

**Appendix A**  
**Transportation Analysis**

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# Transportation Analysis

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This appendix documents the potential transportation impacts of the future (2030) No-Action Alternative and the Preliminary Preferred Alternative in the Bel-Red Corridor on the supporting transportation system. Refer to Chapter 10 of the Draft Environmental Impact Statement (DEIS) for documentation of the transportation analysis regarding the existing condition and the original three action alternatives.

Unless there were substantive changes in assumptions, methodologies, or results, the majority of the transportation analysis documented in the DEIS is still valid. Therefore, the majority of the text from the DEIS is not repeated in this appendix, which is organized in the same way as Chapter 10 of the DEIS; however, only sections with changes or new data are repeated here.

## Methodology

### Roadways

#### Existing and Future Traffic Volumes

There were several comments on the DEIS regarding the origin of the mode share information provided in the DEIS. The mode share information was provided by the City of Bellevue's Bellevue-Kirkland-Redmond (BKR) travel demand model. Two different modeling platforms are relevant to the data reported in the DEIS, existing conditions for 2003, and forecast conditions for 2030. The BKR existing conditions model is annually updated by the City and calibrated against household survey data provided by the Puget Sound Regional Council (PSRC), actual traffic volume counts, and transit rider counts reported by transit agencies. The relevant existing conditions BKR model is documented in the report entitled *2003 Base Year Bellevue-Kirkland-Redmond Model*, which was prepared by the Bellevue Modeling and Analysis Group in June 30, 2005. The 2030 BKR forecast model is documented in the report entitled *2030 Bellevue-Kirkland-Redmond Model Development*, which was prepared by Perteet Engineering April 27, 2004, and updated by Bellevue Modeling and Analysis Group in 2005. Although it is difficult to know what modes of travel people will choose to use 20+ years from now, it is important to point out that the BKR model provides a *forecast* that is based on actual existing conditions and assumed future land use and transportation system changes. Proposed land use allocation for the Preliminary Preferred Alternative by location, or transportation analysis zone (TAZ), in the Bel-Red Corridor has been provided in Attachment 1 along with a graphic. It is the location and intensity of proposed land uses that will generate future traffic volumes.

#### Intersection Traffic Operations

The only change regarding the methodology of intersection traffic operations between the DEIS and this appendix is that 11 intersections were added to the list of analyzed intersections. These intersections were added based on comments received on the DEIS, mostly to address comments regarding neighborhood impacts in east Bellevue, and to include additional signalized intersections within the Bel-Red Corridor. The total number of intersections analyzed

in this appendix is 58 for the Preliminary Preferred Alternative, and 53 for the No-Action Alternative.

## Impacts

The following impact assessment addresses how the No-Action Alternative and the Preliminary Preferred Alternative would affect the Bel-Red Corridor transportation system.

### Construction Impacts

The DEIS suggested that construction traffic impacts would be greatest for Alternative 3 due to the amount of redevelopment and new construction (approximately 10.5 million square feet) that is expected to occur. Because the Preliminary Preferred Alternative is most closely associated with Alternative 3, particularly with respect to amount and intensity of proposed development, it is anticipated that the Preliminary Preferred Alternative would have similar construction impacts as Alternative 3.

### Operational Impacts

The impacts described in this section generally display measurable differences between the No-Action Alternative and the Preliminary Preferred Alternative.

### Roadways

#### Planned Projects

Table A-1 summarizes the transportation improvements relative to the No-Action Alternative and the Preliminary Preferred Alternative, while Table A-2 provides specific detail on intersection improvements. Figures A-1 and A-2 identify the projects within the Bel-Red Corridor assumed to be part of the No-Action Alternative and the Preliminary Preferred Alternative, respectively. The list of transportation improvements for the Preliminary Preferred Alternative is most similar to Alternative 3 as documented in the DEIS, with the exception of the specific improvements at the Bel-Red Road/124th Avenue NE intersection (Project I-3), and some minor intersection improvements at NE 8th Street/148th Avenue NE (Project I-16), NE 24th Street/Bel-Red Road (Project I-17), and NE 24th Street/130th Avenue NE (Project I-18). The latter two intersection projects are intersections that previously were not studied in the DEIS.

One intersection project at Northup Way/124th Avenue NE (Project I-2), which was needed for both the No-Action Alternative and Alternative 3, is not needed for the Preliminary Preferred Alternative.

In addition, an improvement to 130th Avenue NE is shown in Table A-1 (widening to four lanes), but it is actually the intent of this section of road to be more pedestrian-friendly to support the street level retail/boutique/restaurant experience. As such, this section of roadway is envisioned to be a two-lane roadway with on-street parking. The traffic volumes along 130th Avenue NE for the Preliminary Preferred Alternative would indicate that it is nearing capacity as a two-lane roadway. Although the widening improvement is shown on 130th Avenue NE, and was modeled on 130th Avenue NE, the reality is that the demand can be accommodated in many other ways other than widening 130th Avenue NE. For instance, parallel routes such as 132nd Avenue NE could accommodate the additional demand with or without widening, or parking could be restricted in peak directions at peak hours on 130th Avenue NE.

TABLE A-1  
 Transportation Improvements with No-Action Alternative and Preliminary Preferred Alternative  
*Bel-Red Corridor Final Environmental Impact Statement*

Transportation Improvement	Alternative		Project No. on Figures A-1 and A-2
	No-Action	Preliminary Preferred	
<b>Light-Rail Transit</b>			
Two LRT Stations between I-405 and 152nd Avenue NE	■		n/a
Four LRT Stations between I-405 and 152nd Avenue NE		■	n/a
<b>Nonmotorized Transportation</b>			
Sidewalks on all new streets and street improvements	■	■	n/a
Bicycle facilities on new or expanded arterials (shared lanes or bicycle lanes)		■	n/a
Off-street paths, including BNSF right-of-way	■	■	n/a
<b>Neighborhood Protection</b>			
Traffic-calming or diverting measures designed to discourage thru traffic		■	n/a
Parking restrictions and enforcement		■	n/a
<b>Roadway</b>			
Northup Way, two-way left-turn lane west of 120th Avenue NE	■	■	R-1
Northup Way, add eastbound through lane between 120th and 124th Avenues NE	■	■	R-2
NE 4th Street Extension, 116th to 120th Avenues NE, four lanes		■	R-3
116th Avenue NE, widen to two lanes in each direction		■	R-4
120th Avenue NE, widen to five lanes between Northup Way and NE 4th Street		■	R-5
124th Avenue NE, widen to five lanes between Northup Way and Bel-Red Road		■	R-6
130th Avenue NE, widen to four lanes with turnpockets between NE 16th Street and NE 20th Street	■	■	R-7
NE 16th Street			R-8
Five-lane roadway, linking core of study area to Downtown Bellevue via NE 12th Street		■	
NE 16th Street east end treatment with terminus at NE 20th Street via 136th Place NE.			R-9
Five-lane to three-lane reduction following along 136th Place NE		■	
Continue three-lane section to NE 20th Street along 136th Place NE		■	
Two-lane nonarterial connection between 136th Place NE and Bel-Red Road		■	
NE 10th Street I-405 overcrossing	■	■	R-10
NE 10th Street extension, 116th to 124th Avenues NE			R-11

**TABLE A-1**  
 Transportation Improvements with No-Action Alternative and Preliminary Preferred Alternative  
*Bel-Red Corridor Final Environmental Impact Statement*

Transportation Improvement	Alternative		Project No. on Figures A-1 and A-2
	No-Action	Preliminary Preferred	
Four-lane roadway		■	
NE 12th Street			R-12
Widen to six lanes between 112th Avenue NE and new NE 16th Street connection		■	
Reduce functional class and capacity between new NE 16th Street and 124th Avenue NE		■	
SR 520 and 124th Avenue NE interchange, construct ramps to and from the east		■	R-13
NE 12th St and 116th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-1
Bel-Red Road and 124th Avenue NE			I-3
Intersection turn pockets	■		
Realign northbound approach of 124th Ave NE east of the existing intersection, and incorporate the new NE 10th Street extension into the existing intersection		■	
NE 8th Street and 124th Avenue NE, intersection turn pockets <sup>1</sup>		■	I-4
NE 20th Street and 136th Place NE, intersection turn pockets <sup>1</sup>		■	I-5
NE 16th Street and Bel-Red Road, right-in and right-out access only		■	I-6
NE 24th Street and 140th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-7
NE 20th Street and 140th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-8
Bel-Red Road and 140th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-9
NE 8th Street and 140th Avenue NE, intersection turn pockets <sup>1</sup>		■	I-10
NE 29th Place and 148th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-11
NE 20th Street and 148th Avenue NE, intersection turn pockets	■	■	I-12
Bel-Red Road/148th Avenue NE, intersection turn pockets	■	■	I-13
NE 24th Street and 156th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-14
NE 20th Street and 156th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-15
NE 8th Street and 148th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-16
NE 24th Street and Bel-Red Road, intersection turn pockets <sup>1</sup>		■	I-17
NE 24th Street and 130th Avenue NE, intersection turn pockets <sup>1</sup>	■	■	I-18

Source: CH2M HILL, 2006.

