

TABLE 1-2 Summary of Impacts and Mitigation Measures

Element of the Environment	Alternative 0 (No Action): Continues the current Comprehensive Plan with growth focused in the Downtown, BelRed, and East Main Mixed Use Centers	Alternative 1: Providing options for families of all kinds	Alternative 2: Unlocking access for more residents	Alternative 3: Providing options throughout the city
	Capacity to add 41,000 housing units and 124,000 jobs	Capacity to add 59,000 housing units and 179,000 jobs	Capacity to add 77,000 housing units and 177,000 jobs	Capacity to add 95,000 housing units and 200,000 jobs
	CITYWIDE IMPACTS	CITYWIDE IMPACTS	CITYWIDE IMPACTS	CITYWIDE IMPACTS
<b>3. Land Use Patterns and Urban Form</b>	<p><b>Growth Targets:</b> A moderately adverse impact related to other citywide housing growth requirements is expected under the No Action Alternative as it does not meet new planning requirements for affordable housing across income bands or a range of housing types.</p> <p><b>Land Use Compatibility:</b> All alternatives include some amount of redevelopment with corresponding potential for land use compatibility impacts.</p> <p><b>Citywide, adverse land use compatibility impacts are expected under any of the alternatives</b> but would be reduced to less-than-significant levels with the application of existing and proposed mitigation.</p> <p><b>Displacement:</b> As future development occurs, some residents and businesses may be displaced through redevelopment or priced out as land prices and rents increase. <b>Adverse residential and commercial displacement impacts are expected under all of the alternatives;</b> potential displacement could occur under all alternatives but may be lower in the No Action Alternative as a result of its lower overall capacity for growth.</p>	<p><b>Growth Targets:</b> Citywide housing and job capacity are above the adopted target under all the alternatives. <b>No adverse land use impacts are identified related to the growth targets under the Action Alternatives</b> with the application of additional measures to improve housing affordability and choice. Therefore, impacts would be less-than-significant.</p> <p><b>Land Use Compatibility:</b> Same as Alternative 0 (No Action).</p> <p><b>Displacement: Adverse residential and commercial displacement impacts are expected under all of the alternatives;</b> potential displacement could occur under all alternatives. Affordability and choice throughout the city would be greater under the Action Alternatives than the No Action, thus reducing the risk of involuntary residential displacement. In addition, the Action Alternatives include policies to support more affordable</p>	<p><b>Growth Targets:</b> Same as Alternative 1.</p> <p><b>Land Use Compatibility:</b> Same as Alternative 1.</p> <p><b>Displacement:</b> Same as Alternative 1, but Alternative 2 also increases densities and opportunities for mixed use development that could support additional commercial space affordable to small business and entrepreneurs.</p>	<p><b>Growth Targets:</b> Same as Alternative 1.</p> <p><b>Land Use Compatibility: Citywide, adverse land use compatibility impacts are expected to be greatest under Alternative 3</b> but would be reduced to less-than-significant levels with proposed mitigation.</p> <p><b>Displacement:</b> Same as Alternative 1, but Alternative 3 also increases densities and opportunities for mixed use development that could support additional commercial space affordable to small business and entrepreneurs (with the distribution of such spaces wider under Alternative 3 than Alternative 2). Housing affordability and choice throughout the city would have the widest variety of options under Alternative 3.</p>

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	<p><b>Access to Community Assets:</b> All alternatives would focus most future growth into the existing Mixed Use Centers, which have the highest concentration of amenities, diverse uses, and community gathering spaces. <b>No adverse impacts regarding access to community assets are expected.</b></p>	<p>housing, and higher density housing in various parts of the city would make it easier and more economically feasible for private developers to incorporate affordable housing as part of market-rate development projects.</p> <p><b>Access to Community Assets:</b> Same as Alternative 0 (No Action).</p>	<p><b>Access to Community Assets:</b> Same as Alternative 0 (No Action).</p>	<p><b>Access to Community Assets:</b> Same as Alternative 0 (No Action).</p>
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	<p>Future land use patterns under the No Action Alternative would not support the incoming light rail station or planned investments in Eastrail, the Grand Connection, or 116th Avenue NE, and so <b>a moderately adverse land use compatibility impact in the Wilburton study area</b> is expected under the No Action Alternative.</p> <p>Adverse residential and commercial displacement impacts in the Wilburton study area are expected under all alternatives.</p> <p>No adverse impacts regarding access to community assets are expected in the Wilburton study area.</p>	<p>The Action Alternatives add significant capacity in the <b>Wilburton study area</b>.</p> <p>The Action Alternatives would support these investments within the Wilburton study area, but potential <b>adverse compatibility impacts to the east and southeast are expected.</b></p>	<p>Same as Alternative 1.</p>	<p>Within the study area, temporary land use conflicts are more likely under Alternative 3 than under the other alternatives. Like Alternatives 1 and 2, <b>these impacts would be most pronounced in early redevelopment phases</b> where new areas of greater height and intensity abut areas of existing development.</p> <p><b>Moderately adverse residential and adverse commercial displacement impacts in the Wilburton study area are expected under Alternative 3.</b> Impacts would be similar to those described under Alternative 1 and Section 3.3.2, <i>Impacts Common to All Alternatives</i>.</p>
	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>
	<p><u>Citywide and Wilburton Study Area</u></p> <p>1. <b>The city could pursue the following types of actions for addressing possible future conditions, particularly related to commercial displacement impacts:</b></p> <ul style="list-style-type: none"> <li>Consider amendments to zoning regulations in existing and future Mixed Use and Neighborhood Centers to address transitions more directly. See also Chapter 6, <i>Aesthetics</i>.</li> <li>Consider addressing transitions between Mixed Use and Neighborhood Centers and surrounding areas as part of ongoing neighborhood planning efforts.</li> <li>Consider selling or leasing city-owned property for projects that support affordable residential to reduce displacement impacts.</li> <li>Consider providing technical assistance to small businesses and entrepreneurs who are looking for affordable commercial space. This could include assistance with site selection, leasing negotiations, and financing.</li> </ul>	<p><u>Citywide</u></p> <p>1. Same as Alternative 0 (No Action).</p> <p><u>Wilburton Study Area</u></p> <p>2. Each Action Alternative would <b>require the development of new or revised zoning and development regulations for the city and Wilburton study area</b>. New regulations would need to address permitted uses, dimensional</p>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>

