6th Street extension project within WSDOT right-of-way will require design to WSDOT standards.

Build Alternative 1 will also support the overall transportation and land use needs in Bellevue, complementing the City's planned improvements in the vicinity of the Bellevue to Lynnwood Improvement Project by enhancing safety, mobility, and capacity in the I-405 corridor.

Consistency Determination – Build Alternative 2

City of Bellevue policies addressing capital improvement plans are consistent with the proposed project. Build Alternative 2 would continue operation of the NE 6th Street direct-access ramps for only HOV and transit access. Planning and design of the Bellevue's NE 6th Street Extension project (CIP project PW-R-162) will require coordination with the Bellevue to Lynnwood Improvement Project.

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The No Build Alternative makes no substantive capital improvements. The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. This alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405. As a result, the No Build Alternative will not implement the City's capital improvement plans within the project area, including regional transportation plans, City non-motorized programs, or City transit plans.

Level of Service

Table TR.1 within the City's Transportation Element identifies level of service (LOS) zones and standards in the Mobility Management Areas (neighborhood subareas) affected by the project. The cities of Bellevue, Kirkland, and Redmond use the Bellevue-Kirkland-Redmond (BKR) travel demand forecasting model. The BKR model considers LOS from a regional perspective and is directly tied to each jurisdiction's land use within the planning area. Land use information is managed and routinely updated to support transportation planning activities. The BKR model integrates elements of the regional model developed by the Puget Sound Regional Council (PSRC). City policies addressing local LOS standards and coordinated standards include:

- ***Policy TR-22:*** Implement the level of service standards and other mobility targets for major transportation modes

within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes (Bellevue, 2010b).

- **Policy TR-99:** Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation (Bellevue, 2010b).
- **Policy CF-6:** Encourage non-city-managed capital facilities providers to develop, in cooperation with Bellevue, LOS, operating criteria, performance standards, or other forms of standardized measurement to evaluate its capital facilities needs and ensure consistency with Bellevue's Comprehensive Plan (Bellevue, 2010b).

Consistency Determination – Build Alternative 1

City of Bellevue LOS standards will apply to intersections at local roads affected by the project improvements. Based on the analysis prepared for the I-405 Corridor Program (WSDOT, 2002), the combination of projected land use and project improvements will result in consistency with city LOS standards. Traffic modeling previously conducted for the I-405 Corridor Program (WSDOT, 2002) also indicates that I-405 improvements will draw regional traffic from local streets.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with the applicable policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include general capacity improvements in the project area, and it is

likely that there will be increased congestion if the level of future land use growth planned in cities along and beyond the I-405 corridor is not matched by supporting transportation programs or improvements.

Shoreline Master Program/Regulations

Consistency Determination – Build and No Build Alternatives

The City of Bellevue Shoreline Management Areas, as identified in the City's Shoreline Overlay District, do not overlap the project area. As a result, a consistency determination is not applicable.

Zoning Regulations

The City of Bellevue's Land Use Code addresses roads and highways, which are permitted in all zones.

Consistency Determination – Build Alternative 1

Roadway improvements within existing public right-of-way do not require local land use permits. As a result, a consistency determination is not applicable.

Consistency Determination – Build Alternative 2

Roadway improvements within existing public right-of-way do not require local land use permits. As a result, a consistency determination is not applicable.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project is built. The No Build Alternative assumes that no new improvements are made beyond the Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project. The No Build Alternative road maintenance, repair, and minor safety improvements do not conflict with zoning provisions. No local land use permits are required. As a result, a consistency determination is not applicable.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-5 provides the Bellevue plans and policies consistency summary.

Exhibit 5-5: Bellevue plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
<i>Bellevue</i>			
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X	Based on WSDOT modeling for I-405 corridor	
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations	Not Applicable		

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

Kirkland

The City of Kirkland’s Comprehensive Plan and policies generally support the Bellevue to Lynnwood Improvement Project. Relevant policies are listed by major topic below.

Agency Coordination Policies

- **Policy T-8.3:** Coordinate transportation plans with the transportation and land use plans of neighboring jurisdictions, special districts, and State and regional transportation agencies, as appropriate, to identify opportunities to maximize benefits while minimizing financial expense (Kirkland, 2009b).

Consistency Determination – Build Alternative 1

Build Alternative 1 is consistent with Policy T-8.3. WSDOT has implemented a coordinated design and environmental review process for improvements along the I-405 corridor, including the Bellevue to Lynnwood Improvement Project, and involved the City of Kirkland and other local governments. This process is similar to the approach completed for the I-405 Corridor Program (WSDOT, 2002) and the Kirkland Nickel Project.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with the City's Agency Coordination policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

This alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405 within the Kirkland city limits. The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. There would be routine activities such as road maintenance, repair, and minor safety improvements, but these would represent a much smaller coordinated approach than what would be provided for the Build Alternatives.

Transit and Multimodal Systems Policies

Policies regarding transit and multimodal systems support coordination with neighboring jurisdictions, increased non-motorized improvements, and regional multimodal transportation solutions.

- **Policy T-4.2:** Consider improvements such as queue bypasses; time-of-day parking restrictions, transit signal priority and arterial transit lanes for transit or carpool use that will increase the people-carrying capacity of roadways (Kirkland, 2009b).
- **Policy T-8.2:** Participate in the planning, design, funding, and development of a regional high-capacity transit system as a travel option for regional passenger travel.
- **Policy TL-33.1:** Encourage multimodal transportation improvements in the I-405 corridor.

Consistency Determination – Build Alternative 1

Build Alternative 1 will provide a two-lane express toll lane system from NE 6th Street to SR 522 and a one-lane express toll lane system from SR 522 to I-5. This set of improvements will be consistent with policies T-4.2, which calls for increasing

people-carrying capacity of roadways, and T-33.1, which encourages multimodal transportation improvements in the I-405 corridor. Build Alternative 1 is consistent with the Kirkland transit and multimodal system policies.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include any specific alternative mode project within Kirkland city limits and it will not implement City Transit and HOV policies. There will be routine activities such as road maintenance, repair, and minor safety improvements connected to the I-405 corridor, but these projects represent a smaller level of effort than if coordinated into improvements related to the Build Alternatives.

Compatibility Policies and Policies Influencing Design

Kirkland's Comprehensive Plan includes policies that address compatibility of highway improvements and neighborhoods. The applicable policies are summarized below.

- **Policy LU-8.3:** Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

Some neighborhood plans, such as the Bridle Trails and Central Houghton neighborhood plans, address the need to protect single-family residential neighborhoods from adverse effects such as noise and bypass traffic associated with future I-405 improvements. These neighborhood plans include recommendations to seek measures to minimize existing and future effects associated with I-405 improvements. The neighborhood plans discourage right-of-way widening improvement unless used as a last resort, and encourage

WSDOT to minimize noise effects through a program of berm construction and other noise deflection mechanisms.

Consistency Determination – Build Alternative 1

Build Alternative 1 will not require modification to local side streets. The project will be consistent with city policies that address: compatibility of design; including minimizing neighborhood and land use incompatibility effects; discouraging bypass traffic through neighborhoods; and noise. The increased freeway traffic volumes of the build alternatives, compared with the No Build Alternative, will increase traffic near the I 405 interchanges and slightly decrease volumes on local streets used to bypass the freeway. Noise effects have been identified, and measures have been included in the project design to meet applicable regulations.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with the City's policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. There would be routine activities such as road maintenance, repair, and minor safety improvements connected to the I-405 corridor under the No Build Alternative. However, the No Build Alternative would not include specific measures to minimize effects to Kirkland's neighborhoods.

Essential Public Facilities Policies

Kirkland's Land Use and Capital Facilities Elements address essential public facilities including Highways of Statewide Significance, such as I-405. These policies encourage cooperation and coordination among agencies to site, fund, and construct shared public facilities.

- **Policy LU-8.1:** Work cooperatively with King County, the State and/or other cities to site essential public facilities.
- **Policy CF-6.3:** Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.
- **Policy CF-6.4:** Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

Consistency Determination – Build Alternative 1

I-405 is a Highway of Statewide Significance and it meets the GMA definition of an essential public facility. The I-405 Corridor Program FEIS (WSDOT, 2002) provided a broad environmental and public review process applicable to essential public facilities, and Build Alternative 1 will support these elements. WSDOT has implemented a coordinated design and environmental review process for improvements along the I-405 corridor, including the Bellevue to Lynnwood Improvement Project, and has involved the City of Kirkland and other local governments.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Routine activities such as road maintenance, repair, and minor safety improvements connected to the project will not require a city review process. No inconsistencies with the City's essential public facilities policies are anticipated.

Comprehensive Land Use Plans

Consistency Determination – Build Alternative 1

WSDOT has acquired the private property in Kirkland needed for project construction and operation. Exhibit 5-1 (page 5-2) lists the two parcels acquired from Lake Washington Christian Church. The limited property acquisition will not affect single-family residential property. The improvements are not expected to alter the City's land use plans. The Build Alternatives will help support City land use plans by responding to growth.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Generally, the No Build Alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405.

Capital Improvement Program

Exhibit 5-6 lists improvements that are listed in the City's Capital Improvement Program, 2011 through 2016, for connecting arterials near I-405.

Consistency Determination – Build Alternative 1

Build Alternative 1 construction will occur within WSDOT right of way. Modification of interchange ramps will not change the location of existing intersections with local streets and will be compatible with local projects, including proposed HOV queue bypasses. Build Alternative 1 will also support the overall transportation and land use needs in Kirkland by improving capacity in the I-405 corridor.

*Exhibit 5-6: Kirkland Capital Improvement Program: 2011 to 2016
 transportation projects*

Program	Project Number	Location	Project Description
2011-2016 Capital Improvement Program, Unfunded	TR 0088	NE 85th St. at 120th Ave. NE	Install multiple upgrades to the existing signalized intersection including: add northbound right turn lane and one each new westbound and one eastbound travel lane. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible.
2011-2016 Capital Improvement Program, Unfunded	TR 0098	NE 132nd Street at 116th Way NE to Totem Lake Blvd. / I-405	Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd, as recommended in the NE 132nd Street Master Plan.
2011-2016 Capital Improvement Program, private development	TR 0099	Intersection of Totem Lake Way and 120th Avenue NE	Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation.
2011-2016 Capital Improvement Program, Unfunded	NM 0001	116th Ave NE, NE 40th St to NE 60th St	Install pedestrian and bicycle facilities along the 116th Avenue NE corridor between NE 60th Street and the Bellevue city limits. Phase I of this project installed five foot bike lanes between the Houghton Park and Ride and NE 60th Street.
2011-2016 Capital Improvement Program, Unfunded	NM 0024	Burlington Northern Santa Fe Railroad right-of-way between south and north City limits	Construct a multiuse recreational trail along the former Burlington Northern Santa Fe (BNSF) Railroad right-of-way between Bellevue and the north City limits at Totem Lake.
2011-2016 Capital Improvement Program, Unfunded	TR 0068	Southbound Lake Washington Boulevard onto westbound SR-520	HOV queue bypass lanes. Lengths vary by location.
	TR 0072	Eastbound NE 116th St. from approximately 118th Ave. NE to southbound I-405	
	TR 0073	Eastbound NE 70th Street (300 feet to southbound I-405)	
	TR 0074	Westbound NE 85th St. from approximately 120th Ave. NE to northbound I-405	
	TR 0075	Westbound NE 124th St. from 124th Ave. NE to northbound I-405	

Source: City of Kirkland Capital Improvement Program. (Kirkland, 2011).

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative will not implement the City's capital improvement plans within the project area, including regional transportation plans, City non-motorized programs, or City transit plans. The No Build Alternative will not directly contribute to the City's planned capital improvements.

Levels of Service

City policies addressing local LOS include:

- ***Policy CF-4.1:*** Monitor the level of service for water, sewer, and transportation facilities and ensure that new development does not cause the level of service to decline below the adopted standards.
- ***Policy CF-4.3:*** Ensure levels of service for road facilities are met no later than six years after occupancy and use of the new development.
- ***Policy CF-3.2:*** Utilize the following peak-hour standards for the transportation subareas of the City:

[Policy CF-3.2 refers to Kirkland's Comprehensive Plan Capital Facilities element Tables CF-3 and CF-4 for maximum allowable subarea average volume to capacity (V/C) ratio for system intersection and individual intersections.]

- Southwest 0.90
- Northwest 0.90
- Northeast 0.88
- East 1.05

The maximum allowed individual system intersection V/C ratios are 1.40 for each of the subareas (Kirkland, 2009b).

Consistency Determination – Build Alternatives

City LOS standards will apply to intersections at local roads affected by the project improvements. Based on the analysis contained in the I-405 Corridor Program (WSDOT, 2002), it is anticipated that the combination of projected land use and project improvements will result in consistency with City LOS standards.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include general capacity improvements in the project area. It is likely there will be increased congestion if the level of future land use growth planned in cities along and beyond the I-405 corridor is not matched by supporting transportation programs or improvements.

Shoreline Master Program/Regulations

Consistency Determination – Build and No Build Alternatives

The City of Kirkland's Shoreline Management Areas, as identified in the City's Shoreline Overlay District, do not overlap the project area. As a result, a consistency determination is not applicable.

Zoning Regulations

Consistency Determination – Build Alternatives

Roadways uses within public right-of-way are not regulated by the City of Kirkland zoning code. Project improvements associated with the Build Alternatives will be contained in existing WSDOT right-of-way and will not require land use permits.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520

Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With no planned improvements to expand I-405 in the project area, it is unlikely that any property acquisitions or pavement expansions will occur.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-7 provides the Kirkland plans and policies consistency summary.

Exhibit 5-7: Kirkland plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
Kirkland			
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X		
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations	Not Applicable		

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

Bothell

The City of Bothell Comprehensive Plan contains policies that are consistent with the project. Relevant policies are listed by major topic below.

Regional Coordination Policies

- **TR-P1:** Coordinate on a regular basis with neighboring jurisdictions, regional transportation agencies, and the Washington State Department of Transportation to address shared transportation needs and concerns (Bothell, 2009a).
- **TR-A8:** Work with the Washington State Department of Transportation to ensure that the City’s projects and policies are incorporated into state transportation plans, including the Washington Transportation Plan, the State

Transportation Improvement Program, and State Route Studies.

- **TR-A9:** Continue to participate in the Eastside Transportation Partnership (ETP), Seashore, Snohomish County Tomorrow, and Snohomish County Infrastructure Coordinating Committee (ICC) subarea transportation boards (Bothell, 2009a).

Consistency Determination – Build Alternative 1

Build Alternative 1 is consistent with Policies TR-P1, TR-A8, and TR-A9. WSDOT has implemented a coordinated design and environmental review process for improvements along the I-405 corridor, including the Kirkland Nickel Project, the NE 195th Street to SR 527 Northbound Auxiliary Lane Project, and the Bellevue to Lynnwood Improvement Project. These review processes involved the City of Bothell and other local governments.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. This alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405 within the Bothell city limits. There would be routine activities such as road maintenance, repair, and minor safety improvements, but these would represent a much smaller coordinated approach than what would be provided for the Build Alternatives.

Essential Public Facility Policies

- **LU-P14:** Ensure that essential public facilities are sited in an equitable manner which balances local and regional objectives.

- **CF-P16:** Collaborate with other jurisdictions within the region in the development of common criteria for the evaluation of siting proposals for public capital facilities of a countywide or statewide nature.... These criteria shall include, but not be limited to, efficiency and effectiveness of service delivery; environmental, societal, and economic impacts on the host community; regional growth objectives; and geographic distribution of such facilities.

Consistency Determination – Build Alternative 1

I-405 is a Highway of Statewide Significance and it meets the GMA definition of an essential public facility. The I-405 Corridor Program FEIS (WSDOT, 2002) provided a broad environmental and public review process applicable to essential public facilities. WSDOT has implemented a coordinated design and environmental review process for improvements along the I-405 corridor, including the Kirkland Nickel Project and the Bellevue to Lynnwood Improvement Project. These review processes involved the City of Bothell and other local governments, and Build Alternative 1 supports the City's essential public facilities policies.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Routine activities such as road maintenance, repair, and minor safety improvements connected to the project will not require a City of Bothell review process. No inconsistencies with the City's essential public facilities policies are anticipated under the No Build Alternative.

Comprehensive Land Use Plans

Consistency Determination – Build Alternative 1

Pavement widening within the Bellevue to Lynnwood Improvement Project area will result in limited acquisition of private property within Bothell's city limits between the NE

160th Street and SR 522 interchanges. The acquisition areas are currently undeveloped lands that are designated as single-family (R 9,600) and multi-family (R 2,800) residential, office park (OP), and community business (CB). The improvements are not expected to alter the City's plans for development and/or their neighborhood subareas. Build Alternative 1 is consistent with the City Comprehensive Land Use Plan, and will help support city land use plans by responding to growth.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Under the No Build Alternative, no improvements outside of routine maintenance are planned in the project area. The No Build Alternative may not support the planned use of Bothell or other communities along the I-405 corridor, which may slow the implementation of the City's growth management plans.