<sup>1</sup>See Table A-2 for specific intersection improvements.; BNSF = Burlington Northern Santa Fe, LRT = light-rail transit

TABLE A-2  
 Intersection Improvements Details  
*Bel-Red Corridor Final Environmental Impact Statement*

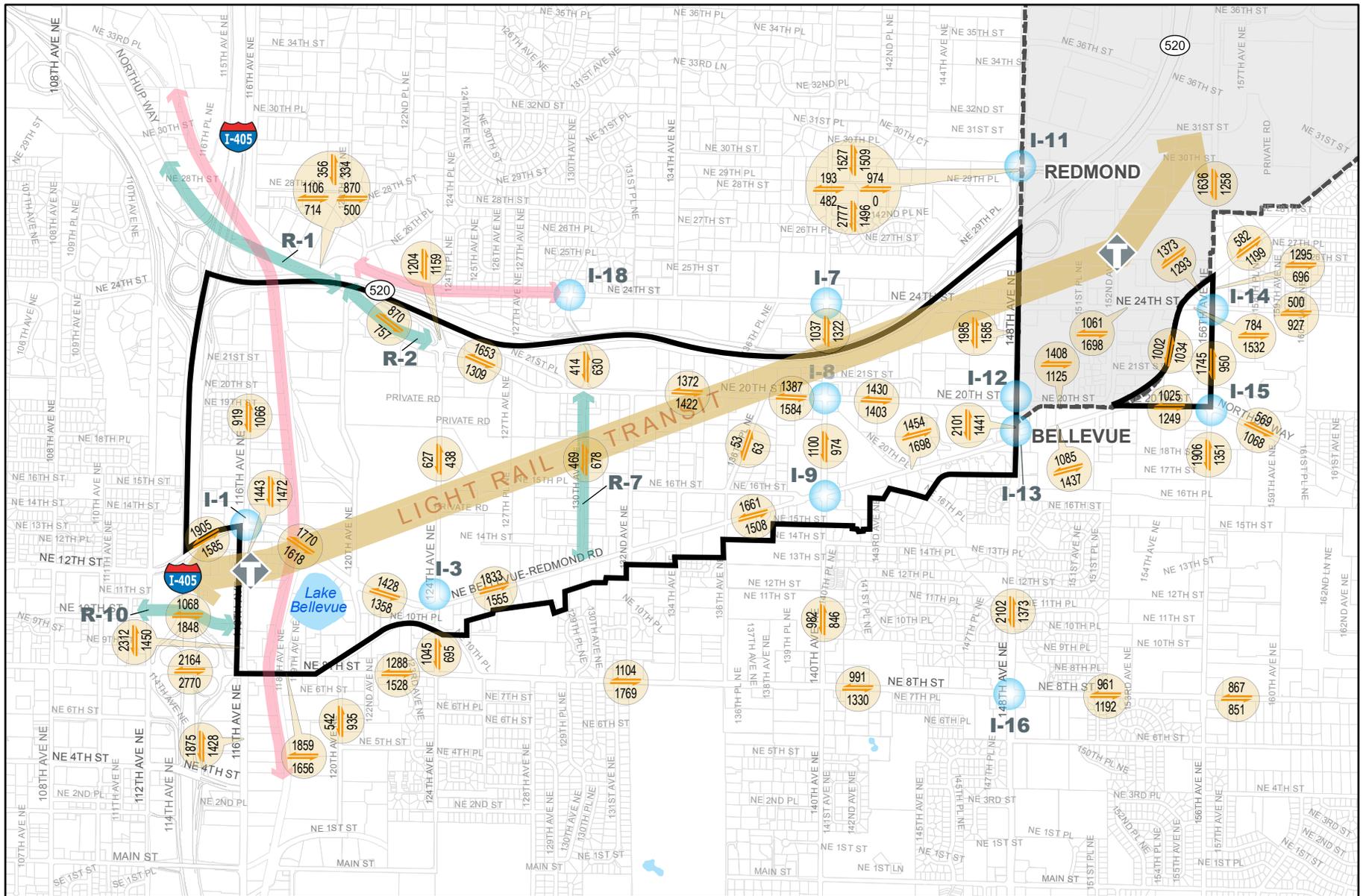
Int. No.	Street Names		Intersection Improvements	No Action	Preliminary Preferred Alternative
25	112th Ave NE	- NE 12th Street	Double WBL Separate WBR Separate NBR	X  X	X X X
29	116th Ave NE	- NE 12th Street	Double WBL Double EBL Separate EBR Separate WBR	X X  	X X  
32	120th Ave NE	- NE 12th Street	Additional EBT Additional WBT		
34	124th Ave NE	- Bel-Red Rd	Separate EBR Separate WBR Shared NBL/T Double WBL		  X X
35	124th Ave NE	- NE 8th Street	Double EBL Double SBL		 X
39	140th Ave NE	- NE 20th Street	Double EBL Double WBL Separate SBR Separate EBR	X X X 	X X X X
40	140th Ave NE	- Bel-Red Rd	Separate EBR Separate WBR Separate NBR Double EBL	X X X 	X X X X
41	140th Ave NE	- NE 8th Street	Additional NBT Additional SBT		 X X
47	148th Ave NE	- NE 20th Street	Double NBL Double SBL Separate SBR Separate WBR	X X X 	X X X X
48	148th Ave NE	- Bel-Red Rd	Double EBL Separate WBR	X X	X X
49	148th Ave NE	- NE 8th Street	Double NBL Double SBL Separate WBR	X X X	X X X
51	148th Avenue NE	Lake Hills Blvd	Separate WBL		X
59	Bel-Red Road	NE 24th Street	Separate SBR		X
61	156th Ave NE	- NE 24th Street	Separate EBR Double NBL	X 	X X
62	156th Ave NE	- Northup Way NE	Double NBL Double SBL Additional EBT	X X X	X X X
64	140th Ave NE	- NE 24th Street	Separate NBR Separate SBR Separate EBR	X X 	X X X
68	130th Ave NE	- NE 20th Street	Separate EBR Separate WBR Double NBL		 X X
74	Bellevue Way NE	- Northup Way NE	Double WBL Separate NBR Separate SBR	X X X	X X X
75	164th Avenue NE	NE 24th Street	Separate EBR		X
77	130th Avenue NE	NE 24th Street	Separate WBL	X	X

**TABLE A-2**  
**Intersection Improvements Details**  
*Bel-Red Corridor Final Environmental Impact Statement*

<b>Int. No.</b>	<b>Street Names</b>		<b>Intersection Improvements</b>	<b>No Action</b>	<b>Preliminary Preferred Alternative</b>
78	108th Ave NE	- Northup Way NE	Separate WBR	X	X
79	148th Ave NE	- NE 40th Street	Separate NBR	X	X
87	164th Avenue NE	NE 8th Street	Separate SBR Separate EBR	X	X
88	124th Ave NE	- Northup Way NE	Separate SBR Double WBR Double EBL Double WBL		
131	116th Avenue NE	SE 1st Street	Separate WBL	X	
138	Bel-Red Rd	- NE 40th Street	Separate EBR	X	X
139	116th Ave NE	- NE 4th Street	Double EBL Double WBL Separate NBR Separate SBR		X X X X
188	148th Ave NE	- NE 29th Place	Double WBL* Separate WBT Separate EBL Separate EBR	X X X X	X X X X
231	Bel-Red Road	NE 30th Street	Signalize	X	X
233	120th Ave NE	- NE 8th Street	Double EBL Separate SBR Separate NBR Separate WBR		X X X X
255	156th Ave NE	- NE 51st Street	Separate EBL Separate WBL	X X	X X
901	112th Ave NE	- NE 10th Street	Double NBL Double SBL Double WBL	X	X X X
904	120th Ave NE	- NE 16th Street	Separate NBR Separate SBR Double WBL Separate WBR		X X X X
905	124th Avenue NE	NE 16th Street	Separate NBR Separate SBR Double WBL Double EBL	X X	X X X X
906	130th Ave NE	- NE 16th Street	Double EBL Double WBL Separate NBR		X X X
907	136th Place NE	NE 20th Street	Double WBL Separate EBR		X X
<b>Total Number of Intersection Improvements:</b>				<b>44</b>	<b>67</b>