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	<ul style="list-style-type: none"> <li>Consider incentives that encourage affordable commercial space for small businesses, especially in areas at high risk of displacement. For example, the city could reduce parking requirements in certain locations. Reducing parking standards for small businesses can also reduce the construction costs for new development. Also, consider setting average or maximum sizes for new ground floor spaces that result in space sizes that are more affordable for small businesses, which can facilitate small-business relocation and attraction.</li> <li>Ensure anti-displacement measures prior to designating new Neighborhood Centers in areas that currently lack access to essential services within a short distance that are also at high risk of displacement. Anti-displacement measures could include: <ul style="list-style-type: none"> <li>Potential “right to return” policies that give preference to residential or small business uses that face displacement in redeveloping areas.</li> <li>Potential tenant relocation assistance: Demolition of existing housing to make way for new development may displace existing tenants who then incur moving costs. Local governments—authorized by WAC 365-196-835 and detailed in RCW 59.18.440—can pass an ordinance that requires developers, public funds, or a combination of the two to provide relocation funds for these displaced tenants. Tenants at or below 50 percent of the county median income, adjusted for family size, qualify for available funds. Resident relocation assistance as a result of public action is required, with details outlined in RCW 8.26.</li> <li>Potential community benefit agreements: Development agreements or community benefit agreements. These are voluntary, negotiated contracts between developers and municipalities or between developers and a community-based organization representing the interests of the community. They can support affordable housing, affordable commercial space, community gathering spaces, and other public amenities.</li> </ul> </li> <li>Consider partnering with existing organizations or facilities to improve equitable availability of community gathering spaces across the Mixed Use and Neighborhood Centers and in transit-proximate areas outside of the centers.</li> </ul>	<p>requirements, a floor area ratio (FAR) amenity incentive system, the conversion of non-conforming uses and properties, parking and circulation, landscaping, and the development of streets and sidewalks.</p> <p><b>These regulations would need to be crafted with the intent of creating land use compatibility within and adjacent to the study area.</b></p>		
4. Plans and Policies	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Alternative 0 (No Action) would not include changes to Comprehensive Plan policies or regulations, so inconsistencies with state and regional goals and requirements to support affordable housing and a wider range of housing typologies would occur would result in a <b>significant adverse impact.</b></p> <p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p> <p>Same as above.</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Under Alternative 1, conflicts with plans and policies would be avoided by amending the Comprehensive Plan, as proposed under any of the three Action Alternatives.</p> <p><b>No significant adverse impact.</b></p> <p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p> <p>Same as above.</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p> <p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p> <p>Same as Alternative 1</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p> <p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p> <p>Same as Alternative 1</p>

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	MITIGATION MEASURES	MITIGATION MEASURES	MITIGATION MEASURES	MITIGATION MEASURES
	None proposed.	<p><u>Citywide and Wilburton Study Area</u></p> <p><b>No mitigation is required, however:</b></p> <ol style="list-style-type: none"> <li>The Comprehensive Plan may need to consider additional guidance for each of the Mixed Use Centers to support additional development for additional development in those areas. <b>Related system plans—such as the Land Use Code, Transit Master Plan, and the Storm and Surface Water System Plan—would need to be updated to ensure full consistency.</b></li> <li>The Action Alternatives would require the <b>development of new or revised zoning and development regulations for the city and Wilburton study area.</b> Revisions may be considered in a phased approach as infrastructure and other services become available, and new zoning and development standards in the Wilburton study area would likely be informed by development standards established for other subareas. The Action Alternatives also <b>consider revisions to</b></li> </ol>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1</p>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1</p>