Capital Improvement Plans

City of Bothell transportation projects are programmed in the six-year Transportation Improvement Program (TIP) and moved into the Capital Facilities Plan (CFP) as the projects are funded in the biennial budget. Exhibit 5-8 shows the projects near the I-405 corridor interchanges.

Exhibit 5-8: City of Bothell transportation projects

<i>Project</i>	<i>Location</i>	<i>Description</i>	<i>Time Frame</i>
<i>Beardslee/Ross Road Interconnect (CFP T10 / TIP C19)</i>	<i>112th Ave. NE / Ross Rd. intersection area</i>	<i>Construct a new section of 112th Ave NE connecting to Beardslee Boulevard between the signalized entrance to the UWB/CCC and the I-405 interchange. Ross Road will be terminated with a cul-de-sac</i>	<i>Construction in 2013</i>
<i>Beardslee Blvd. Widening (TIP C11)</i>	<i>NE 185th St. to NE 195th St. (I-405)</i>	<i>Widen along the north side between 112th to 185th intersection. By constructing this project, Beardslee Blvd. can function as a 5 lane arterial between I-405 interchange and 185th intersection. The project will provide an additional southbound lane as well as curb and gutter and sidewalk along the roadway</i>	<i>Developer funded by future development</i>

Sources: City of Bothell Transportation Improvement Program 2010-2015 (Bothell, 2009e)

Consistency Determination – Build Alternative 1

Build Alternative 1 will not require construction near or affecting the City of Bothell projects listed in Exhibit 5-8. Build Alternative 1 will help support the overall transportation and land use needs in Bothell by complementing the City's planned improvements in the vicinity of the project by improving safety, reducing congestion, increasing travel time speeds (during peak commuter hours), and improving personal and freight mobility in the I-405 corridor.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative will not implement the City of Bothell's capital improvement plans within the project area, including regional transportation plans, City non-motorized programs, or City transit plans.

Levels of Service – Policies and Programs

Policies addressing local LOS standards and coordinated standards include:

- **Policy TR-P2:** Maintain or achieve LOS E (based on the highest peak hour) on the following corridors:
 1. SR-524 (208th Street SE/Maltby Road) between 9th Ave. SE and 39th Ave. SE;
 2. 228th Street SW/SE between 4th Avenue W and 39th Avenue SE;
 3. SR-522 (NE Bothell Way) between 96th Avenue NE and Kaysner Way;
 4. Beardslee Boulevard/NE 195th Street between NE 185th St. and 120th Ave. NE;
 5. SR-527 between SR-524 and SR-522;
 6. 39th/35th Ave. SE/120th Ave. NE/NE 180th St. between SR-524 and 132nd Ave. NE;
 7. NE 145th St./Juanita-Woodinville Way/NE 160th St. between 100th and 124th Ave.
- **Policy TR-P3:** Ensure that new development analyze and mitigate any traffic impacts to I-405 and SR-522.

Consistency Determination – Build Alternatives

Policy TR-P2 sets LOS standards for seven arterial corridors. The Bellevue to Lynnwood Improvement Project has evaluated LOS at intersections on four of the seven corridors: 228th Street SW/SE; Beardslee Boulevard/NE 195th Street; SR 527; and NE 145th Street/Juanita-Woodinville Way/NE 160th Street. The results of the evaluation are presented in the Traffic and Transportation Discipline Report (WSDOT, 2011b). The policy applies to City review and approval of traffic-generating development and does not directly apply to the WSDOT project. The Bellevue to Lynnwood Improvement Project Build Alternatives either do not change individual intersection LOS on these arterial corridor, or change no more than one intersection on any of the affected corridors from LOS D to E, compared to the No Build Alternative. Decreases in LOS at a few intersections near I-405 are the result of improved I-405 travel speeds and vehicle throughput attracting more trips. Arterial corridor level of service is

determined by travel speed through the corridor and not directly by LOS at any one location. Build Alternative effects on corridor LOS are expected to be minimal.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include general capacity improvements in the project area. It is likely there will be increased congestion if the level of future land use growth planned in cities along and beyond the I-405 corridor is not matched by supporting transportation programs or improvements.

Shoreline Master Program/Regulations

Bothell's shoreline goals and policies address shoreline use; economic development; public access; circulation; recreation; conservation; historic, cultural, scientific, and educational values; restoration; and SMP administration and processing. The Sammamish River and North Creek are Shorelines of Statewide Significance, and are regulated by the Bothell SMP.

Consistency Determination – Build Alternatives

The Build Alternatives will construct a new outfall to the Sammamish River. The City of Bothell has approved a shoreline substantial development permit for this outfall. Operationally, the project improvements are consistent with the Bothell SMP goals and policies. Construction improvements will be reviewed for conformance with the City of Bothell SMP regulations, goals, and policies.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Shoreline policies will not apply to the No Build Alternative.

Zoning Regulations

Consistency Determination – Build Alternative 1

Improvements under Build Alternative 1 within the City of Bothell are consistent with the underlying zoning and are not expected to change the future character of the area. This area is largely high-density single-family and multifamily residential (R2-5 and R-11), with some areas of limited commercial (CB), light industrial (LI), and business park (OP) zoning.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Under the No Build Alternative, there would not be any improvements along I-405, and zoning requirements will not apply.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-9 provides the Bothell plans and policies consistency summary.

Lynnwood

The City of Lynnwood Comprehensive Plan contains goals and policies that support the project. Relevant policies are listed by major topic below.

Agency Coordination Policies

- ***Subgoal 4: Capital Facilities – Coordination with Other Jurisdictions and Service Providers:*** Objective 5: Coordinate capital facilities planning and development with appropriate jurisdictions and service providers.
 - Policy 5.1: Coordinate land use plans, development regulations, and capital facilities plans with adjacent jurisdictions and service providers.

Exhibit 5-9: Bothell plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
<i>Bothell</i>			
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X		
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations	X		Shoreline substantial development permit has been acquired.

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

- Policy 5.2: Work closely with other jurisdictions and service providers to ensure the proper extension or expansion of utility services.
- Policy 5.3: Encourage the County, Federal and State, regional and special purpose agencies to participate in the implementation of capital facilities that are mutually beneficial.
- Policy 5.4: Work with the appropriate jurisdictions and agencies to coordinate stormwater management activities (Lynnwood, 2010d).

Consistency Determination – Build Alternative 1

WSDOT has conducted a multi-jurisdictional participatory process for the Bellevue to Lynnwood Improvement Project and involved the City of Lynnwood and other local governments. WSDOT has implemented the project design and environmental review through a regional planning process. This process is similar to the approach completed for the I-405 Corridor Program (WSDOT, 2002). The City of

Lynnwood's agency coordination/regional transportation policies are consistent with the proposed project.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. There will be routine activities such as road maintenance, repair, and minor safety improvements, but these would represent a much smaller-scale coordinated approach than what would be provided for the Build Alternatives. The No Build Alternative would not directly contribute to the City of Lynnwood's agency coordination policies.

Transit and Multimodal Policies

- **Subgoal: Public Transit System:** Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.
 - Objective T-11: Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.
 - Objective T-12: Continue working with Sound Transit on the development of improvements to the Park and Ride Lot.
 - Objective T-13: Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)
 - Objective T-14: On a yearly basis, monitoring public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.

- Objective T-15: Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development (Lynnwood, 2010b).
- Objective T-15: Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development (Lynnwood, 2010b).
- Objective T-15A: Insure that Sound Transit’s approved ST 2 project that will extend light rail service under ST 2 to Lynnwood includes one light rail station in the Core District of the City Center – serving the City Center – and a separate station at the Lynnwood Transit Center – serving commuters. Lynnwood will partner with Sound Transit to implement and secure funding for this extension. Construction of the City Center station should be completed within the original 2023 timeframe.
- Objective T-15B: The City will work with ST, Snohomish County and SW Cities to select a route and station locations for completing the line to Everett. The City will also work with these parties to advance funding for this project by bringing “ST3” to the voters as soon as feasible (Lynnwood, 2010b).

Consistency Determination – Build Alternative 1

Build Alternative 1 will provide a two-lane express toll lane system from NE 6th Street to SR 522 and a one-lane express toll lane system from SR 522 to I-5. This set of improvements will provide greater operational capacity for the I-405 corridor, particularly with respect to HOVs, and this will offer benefits to public transit. Build Alternative 1 will provide southbound transit shoulders between SR 527 and NE 195th Street and between SR 522 and NE 160th Street that will increase the reliability of Lynnwood to Bellevue service on existing Sound Transit routes 532 and 535. Build Alternative 1 is consistent with the Lynnwood transit and multimodal system policies.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative would not directly contribute to the City of Lynnwood's public transit system policies. Routine activities such as road maintenance, repair, and minor safety improvements will occur, but these would represent a much smaller coordinated approach to benefit public transit than what would be provided for the Build Alternatives.

Essential Public Facilities Policies

- **Subgoal 4: Capital Facilities - Siting of Essential Public Facilities:** Objective 6: Facilitate efficient and equitable siting of essential public facilities.
 - Policy 6.1: Ensure that the siting and construction of capital facilities considered essential public facilities are not precluded by the City's Comprehensive Plan.
 - Policy 6.2: Establish a review process for the siting and construction of essential, local public facilities.
 - Policy 6.3: Participate in interjurisdictional review and selection process for the siting of essential public facilities having interjurisdictional significance.
 - Policy 6.4: Locate and develop essential public facilities to provide the necessary service to the intended users of the facility with the least impact on surrounding land uses (Lynnwood, 2010d).

Consistency Determination – Build Alternative 1

I-405 is a Highway of Statewide Significance and it meets the GMA definition of an essential public facility. WSDOT has involved local governments in implementing a coordinated

design and environmental review process for improvements along the I-405 corridor, including the Bellevue to Lynnwood Improvement Project. The I-405 Corridor Program FEIS (WSDOT, 2002) provided a broad environmental and public review process applicable to essential public facilities.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. No inconsistencies with the City's essential public facilities policies are anticipated. Routine activities such as road maintenance, repair, and minor safety improvements connected to the project will not require a review process by the City of Lynnwood.

Lynnwood City Center

The Lynnwood City Center is envisioned as a dynamic hub of urban activities. The subarea plan was approved in 2005. The subarea plan is an approximately 300-acre, sloped, triangular area defined by 194th Street SW and 188th Street SW on the north, 33rd Avenue W on the east, I-5 on the south, and 48th Avenue W on the west. It will be a center that combines community businesses, housing, cultural amenities, and public spaces where people can live and work. To this end, several key concepts have been developed to achieve the goals and objectives of the plan (Lynnwood, 2007):

1. **New, Secondary Streets:** An additional secondary street network should be introduced throughout the area to supplement the existing street pattern.
2. **Gateways:** Major intersections and access points into the City Center should be identified and treated as gateways.
3. **Expansion of Existing Trail:** The existing Interurban Trail should be integrated into the City Center.
4. **Commercial Core with a Major Attraction:** One central area would be developed as the "Core." Office and

commercial uses would be concentrated in this area. A central attraction feature, such as a major cultural, public or recreational destination, would further enhance the activities within the Core.

5. **Surrounding Districts:** Areas surrounding the Core should have their own distinctive characters and should supplement the businesses and activities within the core.
6. **Short-term Demonstration Projects:** Demonstration projects could include mixed-use housing, a civic plaza, and sidewalk and landscaping improvements on major streets.
7. **Street Enhancements:** A major street enhancement program should be carried out along existing streets. Generous sidewalks, street trees, street furnishings, artwork, and pedestrian-scaled lighting should be provided to promote a safe and pedestrian-friendly environment.
8. **Chain of Parks and Plazas:** The City Center should contain a series of parks and public spaces that are visible and accessible to the public.
9. **Rethinking the Civic Center:** Civic facilities should play a significant role in developing the City Center.
10. **Transition to Surrounding Residential Areas:** The City Center should have a sensitive relationship with the surrounding residential areas.

The Lynnwood City Center Subarea Plan has outlined several transportation policies that relate to the Bellevue to Lynnwood Improvement Project, including:

- **CCT 3 Maintain LOS E:** Maintain LOS E as the level of service standard for the arterial intersections in the City Center, superseding the Comprehensive Plan standard for the rest of the city. The City should use the most up-to-date level of service calculation methods from the *Highway Capacity Manual* issued by the Transportation Research Board.
- **CCT 4 Monitor LOS:** Regularly monitor LOS at arterial intersections. If the monitoring shows that LOS E cannot be maintained, consider reprioritizing the City's capital program to accelerate investments in transportation

facilities developed for the City Center Plan, and reduce vehicle travel demands in the City Center by adopting travel demand management strategies.

- ***CCT 5 Coordinate State Facilities Improvements:***

Work with WSDOT to construct the following improvements on state facilities:

- Widen 196th Street SW to seven lanes from 48th Avenue W to 37th Avenue W.
- Widen northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW.

The following may be needed after 2020:

- Connecting ramp from southbound I-5 to westbound SR 525.
 - Northbound on-ramp to I-5 from 44th Avenue W.
 - Southbound off-ramp from I-5 to Alderwood Mall Boulevard or 44th Avenue W.
- ***CCT 11 Reduce Vehicle Trips:*** Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips generated by commuting City Center workers.
 - ***CCT 12 Increase Transit Service:*** Work with Community Transit and Sound Transit to increase transit services for the City Center (Lynnwood, 2007).

Consistency Determination – Build Alternative 1

No project improvement construction will occur within the Lynnwood city limits which are along the southwest quadrant of the I-405/SR 525 interchange with I-5. Project improvements will be within WSDOT right-of-way which is outside of the city limits. Improvements near the city limits will be limited to installation of advance signing. In general, Build Alternative 1 will support the overall transportation and land use needs in Lynnwood by complementing the City's planned improvements in the vicinity of the project, and the goals and policies in the Lynnwood City Center Subarea Plan. Collectively, the project will improve safety, reduce congestion, increase travel time speeds (during peak

commuter hours), and improve personal and freight mobility in the I-405 corridor.

Consistency Determination – Build Alternative 2

Build Alternative 2 is consistent with these policies in a manner similar to that of Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Under the No Build Alternative, routine activities such as road maintenance, repair, and minor safety improvements connected to the project will not directly contribute to the Lynnwood City Center policies.

Comprehensive Land Use Plans

Consistency Determination – Build Alternative 1

Pavement widening within the project area will not result in acquisition of private land within Lynnwood's city limits, nor will it alter the City's land use plans. Build Alternative 1 will help support city land use plans by responding to growth and the alternative is consistent.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, no improvements are planned in the project area, only routine operations and maintenance activities. The No Build Alternative may not support the planned land use of

Lynnwood or other communities along the I-405 corridor, which may slow implementation of the City’s growth management plans.

Capital Improvement Plan

The project team reviewed the Lynnwood six-year Transportation Improvement Plan to identify projects near the I-405 and I-5 interchange. Exhibit 5-10 identifies the listed improvements.

Exhibit 5-10: City of Lynnwood Capital Improvement Plans

Project	Location	Description	Funding	Time Frame
Southbound I-5 Braided Ramp	Southbound I-5 from I-405/SR 525 to 196th St. SW	Construct braided ramps to separate I-405/SR 525 traffic to southbound I-5 from traffic to the I-5 exit to 196th St. SW	Washington State 2005 9.5-cent package	Target completion date 12/2011

Source: City of Lynnwood Preliminary Capital Facilities Plan, 2011 - 2016 (Lynnwood, 2010a)

Consistency Determination – Build Alternative 1

Build Alternative 1 will generally support the overall transportation and land use needs in Lynnwood by complementing the City’s planned improvements in the vicinity of the project. Overall, the project will improve safety, reduce congestion, increase travel time speeds (during peak commuter hours), and improve personal and freight mobility in the I-405 corridor.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1. The main difference is that Build Alternative 2 will result in a one-lane HOV system throughout the project length from NE 6th Street to I-5.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these

two projects. In general, the No Build Alternative will not implement the City's capital improvement plans within the project area, including regional transportation plans, City non-motorized programs, or City transit plans. The No Build Alternative will not directly contribute to the City of Lynnwood's planned capital improvements.

Levels of Service

Goals and policies addressing local LOS standards and coordinated standards include:

- ***Subgoal - Consistency and Concurrency:*** Objective T-21: Review and revise the Level of Service (LOS) standard and methodology.
 - Policy T-21.1: Develop an approach for inclusion in the yearly Comprehensive Plan Update for the new LOS system based on delay.
 - Policy T-21.2: The transportation impacts of projects already permitted, under construction, or otherwise legally vested prior to adoption of the new LOS system will be evaluated and mitigated in accordance with the City's policies and procedures.
 - Policy T-21.4: Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.