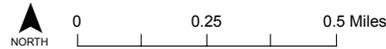
EBL = eastbound left	NBR = northbound right	EBR = eastbound right
WBL = westbound left	SBR = southbound right	WBR = westbound right
NBL = northbound left	EBT = eastbound through	NBT = northbound through
SBL = southbound left	WBT = westbound through	SBT = southbound through

\*change WB shared LT/TH lane to double lefts and single thru lane

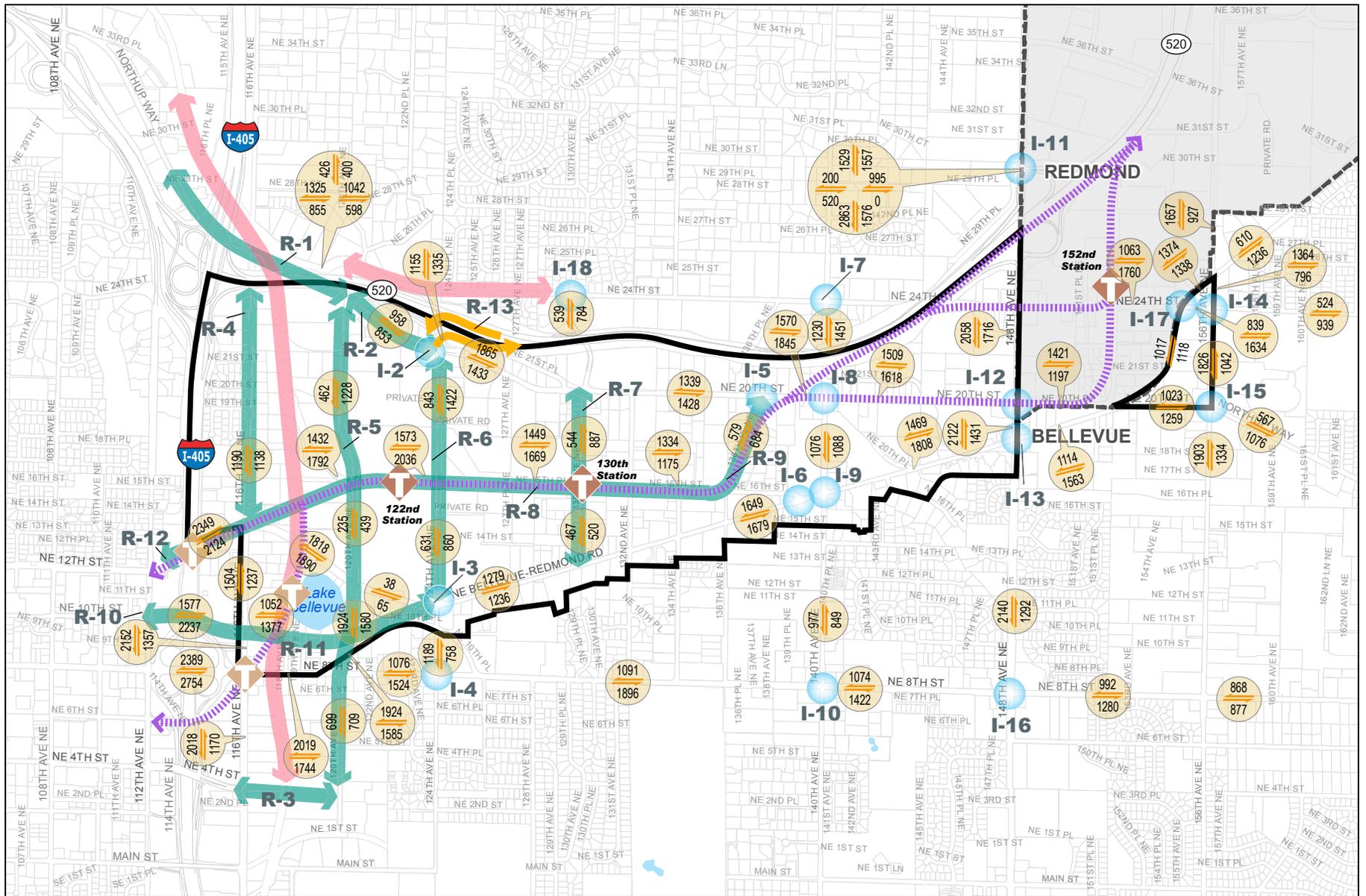


**LEGEND**

- Bel-Red Corridor
- Intersection improvements
- 2030 PM peak-hour traffic volumes
- Arterial improvements
- Nonmotorized improvements
- Potential LRT alignments
- Potential LRT station locations; number of and specific locations will require additional analysis.



**Figure A-1**  
**No-Action Alternative**  
**Transportation Improvements and**  
**2030 PM Peak-Hour Traffic Volumes**  
 Bel-Red Corridor Final EIS



**LEGEND**

Bel-Red Corridor

Intersection improvements

2030 PM peak-hour traffic volumes

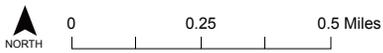
New freeway access

Arterial improvements

Nonmotorized improvements

Potential LRT alignments

Potential LRT station locations; number of and specific locations will require additional analysis by others.



**Figure A-2**  
**Preliminary Preferred Alternative**  
**Transportation Improvements and**  
**2030 PM Peak-Hour Traffic Volumes**  
 Bel-Red Corridor Final EIS

## Traffic Volumes

Figures A-1 and A-2 illustrate the effects on roadway PM peak-hour roadway link traffic volumes for the No-Action and Preliminary Preferred Alternatives, respectively. As shown in these figures, the Preliminary Preferred Alternative (similar to Alternative 3) generally results in slightly higher PM peak-hour traffic volumes on many arterials located in the western half of the Bel-Red Corridor than the No-Action Alternative – this is a result of the concentration of higher-intensity land uses in this area.

The mode choice information summarized in the DEIS did not provide complete information, which was available from the transportation modeling work conducted for the project. It should have indicated that the mode choice results were daily home-based work person trips for the Bel-Red Corridor study area only, as opposed to a larger regional area. As a result, Table A-3 summarizes the mode share results for all the alternatives, including the Preliminary Preferred Alternative, for clarification. As shown in Table A-3, total daily home-based work person trips would grow substantially with all the action alternatives relative to the No-Action Alternative.

In the No-Action Alternative, 86 percent of home-based work person trips are drive alone, ride-sharing comprises 5 percent, and trips by transit make up 9 percent, including trips on transit from walking to and from park-and-ride lots. The comparable information for the three action alternatives is 75 to 80 percent drive alone, 4 to 5 percent shared ride, and 13 to 18 percent by transit. The mode share for the Preliminary Preferred Alternative all fall within these same ranges, except for the transit mode share, which represents about 19 percent. The important points to be drawn from Table A-3 are that the Preliminary Preferred Alternative work trips would increase by about 72 percent over the No Action Alternative, whereas the transit mode share would grow by 285 percent, while the carpool share would remain about the same. As a comparison, the transit mode share for downtown Bellevue in 2030 from the BKR model is expected to reach 44 percent.

TABLE A-3

Daily Home-Based Work (HBW) Person Trips by Mode in the Bel-Red Corridor Study Area  
*Bel-Red Corridor Final Environmental Impact Statement*

	No Action Alt.		Alt. 1		Alt. 2		Alt. 3		Preliminary Preferred Alt.	
	Trips	Share	Trips	Share	Trips	Share	Trips	Share	Trips	Share
Transit via walk	2,397	8%	6,790	13%	8,781	18%	9,165	16%	9,288	17%
Transit via P&R	356	1%	1,083	2%	1,543	3%	1,485	3%	1,324	2%
Drive Alone	27,655	86%	40,939	80%	36,766	75%	43,852	77%	42,118	76%
Shared Ride	1,669	5%	2,449	5%	2,202	4%	2,597	4%	2,504	5%
<b>Total</b>	<b>32,077</b>	<b>100%</b>	<b>51,261</b>	<b>100%</b>	<b>49,292</b>	<b>100%</b>	<b>57,099</b>	<b>100%</b>	<b>55,234</b>	<b>100%</b>

In general, traffic volumes overall for the Preliminary Preferred Alternative would increase by 10 percent, as compared to the No-Action Alternative, which would be slightly lower than Alternative 3. For the Preliminary Preferred Alternative, roadways within the Bel-Red Corridor with the highest traffic volume increases (greater than 10 percent) are presented in Table A-4.