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		<p><b>the Wilburton study area for consistency.</b></p> <p>3. When the Preferred Alternative is selected for the Final EIS, it should be <b>evaluated for alignment with the GMA, VISION 2050, and King County CPPs.</b></p>		
5. Population and Employment	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>
	<p>Under all alternatives, additional population and job growth would occur citywide and in the Wilburton study area. All the alternatives align to some extent with the city's Economic Development Plan, and no unavoidable conflicts are expected. <b>Significant unavoidable adverse impacts on population and employment are not expected under any alternative.</b></p>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	<p>Same as above.</p>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>
<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	
<p><u>Citywide and Wilburton Study Area</u></p> <p>1. <b>No mitigation is required.</b> However, same as for Alternative 0 (No Action) under Element 3 (<i>Land Use Patterns and Urban Form</i>) and Element 8 (<i>Air Quality and Greenhouse Gas Emissions</i>), the city could consider the following:</p> <ul style="list-style-type: none"> <li>• <b>Mitigate displacement of existing small businesses.</b> The city could explore creating a program to ensure that affordable office and retail spaces are available. The programs could consider financial incentives (such as tax abatements similar to an office/retail equivalent of the Multi-family Tax Exemption, technical assistance and outreach, or the integration of office/retail affordability with livability initiatives.</li> <li>• <b>Reduce Exposure to Contaminated Sites and Traffic.</b> implement mitigation strategies, including reducing vehicle miles traveled (VMT), retrofitting diesel vehicles, electrifying the city's fleet, transit-oriented development, land use buffers, improved urban design, roadside barriers, decking or lids over highways, and building design strategies. Land use buffers could include designating areas near high-impact areas as industrial or other nonresidential zones to ensure distance between these areas and residences. Bellevue could also limit residential uses within a certain distance of contaminated sites and freeways.</li> </ul>	<p><u>Citywide</u></p> <p>1. Same as Alternative 0 (No Action).</p> <p><u>Wilburton Study Area</u></p> <p>2. <b>No mitigation is required.</b> However, same as for Alternative 0 (No Action) under Element 3 (<i>Land Use Patterns and Urban Form</i>) and Element 8 (<i>Air Quality and Greenhouse Gas Emissions</i>), the city could consider the following:</p> <ul style="list-style-type: none"> <li>• <b>Wilburton Study Area: Zoning and Development Regulations.</b> The Action Alternatives would require</li> </ul>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>	<p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>	

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		changes in zoning and development regulations in the Wilburton study area. This would be an opportunity for Bellevue to specify allowed uses in the Wilburton study area to best align with the city's Economic Development Plan.		
6. Aesthetics	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>
	In all alternatives, additional growth would result in impacts on the built form citywide, particularly in Mixed Use Centers, and, under the Action Alternatives, in Neighborhood Centers and near transit. <b>This growth will, in turn, have significant adverse impacts from shadows, views, and light and glare.</b> These impacts are to be expected as Bellevue continues to grow, especially in the context of regional transit investments and development interests. <b>With the application of mitigation measures, no significant unavoidable adverse impacts on views or from shadows, light, and glare are expected.</b>	In all alternatives, additional growth would result in <b>impacts on the built form citywide</b> , particularly in Mixed Use Centers and under the Action Alternatives.	Same as Alternative 1.	Same as Alternative 1.
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	The character of the Wilburton study area, especially under the Action Alternatives, would change to a much denser area with much taller buildings. <b>With the application of mitigation measures, no significant unavoidable adverse impacts on views or from shadows, light, and glare are expected.</b>	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).
	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>
	<p><u>Citywide and Wilburton Study Area</u> <b>Mitigation measures could include:</b></p> <ul style="list-style-type: none"> <li>• <b>Regulations around Public Spaces.</b> Bellevue could add requirements for shadow studies, height limits, maximum floorplate size, separation of high-rise building massing, floorplate reductions, and modification of high-rise tower location and orientation for development adjacent to some key parks and public spaces.</li> <li>• <b>Ground-Level and Upper-Story Setbacks.</b> Bellevue could require all areas with higher heights to have ground-level or upper-story setbacks, which would preserve access to light, limit shading, and limit height and bulk.</li> <li>• <b>Building Form Requirements.</b> Bellevue could add requirements for roof articulation, modulation of façades, layering of materials and massing, and tower separation.</li> <li>• <b>Streetscape Vegetation.</b> The city could require vegetation on major streets to screen development and enhance the pedestrian experience.</li> </ul>	<p><u>Citywide and Wilburton Study Area:</u> Same as Alternative 0 (No Action) with the following additions:</p> <ul style="list-style-type: none"> <li>• <b>Low-Density Residential Development Regulations.</b> The Action Alternatives would allow gentle density increases across the city. As new residential uses are added to the zoning code, Bellevue would</li> </ul>	<p><u>Citywide and Wilburton Study Area:</u> Same as Alternative 1.</p>	<p><u>Citywide and Wilburton Study Area:</u> Same as Alternative 1.</p>