Consistency Determination – Build Alternative 1

City LOS standards will apply to intersections at local roads affected by the Bellevue to Lynnwood Improvement Project. Build Alternative 1 will not provide improvements within the Lynnwood city limits and will not affect Lynnwood intersection operations.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative does not include general capacity improvements in the project area within the Lynnwood city limits. As a result, it is likely that there will be increased congestion if the level of future land use growth planned in cities along and beyond I-405 corridor is not matched by supporting transportation programs or improvements.

Shoreline Master Program/Regulations

Consistency Determination – Build and No Build Alternatives

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The City of Lynnwood's Shoreline Management Areas, as identified in the City's Shoreline Overlay District, do not overlap the project area. As a result, a consistency determination is not applicable.

Zoning Regulations

Consistency Determination – Build Alternative 1

Project improvements associated with Build Alternative 1 will be contained in existing WSDOT right-of-way and will not require land use permits.

Consistency Determination – Build Alternative 2

Project improvements associated with Build Alternative 1 will be contained in existing WSDOT right-of-way and will not require land use permits.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, improvements

along I-405 will not be proposed and zoning requirements will not apply.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-11 provides the Lynnwood plans and policies consistency summary.

Exhibit 5-11: Lynnwood plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
Lynnwood			
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X		
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations		Not Applicable	

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

King County

Policies that support the Bellevue to Lynnwood Improvement Project include those that address regional and agency coordination and regional transportation planning. The following policies demonstrate how the I-405 improvements are consistent with the County’s plans.

Agency Coordination Policies

Relevant policies are listed below.

- **Policy T-103:** Functional transportation plans should be coordinated with related transportation plans and programs of other jurisdictions and may include

coordinated funding arrangements to maximize the effectiveness of available resources.

- ***Policy T-501:*** Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.
- ***Policy T-503:*** King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to prioritize reliable speed advantage for transit and vanpools, and maintain a reliable speed advantage for the other high occupancy vehicles
- ***Policy T-504:*** King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies

Consistency Determination – Build Alternative 1

Project improvements will support the policies described above. Build Alternative 1 implements a coordinated design and environmental review process that began with the I-405 Corridor Program FEIS (WSDOT, 2002), and the project includes an emphasis on the HOV and express toll lane systems. Additional programmed and funded projects that may follow the Bellevue to Lynnwood Improvement Project further reinforce a coordinated effort among agencies to improve transit facilities and mobility within the project area and unincorporated King County. Build Alternative 1 is also consistent with Policy T-501 by planning all elements of the transportation system in coordination with the cities in and adjacent to King County. The project will help improve multimodal mobility and HOV operations consistent with Policy T-503. WSDOT has conducted a multi-jurisdictional cooperative process involving King County and local governments within jurisdictions adjacent to I-405.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, only operational and maintenance activities will be conducted within the project area. Although other funded projects are programmed to connect to the I-405 improvements, these efforts represent a smaller-scale coordinated approach among agencies than will occur with the Build Alternatives.

Regional Transportation Planning, Transit, and Multimodal Policies

Relevant policies are listed below.

- ***Policy CP-709:*** King County should improve motorized and non-motorized transportation circulation east and west across the I-405 corridor to provide relief in the congested Totem Lake and Kingsgate areas. The county should also cooperate with other jurisdictions.
- ***Policy CP-710:*** Transit improvements and HOV treatments on I-405 and SR-522 should be given highest priority. This may include developer contributions to these improvements as part of the development review process.
- ***Policy CP-711:*** Transportation projects in Northshore should incorporate bicycle friendly design, utilizing a variety of design techniques appropriate to the particular project and right-of-way characteristics, including, but not limited to, bicycle lanes, wide outside travel lanes, paved shoulders; bicycle sensitive signal detectors; and appropriate signing. Existing bicycle facilities should be preserved or enhanced when general road improvements are made. Secure parking for bicycles should be provided at activity centers throughout Northshore.

Consistency Determination – Build Alternative 1

Project improvements are consistent with the policies described above to improve mobility and access for all modes of transportation, as presented in the project description (see Section 2). Improvements to the general-purpose lanes will help to improve HOV/express toll operations on the I-405 main line. The I-405 southbound transit shoulder between SR 522 and the NE 160th Street interchange will improve reliability for King County routes #237, #311, and #342 serving the Brickyard Road Park and Ride Lot bus stop on the NE 160th Street southbound on-ramp. Project improvements will benefit local and regional roadway users, both on the main line and on connecting local streets such as NE 160th Street. In addition, the improvements will support implementation of other HOV and transit facility improvements that are planned and programmed in the congested Totem Lake/Kingsgate areas of unincorporated King County.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, only routine operational and maintenance activities will be conducted within the project area. Although other HOV and transit projects are funded and programmed to connect in the future to the Bellevue to Lynnwood Improvement Project, these efforts represent a smaller-scale coordinated approach among agencies than will occur with the Build Alternatives.

Essential Public Facilities Policies

Policies regarding essential public facilities primarily focus on criteria for siting these facilities, such as the policies identified below.

- **Policy F-220:** Proposed new or expansions to existing essential public facilities should be sited consistent with

the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.

- ***Policy F-221:*** King County and neighboring counties, if advantageous to all, should share essential public facilities to increase operational efficiency. Efficiency of operation should take into account the overall value of the essential public facility to the region and the county and the extent to which, if properly mitigated, expansion of an existing essential public facility located in the county might be more economical and environmentally sound.
- ***Policy F-223:*** A facility shall be determined to be an essential public facility if it has one or more of the following characteristics:
 - a. The facility meets the GMA definition of an essential public facility;
 - b. The facility is on a state, county, or local community list of essential public facilities;
 - c. The facility serves a significant portion of the county or metropolitan region or is part of a countywide service system; or
 - d. The facility is the sole existing facility in the county for providing that essential public service.
- ***Policy F-224:*** Siting analysis for proposed new or proposed expansions to existing essential public facilities shall consist of the following:
 - a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
 - b. A forecast of the future needs for the essential public facility;
 - c. An analysis of the potential social and economic effects and benefits to jurisdictions receiving or surrounding the facilities;
 - d. An analysis of the proposal's consistency with Policies F-220 through F-223;

- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management, and other strategies;
- f. An analysis of economic and environmental effects, including measures to minimize these effects, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
- g. Extensive public involvement; and
- h. Consideration of any applicable prior review conducted by a public agency, local government, or citizen's group.

Consistency Determination – Build Alternative 1

Policies addressing essential public facilities have been met with the broad environmental and public review process conducted as part of the overall I-405 Corridor Program (WSDOT, 2002). Public process has been conducted with the Bellevue to Lynnwood Improvement Project scoping meetings and will continue with additional public meetings. The Build Alternative 1 improvements are consistent with King County's policies addressing essential public facilities. I-405 is a Highway of Statewide Significance and it meets the GMA definition of an essential public facility.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative also went through a thorough review and public process. Broad environmental review was conducted for the No Build Alternative as part of the overall I-405 Corridor Program (WSDOT, 2002). Essential public facility policies will not be applicable, because no I-405 improvements will occur along the I-405 section within King County boundaries.

Comprehensive Land Use Plans

In addition to the County's Land Use map (King County, 2006b), the Northshore Community Plan (King County, 2008) policies address land in proximity to the Bellevue to Lynnwood Improvement Project area boundaries:

- **Policy CP-702:** The undeveloped area to the south of the Metro's Brickyard Park and Ride lot should retain its office-only designation in recognition of its proximity to a major transportation corridor and the need for increased employment opportunity in proximity to planned high-density residential areas.

Consistency Determination – Build Alternative 1

The project improvements are consistent with county land use plans for the area. The improvements are not expected to change the future character of the area, which is largely established and recognized as urban single-family residential (R-6, R-24) in county plans. I-405 improvements will support King County growth plans, particularly near the interchange with NE 160th Street, and will support neighborhood business and commercial uses in proximity to the Brickyard Park-and-Ride.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. It is unlikely that any property acquisition or pavement widening will occur with the No Build Alternative, nor would the future character of the area change. The lack of improvements under the No Build Alternative may not support the planned land use of King County or other communities along the I-405 corridor to accommodate growth in the area with uses such as high density housing, neighborhood business, and commercial uses. This may slow

the 20-year long-range implementation of the County’s growth management plans.

Capital Improvement Plan

The project team reviewed King County’s Capital Improvement Program (King County, 2010c) with a particular focus on improvements near I-405, near the Brickyard Park-and-Ride, and along NE 160th Street and Juanita-Woodinville Way NE (Exhibit 5-12).

Exhibit 5-12: King County Capital Improvement Plan improvements

Project Number	Project Name	Project Description
CP-4 from TNR	Juanita-Woodinville Way NE from 112th Avenue NE to I-405	HOV access
ITS-10 from TNR	NE 132nd Street from 100th Avenue NE to 132nd Avenue NE	ITS improvements that could include fiber optic communication, synchronized signals, transit priority, cameras, vehicle detection
HAL-49 from TNR	108th Avenue NE and NE 132nd Street	Safety project – Five lane section from 100th Avenue NE to I-405

*TNR – Transportation Needs Report (King County, 2010d)
 Source: King County, 2010c*

Consistency Determination – Build Alternative 1

Build Alternative 1 would not conflict with King County’s planned roadway widening and ITS improvements in the NE 132nd Street corridor or with the HOV access improvements for the Juanita-Woodinville Way NE and NE 160th Street corridor.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The County Capital Improvement Program does not propose facilities or improvements in the designated areas

discussed above, and no inconsistencies under the No Build Alternative are anticipated.

Levels of Service

County policies regarding LOS recognize state LOS standards for Highways of Statewide Significance:

- ***Policy T-207:*** The LOS standard for the Urban Area shall be E except as provided in T-209. The LOS standard for the Rural Area shall be B except as provided in T-209, T-210, and T-211. These standards shall be used in concurrency testing.
- ***Policy T-208:*** In Potential Annexation Areas where King County has a pre-annexation agreement with the annexing city, the county will apply the annexing city's adopted LOS standard within that Potential Annexation Area.
- ***Policy T-209:*** The LOS standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be LOS F. This standard shall be used in concurrency testing.
- ***Policy T-212:*** Level of service guidelines for allocating transit service should be developed to be consistent with the Comprehensive Plan for Transportation's policies and objectives. The land use criteria that are used to determine where future transit service is allocated are established in the Strategic Plan for Transportation's service strategies. These Service Strategies provide the framework for identifying the LOS that each community can plan for as the Strategic Plan for Transportation is implemented.

Consistency Determination – Build Alternative 1

Project improvements are consistent with King County LOS policies. The project will generally improve mobility in the short-term for local and regional users in the area, since the area currently functions near or worse than the existing adopted LOS standard E. The I-405 and NE 160th Street interchange ramp intersections will still meet the County's LOS E standards in the 2035 a.m. and p.m. peak hours (WSDOT, 2011b). Additionally, the I-405 Corridor Program (WSDOT, 2002) established mobility criteria, and the Bellevue to Lynnwood Improvement Project will help implement these criteria within the study area. Implementation of state LOS

standards (LOS D-mitigated) will meet King County policies. LOS D-mitigated for Highways of Statewide Significance means that congestion will be mitigated when peak period LOS conditions fall below LOS D.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, I-405 mobility criteria established for the I-405 Corridor Program (WSDOT, 2002) will not be implemented.

Shoreline Master Program/Regulations

Consistency Determination – Build and No Build Alternatives

The King County Shoreline Management Areas, as identified in the County’s Shoreline Overlay District, do not overlap the project area. As a result, a consistency determination is not applicable.

Zoning Regulations

Consistency Determination – Build Alternative 1

Build Alternative 1 will require a small amount, less than 0.1 acre, of undeveloped land zoned for R-24 multifamily use east of I-405 and north of NE 160th Street for construction of the NE 160th Street to SR 522 braided ramps. Other project improvements within unincorporated King County will be contained in existing WSDOT right-of-way. Build Alternative 1 will be consistent with zoning requirements.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With no roadway expansion associated with the No Build Alternative, no inconsistencies to zoning requirements are anticipated.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-13 provides the King County plans and policies consistency summary.

Exhibit 5-13: King County plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X		
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations		Not Applicable	

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

Snohomish County

The portion of the project in Snohomish County extends from the northern city limits of Bothell to I-5. The SR 527 and I-405 interchange directly serves this area. Policies adopted by Snohomish County support the Bellevue to Lynnwood Improvement Project. The project is consistent with the County’s plans and policies.

Agency Coordination Policies

- **Goal TR 8:** Plan, develop, and maintain transportation systems through intergovernmental coordination.
 - Objective TR 8.C: Coordinate with state and regional transportation agencies the development of transportation facilities of statewide, regionwide, and countywide significance and take into account plans prepared under Growth Management Act.
 - TR Policy 8.C.2: Policies to guide the planning, development, and management of state routes shall be prepared in cooperation with WSDOT.

Consistency Determination – Build Alternative 1

WSDOT has conducted a multi-jurisdictional cooperative process involving Snohomish County and local governments adjacent to I-405. The project implements a coordinated design and environmental review process that began with the I-405 Corridor Program FEIS (WSDOT, 2002). Additional programmed and funded projects that may follow the Bellevue to Lynnwood Improvement Project further reinforce a coordinated effort among agencies to improve transit facilities and mobility within the project area.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, only operational and maintenance activities will be conducted within the project area in unincorporated Snohomish County. Although other funded projects are programmed to connect to the Bellevue to Lynnwood Improvement Project in the future, routine activities under the No Build Alternative, such as road maintenance, repair, and minor safety improvements would represent a much smaller coordinated approach to planned

improvements than what would be provided for the Build Alternatives.

Regional Transportation Planning, Transit, and Multimodal Policies

- **Goal TR 1:** Develop transportation systems that complement the land use element and the economic development element of the county comprehensive plan.
 - Objective TR 1.A: Prepare, in cooperation with the cities, the Washington State Department of Transportation (WSDOT), regional agencies, Sound Transit, Community Transit, and Everett Transit, standards for public transportation services and facilities consistent with adopted road standards, the land use element, and the natural environment element of the county's comprehensive plan.
- **Goal TR 3:** Improve non-motorized transportation facilities and services.
 - Objective TR 3.A: Plan, design, program, construct, and promote use of non-motorized transportation facilities in Snohomish County and in cooperation with WSDOT and the cities.
- **Goal TR 4:** Provide transportation services that enhance the health, safety, and welfare of Snohomish County citizens.
 - Objective TR 4.A: Cooperate with WSDOT, the cities, and transit operating agencies to design facilities and provide for services that enhance the mobility of all citizens regardless of age, disability, or income.
 - Objective TR 4.B: In cooperation with WSDOT and the cities, develop programs to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.
- **Goal TR 5:** Design transportation systems that are efficient in providing adopted levels of service.
 - Objective TR 5.A: To comply with the Growth Management Act, cooperation will be established with the cities, transit operators, and WSDOT, regarding concurrency and level of services requirements.

- Objective TR 5.D: Participate with the cities, transit agencies, Sound Transit, and WSDOT in a cooperative planning process for public transportation and high-capacity transit.
- **Goal TR 7:** Prioritize and finance transportation improvements for the greatest public benefit.
 - Objective TR 7.A: Jointly plan, in cooperation with other transportation providers (cities, WSDOT, transit agencies, and ferry system) adequate transportation systems such that development can proceed with order and according to the land use elements of local comprehensive plans.
- **Goal TR 9:** Enhance the movement of goods, services, employees, and customers.
 - Objective TR 9.A: In cooperation with the cities, transit agencies, and WSDOT, prepare congestion management solutions for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.

Consistency Determination – Build Alternative 1

The Bellevue to Lynnwood Improvement Project is consistent with the policies described above to improve mobility and access for all modes of transportation, as described in the project description (see Section 2).

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, only routine operational and maintenance activities will be conducted within the project area in unincorporated Snohomish County. Although other HOV and transit projects are funded and programmed to connect to the Bellevue to Lynnwood Improvement Project in the future, these efforts represent a

smaller-scale coordinated approach among agencies than will occur with the Build Alternatives.

Essential Public Facilities Policies

Policies regarding essential public facilities primarily focus on criteria for siting these facilities, as identified below.

- **Goal CF 12:** Facilitate the siting of essential public facilities sponsored by public or private entities and whose location within unincorporated areas may be appropriate.
 - Objective CF 12.A: Work with Snohomish County jurisdictions to implement the design for a common siting criteria for various types of essential public facilities.
 - CF Policy 12A.1: The county shall follow the Process and Criteria for Siting Essential Public Facilities of a Countywide or Statewide Nature in Snohomish County, as adopted by Snohomish County Tomorrow, and as presented in Appendix B.