TABLE A-4

Traffic Growth Increases Above 10 Percent for the Preliminary Preferred Alternative  
*Bel-Red Corridor Final Environmental Impact Statement*

Location	Location Limits	Traffic Growth Increase <sup>1</sup>
NE 20th Street	Between 136th Place NE and 148th Avenue NE	20% to 25%
140th Avenue NE	Between NE 20th and 24th Streets	14%
136th Place NE	South of NE 20th Street	1100% <sup>2</sup>
130th Avenue NE	Near NE 20th Street	22% to 27%
120th Avenue NE	Near NE 12th Street	22%
Northup Way	Between NE 24th Street and 124th Avenue NE	11% to 20%
NE 24th Street	Near Northup Way	20%
NE 24th Street	Near Bel-Red Road	22%
NE 12th Street	Near 112th Avenue NE	28%
NE 12th Street	Near 116th Avenue NE	28%
Bel-Red Road	Near 140th Avenue NE	17%
NE 8th Street	Between 140th and 156th Avenues NE	12% to 29%
124th Avenue NE	Between NE 8th Street and Northup Way	11% to 65% <sup>3</sup>

Notes:

1. Percent increase over No Action Alternative traffic volumes.
2. Notable traffic volume increase is attributable to change in use of 136th Place NE, as the arterial extension of NE 16th Street.
3. The higher traffic volume increase is south of NE 12th Street, which becomes the new NE 10th Street extension.

### Intersection Traffic Operations

Table A-5 and Figures A-3 and A-4 summarize 2030 PM peak-hour intersection LOS and average delays for the No-Action Alternative and Preliminary Preferred Alternative. The intersections expected to operate at LOS F in 2030 are shown in bold and italics, while the 11 new intersections that were added for analysis in the FEIS are shaded in light gray. The results of the LOS analysis were further reviewed and summarized to compare the number of intersections operating at LOS E and F and overall corridorwide average intersection delays; Table A-3 summarizes the results of these comparisons.

As shown in Table A-6, the No-Action Alternative would result in 22 intersections operating at LOS E or F during the PM peak hour in 2030, assuming only funded improvements and the original DEIS set of intersections. Average intersection delays would increase significantly over existing conditions. Additional intersection mitigation improvements, over and above those identified for the No-Action Alternative, were identified to allow for an equal comparison with the action alternatives. These intersection improvements are listed in Tables A-1 and A-2. With these additional intersection improvements in place, average intersection operations for the No-Action Alternative would improve. With mitigation improvements, the number of intersections

TABLE A-5  
2030 PM Peak-Hour Intersection Level of Service and Delay  
*Bel-Red Corridor Final Environmental Impact Statement*

Intersection No. <sup>1</sup>	Streets		No-Action <sup>2</sup>		Preliminary Pref. Alt. <sup>3</sup>	
			LOS	Delay	LOS	Delay
25	112th Avenue NE	NE 12th Street	<b>F (F)</b>	<b>136 (94)</b>	<b>F</b>	<b>106</b>
26	112th Avenue NE	NE 8th Street	<b>F</b>	<b>115</b>	<b>F</b>	<b>129</b>
29 <sup>4</sup>	116th Avenue NE	NE 12th Street	<b>F (E)</b>	<b>97 (71)</b>	<b>F</b>	<b>92</b>
30 <sup>4</sup>	116th Avenue NE	NE 8th Street	D	51	D	41
32 <sup>4</sup>	120th Avenue NE	NE 12th Street	C	35	B	18
34 <sup>4</sup>	124th Avenue NE	Bel-Red Road	D	38	E	75
35	124th Avenue NE	NE 8th Street	D	45	D	51
37 <sup>4</sup>	130th Avenue NE	Bel-Red Road	C	23	D	41
38 <sup>4</sup>	132nd Avenue NE	Bel-Red Road	C	26	D	41
39 <sup>4</sup>	140th Avenue NE	NE 20th Street	<b>F (E)</b>	<b>103 (63)</b>	E	80
40 <sup>4</sup>	140th Avenue NE	Bel-Red Road	E (D)	66 (53)	D	50
41	140th Avenue NE	NE 8th Street	E	71	D	46
47 <sup>4</sup>	148th Avenue NE	NE 20th Street	<b>F (E)</b>	<b>109 (68)</b>	E	70
48 <sup>4</sup>	148th Avenue NE	Bel-Red Road	<b>F (E)</b>	<b>93 (80)</b>	<b>F</b>	<b>92</b>
49	148th Avenue NE	NE 8th Street	<b>F (E)</b>	<b>88 (65)</b>	E	77
51	148th Avenue NE	Lk. Hills Blvd.	D	50	D	54
52	148th Avenue NE	SE 16th Street	C	24	C	25
55 <sup>4</sup>	148th Avenue SE	SE 24th Street	D	46	D	49
58 <sup>4</sup>	Bel-Red Road	NE 20th Street	D	45	C	46
59 <sup>4</sup>	Bel-Red Road	NE 24th Street	C	33	D	38
60 <sup>4</sup>	156th Avenue NE	Bel-Red Road	D	51	D	46
61 <sup>4</sup>	156th Avenue NE	NE 24th Street	<b>F (D)</b>	<b>90 (52)</b>	D	50
62 <sup>4</sup>	156th Avenue NE	Northup Way NE	<b>F (E)</b>	<b>116 (63)</b>	E	64
63	156th Avenue NE	NE 8th Street	D	53	D	40
64	140th Avenue NE	NE 24th Street	E (D)	73 (53)	E	56
68 <sup>4</sup>	130th Avenue NE	NE 20th Street	D	50	D	52
72	112th Avenue NE	NE 4th Street	D	41	D	44
74	Bellevue Way NE	Northup Way NE	<b>F(F)</b>	<b>129 (86)</b>	<b>F</b>	<b>105</b>
75	164th Avenue NE	NE 24th Street	D	43	C	34
76	164th Avenue NE	Northup Way NE	D	43	D	42
77	130th Avenue NE	NE 24th Street	<b>F (D)</b>	<b>84 (33)</b>	E	65
78	108th Avenue NE	Northup Way NE	<b>F (E)</b>	<b>83 (58)</b>	E	75
79	148th Avenue NE	NE 40th Street	<b>F (E)</b>	<b>94 (68)</b>	E	73
86	156th Avenue SE	SE Eastgate Way	D	49	D	48
87	164th Avenue NE	NE 8th Street	<b>F (D)</b>	<b>81 (45)</b>	D	54

TABLE A-5  
2030 PM Peak-Hour Intersection Level of Service and Delay  
*Bel-Red Corridor Final Environmental Impact Statement*

Intersection No. <sup>1</sup>	Streets		No-Action <sup>2</sup>		Preliminary Pref. Alt. <sup>3</sup>	
			LOS	Delay	LOS	Delay
88 <sup>4</sup>	124th Avenue NE	Northup Way NE	D	51	E	68
118 <sup>4</sup>	Northup Way	NE 24th Street	C	29	C	32
131	116th Avenue NE	SE 1st Street	E (D)	69 (47)	E	73
138	Bel-Red Road	NE 40th Street	<b>F (E)</b>	<b>87 (70)</b>	E	72
139	116th Avenue NE	NE 4th Street	D	55	E	60
188	148th Avenue NE	NE 29th Place	<b>F (E)</b>	<b>108 (72)</b>	<b>F</b>	<b>86</b>
189	NE 29th Place	NE 24th Street	E	62	E	66
231	Bel-Red Road	NE 30th Street	C	33	D	36
233	120th Avenue NE	NE 8th Street	C	22	E	79
239	156th Avenue NE	NE 40th Street	E	56	E	56
249	148th Avenue NE	NE 51st Street	<b>F</b>	<b>&gt;180</b>	<b>F</b>	<b>&gt;180</b>
250	SR 520 SB ramps	NE 51st Street	B	12	B	12
251	SR 520 NB ramps	NE 51st Street	C	35	C	34
255	156th Avenue NE	NE 51st Street	<b>F (D)</b>	<b>73 (48)</b>	C	28
264	156th Avenue NE	NE 31st Street	D	44	D	51
901	112th Avenue NE	NE 10th Street	<b>F (F)</b>	<b>118 (88)</b>	E	77
902 <sup>4</sup>	116th Avenue NE	NE 10th Street	C	28	<b>F</b>	<b>102</b>
904 <sup>4</sup>	120th Avenue NE	NE 16th Street	---	---	D	48
905 <sup>4</sup>	124th Avenue NE	NE 16th Street	---	---	D	55
906 <sup>4</sup>	130th Avenue NE	NE 16th Street	---	---	D	48
907 <sup>4</sup>	136th Place NE	NE 20th Street	C	34	D	46
908	120th Avenue NE	NE 4th Street	---	---	C	21

Source: CH2M HILL, 2006 and 2007.

<sup>1</sup>Shaded intersections are those added for analysis in the FEIS.