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	<ul style="list-style-type: none"> <li>• <b>Viewshed Regulations.</b> Bellevue could consider adding regulations to the development code to protect certain public views.</li> <li>• <b>Transparent Façade Requirements.</b> In areas with bulk and scale concerns that do not have existing requirements for transparent façades, the city could add such requirements to enhance the pedestrian environment.</li> </ul>	<p>have an opportunity to regulate scale and form.</p> <ul style="list-style-type: none"> <li>• <b>Wilburton Study Area: Zoning and Development Regulations.</b> The Action Alternatives in the Wilburton study area would require changes to the zoning and development regulations. These regulations would address permitted uses, dimensional requirements, a FAR amenity incentive system, conversion of non-conforming uses and properties, pedestrian comfort, parking and circulation, landscaping, and the development of streets and sidewalks.</li> <li>• <b>Wilburton Study Area: Design Guidelines</b> The Action Alternatives would include design guidelines specific to the Wilburton study area. These would likely include standards related to building design, pedestrian experience and streetscapes, public spaces, and mixed use building features, in addition to other standards. These could include standards for towers, such as locating them farther from the street, making podiums shorter, or orienting towers to maximize solar access.</li> </ul>		

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<b>7. Housing</b>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>The No Action Alternative continues existing regulations, incentives, and programs targeted at affordability. Recent development trends have shown decreases in affordability despite these existing tools. Without additional strategies for affordability, <b>the No Action Alternative will likely have a significant adverse impact on housing affordability</b> compared to Action Alternatives.</p> <p><b>Significant adverse impacts</b> related to an increased risk for involuntary residential displacement are expected under the No Action Alternative.</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>The Action Alternatives integrate additional anti-displacement strategies like inclusionary housing to mitigate the impacts of displacement and supply more affordable housing overall. The city could also consider additional strategies to avoid or mitigate displacement including neighborhood stabilization efforts such as rental assistance programs, foreclosure assistance programs, as well as tenant protection policies. With the application of these mitigation measures, <b>no significant adverse impacts</b> are expected for the Action Alternatives.</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p>	<p style="text-align: center;"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p>
	<p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p style="text-align: center;"><b>WILBURTON STUDY AREA IMPACTS</b></p>
	<p>Same as above.</p>	<p>Same as above.</p>	<p>Same as Alternative 1.</p>	<p>Same as Alternative 1.</p>
	<p style="text-align: center;"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u></p> <p><b>1. No other mitigation measures are required, but the city could pursue the following actions to address affordability and displacement risk:</b></p> <p><b>ADU Reform:</b> The city can remove barriers and encourage the construction of attached Accessory Dwelling Units (ADUs) in Bellevue and create a pathway for separate ownership of ADUs. Identified barriers to ADU construction, include:</p> <ul style="list-style-type: none"> <li>• Owner-occupancy requirement.</li> <li>• Condominium prohibition.</li> <li>• Off-street parking requirement.</li> <li>• Design controls, such as the entry door location restriction.</li> <li>• Process requirements.</li> </ul> <p>The city can also consider allowing detached ADUs, which are currently not allowed in Bellevue.</p>	<p style="text-align: center;"><b>MITIGATION MEASURES</b></p> <p><u>Citywide</u></p> <p>1. Same as Alternative 0 (No Action).</p> <p><u>Wilburton Study Area</u></p> <p>2. The Action Alternatives would also require the development of new or revised zoning and development regulations for the Wilburton study area. New zoning associated with these alternatives is expected to be similar to rules established for the</p>	<p style="text-align: center;"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>	<p style="text-align: center;"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>



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	<p><b>Anti-Displacement Strategies:</b></p> <ul style="list-style-type: none"> <li>• Neighborhood stabilization efforts such as rental assistance programs, foreclosure assistance programs, as well as tenant protection policies, especially in areas at high risk for displacement.</li> <li>• Selling or leasing city-owned property to support affordable residential projects.</li> <li>• Private or private-public partnerships for affordable housing. An example is the city's partnership with major employers such as Amazon, Microsoft, and Sound Transit in their efforts to create and preserve affordable housing.</li> <li>• Targeted homeownership assistance to residents of neighborhoods that are at high risk of displacement. Fair Housing Laws will need to be considered and complied with for such assistance programs.</li> </ul>	<p>BelRed area in part 20.25D of the Land Use Code. New regulations will need to address the provision of affordable housing and the potential for residential displacement. <b>These regulations will need to be crafted with the intent of creating affordable housing and to avoid or mitigate residential displacement.</b></p>		
8. Air Quality	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>
	<p>The impacts from construction with the No Action Alternative will result in a <b>less-than-significant impact</b> on air quality and GHGs.</p>	<p>The Action Alternatives would result in <b>potentially significant unavoidable adverse impacts</b> on air quality.</p>	<p>Same as Alternative 1.</p>	<p>Same as Alternative 1.</p>
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	<p>Same as above.</p>	<p>Same as above.</p>	<p>Same as Alternative 1.</p>	<p>Same as Alternative 1.</p>
<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	
<p><u>Citywide and Wilburton Study Area</u> <b>Construction:</b></p> <ol style="list-style-type: none"> <li>1. For temporary impacts during construction, construction site owners and/or operators are required to take reasonable precautions to prevent fugitive dust from becoming airborne. Fugitive dust may become airborne during demolition, material transport, grading, driving of vehicles and machinery on and off the site, and from wind.</li> </ol> <p>Controlling fugitive dust emissions may require some of the following actions:</p> <ul style="list-style-type: none"> <li>• Spray exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.</li> <li>• Use phased development to keep disturbed areas to a minimum.</li> <li>• Use wind fencing to reduce disturbance to soils.</li> <li>• Minimize dust emissions during transport of fill material or soil by wetting down the load, covering the load, or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.</li> <li>• Promptly clean up spills of transported material on public roads.</li> </ul>	<p><u>Citywide and Wilburton Study Area</u> Same as Alternative 0 (No Action).</p>	<p><u>Citywide and Wilburton Study Area</u> Same as Alternative 0 (No Action).</p>	<p><u>Citywide and Wilburton Study Area</u> Same as Alternative 0 (No Action).</p>	