The Snohomish County site evaluation criteria for essential public facilities (EPFs) are defined below.

1. Documentation of Need. Project sponsors must demonstrate the need for their proposed EPFs. Such factors should include project service populations, an inventory of existing and planned comparable facilities, and project demand.
2. Consistency with Sponsor's Plans. The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.
3. Consistency with Other Plans. The proposal must demonstrate the relationship of the project to local, regional, and state plans. It should be consistent with the comprehensive plan, urban growth area designations, critical area designations, population and employment holding capacities/targets, and the land use, capital facilities, and utilities elements.
4. Relationship of Service Area to Population. The facility's service area population should include a significant share of the host community's population and the proposed site should reasonably serve its overall service area.

5. **Minimum Site Requirements.** Sponsors shall submit documentation showing the minimum siting requirements of the proposed facility. Such factors include minimum size of facility, access, support facilities, topography, geology, and mitigation needs. An identification of future expansion needs shall be made.
6. **Alternative Site Selection.** The project sponsor should search for and investigate alternative sites before submitting a proposal for siting review. The proposal should indicate whether any alternative sites have been identified that meet the minimum site requirements of the facility.
7. **Concentration of Essential Public Facilities.** The local review agency will examine the overall concentration of essential public facilities within Snohomish County to avoid undue burden on one community.
8. **Public Participation.** Sponsors should encourage local public participation, particularly from any affected parties outside of the host community's corporate limits, in the development of the proposal, including mitigation measures.
9. **Consistency with Local Land Use Regulations.** The proposed facility must conform to local land use and zoning regulations that are consistent with the Countywide Planning Policies. Compliance with other applicable local regulations shall also be required.
10. **Compatibility with Surrounding Land Uses.** The sponsor's documentation should demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.
11. **Proposed Impact Mitigation.** The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures should be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

Consistency Determination – Build Alternative 1

I-405 is a Highway of Statewide Significance and it meets the GMA definition of an essential public facility. Policies addressing essential public facilities have been met with the broad environmental and public review process conducted as part of the overall I-405 Corridor Program (WSDOT, 2002). Public process has been conducted with the Bellevue to Lynnwood Improvement Project scoping meetings and will continue with additional public meetings. The improvements are consistent with Snohomish County's policies addressing essential public facilities.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. The No Build Alternative also went through a thorough review and public process. Broad environmental review was conducted for the No Build Alternative as part of the overall I-405 Corridor Program (WSDOT, 2002), and further review is being accommodated in the Bellevue to Lynnwood Improvement Project EA.

Comprehensive Land Use Plans

Consistency Determination – Build Alternative 1

Project improvements in unincorporated Snohomish County will not extend beyond the existing right-of-way. Notable land use changes in the unincorporated portions of Snohomish County and the project area are not anticipated. The continuation of planned development consistent with the local zoning and comprehensive plans will occur.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With the No Build Alternative, I-405 mobility criteria established for the I-405 Corridor Program (WSDOT, 2002) will not be implemented.

Capital Improvement Plan

Exhibit 5-14 identifies an improvements listed in the Capital Improvement Plan (Snohomish County, 2010b).

Exhibit 5-14: Snohomish County Capital Improvement Plan improvement

Project	Location	Description	Time Frame
39th Avenue SE (JP-7)	228th Avenue SE to 240th Avenue SE	Snohomish County portion of new City of Bothell corridor built to urban 3-lane standards.	Long-range

Sources: Snohomish County Transportation Element, A Component of the GMA Comprehensive Plan, amended effective date June 20, 2008; Snohomish County 2011-2016 Six-Year Transportation Improvement Program (Snohomish County, 2010b)

Consistency Determination – Build Alternative 1

The County 2011-2016 Six-Year Transportation Improvement Program (Snohomish County, 2010b) lists an improvement to the 39th Avenue SE corridor. This facility would provide additional north-south arterial capacity between Bothell and the Snohomish County 35th/39th Avenue SE corridor. Build Alternative 1 does not conflict with the proposed Snohomish County improvement.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. No inconsistencies with the Capital

Improvement Program (Snohomish County, 2010b) are anticipated.

Levels of Service

Applicable LOS policies include:

- ***Goal TR 5 Design transportation systems that are efficient in providing adopted levels of service.***
 - Objective TR 5.A: To comply with the Growth Management Act, cooperation will be established with the cities, transit operators, and WSDOT, regarding concurrency and level of service requirements.
 - Policy TR 5A.2: Transportation level of service shall be used in a manner that is consistent with growth management tools that manage the rate of growth in rural areas and encourage more intense development within urban areas.
 - Policy TR 5A.3: Different levels of service shall be allowed depending on development form and intensity and density of land.
 - Policy TR 5A.9: Monitoring of level of service shall be coordinated with WSDOT and adjacent local jurisdictions.

Consistency Determination – Build Alternative 1

Project improvements are consistent with the Snohomish County LOS policies. Transportation improvements in unincorporated Snohomish County will be limited. Build Alternative 1 will increase peak period freeway vehicle volumes, compared to No Build. This will increase volumes on local streets used to enter and exit the freeway and reduce volumes on local streets used to bypass I-405. The I-405 Corridor Program (WSDOT, 2002) also established mobility criteria, and the project will implement these criteria. Implementation of state LOS standards (LOS D-mitigated) will meet Snohomish County policies. LOS D-mitigated for Highways of Statewide Significance means that congestion will be mitigated when peak period LOS conditions fall below LOS D. Build Alternative 1 will generally improve mobility for local and regional users.

Consistency Determination – Build Alternative 2

Roadway improvements associated with Build Alternative 2 are consistent with the discussion provided above for Build Alternative 1.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. It is likely that there will be increased congestion if the level of future land use growth planned in cities along and beyond the I-405 corridor is not matched by supporting transportation. The basis for this determination is that the No Build Alternative does not include general capacity improvements in the project area within unincorporated Snohomish County.

Shoreline Master Program/Regulations

Consistency Determination – Build and No Build Alternatives

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. Although the improvements for the proposed project cross Swamp Creek in unincorporated Snohomish County, this portion of I-405 is not located within a designated shoreline environment, based on the Shoreline Environment Designations adopted by the Snohomish County Council in October 2010 (Snohomish County, 2010a). As a result, a consistency determination is not applicable.

Zoning Regulations

Consistency Determination – Build Alternative 1

County zoning regulations do not apply to public rights-of-way. Project improvements within unincorporated Snohomish County will be contained in existing WSDOT right-of-way; land use permits are not required.

Consistency Determination – Build Alternative 2

County zoning regulations do not apply to public rights-of-way. Project improvements within unincorporated Snohomish County will be contained in existing WSDOT right-of-way; land use permits are not required.

Consistency Determination – No Build Alternative

The baseline condition for this project assumes the permitted Kirkland Nickel Project and the NE 8th Street to SR 520 Braided Ramps Project are built. The No Build Alternative assumes that no new improvements are made beyond these two projects. With no roadway expansion associated with the No Build Alternative, no inconsistencies to zoning requirements are anticipated in Snohomish County.

Summary of Build Alternatives Plans and Policies Consistency Determination

Exhibit 5-15 provides the Snohomish County plans and policies consistency summary.

Exhibit 5-15: Snohomish County plans and policies consistency summary

Jurisdiction Plan	Consistent	Inconsistent (can be mitigated)	Permit or Information Required
<i>Snohomish County</i>			
Comprehensive Plan Policies	X		
Capital Improvement Plans	X		
Levels of Service	X		
Zoning Regulations	X		
Comprehensive Land Use Plan	X		
Shoreline Master Program Regulations		Not Applicable	

Note: Comprehensive Plan policies relate to agency coordination, regional transportation and transit planning, and essential public facilities.

SECTION 6 MEASURES TO AVOID OR MINIMIZE EFFECTS

What measures will be taken to mitigate effects during construction?

WSDOT has committed to implement the measures described in the I-405 Corridor Program Record of Decision (ROD) (U.S. Department of Transportation, 2002). In addition, the measures incorporated at this stage of project design will minimize temporary construction effects on land use. No additional measures are necessary at this time.

The Traffic and Transportation Discipline Report (WSDOT, 2011b) discusses temporary traffic control measures, as identified in a Traffic Management Plan, that will minimize traffic congestion during construction. Refer to other discipline reports and technical memoranda which discuss the measures that will reduce potential effects from construction activities. These reports include: Air Quality; Economics; Ecosystems; Noise; Social, Public Services and Environmental Justice; and Water Resources

No additional activities to minimize or avoid effects are proposed.

What measures will be taken to mitigate effects of operation?

WSDOT conducted a coordinated inter-jurisdictional design and environmental review process through the programmatic EIS (WSDOT, 2002) and the Kirkland Nickel Project improvements in 2005. WSDOT is currently conducting this process as part of the Bellevue to Lynnwood Improvement Project for the applicable jurisdictions (Bellevue, Kirkland, Bothell, Lynnwood, and unincorporated King and Snohomish counties). Based on the analyses contained in this report, no inconsistencies with plans and policies have been identified. Plan conflicts, if applicable, can be resolved through a jurisdiction's regular plan amendment process in conformance with the GMA and other state laws.

WSDOT has committed to implement the measures described in the Bellevue to Lynnwood Improvement Project discipline reports and technical memoranda and the I-405 Corridor

Program Record of Decision (U.S. Department of
Transportation, 2002).

No additional activities are proposed to minimize or avoid
effects.

SECTION 7 UNAVOIDABLE ADVERSE EFFECTS

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

No unavoidable adverse effects are anticipated. Plan conflicts, if applicable, can be resolved through plan amendments in conformance with the GMA and other state laws.

Concurrency processes will assure that planned developments are accommodated by committed improvements.

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SECTION 8 REFERENCES

GIS data sources

Exhibit 2-1

All data from base data referenced below.

Exhibit 2-2

WSDOT (Washington State Department of Transportation). 2006 – 2010. I-405 Staff; Corridor Mile Post, Lane Striping, Noise Wall, Retaining Wall, Stormwater Feature, Pavement, Existing Right-of-Way, Proposed Right-of-Way, Culvert.

Exhibit 2-3

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Exhibit 2-4

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Exhibit 3-1

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Exhibit 4-1, Sheets 1 and 2

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Exhibit 5-2

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Exhibit A-1, sheets 1-9

Bellevue, 2011. Zoning.

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Base Data

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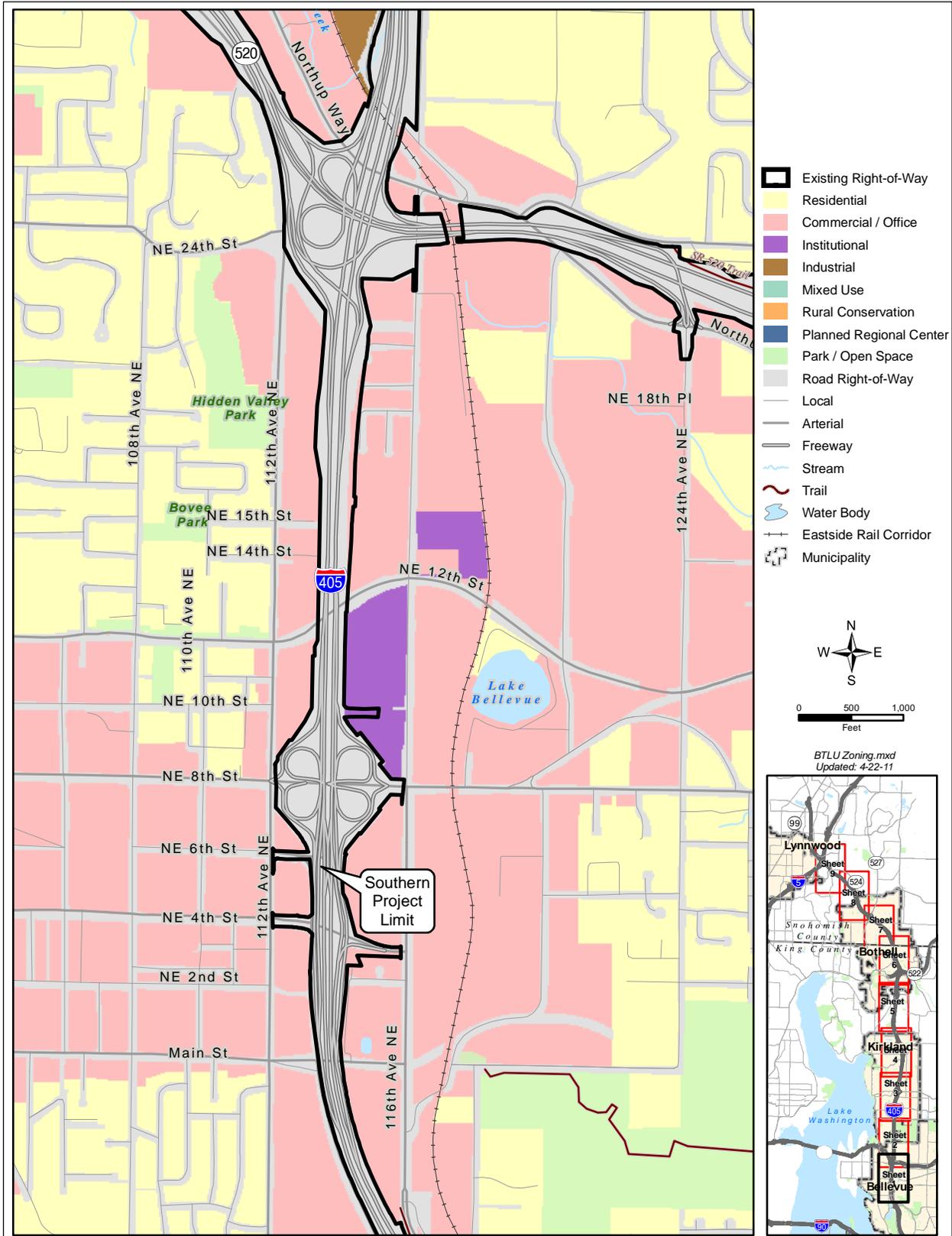
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APPENDIX A ZONING AND GENERALIZED LAND USE MAPS

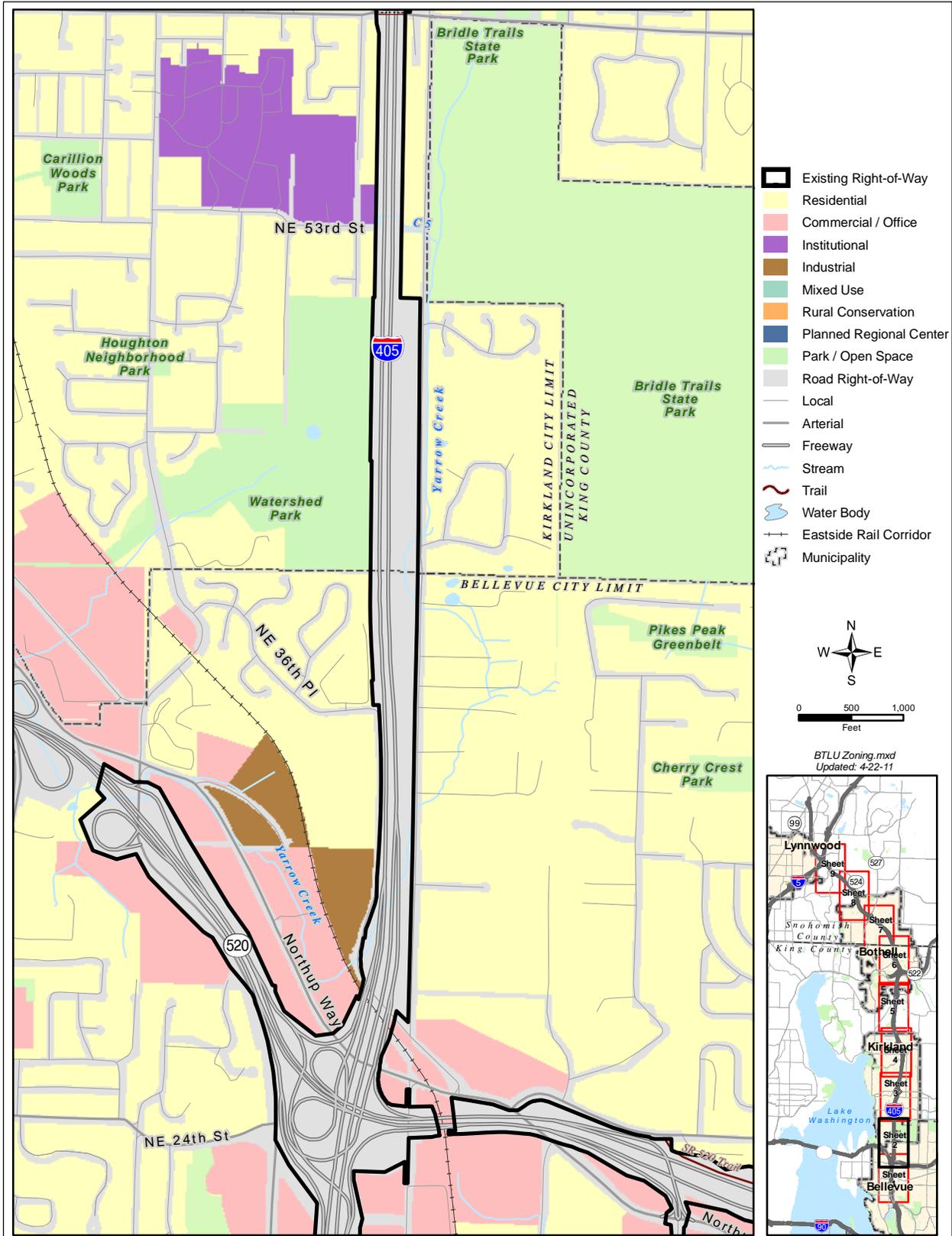
I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit A-1: Generalized zoning maps (sheet 1 of 9)