<sup>2</sup>Numbers in parentheses are the results with additional intersection channelization improvements beyond those specified in the BROTS, the City of Bellevue TFP, and the NE 10th Street Extension and Overlake Hospital Medical Center Expansion EIS, identified in Table A-1.

<sup>3</sup>LOS and delay results shown assume that intersection improvements listed in Table A-1 and A-2 will be made, where possible, to optimize operational performance for the alternatives.

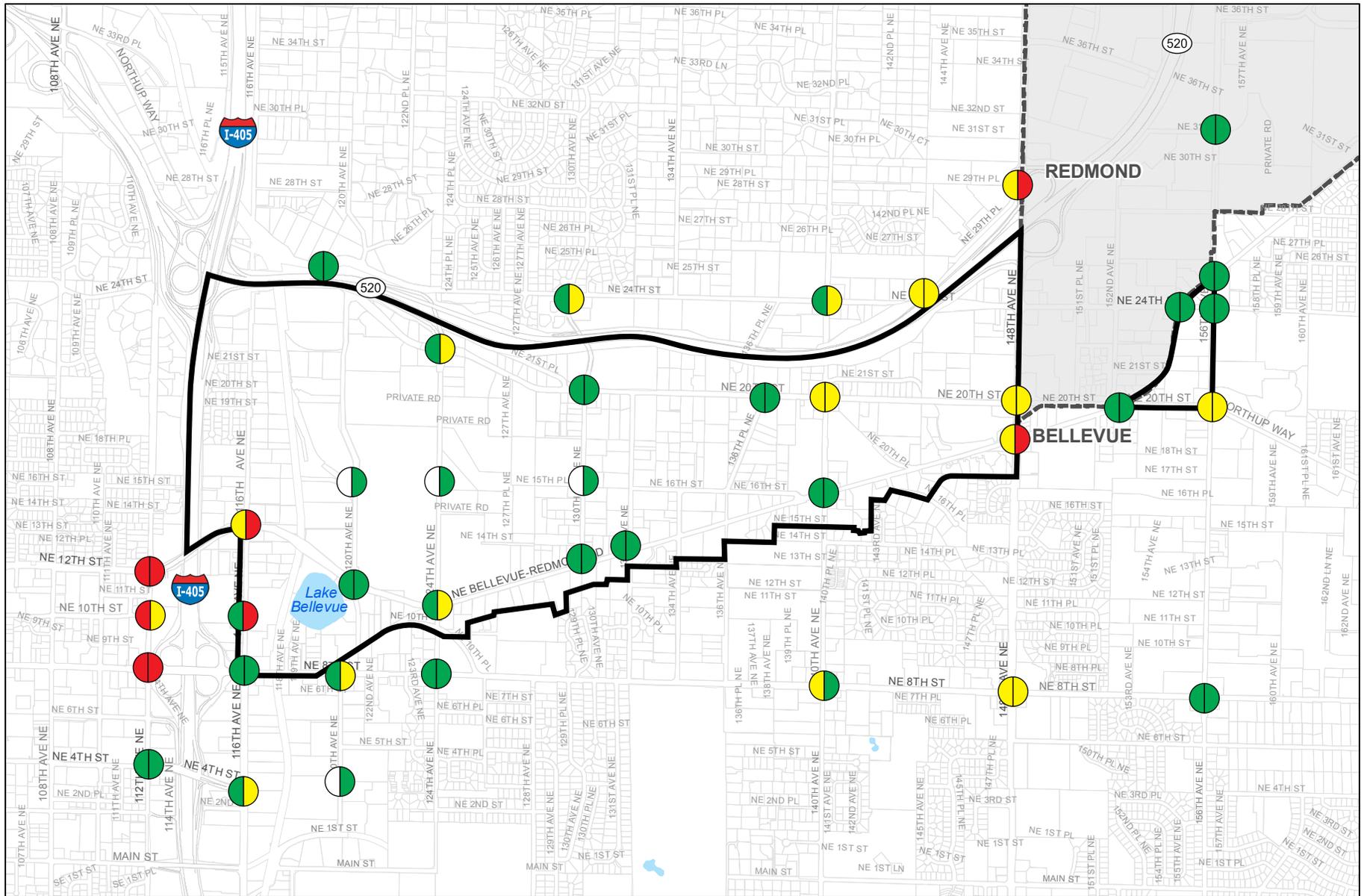
<sup>4</sup>Intersections located within the Bel-Red/Northup mixed commercial/residential area (MMA 4).

BROTS Bel-Red/Overlake Transportation Study

EIS environmental impact statement

LOS level of service

TFP *Transportation Facilities Plan*

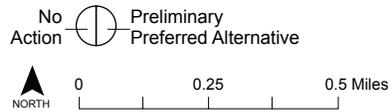


**LEGEND**

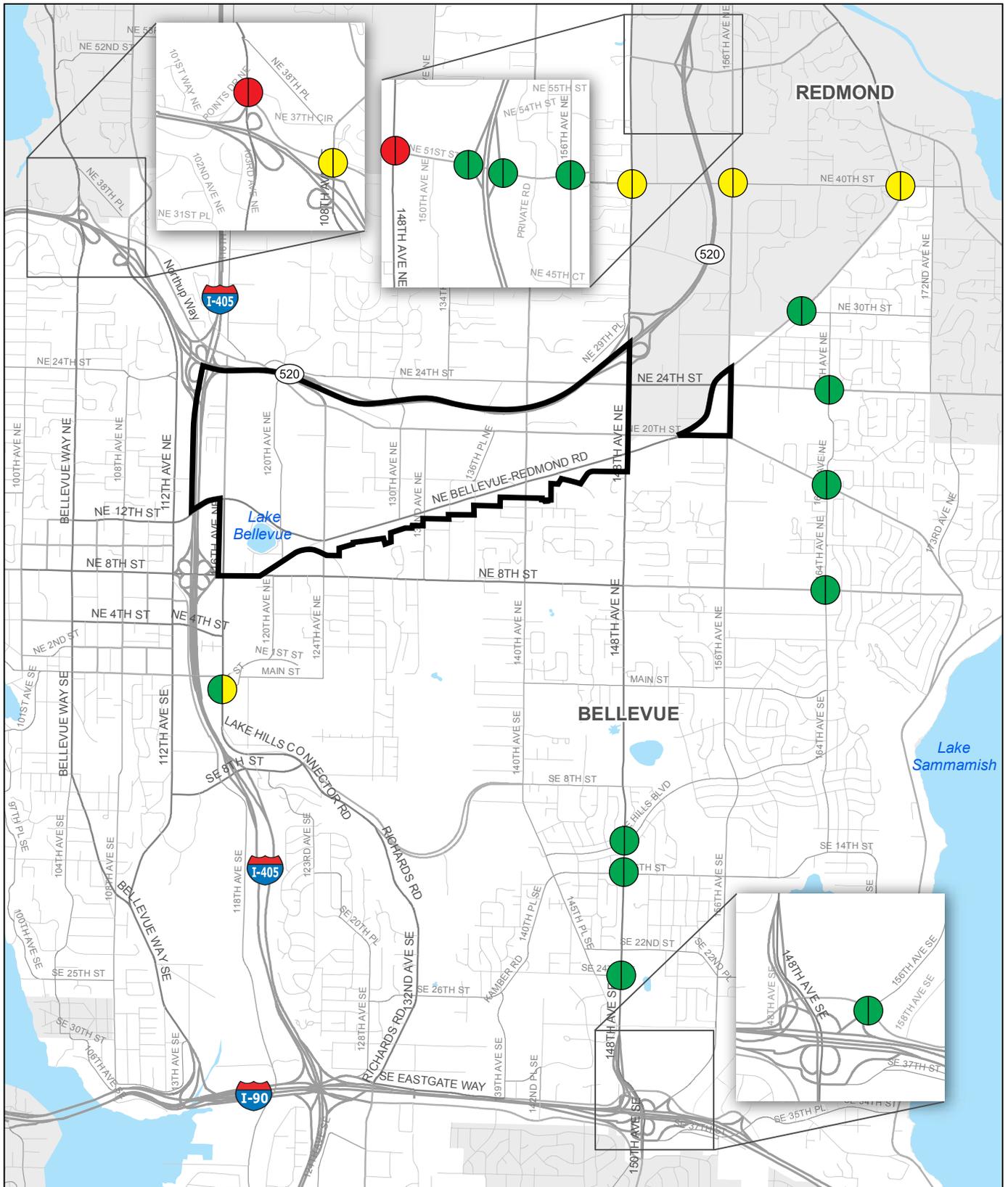
- Bel-RedCorridor
- Roadway
- Parcel
- City boundary
- Lake

**Intersections level of service (LOS):**

- LOS A, B, C, or D
- LOS E
- LOS F
- Not applicable
- Preliminary
- Preferred Alternative



**Figure A-3**  
**Future (2030)**  
**LOS Conditions**  
 Bel-Red Corridor Final EIS



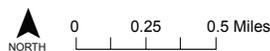
**LEGEND**

Bel-Red Corridor

**Intersections level of service (LOS):**

- LOS A, B, C, or D
- LOS E
- LOS F

No Preliminary  
Action Preferred Alternative



**Figure A-4  
Future (2030) LOS  
Conditions**

Bel-Red Corridor Final EIS

operating at LOS E or F would be reduced from 22 to 18, and many of the intersections that would operate at LOS F without mitigation would improve to LOS E or better.