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	<ul style="list-style-type: none"> <li>• Schedule work to minimize disruption of the existing vehicle traffic on streets.</li> <li>• Restrict traffic on-site to reduce soil upheaval and the transport of material to roadways.</li> <li>• Locate construction equipment and truck staging areas away from sensitive receptors as practical and in consideration of potential impacts on other resources.</li> <li>• Provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.</li> <li>• Cover dirt, gravel, and debris piles to reduce dust and wind-blown debris.</li> </ul> <p>2. Emissions of particulate matter, ozone precursors (e.g., volatile organic compounds and nitrogen oxides), sulfur oxides, and carbon monoxide would be minimized whenever reasonable and possible. Since these emissions primarily result from construction equipment, machinery engines would be kept in good mechanical condition to minimize exhaust emissions. Additionally, contractors would be encouraged to reduce idling time of equipment and vehicles and to use newer construction equipment or equipment with add-on emissions controls.</p> <p><b>Long-Term:</b></p> <p>1. A variety of air and GHG mitigation measures can be implemented to reduce the exposure of residents. The following measures could be applied to any of the alternatives to reduce air exposures:</p> <ul style="list-style-type: none"> <li>• Land use buffers and project-specific mitigation measures to help limit exposures to emission sources such as high-capacity roadways.</li> <li>• Implement mitigation strategies, including reducing VMT, retrofitting diesel vehicles, electrifying the city's fleet, transit-oriented development, land use buffers, improved urban design, roadside barriers, decking or lids over highways, and building design strategies. Land use buffers could include designating areas near high-impact areas as industrial or other nonresidential zones to ensure distance between these areas and residences. Bellevue could also limit residential uses within a certain distance of freeways.</li> <li>• Promote the use of high-efficiency ventilation on residential facilities that are within 1,500 feet of major roadways. Limit sensitive uses in multi-story buildings for the floors that are at or near roadway level.</li> <li>• Enhance the air monitoring network in Bellevue to enable the community to characterize their exposures more accurately. Prioritize highly burdened regions such as the Wilburton study area.</li> <li>• Continue to prioritize low emissions transportation modes through the development of additional bike/walk pathways, rideshare programs, and other travel demand strategies.</li> <li>• Identify opportunities to use roadside barriers to reduce exposure to air pollution and to provide the related benefit of reduced noise.</li> <li>• Decking and lids over highways may also reduce exposures by consolidating emissions releases to certain locations or limiting releases in certain areas.</li> <li>• Produce air quality-specific policies that promote a uniform approach to reducing exposures in Bellevue's future developments.</li> </ul>			

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<p><b>9. Noise</b></p>	<p align="center"><b>CITYWIDE IMPACTS</b></p> <p>Under all alternatives, noise would occur citywide and in the Wilburton study area. Transportation <b>noise impacts would be less-than-significant</b> and noise from stationary sources and loading docks associated with commercial uses <b>would be less-than-significant with mitigation. Therefore, there would be no significant and unavoidable noise impacts.</b></p>	<p align="center"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 0 (No Action). Also, under all Action Alternatives, development of new noise-sensitive uses in proximity to freeways could expose people to noise levels in excess of the 67 dBA residential NAC and be <b>less-than-significant with mitigation.</b></p>	<p align="center"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p>	<p align="center"><b>CITYWIDE IMPACTS</b></p> <p>Same as Alternative 1.</p>
	<p align="center"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p align="center"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p align="center"><b>WILBURTON STUDY AREA IMPACTS</b></p>	<p align="center"><b>WILBURTON STUDY AREA IMPACTS</b></p>
	<p>Same as above.</p>	<p>Same as above.</p>	<p>Same as Alternative 1.</p>	<p>Same as Alternative 1.</p>
	<p align="center"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u> <b>Stationary:</b></p> <p>1. <b>Compliance with the Class B Commercial Maximum Permissible Noise Levels of Bellevue City Code (BCC) 9.18.030.</b> Methods of achieving these standards include using low-noise-emitting heating, ventilation, and air conditioning (HVAC) equipment, locating HVAC and other mechanical equipment within a rooftop mechanical penthouse, and using shields and parapets to reduce noise levels to adjacent land uses. For commercial loading docks, specific design measures could be implemented that may include but are not limited to shielding from features integrated into site design, and/or restrictions on hours for commercial deliveries within commercial and mixed use areas.</p>	<p align="center"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u></p> <p>1. Same as Alternative 0 (No Action). <b>Siting Noise-Sensitive Uses:</b></p> <p>2. Construction of new noise-sensitive land uses should either <b>provide a buffer distance commensurate with the distances provided in Table 9-4, or project plans should be reviewed by a qualified acoustical consultant</b> to ensure that appropriate construction upgrades (typically higher-rated Sound Transmission Class values for windows) are specified <b>to ensure compliance with the interior noise criterion of 45 dBA, Ldn.</b></p>	<p align="center"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u></p> <p>Same as Alternative 1.</p>	<p align="center"><b>MITIGATION MEASURES</b></p> <p><u>Citywide and Wilburton Study Area</u> Same as Alternative 1.</p>