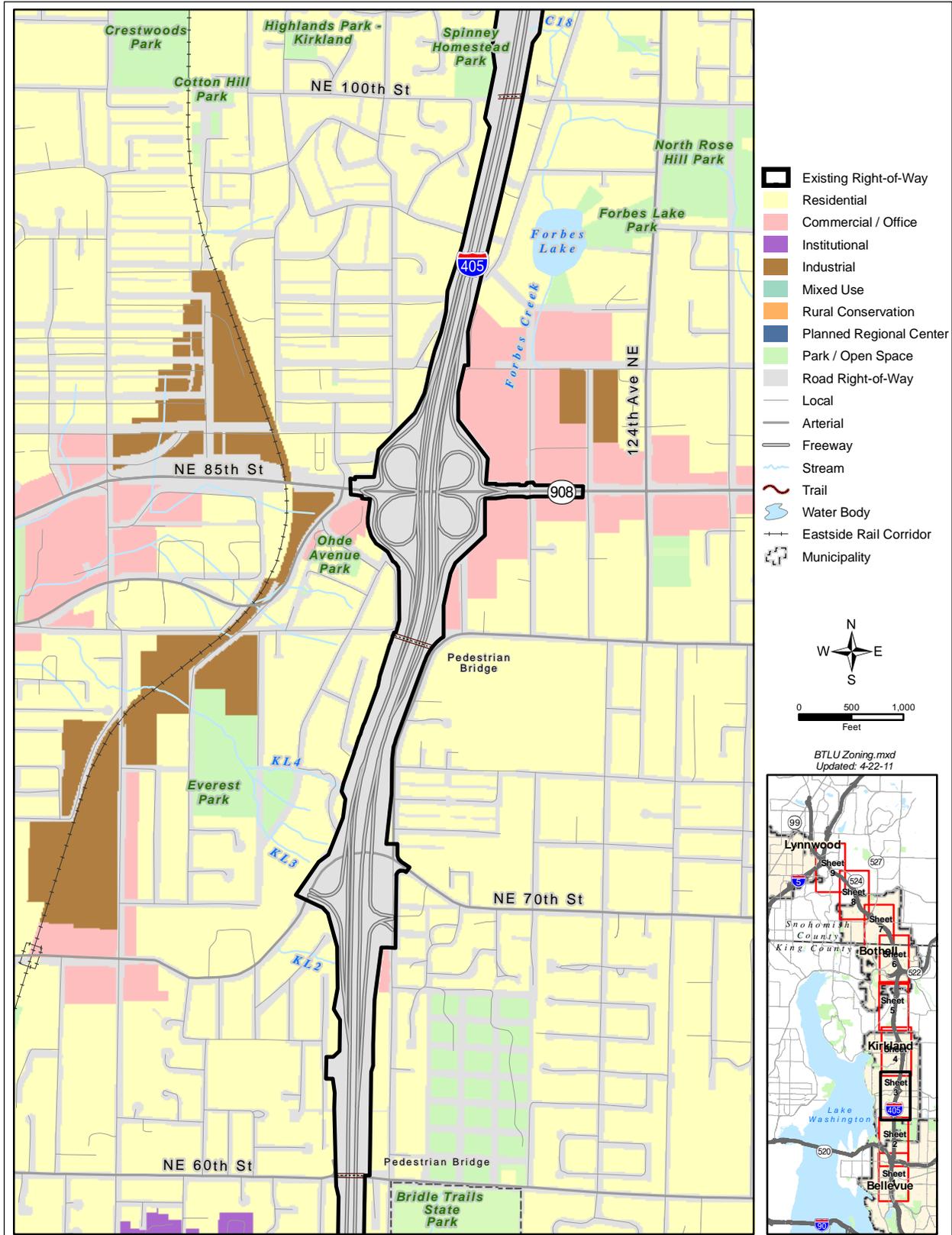
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Exhibit A-1: Generalized zoning maps (sheet 2 of 9)



I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit A-1: Generalized zoning maps (sheet 3 of 9)



I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit A-1: Generalized zoning maps (sheet 4 of 9)

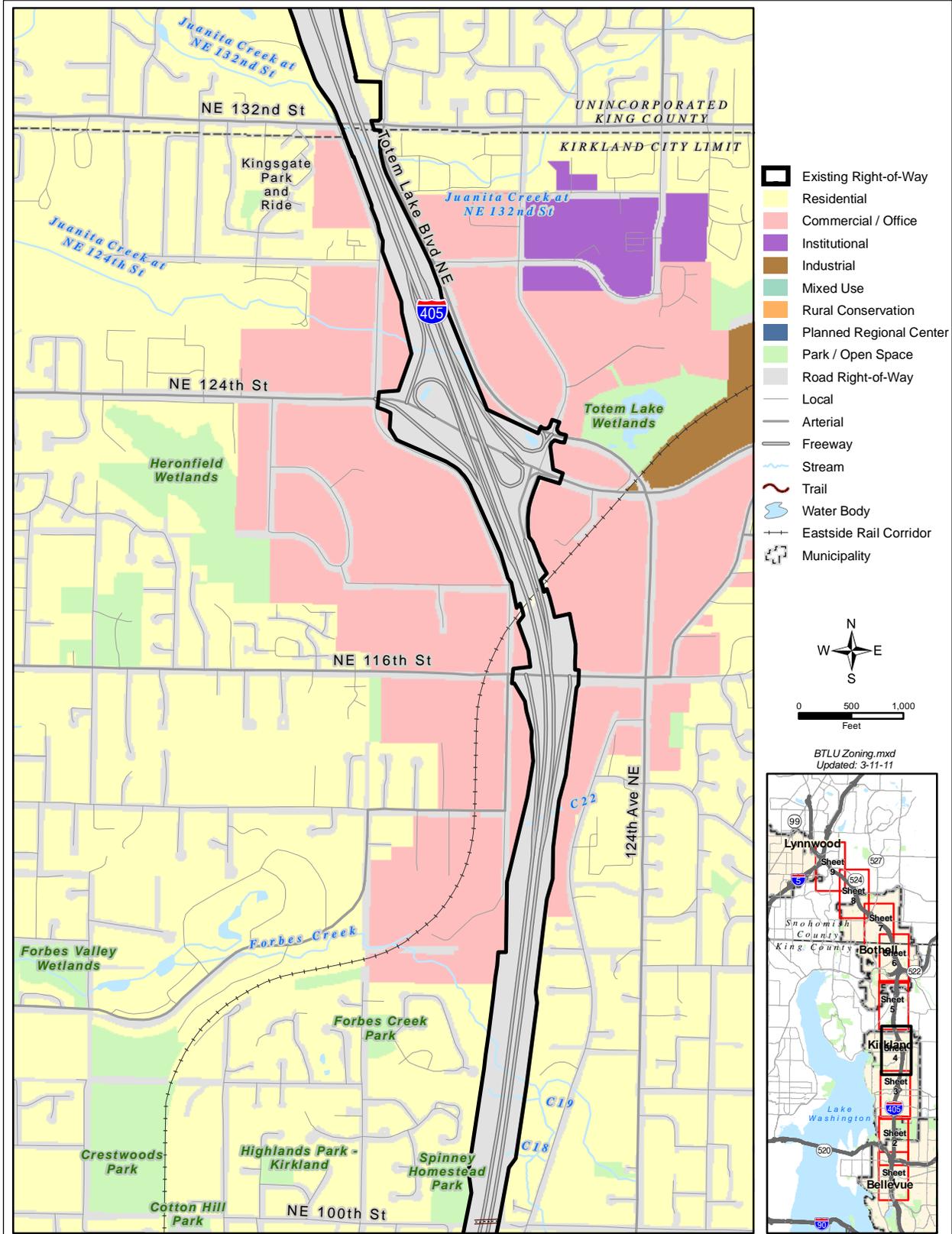
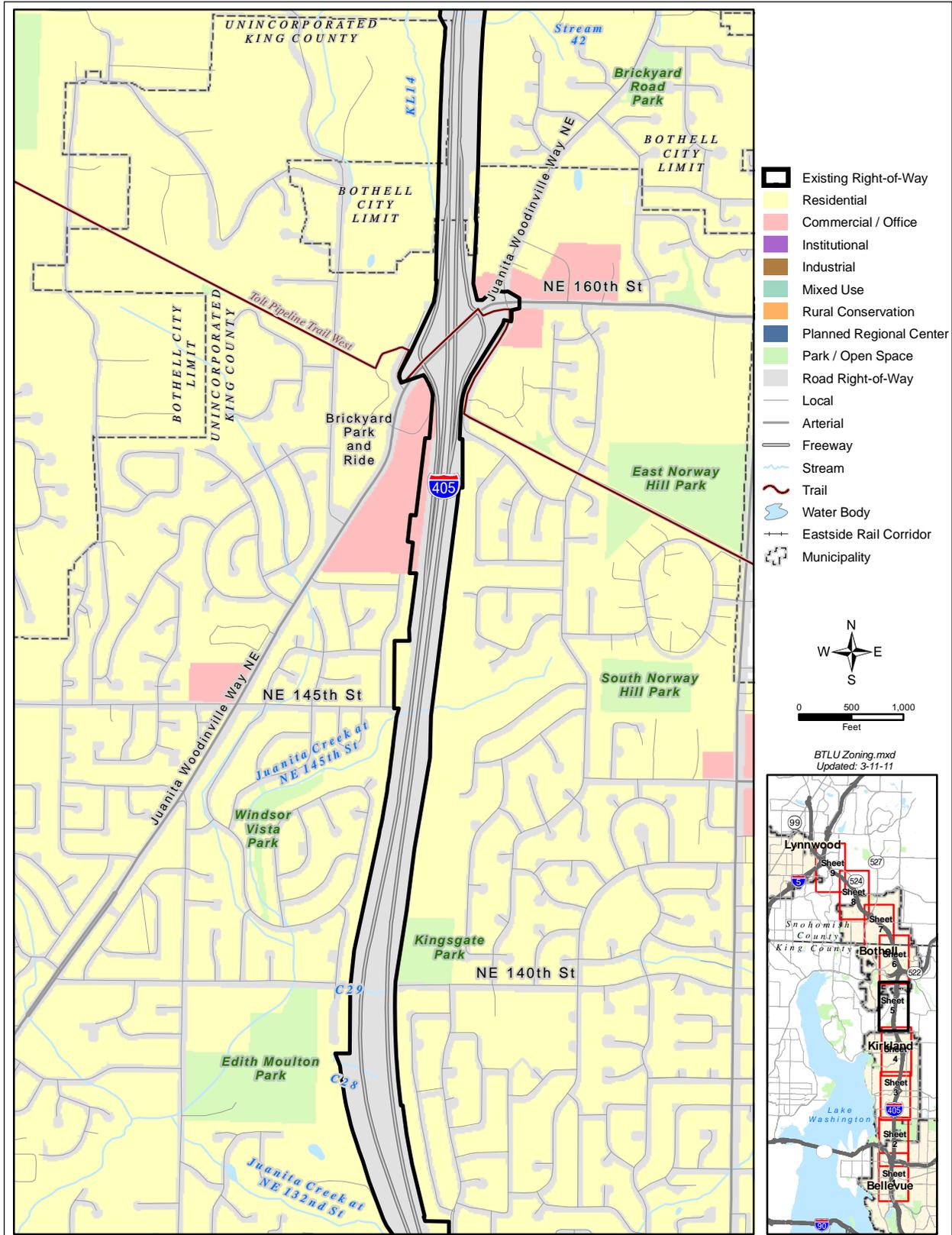
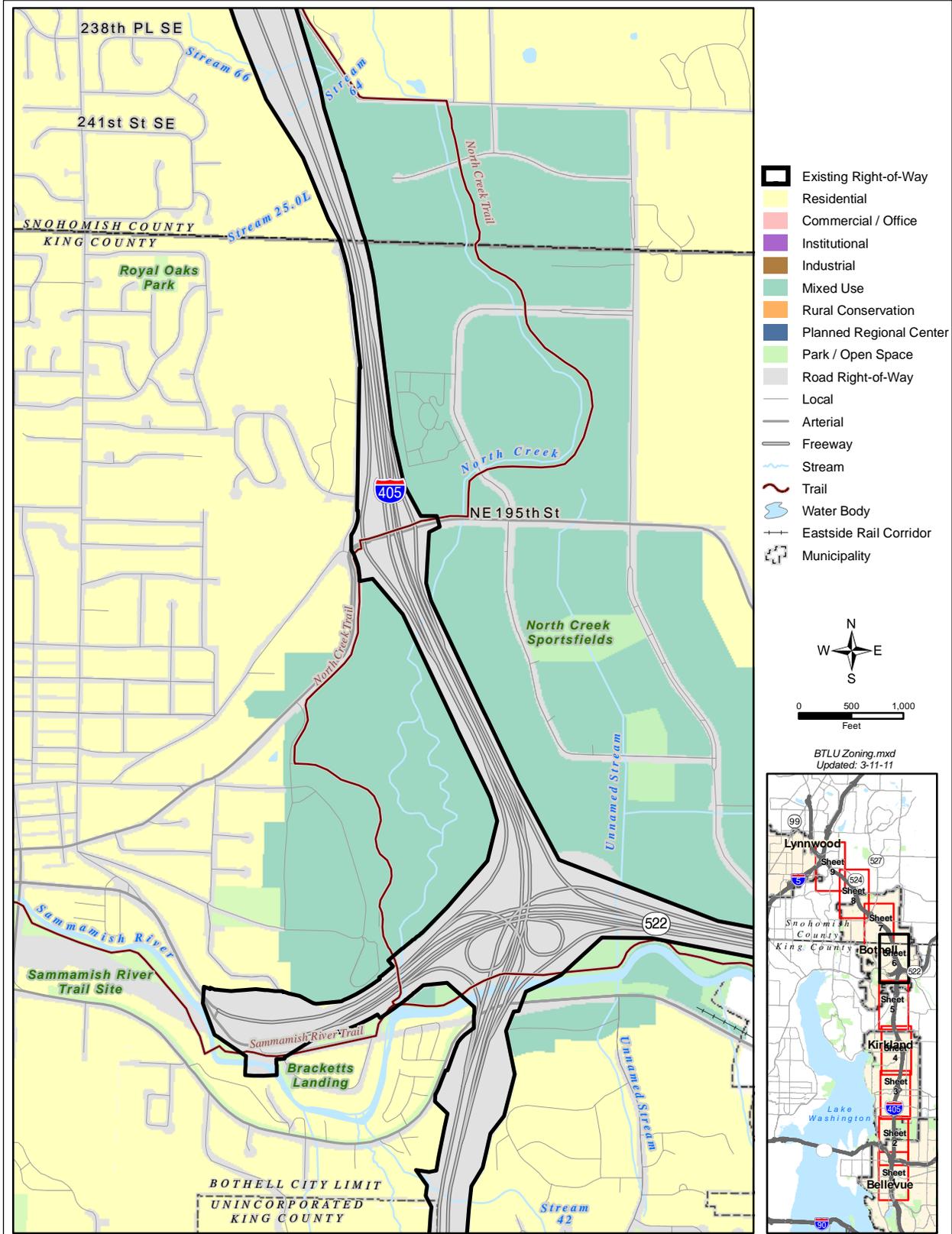


Exhibit A-1: Generalized zoning maps (sheet 5 of 9)