TABLE A-6  
Corridorwide Comparison of Existing and 2030 PM Peak-Hour Intersection Level of Service, Delay,  
and Volume-to-Capacity Results  
*Bel-Red Corridor Final Environmental Impact Statement*

Criteria	Existing Conditions	2030 Alternatives	
		No Action <sup>1</sup>	Prelim. Pref. <sup>2</sup>
<b>Original 47 Intersections (DEIS)</b>			
Number of intersections operating at LOS E	2	5 (13)	15
Number of intersections operating at LOS F	3	17 (5)	8
Total intersections operating at LOS E or F	5	22 (18)	23
Average intersection delay per vehicle (in seconds)	44.7	70.2 (58.3)	64.0
<b>All 58 Intersections (FEIS)</b>			
Number of intersections operating at LOS E	n/a	6 (13)	17
Number of intersections operating at LOS F	n/a	19 (5)	8
Total intersections operating at LOS E or F	n/a	25 (18)	25
Average intersection delay per vehicle (in seconds)	n/a	67 (54.3)	59.8

Source: CH2M HILL, 2006 and 2007.

<sup>1</sup>Numbers in parentheses are the results with additional intersection mitigation improvements beyond those specified in BROTS, the City of Bellevue TFP, and the NE 10th Street Extension and Overlake Hospital Medical Center Expansion EIS.

<sup>2</sup>LOS and delay results shown assume that additional intersection improvements listed in Table A-2 will be made, where possible, to optimize operational performance for the alternatives.

BROTS Bel-Red/Overlake Transportation Study  
EIS environmental impact statement  
LOS level of service  
TFP *Transportation Facilities Plan*

For the Preliminary Preferred Alternative, the number of intersections operating at LOS E or F would be the higher than the No-Action Alternative as might be expected with greater development. The overall average delay per intersection for the Preliminary Preferred Alternative, however, would be better than the unmitigated No-Action Alternative. The Preliminary Preferred Alternative would result in one more intersection operating at LOS E or F, than Alternative 3; however, average intersection delay per vehicle would be lower than both Alternatives 2 and 3, and only a half second higher than Alternative 1. As a result, there would be no significant differences between the Preliminary Preferred Alternative and the original action alternatives when comparing intersection operations.

As was documented in the DEIS for Alternative 3, the results for the Preliminary Preferred Alternative are somewhat counterintuitive in that the number of failing intersections is lower than the No-Action Alternative, despite the fact that the Preliminary Preferred Alternative

would have higher concentrations of commercial and residential development; however, there are some transportation capacity differences between the alternatives. For example, the Preliminary Preferred Alternative includes four light-rail transit (LRT) stations in areas surrounded by high-density uses (and the resulting high-ridership forecasts), an extra lane in each direction on the NE 10th Street extension from 116th Avenue NE to 124th Avenue NE, a four-lane NE 16th Street, and added intersection turn lanes at the NE 8th Street and 140th Avenue NE intersection. These differences would all help to diffuse the potential traffic impacts associated with the Preliminary Preferred Alternative.

### Transportation System Performance

This section summarizes how the overall transportation system would perform under the No-Action and Preliminary Preferred Alternatives. Vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average speed are three common system performance measures. Because the BKR model covers the entire Puget Sound region, a subarea system was created to measure the performance of the Bel-Red Corridor study area and nearby surroundings. The VMT, VHT, and average speed of all vehicles traveling in the Bel-Red Corridor were summarized for the 2030 PM peak hour.

As shown in Table A-7 for the Preliminary Preferred Alternative, the VMT value is comparable to the original three action alternatives, and slightly lower than Alternative 3. Due to the increased roadway capacity (for example NE 16th Street) and increased overall travel demand generated from growth in population and employment in the study area, the VMT value for the Preliminary Preferred Alternative falls within 3 to 4 percent higher than the No-Action Alternative, as did the other action alternatives. The slightly lower VMT value when compared to Alternative 3 indicates that people within the study area would be traveling shorter distances.

TABLE A-7

Bel-Red Corridor Study Vehicle Miles Traveled, Vehicle Hour Travel, and Average Speed Summary

*Bel-Red Corridor Final Environmental Impact Statement*

	No-Action Alternative	Preliminary Preferred Alternative
Vehicle hours traveled	10,118	10,903
Vehicle miles traveled	200,131	207,208
Average speed (miles per hour)	19.96	19.80
Change from No-Action Alternative (percent)		
Vehicle hours traveled	0	7.8
Vehicle miles traveled	0	3.5
Average speed (miles per hour)	0	-0.8

Source: BKR Model and CH2M HILL, 2006 and 2007

Recalling the results presented in the DEIS, Alternative 3 showed the highest increase of VHT compared with the No-Action Alternative (approximately 8 percent). The Preliminary Preferred Alternative VHT would increase the same amount as Alternative 3, which is expected given the

same development program. The increase in VHT compared with VMT indicates potentially more congestion in the Preliminary Preferred Alternative. Average speed is a direct measure of congestion in the transportation system from a user's perspective; however, the Preliminary Preferred Alternative shows virtually no change in performance when compared to Alternative 3, albeit slightly lower by 0.03 mph.

### Effect on Adjacent Neighborhoods

There would likely be some traffic intrusion into the neighborhoods surrounding the Bel-Red Corridor, although the intrusion would not likely be significant. Table A-8 summarizes 2030 PM peak-hour traffic volumes at screenline locations north, south, west, and east of the Bel-Red Corridor.

As shown in Table A-8, little to no change in screenline volumes is expected south of the Bel-Red Corridor for the Preliminary Preferred Alternative. This suggests that capacity would be constrained along many major roadways entering the Wilburton, East Bellevue, and Overlake neighborhoods. Many of these major roadways at the south screenlines are expected to be operating at or above capacity with both the No-Action Alternative and the Preliminary Preferred Alternative.

TABLE A-8  
2030 PM Peak-Hour Traffic Volumes at Project Boundaries  
*Bel-Red Corridor Final Environmental Impact Statement*

Screenline Location	Existing Condition (2005) Total Volume	No-Action Alternative (2030) Total Volume	Preliminary Preferred Alternative (2030)	
			Total Volume	Change over No-Action Alternative (percent)
North of NE 24th Street	8,260	10,500	11,450	9
South of Bel-Red Road	7,600	10,730	11,000	3
West of 112th and 116th Avenues NE	4,090	6,860	7,900	16
East of 156th Avenue NE	5,060	7,390	7,950	7

Source: BKR Model and CH2M HILL, 2006 and 2007

Some traffic impacts would likely occur to the north of the Bel-Red Corridor because some arterials entering the Bridle Trails neighborhood still have underutilized capacity. These streets include 116th, 130th, 134th, and 140th Avenues NE. Consistent with the level of development associated with the various action alternatives, the Preliminary Preferred Alternative would likely result in slightly greater traffic volumes on these arterials.

Some traffic increases would also be expected west of the Bel-Red Corridor, primarily due to the additional east-west capacity that would be provided by 2030 along Northup Way, NE 16th Street, NE 12th Street, and NE 10th Street and because of the connection between Bel-Red Road and Downtown Bellevue. Similar to the north screenline, neighborhood intrusion to the west of the corridor would be highest with the Preliminary Preferred Alternative.

Traffic-calming devices and traffic control measures would be considered on a case-by-case basis for nonarterial streets meeting certain criteria within residential neighborhoods affected by growth in the Bel-Red Corridor.

## Traffic Safety

The Preliminary Preferred Alternative would have similar impacts as any of the original action alternatives as described in the DEIS.