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<b>10. Public Services and Utilities</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>
	Under all alternatives, additional population and job growth would occur citywide and in the Wilburton study area. Effects on population growth on public services and utilities could be mitigated through the strategies in Section 10.4.1. <b>Therefore, significant unavoidable adverse impacts on public services and utilities are not expected under any alternative.</b> The growth planned for the area would be incremental. Through the capital facilities planning process, the City of Bellevue would continue to address changes in public services and utilities. The school districts would continue to address changes in student enrollment.	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	Same as above.	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).
	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>
	<p><u>Citywide and Wilburton Study Area</u></p> <p>1. <b>No other mitigation measures are required</b>, but the city could:</p> <ul style="list-style-type: none"> <li>• Look for opportunities to develop new parks, open space, and recreation facilities, especially in the northern portion of the study area, to address the 1/3-mile gap in access.</li> <li>• Concentrate on growth in areas with adequate water and sewer infrastructure.</li> <li>• Build in additional population density into upcoming plan or service updates such as the Bellevue Fire Department Standards of Response Coverage, Capital Investment Program, and Police Initiatives.</li> <li>• Investment to build new facilities for water, wastewater, and stormwater services. Non-city utility providers will also experience increased demand for services and will need to plan for new or improved facilities.</li> <li>• Extend water and wastewater utility service to unserved areas of the utility service area.</li> <li>• Require wastewater connections for all new development, including single-family plats, unless otherwise allowed by state or county regulations.</li> <li>• Encourage the use of low-impact development and stormwater best management practices to manage stormwater runoff, which may result in smaller facilities constructed on- and off-site for flow control, conveyance, and water quality.</li> <li>• Reduce vulnerability to surcharging during rainstorms by running the sewer model using forecast climate change rainfall amounts, expected to increase at highest percentages. The results will identify where retrofits may be required, but also where new development and redevelopment can mitigate for the future by installing pipes that carry a larger capacity.</li> </ul>	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).	Same as Alternative 0 (No Action).

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	<ul style="list-style-type: none"> <li>Update the Wastewater Management Plan to identify projects in the Capital Improvement Program or other studies that address known deficiencies for on-site disposal systems. Several areas have existing deficiencies that could be addressed as capital projects.</li> <li>Consider including the equity issues of provision of utilities in future updates to their Wastewater Management Plan to ensure all members of the community are provided safe means of handling wastewater.</li> </ul>			
<b>11. Transportation</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>	<b>CITYWIDE IMPACTS</b>
	<p>All alternatives <b>are expected to have significant impacts</b> on System Intersection volume-to-capacity (V/C), Primary Vehicle Corridor travel speed, and state facilities (with other potential impacts expected to be at a less-than-significant level).</p> <p>While incremental improvements in performance to some impacted facilities could be achieved, it is expected <b>that some of the significant impacts on System Intersection V/C, Primary Vehicle Corridor travel speed, and state facilities would remain [and be significant and unavoidable]</b>.</p> <p>Alternative 0 (No Action) impacts 13 of 134 System Intersections, 14 of 95 Primary Vehicle Corridors and 3 of 7 state facility study segments.</p>	<p>Same as Alternative 0 (No Action), but Alternative 1 impacts 18 of 134 System Intersections, 2 of 95 Primary Vehicle Corridors and 3 of 7 state facility study segments.</p>	<p>Same as Alternative 0 (No Action), but Alternative 2 impacts 26 of 134 System Intersections, 5 of 95 Primary Vehicle Corridors and 4 of 7 state facility study segments.</p>	<p>Same as Alternative 0 (No Action), but Alternative 3 impacts 33 of 134 System Intersections, 7 of 95 Primary Vehicle Corridors and 4 of 7 state facility study segments.</p>
	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>	<b>WILBURTON STUDY AREA IMPACTS</b>
	<p>Alternative 0 impacts two System Intersections and one Primary Vehicle Corridor.</p>	<p>Alternative 1 impacts 5 System Intersections</p>	<p>Alternative 2 impacts 7 System Intersections</p>	<p>Alternative 3 impacts 7 System Intersections</p>
<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	<b>MITIGATION MEASURES</b>	
<p>To successfully accommodate the planned growth included in each of the alternatives and mitigate transportation impacts, Bellevue, in partnership with developers and other agencies, will need to implement a broad spectrum of the improvements and strategies: <i>Mobility Implementation Plan; Transportation Demand Management, Smart Mobility, Agency Partnerships, Parking strategies; and Safety strategies.</i></p> <p>Mitigation measures are informed by the context of Performance Management Areas (PMAs).</p> <p><b>Mitigation Measure M-TR-1:</b> <b>Performance target gaps to transit travel time ratios, System Intersection V/C ratios, Primary Vehicle Corridor speed, safety, and parking in Type 1 PMAs.</b> Key mitigation measures Bellevue should consider in Type 1 PMAs include:</p> <ul style="list-style-type: none"> <li>To address transit travel time performance target gaps, Bellevue should continue to partner with King County Metro and Sound Transit. Improvements could include transit only/high-occupant vehicle (HOV) lanes on city streets, transit signal priority, and strong coordination to plan for the Link light-rail 4 Line between South Kirkland and Issaquah, which will serve BelRed, Wilburton, Downtown, East Main, Factoria, and Eastgate.</li> </ul>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>	<p>Same as Alternative 0 (No Action).</p>	