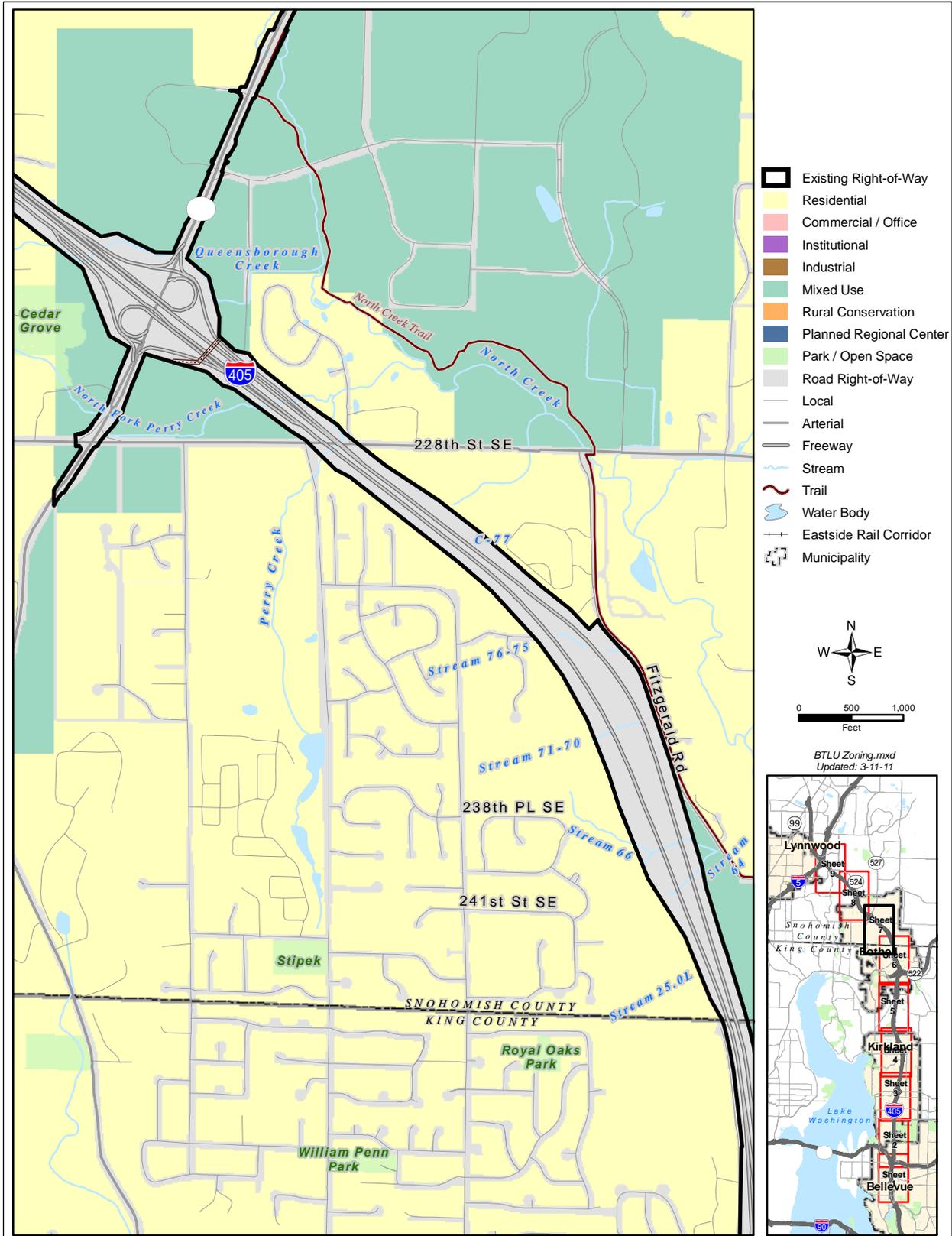
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 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit A-1: Generalized zoning maps (sheet 6 of 9)



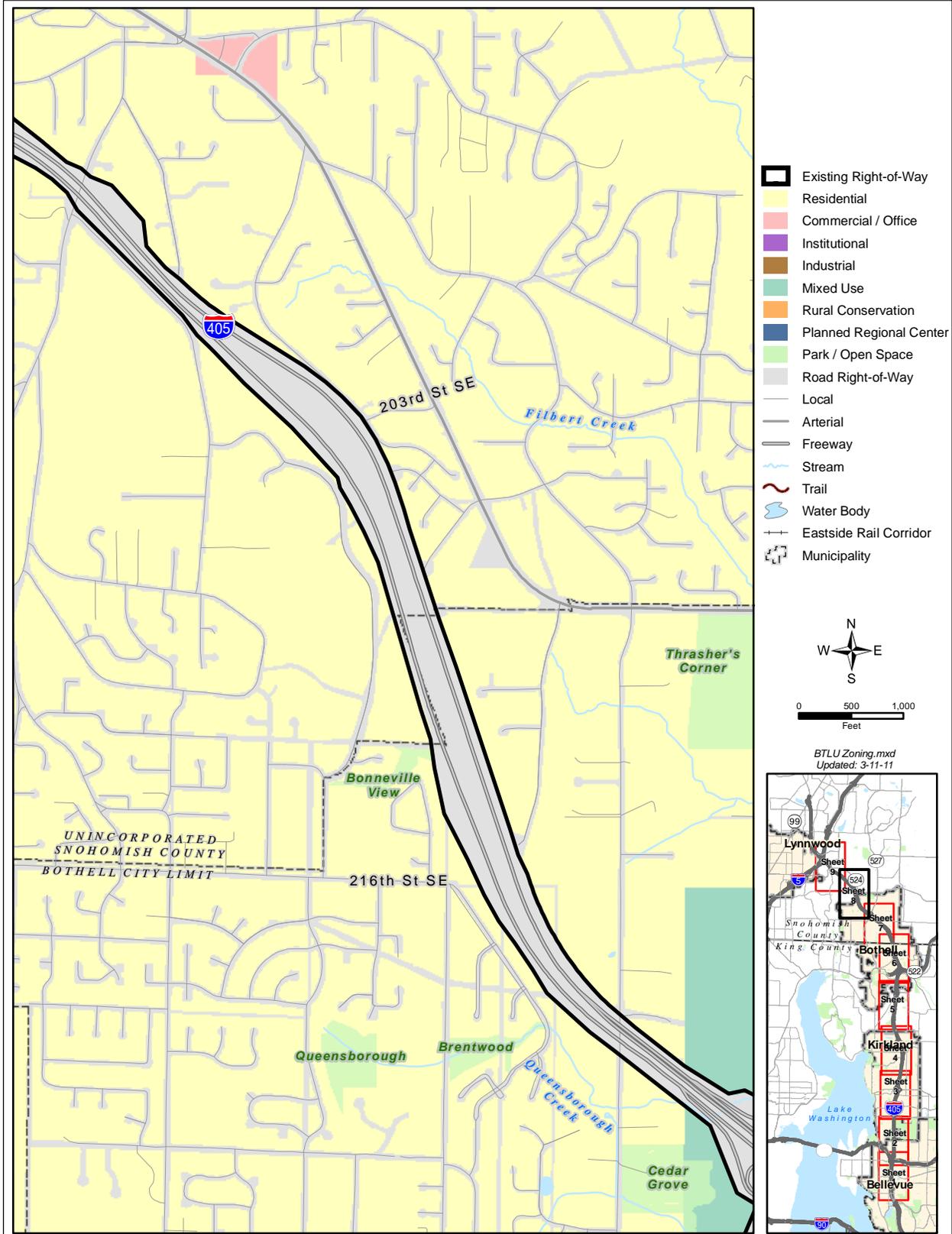
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Exhibit A-1: Generalized zoning maps (sheet 7 of 9)



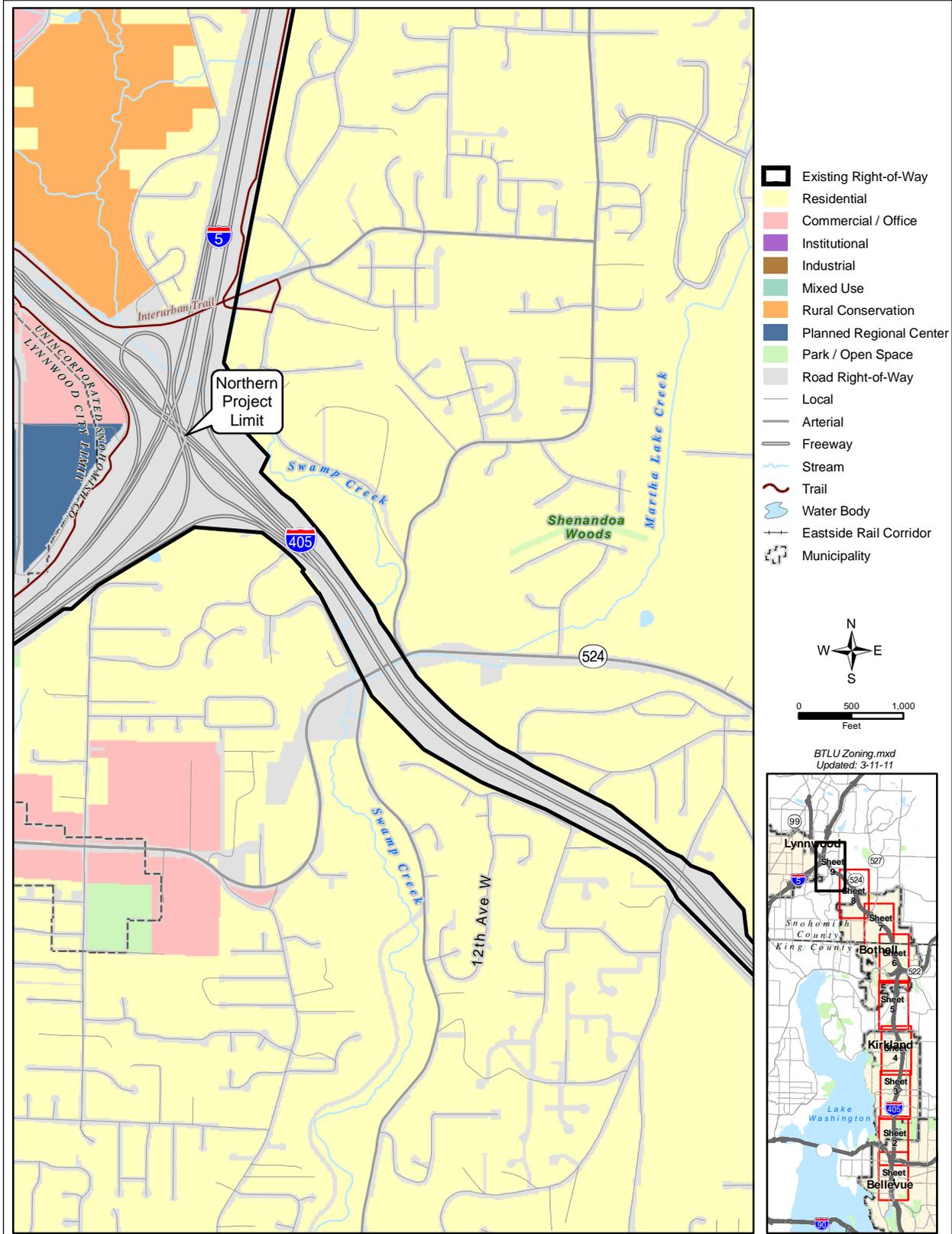
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Exhibit A-1: Generalized zoning maps (sheet 8 of 9)



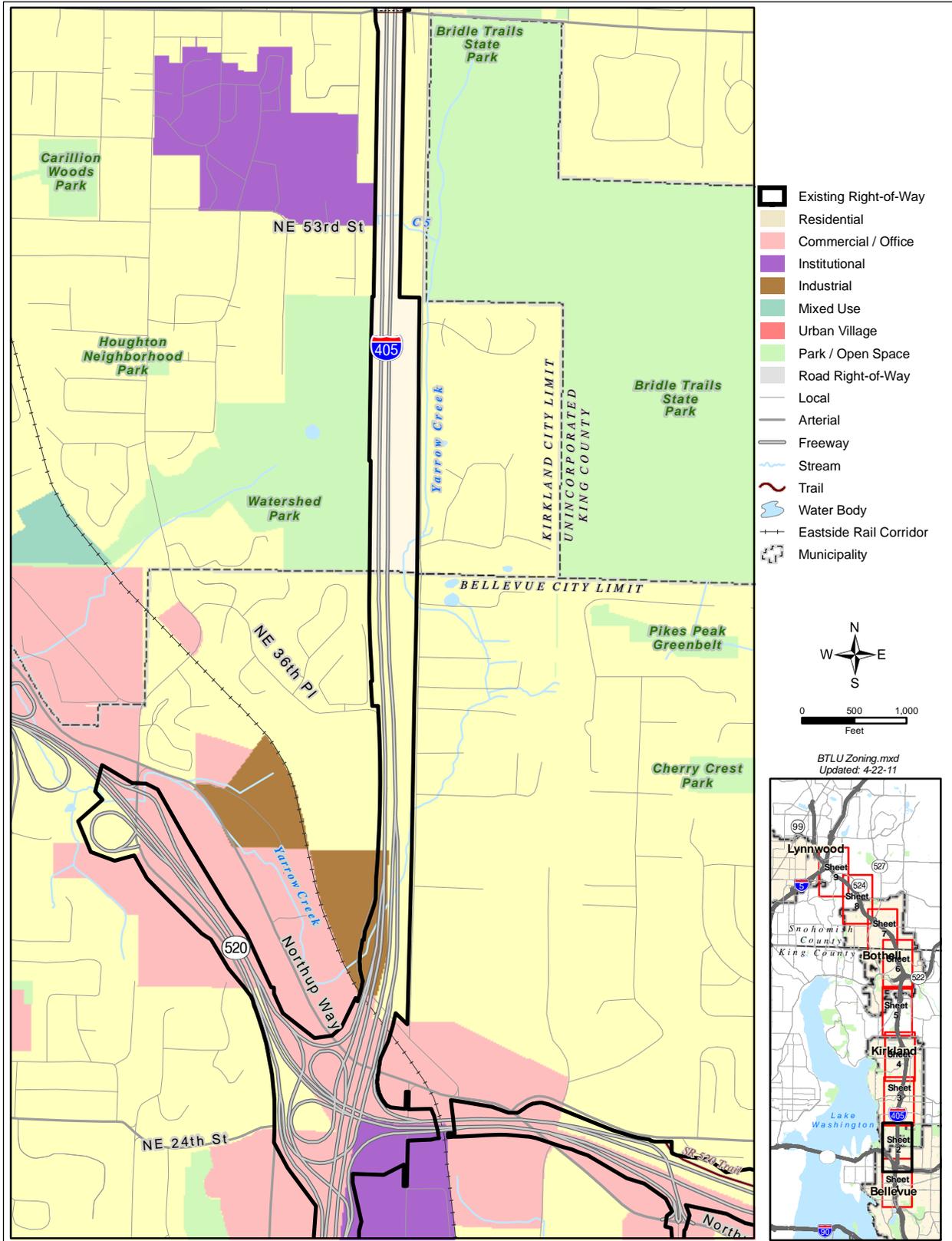
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Exhibit A-1: Generalized zoning maps (sheet 9 of 9)