## Transit

### Light-Rail Transit

Table A-9 summarizes the predicted AM peak one-hour boardings and alightings at the proposed LRT stations in the Bel-Red Corridor as well as subtotal boardings and alightings in the two other East Link segments. The ridership forecasts in this section were obtained from the BKR model and are total ridership for the No-Action and Preliminary Preferred Alternatives. They are mutually exclusive forecasts and should be viewed independently. Under the No-Action Alternative, zero population growth is projected in the Bel-Red Corridor study area by 2030. At the same time, 2,630 new employees<sup>1</sup> will be added by 2030 in the same area. The No-Action Alternative lacks the residential and employment density near the LRT station to support high-transit ridership. The two stations in the study area for the No-Action Alternative would be located near Overlake Hospital Medical Center (OHMC) and 156th Avenue NE in Redmond. About 1, 939 daily LRT boardings (see Table A-12) are expected at these stations. Much of the ridership would be derived from the OHMC, which currently employs more than 2,100 employees (OMHC, 2007).

TABLE A-9  
2030 AM Peak-Hour High-Capacity Transit Ridership Summary: Total Boardings and Alightings  
*Bel-Red Corridor Final Environmental Impact Statement*

Station and/or Segment	No-Action Alternative		Preliminary Preferred Alternative	
	Boardings	Alightings	Boardings	Alightings
<b>Downtown Bellevue (Bellevue Transit Center)</b>				
<i>Subtotal Downtown Bellevue</i>	442	3,527	449	3,625
<b>Bel-Red Corridor (2 or 4 Stations)</b>				
OHMC Vicinity	76	232	68	250
122nd Avenue NE	---	---	240	315
130th Avenue NE	---	---	255	250
148th Avenue NE	---	---	--	---
152nd Avenue NE (Redmond)	---	---	359	412
156th Avenue NE (Redmond)	254	337	---	---
<i>Subtotal Bel-Red Corridor</i>	330	569	922	1,227

<sup>1</sup>Ratio of square feet to employee is derived using data from King County (2002); this assumes that there are 400 square feet per employee for Office, 333 square feet per employee for Retail, and 600 square feet per employee for Light Industrial. This Includes estimate of light industrial jobs lost; new employment does not include uses that are part of the baseline condition (e.g., existing uses).

TABLE A-9  
2030 AM Peak-Hour High-Capacity Transit Ridership Summary: Total Boardings and Alightings  
*Bel-Red Corridor Final Environmental Impact Statement*

Station and/or Segment	No-Action Alternative		Preliminary Preferred Alternative	
	Boardings	Alightings	Boardings	Alightings
<b>Overlake (NE 40th Street)</b>	<b>337</b>	<b>285</b>	<b>420</b>	<b>387</b>
<b>Total East Link: Downtown Bellevue, Bel-Red, and Overlake</b>	<b>1,109</b>	<b>4,417</b>	<b>1,791</b>	<b>5,238</b>
<b><i>Bel-Red Change over No-Action</i></b>	<b>---</b>	<b>---</b>	<b>592</b>	<b>658</b>
<b><i>Total East Link Boardings and Alightings</i></b>	<b>5,526</b>		<b>7,029</b>	
<b><i>East Link Total Change over No-Action</i></b>	<b>---</b>	<b>---</b>	<b>682</b>	<b>821</b>

Source: BKR forecasting model, 2006 and 2007.

As was documented in the DEIS, AM peak-hour LRT ridership is expected to be highest in the Bel-Red Corridor with Alternative 3. AM peak-hour LRT ridership for the Preliminary Preferred Alternative would be virtually the same as Alternative 3, and higher than the other two action alternatives and the No-Action Alternative. The higher ridership would primarily be due to the proximity of the LRT stations to areas of higher density, such as mixed-use housing, commercial, and retail uses.

Unlike Alternative 3, the Preliminary Preferred Alternative would have one additional assumed LRT station (the OHMC station) within the corridor. Despite the additional station, ridership overall in the Bel-Red Corridor would not increase substantially compared to Alternative 3, primarily due to the fact that the amount of proposed development was not changed between Alternative 3 and the Preliminary Preferred Alternative, just the location of the land uses. The Preliminary Preferred Alternative would directly serve high-density housing, retail, and commercial uses at the 122nd, 130th, and 152nd Avenue NE stations, as well as employment at OHMC.

For the Preliminary Preferred Alternative, about three quarters of the 5,000 households added would have convenient access to the proposed LRT stations, slightly higher than with Alternative 3. An estimated 3,300 households would be located near the 122nd and 130th Avenues NE LRT stations. Those households are expected to generate about 563<sup>2</sup> (17 percent AM peak one-hour LRT boardings per household) morning boardings at the OHMC vicinity, 122nd Avenue NE, and 130th Avenue NE stations. The AM peak one-hour boardings would be slightly higher than with Alternative 3, but there would be more households in the same area than with Alternative 3, so the increase is expected.

Also, 600 households would be added near the 152nd Avenue NE station. Along with the existing households in that area, 359 AM peak one-hour LRT boardings would be generated (Table A-10).

<sup>2</sup> These numbers taken from Table A-9 and represent 68 (OHMC vicinity) + 240 (122nd Avenue NE) + 255 (130th Avenue NE), which are those stations located within the Bel-Red Corridor.

TABLE A-10

Residential Units Near Light-Rail Transit Stations vs. AM Peak One-Hour Boarding  
*Bel-Red Corridor Final Environmental Impact Statement*

Stations	Residential Units	AM Peak One-Hour Boardings
	Preliminary Preferred Alternative	Preliminary Preferred Alternative
OHMC, 122nd, and 130th Avenues NE	3,300	563
152nd Avenue NE	600	359 <sup>1</sup>
Subtotal	3,900 <sup>2</sup>	922
Percent households near stations	78%	

Source: City of Bellevue and BKR forecasting model, 2007.

<sup>1</sup>The number of residential units shown in the table at the 152nd NE Station are located within the Bellevue city limits, and are associated with the Preliminary Preferred Alternative for the Bel-Red Corridor. However, there are more than 1,500 other residential units located in the City of Redmond and within walking distance of the 152nd Avenue NE station that contribute to the LRT boardings at this station.

<sup>2</sup>An additional 1,100 residential units are within the corridor but outside of the development nodes.

On the employment side, the retained employment and the 9,249 new employees in the area are expected to generate 1,227 AM peak one-hour LRT alightings in the Bel-Red Corridor (Table A-11), which is almost identical to the alightings documented for Alternative 3.

Combined with the other retained and projected land use, the 9,249 new employees and 5,000 households in the study area with the Preliminary Preferred Alternative are expected to generate approximately 10,200 daily LRT boardings in the Bel-Red Corridor. This is a nominal increase (300 daily boardings) compared to Alternative 3. (Please note that Table 10-16 of the DEIS had some erroneous information, and has been corrected in the Errata Sheet of this FEIS). The total daily boardings in the Bel-Red Corridor, Downtown Bellevue, and Overlake areas are expected to be 30,800 riders per day (Table A-12), slightly higher than Alternative 3 documented in the DEIS (30,300). These increases can be attributed to the increased number of residential units located close to LRT stations, as well as the addition of one more station in the study area. In summary, the location of the residential units and employment-related land uses in relation to the LRT stations would directly impact the LRT ridership. It is important to note, however, that many other factors not varied in this analysis could have had an impact on LRT ridership, including travel time, parking costs, and local transit connections.

TABLE A-11

New Employment vs. AM One-Hour Peak Alightings in Bel-Red Corridor  
*Bel-Red Corridor Final Environmental Impact Statement*

	Alternative	
	No-Action	Preliminary Preferred
New employment	2,367	9,249
1-Hour AM alightings	2,400	1,227

Source: City of Bellevue and BKR forecasting model, 2006 and 2007.

TABLE A-12  
Daily Light-Rail Transit Boardings vs. Households and Employment in the Bel-Red Corridor  
*Bel-Red Corridor Final Environmental Impact Statement*

	Alternative	
	No-Action	Preliminary Preferred
New households	0	5,000
New employment	2,367	9,249
Daily boardings in Bel-Red Corridor (from new and retained households and employers)	1,939	10,200
Daily boardings in Downtown Bellevue	15,900	17,100
Daily boardings in Overlake	5,850	3,500
Total ridership	23,689	30,800

Source: City of Bellevue and BKR forecasting model, 2006 and 2007.

### Transit Facilities and Service

**Park-and-Ride Lots.** The Preliminary Preferred Alternative would have similar park-and-ride needs as Alternative 3 described in the DEIS.

**Transit Service.** The Preliminary Preferred Alternative would have similar transit service needs and impacts as any of the original action alternatives described in the DEIS.

### Nonmotorized Transportation

The Preliminary Preferred Alternative would have similar nonmotorized needs and impacts as any of the original action alternatives described in the DEIS.

## Mitigation Measures

### Construction

The Preliminary Preferred Alternative would have the same construction mitigation as any of the original action alternatives described in the DEIS.