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	<ul style="list-style-type: none"> <li>To address performance target gaps for System Intersection V/C ratios and Primary Vehicle Corridor speed, Bellevue should focus primarily on building out the pedestrian and bicycle network to ensure there are multiple mobility options for people to get to their destinations, “exceptional TDM” (transportation demand management) requirements beyond what is required by Bellevue City Code to further reduce single-occupant driver (SOV) driving demand, Smart Mobility solutions on arterials and state highways, and parking code reforms to eliminate parking minimums near Link light rail stations, and potentially add further maximum parking limits to shift driving from the default mode of travel to a mode of necessity. Roadway or intersection capacity expansion should be a mitigation measure of “last resort” in PMA 1 given the secondary impacts on pedestrian and bicyclist comfort and safety and the very limited available space to expand the roadway network.</li> <li>To address safety impacts, Bellevue should continue to implement countermeasures and strategies consistent with its Vision Zero Action Plan and Safe Systems approach with a particular focus on reducing risks to vulnerable pedestrians and bicyclists. Priority should be placed on improving the safety of people walking or bicycling along the road through closing sidewalk gaps, installing mid-block crossings, providing low-stress bicycle facilities, and reducing crossing distances and creating high-visibility crosswalks at intersections.</li> <li>As PMA 1 redevelops with greater intensity and mix of land uses, on-street parking demand may exceed supply during peak periods, which can be mitigated through Bellevue’s existing curbspace programs and with additional interventions identified in the Curb Management Plan.</li> <li>Review development projects in conjunction with the Mobility Implementation Plan (MIP) and use the MIP to inform the development and administration of the city’s codes, standards, regulations, the Multimodal Concurrency Code (Chapter 14.10 BCC), Transportation Design Manual requirements, the Transportation Facilities Plan (TFP), and Transportation Impact Fee Program (Chapter 22.16 BCC). Ensure that codes, standards, and regulations, as well as Transportation Plans and Programs adopted by the city, are administered, and adopted to address transportation system impacts and to accommodate actual and anticipated growth throughout the city, including but not limited to in PMA 1.</li> </ul> <p><b>Mitigation Measure M-TR-2:</b> <b>Performance target gaps to transit travel time ratios, System Intersection V/C ratios, Primary Vehicle Corridor speed, safety, and parking in Type 2 PMAs.</b> Key mitigation measures Bellevue should consider in Type 2 PMAs include:</p> <ul style="list-style-type: none"> <li>To address transit travel time performance target gaps, Bellevue should continue to partner with King County Metro and Sound Transit. Improvements could include transit only/HOV lanes on city streets, transit signal priority, and strong coordination to plan for the Link light rail 4 Line between South Kirkland and Issaquah that will serve BelRed, Wilburton, Downtown, East Main, Factoria, and Eastgate. An innovative project like the Bellevue College Connector in Eastgate is a good example of this multi-agency collaboration.</li> <li>To address performance target gaps for System Intersection V/C ratios and Primary Vehicle Corridor speed, Bellevue should focus primarily on building out the pedestrian and bicycle network to ensure there are multiple mobility options for people to get to</li> </ul>			