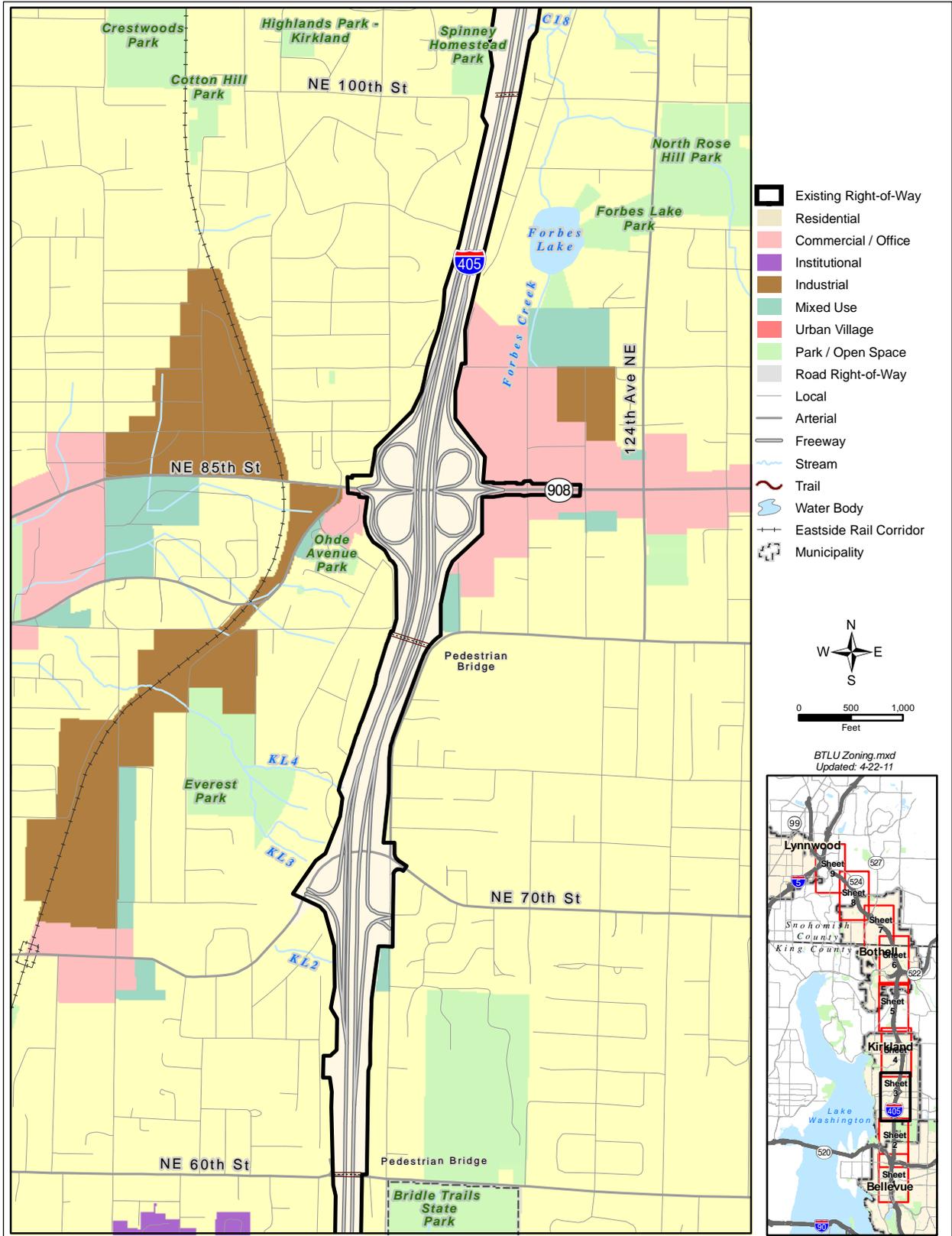
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Exhibit A-2: Generalized land use maps (sheet 2 of 9)



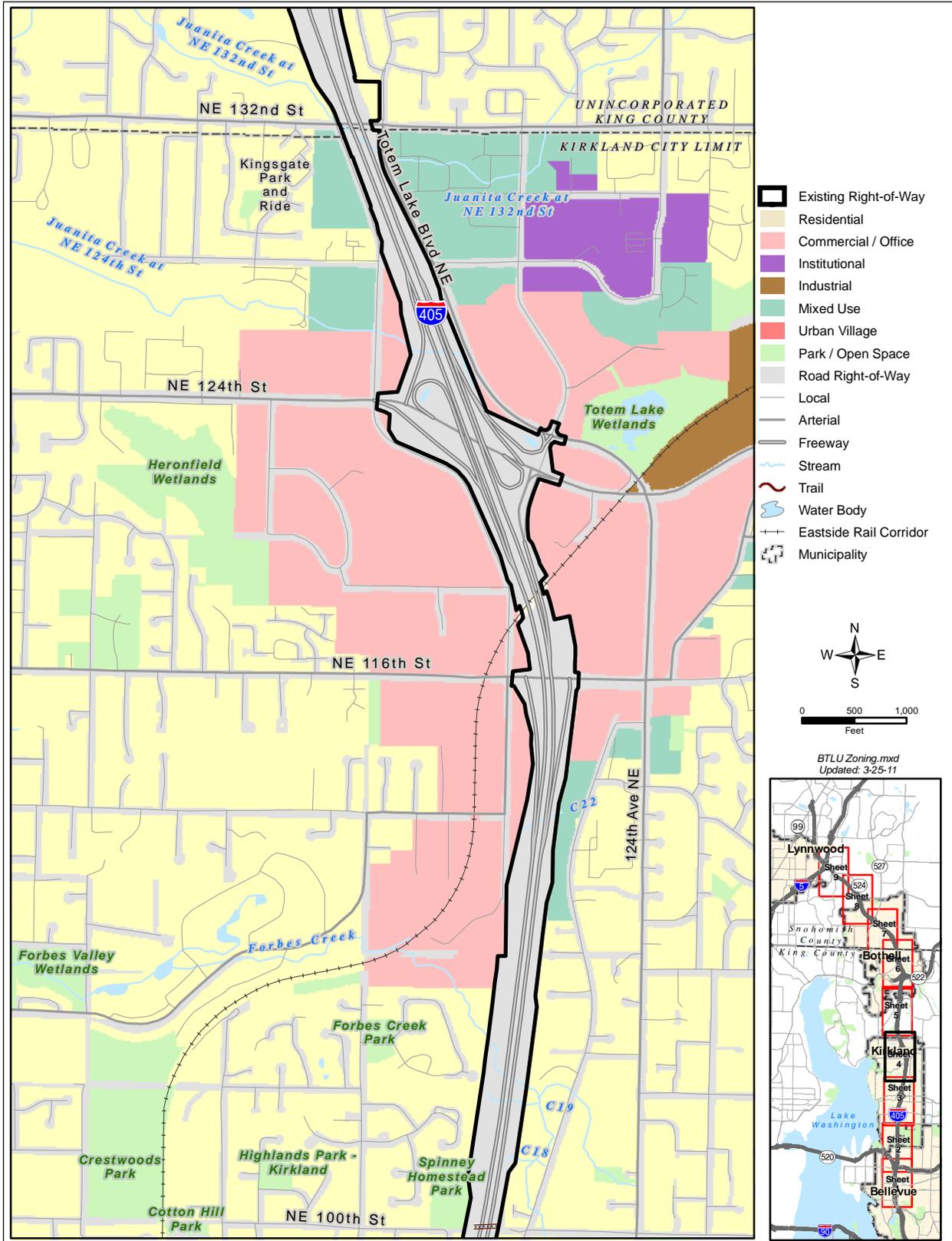
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Exhibit A-2: Generalized land use maps (sheet 3 of 9)



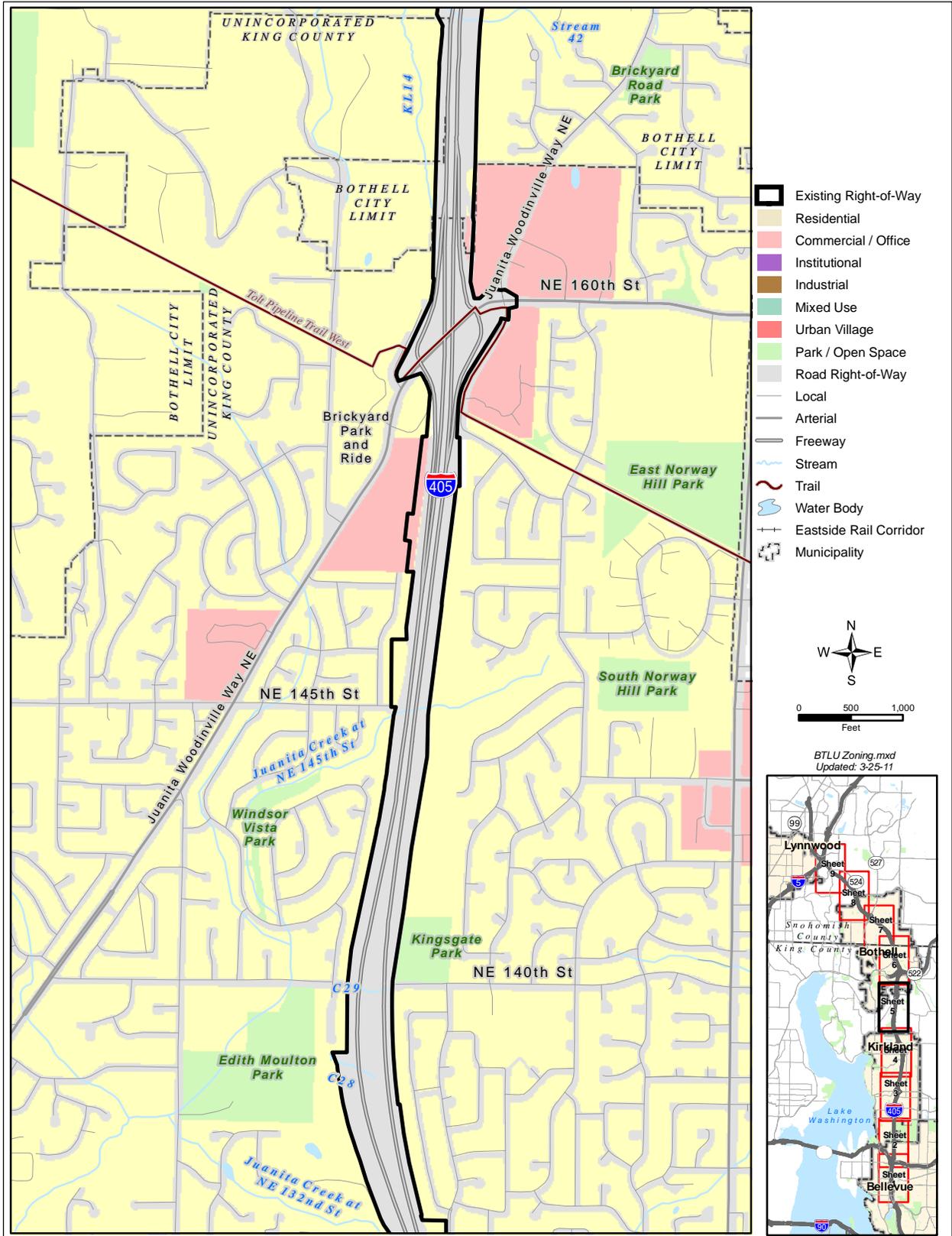
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Exhibit A-2: Generalized land use maps (sheet 4 of 9)



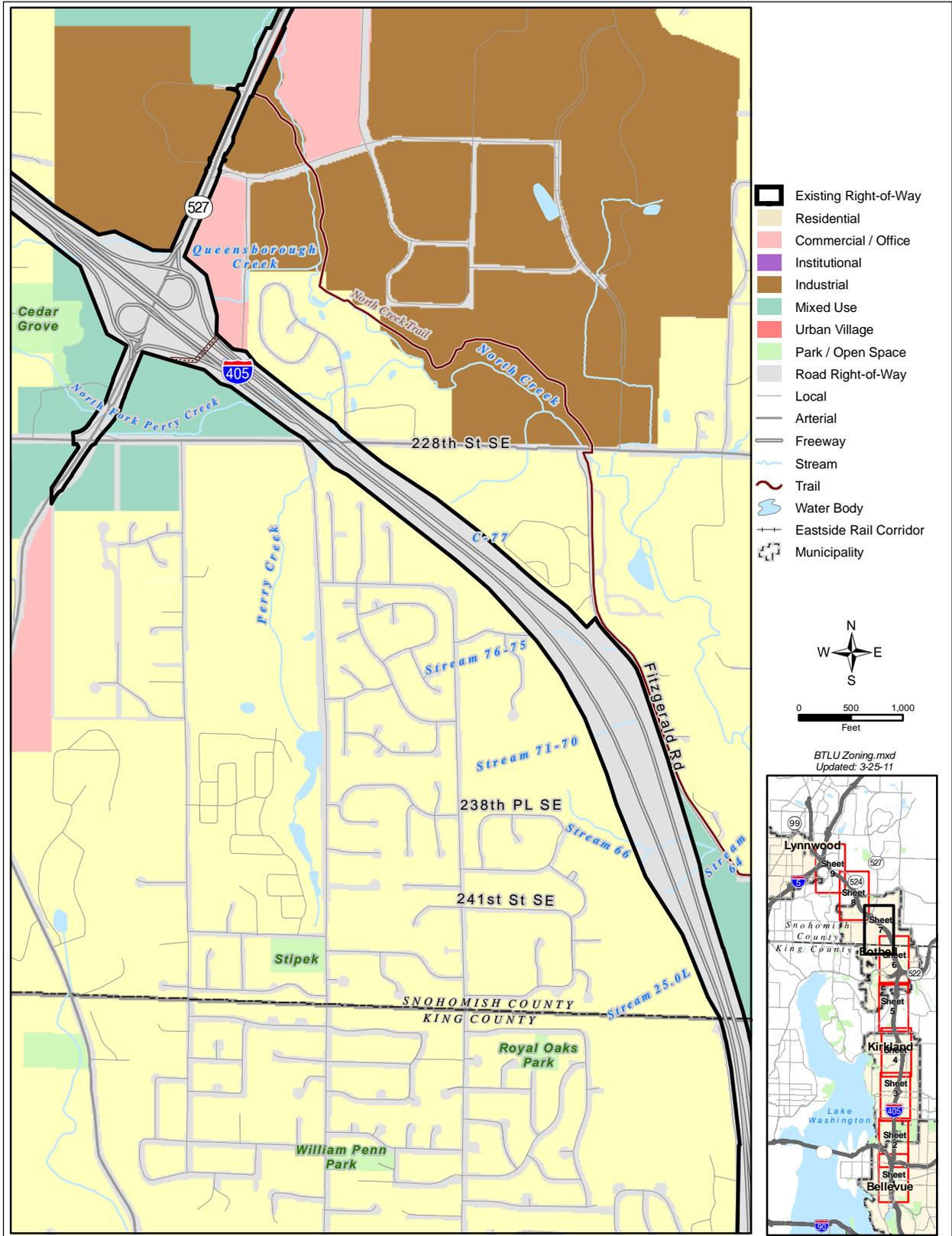
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Exhibit A-2: Generalized land use maps (sheet 5 of 9)



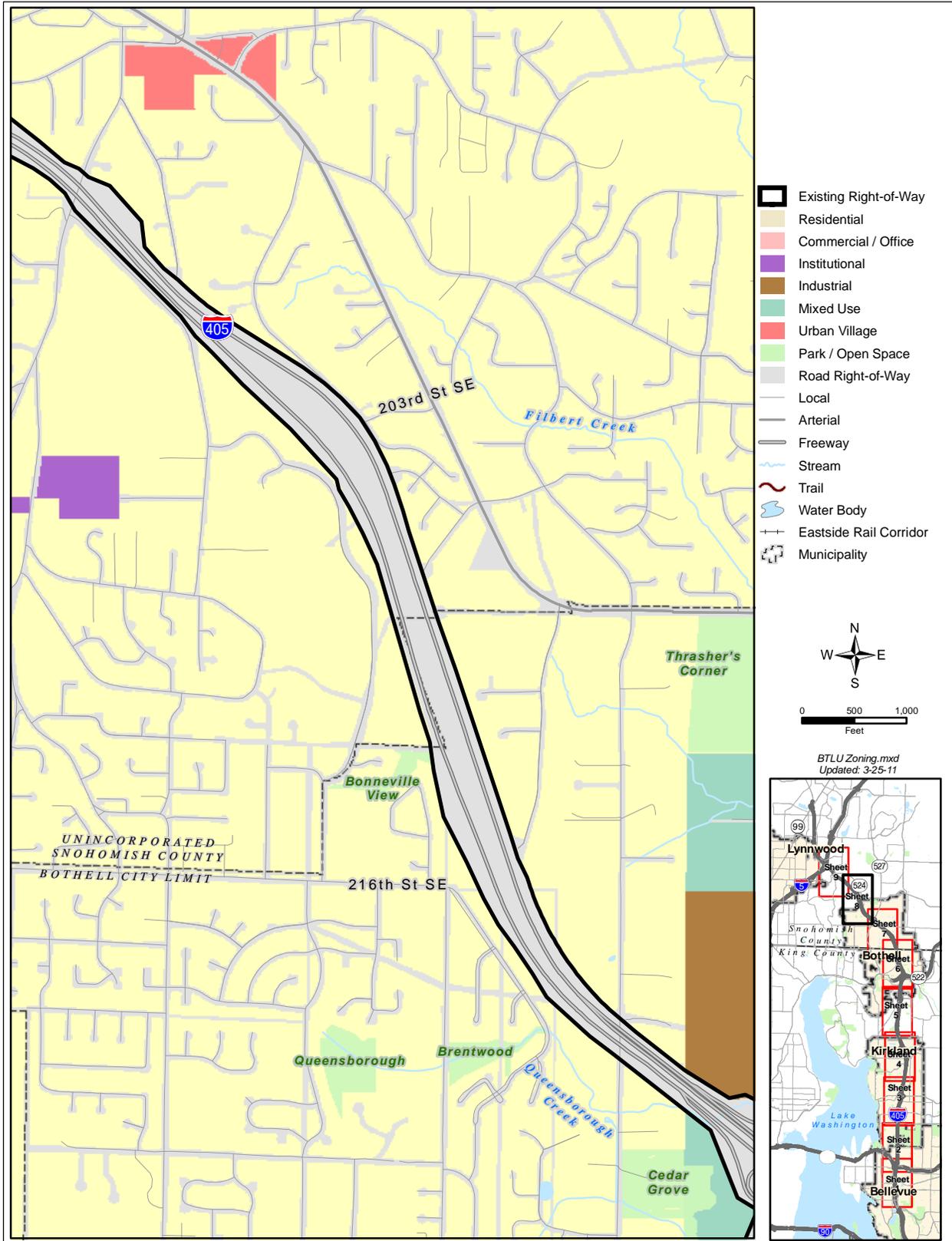
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Exhibit A-2: Generalized land use maps (sheet 7 of 9)