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	<p>their destinations, and “exceptional TDM” requirements beyond what is required by Bellevue City Code to further reduce SOV driving demand. Smart Mobility solutions for city arterials are of key importance in Type 2 PMAs given busy arterials like Factoria Boulevard and 148th/150th Avenue. Further refinements in traffic signal timing could address Primary Vehicle Corridor performance target gaps even if there are still intersection V/C performance target gaps. Given the close proximity of the Factoria and Eastgate areas to major Washington State Department of Transportation facilities, Smart Mobility solutions on state routes are also important. Vehicle capacity expansions may be warranted in limited and strategic areas if the other project concepts or strategies do not adequately address vehicle performance target gaps. However, any capacity expansion should be weighed against safety and multimodal access impacts.</p> <ul style="list-style-type: none"> <li>• To address safety impacts, Bellevue should continue to implement countermeasures and strategies consistent with its Vision Zero Action Plan and Safe Systems approach with a particular focus on reducing risks to vulnerable pedestrians and bicyclists. Managing vehicle speeds on arterials will be a key element of improving safety overall.</li> <li>• Type 2 PMAs, with less intensity and mix of land uses than in Type 1 PMAs, may experience parking impacts around its fringes and along smaller streets within the PMA. As noted earlier, Bellevue has robust parking and curbspace management programs that that can mitigate parking spillover impacts.</li> <li>• Review development projects in conjunction with the MIP and use the MIP to inform the development and administration of the city’s codes, standards, regulations, the Multimodal Concurrency Code, Transportation Design Manual requirements, the TFP, and Transportation Impact Fee Program. Ensure that codes, standards, and regulations, as well as Transportation Plans and Programs adopted by the city, are administered, and adopted to address transportation system impacts and to accommodate actual and anticipated growth throughout the city, including but not limited to in PMA 2.</li> </ul> <p><b>Mitigation Measure M-TR-3:</b> <b>Performance target gaps to transit travel time ratios, System Intersection V/C ratios, Primary Vehicle Corridor speed, safety, and parking in Type 3 PMAs.</b> Key mitigation measures Bellevue should consider in Type 3 PMAs include:</p> <ul style="list-style-type: none"> <li>• Transit travel time performance target gaps affect frequent transit network routes that traverse Type 3 PMAs, but there are no major transit nodes in the PMA. However, Bellevue should continue to work with partner transit agencies to implement strategic transit speed and reliability improvements within the Type 3 PMA to benefit service within the area and to enhance the performance of the overall transit system. Transit riders from the Type 3 PMA can benefit from these improvements both on routes that they are able to access by walking or bicycling, and also from major park-and-ride and transit centers across the city.</li> <li>• To address performance target gaps for System Intersection V/C ratios and Primary Vehicle Corridor speed, Bellevue should continue to build out the pedestrian and bicycle network per the MIP within the Type 3 PMA as this large area of the city contains performance target gaps. Smart Mobility solutions for city arterials are of major importance for arterials like 148th Avenue and Coal Creek Parkway, for example. Further refinements in traffic signal timing could address primary vehicle corridor</li> </ul>			

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	<p>performance target gaps even if there are still intersection V/C performance target gaps. Vehicle capacity expansions may be warranted in strategic areas if the other project concepts and strategies do not adequately address vehicle performance target gaps.</p> <ul style="list-style-type: none"> <li>• To address safety impacts, Bellevue should continue to implement countermeasures and strategies consistent with its Vision Zero Action Plan and Safe Systems approach with a particular focus on reducing risks to vulnerable pedestrians and bicyclists. Managing vehicle speed on arterials will be a key element of improving safety overall.</li> <li>• As the city redevelops with a greater intensity and mix of land uses, particularly in Type 1 and 2 PMAs, there could be parking impacts on city streets within the Type 3 PMA. The city has robust parking and curbspace programs in place that can mitigate parking impacts.</li> <li>• Review development projects in conjunction with the MIP and use the MIP to inform the development and administration of the city's codes, standards, regulations, the Multimodal Concurrency Code, Transportation Design Manual requirements, the TFP, and Transportation Impact Fee Program. Ensure that codes, standards, and regulations, as well as Transportation Plans and Programs adopted by the city, are administered, and adopted to address transportation system impacts and to accommodate actual and anticipated growth throughout the city, including but not limited to in PMA 3.</li> </ul> <p><b>Mitigation Measure M-TR-4:</b> <b>Impacts on state facility level of service (LOS).</b> Key mitigation measures Bellevue should consider include:</p> <ul style="list-style-type: none"> <li>• To address impacts on state facility LOS, Bellevue should continue to coordinate and partner with WSDOT on state transportation investments to improve regional mobility. Specific examples could be continued collaboration on implementing elements of the I-405 Master Plan, including the South Downtown I-405 Access Study. Bellevue and WSDOT have a long history of implementing improvements to state routes through the city. Bellevue can also facilitate the implementation of Smart Mobility strategies on state facilities through sharing of travel data and using Bellevue's communications channels to convey information to travelers. Smart Mobility on state facilities is an important strategy to move more people and address regional travel needs.</li> <li>• Consider "exceptional TDM" requirements beyond what is required by Bellevue City Code to further reduce SOV driving demand, which will reduce overall traffic demand on state facilities. Similarly, considering parking code reforms to eliminate parking minimums near Link light rail stations and potentially adding further maximum parking limits to shift driving from the default mode of travel to a mode of necessity would benefit state facilities.</li> </ul> <p>As development occurs, Bellevue will determine the capital and programmatic improvements best suited to address the conditions that materialize. Capital projects will be identified in the Transportation Facilities Plan; the Transportation Facilities Plan is updated every two to three years.</p>			