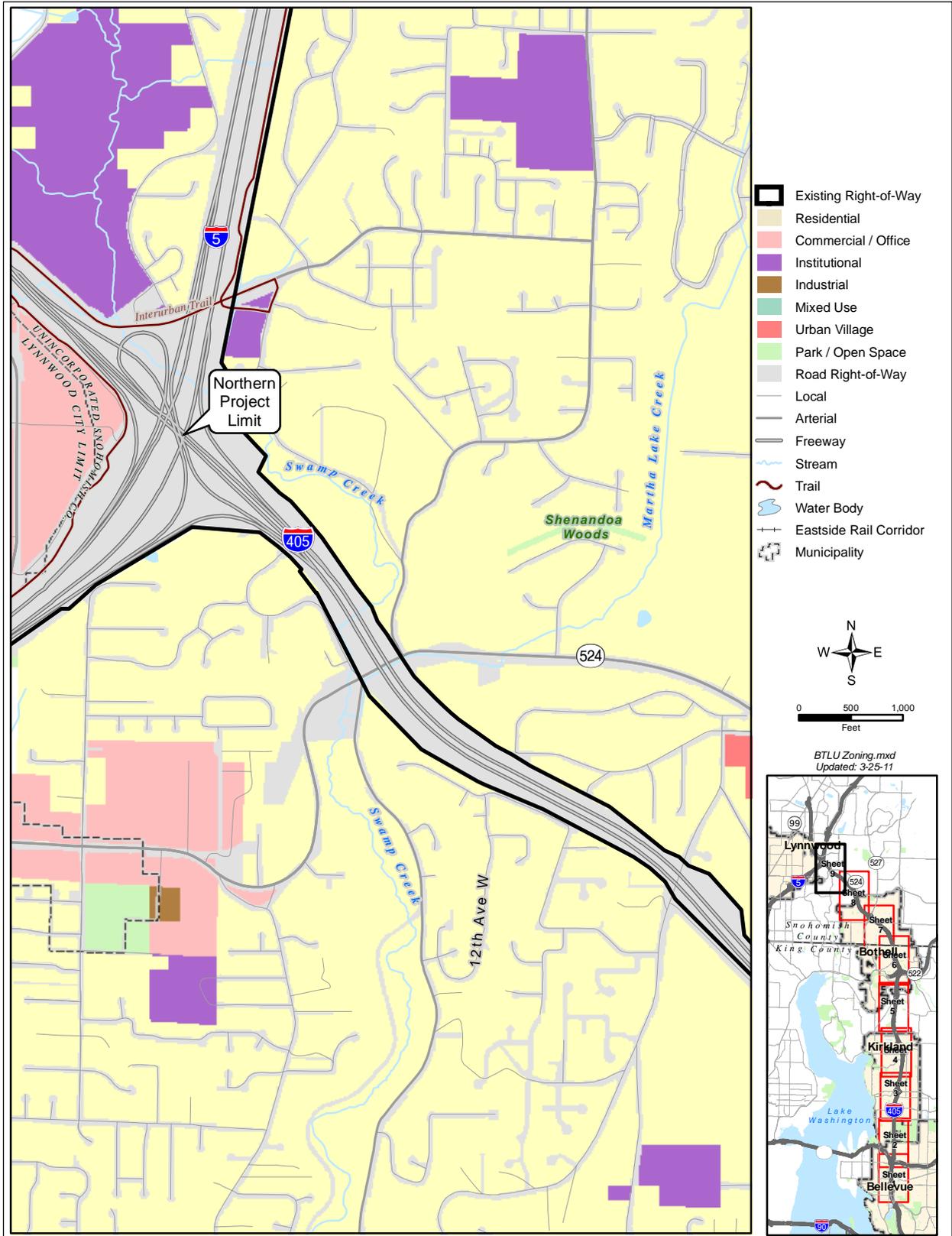
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Exhibit A-2: Generalized land use maps (sheet 8 of 9)



I-405, BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT
 LAND USE PATTERNS, PLANS, AND POLICIES DISCIPLINE REPORT

Exhibit A-2: Generalized land use maps (sheet 9 of 9)



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APPENDIX B ADDITIONAL POLICIES AND SHORELINE MASTER PROGRAM – SELECTED PROVISIONS

The additional related policies and Shoreline Master Program regulations for the Bellevue to Lynnwood Improvement Project are based on the approach and jurisdictions previously described in the I-405, SR 520 to SR 522- Kirkland Nickel Project Environmental Assessment (EA) prepared in 2005. Specifically, the descriptions rely on the Land Use Plans and Policies Discipline Report (DR) (Appendix H) (WSDOT, 2005b).

The project areas for the Bellevue to Lynnwood Improvement Project and the I-405, SR 520 to SR 522 Kirkland Nickel Improvement Project (Kirkland Nickel Project) closely overlap between the jurisdictions of Bellevue, Kirkland, King County, and Bothell. However, the project area for the Bellevue to Lynnwood Improvement Project has been extended farther north on the I-405 corridor (from SR 522 north to I-5) and south (from SR 520 to NE 6th Street); thus, additional discussion is provided for the City of Bellevue, City of Bothell, the City of Lynnwood, and Snohomish County.

Bellevue – Additional Policies

Policy TR-6: Establish arterial LOS standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.

Policy TR-19: Support establishment of federal and state gasoline taxes at levels that provide a disincentive for use of single occupant vehicles, and use the proceeds, to fund increased transit and other travel alternatives.

Policy TR-23: Coordinate improvements and operations among travel modes, providing connections between modes.

Policy TR-24: Incorporate pedestrian and bicycling improvements into roadway projects, and incorporate transit/high occupancy vehicle improvements where feasible.

Policy TR-27: Follow guidance provided in the City's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

Policy TR-29: Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

Policy TR-28: Work with the other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation improvements.

Policy TR-30: Develop and implement strong inter-jurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.

Policy TR-31: Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.

Policy TR-37: Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.

Policy TR-49: Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR 520 that will adversely affect an adjacent residential neighborhood.

Policy TR-62: Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to:

1. Intercept trips by single occupant vehicles closer to the trip origins;
2. Reduce traffic congestion; and
3. Reduce total vehicle miles traveled.

Policy TR-67: Identify and preserve necessary right-of-way for regional transit facilities.

Policy TR-69: Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.

Policy TR-89: Work with state and regional agencies to improve freeway-to-freeway access.

Policy TR-94: Support multimodal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit, and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.

Policy TR-107: Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.

Policy CF-15. Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional or county-wide nature.

The essential public facility siting process set forth in Policy CF-16 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council the city may modify this process to be consistent with the GMPC recommendations.

Kirkland – Additional Policies

Policy T-8.2: Participate in the planning, design, funding, and development of a regional high-capacity transit system as a travel option for regional passenger travel.

Policy T-8.4: Investigate interlocal agreements which will require development within neighboring jurisdictions to pay transportation impact fees to Kirkland and require development within Kirkland to mitigate significant impacts on the transportation systems of neighboring jurisdictions.

Policy LU-8.2: Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery;
- Location near transit and mixed-use centers; and
- The goals and policies of the City's Comprehensive Plan.

Policy T-1.2: Mitigate adverse impacts of transportation systems and facilities on neighborhoods.

A combination of the following techniques should be used to avoid these impacts or mitigate them when avoidance is not possible:

- Developing and implementing neighborhood-appropriate street design standards which are appropriate for the neighborhood;
- Creating an interconnected system of streets to distribute the traffic load and lessen the burden on any given street;
- Avoiding connections through residential neighborhoods when they will create new routes for commercial/industrial traffic or by-pass routes for I-405;

Policy T-4.5: Maintain and improve convenient access for emergency vehicles.

One major barrier to direct travel in Kirkland is I-405. Consideration should be given to providing for emergency vehicle access when new non-motorized crossings of I-405 are planned.

Policy T-5.4: Require new development to mitigate site-specific transportation effects.

The standards ... relate to maintaining the long-term performance of the road network system throughout Kirkland. Besides meeting those standards, new development should mitigate its site-specific effects to the transportation system. For individual development, the nature and timing of the mitigation should be based on the magnitude and proportionate share of the effects and the timing of development. Mitigation may be necessary for effects to intersection and local roadways, including pedestrian, bicycle and transit facilities.

Policy T-6.6: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services wherever possible.

Policy T-8.5: Cooperate with adjacent jurisdictions to develop a regional network of facilities for nonmotorized transportation.

Policy LU-5.2: Maintain and strengthen other existing commercial development areas by focusing economic development within them and establishing development guidelines.

Policy T-6.4: Use corridor, neighborhood or regional plans to study the relationship of transportation facilities and the adjacent neighborhoods in detail..

Policy TL-3.3: Expand opportunities for retail development in the area south of NE 124th Street, east of I-405 (districts TL 5 and TL6).

Policy TL-29.2: Provide arterial improvements to maintain mobility and meet the city's Level-of-Service (LOS) standard.

Policy CF-4.1: Monitor the levels of service for water, sewer, and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

Policy CF-4.3: Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

Policy T-5.2: By the year 2022, strive to achieve a mode split of 65 percent single-occupant vehicle (SOV) and 35 percent transit/other mode.

Bothell Shoreline Policies

Construction and development within 200 feet of the Sammamish River or North Creek will be subject to the Shorelines Master Program (SMP) Goals and Policies. Circulation-related goals and policies include:

SMP-G11: Circulation facilities are to be designed to meet the following criteria:

- A. Functionally acceptable, including safety;

- B. Visually positive amenities for the citizens of Bothell;
- C. Minimal disruption in access to users on other circulation networks;
- D. The least possible effect to existing ecological systems along physical characteristics of the shorelines within the jurisdiction of the Shorelines Master Program; and
- E. Complementary to the economic and recreational usage of shorelines as set forth in the Shorelines Master Program and the *ImagineBothell...Comprehensive Plan*.

SMP-P26: In the future, the City should, where possible, locate land circulation systems, which are not shoreline dependent as far from the land-water interface as feasible to reduce interference with either natural shoreline resources or other appropriate shoreline uses in order to avoid creating new barriers between adjacent uplands and the shoreline.

City of Lynnwood – Additional Policies

The City of Lynnwood additional policies discussion focuses on the transportation goals and policies. These policies are contained within elements of the City of Lynnwood Comprehensive Plan (Lynnwood, 2010b).

Transportation Element

Subgoal: Roadway System

Provide a City system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.

Objectives:

T-1: Monitor traffic patterns and accident histories to formulate solutions that reduce the potential for serious accidents. In cooperation with the Police Department, analyze statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.

Subgoal: Signal System

A traffic signal system that provides safe movement through high volume intersections and a responsive level of service during off peak hours for the residents moving within the City limits.

Objectives:

T-9: Begin measuring travel time on SR-99 during peak travel periods by the completion of the Lynnwood phase of the SR-99 project.

T-10: Establish City measures of effectiveness (MOE's) for traffic.

Subgoal: Public Transit System

Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.

Objectives:

T-11: Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.

T-12: Continue working with Sound Transit on the development of the improvements to the Park and Ride Lot.

T-13: Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)

T-14: On a yearly basis, monitor public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.

T-15: Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.

Subgoal: Non-motorized Transportation Systems

Strive to complete an integrated safety-orientated pedestrian, school walkway and bicycle system to provide mobility choices, reduce reliance on vehicular travel and provide convenient access to schools, recreational facilities, services, transit, and businesses.

Objectives:

T-16: Develop an integrated non-motorized transportation “skeleton” transportation system of sidewalks and bicycle facilities that link neighborhoods, businesses, parks, schools and activity centers.

T-17: Establish clear policies and priorities to guide the planning for and construction of public sidewalks throughout the City.

Policy T-17.1: Public sidewalks shall be required of new development, including residential subdivisions.

Policy T-17.2: Public sidewalks, walkways shall be included in the design and construction of all future arterial streets.

Policy T-17.3: The highest priority for public walkways on non-arterial streets shall be those that connect parks, recreational areas, schools or other public facilities, or that are needed to correct a unique safety concern.

Policy T-17.4: The City shall provide public walkways within residential neighborhoods only when funded through a Local Improvement District (LID), grant, participation program or other private development.

Policy T-17.5: Paved pedestrian walkways should be provided on corner development sites from street to building entrances to encourage walking between businesses, especially at signalized intersections, to reduce development traffic impacts.

Policy T-17.7: At appropriate locations, walkways should be extended to the edge of development sites to connect to existing walkways on adjacent property or allow for future connections when adjacent property is developed or redeveloped.

Policy T-17.8: Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce traffic impacts.

Policy T-19.2: Review the routes and the transportation system in the vicinity of each school on a yearly basis prior to the start of the school year to identify safety deficiencies or special maintenance requirements for corrective action.

Subgoal: Consistency and Concurrency

A transportation plan that is consistent with and supportive of the land use plan, and that assures the provision of transportation facilities and services concurrent with development, which means the improvements or strategies are in place at the time of development, or that a financial commitment is in place within the next six years.

Objectives:

T-21: Review and revise the Level of Service (LOS) standard and methodology.

Policy T-21.1: Develop an approach for inclusion in the yearly Comprehensive Plan Update for the new LOS system based on delay.

Policy T-21.2: The transportation impacts of projects already permitted, under construction or otherwise legally vested prior to adoption of the new LOS system will be evaluated and mitigated in accordance with the City's policies and procedures.

Policy T-21.3: The City shall provide staff training and consultant assistance during the initial set-up of the new LOS system and related model.

Policy T-21.4: Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.

T-22: Maintain the City's traffic model for various planning purposes. Review land use changes and development patterns on continuing basis for additions or changes to the assumptions used in the traffic model. Re-calibrate the base year model at least every five years. Maintain a concurrency pipeline model that is regularly updated to account for all development activity on a continuing basis, to give a short-range forecast useful for six-year priority programming.

Update the 20-year forecast model at least every five years, to maintain the 20-year improvement list and related plans.

King County – Additional Policies

Policy T-501: Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.

Policy F-222: King County should strive to site essential public facilities equitably so that no racial, cultural, or socio-economic group is unduly impacted by essential public facility siting or expansion decisions. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider equity, environmental justice and environmental, economic, technical and service area factors. The net effect of siting new essential public facilities should be weighted against the net effect of expansion of existing essential public facilities, with appropriate buffering and mitigation. Essential public facilities that directly serve the public beyond their general vicinity shall be discouraged from locating in the Rural Area.

Snohomish County – Additional Policies

The Snohomish County additional policies discussion focuses on the implementation measures for the Transportation Element of the Snohomish County GMA Comprehensive Plan (Snohomish County, 2011a).

A. Concurrency Management System

Maintain a concurrency management system per Chapter 30.66B SCC (Concurrency and Road Impact Mitigation Ordinance) using the integrated arterial and transit level of service provisions as adopted within the transportation element of the comprehensive plan.

B. Commute Trip Reduction and Transportation Demand Management

Continue administering the County's adopted regulatory and nonregulatory measures aimed at achieving vehicle trip reduction goals. These measures entail: a) the employer trip reduction plan and ordinance (SCC 32.40) required by state law (RCW 70.94.521-551); b) nonregulatory employer based programs; and c) the County's TDM provisions under Chapter 30.66B affecting all new developments.

C. Arterial Access Management

Adopt additional access management standards and guidelines for arterial roads, within the most current Engineering Design and Development Standards handbook, to help identify and prioritize treatments that will preserve capacity or mitigate congestion related to adjacent land uses.

D. Transit Support and Compatibility

Enhance the county's efforts to implement transportation facility design and land use development that is supportive of and compatible with public transportation services, facilities, and programs to increase transit use.

E. Countywide Non-motorized Transportation

Participate with WSDOT and cities within Snohomish County to plan and develop a countywide system of paths, bikeways, walkways, and routes for non-motorized transportation consistent with the countywide bicycle facilities map.

G. Freight Mobility

Snohomish County shall advocate and participate in freight planning and mobility projects in partnership with local jurisdictions, port authorities, state and regional agencies, and the private sector that help sustain a reliable and efficient freight transportation system.

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