### Operation

This section describes the measures that the City of Bellevue could implement to minimize impacts during project operation.

### Roadways

The transportation system improvements listed in Table A-1, in effect, will serve as mitigation for the Preliminary Preferred Alternative. Several additional intersection channelization improvements are proposed for mitigation and were assumed to be in place by 2030. These intersection improvements were evaluated as part of the Preliminary Preferred Alternative and are listed in Table A-2. Future (2030) LOS analysis results listed in Table A-2 and shown in

Figures A-3 and A-4 assume that these mitigation improvements would be in place. In addition to the specific roadway improvements included in the Preliminary Preferred Alternative, the general measures identified in the DEIS for the other action alternatives could also be implemented for the Preliminary Preferred Alternative to minimize future transportation impacts.

### **Neighborhood Traffic Calming**

The Preliminary Preferred Alternative would have the same neighborhood traffic-calming mitigation as any of the action alternatives described in the DEIS.

### **Transit**

The Preliminary Preferred Alternative would have the same transit mitigation as any of the action alternatives described in the DEIS.

### **Nonmotorized Transportation**

The Preliminary Preferred Alternative would have the same nonmotorized transportation mitigation as any of the original action alternatives described in the DEIS.

## **Unavoidable Adverse Impacts**

Increases in traffic volumes and corresponding increases in congestion (including intersections projected to operate at LOS F) would occur in the Bel-Red Corridor, surrounding neighborhoods, and the regional system with the No-Action Alternative and the Preliminary Preferred Alternative. These increases would be due in part to regional factors, including economic growth and land use changes in areas outside of Bellevue.

**Attachment 1**  
**Preliminary Preferred Alternative**  
**Land Use File Inputs**

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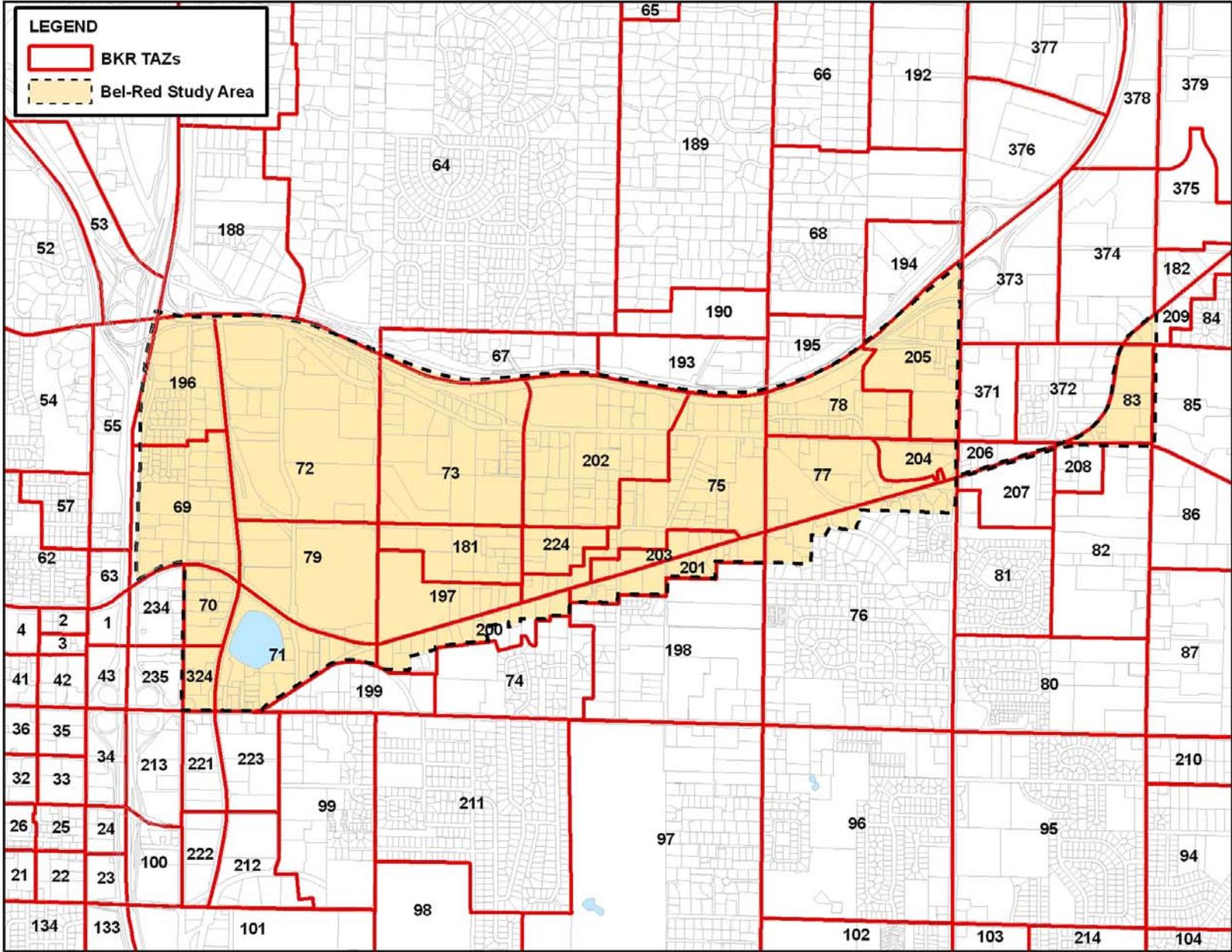


**Preliminary Preferred Alternative Land Use Files - Deltas and Totals**

BKR TAZ	SQUARE FOOTAGE						DWELLING	
	OFFICE (Sq Ft)	RETAIL (Sq Ft)	INDUSTRIAL (Sq Ft)	RECREATION (Sq Ft)	INSTITUTION (Sq Ft)	HOTEL (Sq Ft)	SFDU	MFDU
TAZ 69 Existing	385,780	0	0	0	36,460	0	26	0
Alt 3 Delta	356,500							
Alt 3 2030 Total	742,280	0	0	0	36,460	0	26	0
PPA Delta	316,500							
PPA 2030 Total	702,280	0	0	0	36,460	0	26	0
TAZ 70 Existing	105,000	90,000	0	0	0	0	0	0
Alt 3 Delta	210,000	0						
Alt 3 2030 Total	315,000	90,000	0	0	0	0	0	0
PPA Delta	250,000	-60,000						
PPA 2030 Total	355,000	30,000	0	0	0	0	0	0
TAZ 71 Existing	226,082	204,620	37,235	0	0	0	0	70
Alt 3 Delta	11,500	19,500	-37,235					
Alt 3 2030 Total	237,582	224,120	0	0	0	0	0	70
PPA Delta	31,500	49,500	-37,235					100
PPA 2030 Total	257,582	254,120	0	0	0	0	0	170
TAZ 72 Existing	289,487	135,165	584,852	0	0	0	0	0
Alt 3 Delta	600,000	9,000	-300,000					
Alt 3 2030 Total	889,487	144,165	284,852	0	0	0	0	0
PPA Delta	200,000	9,000	-100,000					800
PPA 2030 Total	489,487	144,165	484,852	0	0	0	0	800
TAZ 73 Existing	220,758	84,440	636,213	0	0	0	0	0
Alt 3 Delta	50,000	16,000	-400,000					600
Alt 3 2030 Total	270,758	100,440	236,213	0	0	0	0	600
PPA Delta	50,000	56,000	-400,000					600
PPA 2030 Total	270,758	140,440	236,213	0	0	0	0	600
TAZ 75 Existing	212,772	339,509	411,109	0	0	0	1	0
Alt 3 Delta	37,000	73,000	-200,000					300
Alt 3 2030 Total	249,772	412,509	211,109	0	0	0	1	300
PPA Delta	37,000	73,000	-200,000					200
PPA 2030 Total	249,772	412,509	211,109	0	0	0	1	200
TAZ 76 Existing	365,406	2,100	0	0	110,522	0	261	87
Alt 3 Delta	10,500	0						50
Alt 3 2030 Total	375,906	2,100	0	0	110,522	0	261	137
PPA Delta	10,500	0						50
PPA 2030 Total	375,906	2,100	0	0	110,522	0	261	137
TAZ 77 Existing	65,803	151,615	5,100	66,845	19,125	0	0	0
Alt 3 Delta	0	30,000	-5,100					375
Alt 3 2030 Total	65,803	181,615	0	66,845	19,125	0	0	375
PPA Delta	0	30,000	-5,100					200
PPA 2030 Total	65,803	181,615	0	66,845	19,125	0	0	200
TAZ 78 Existing	166,048	181,303	65,590	0	5,310	0	0	0
Alt 3 Delta	0	15,000	-65,590					425
Alt 3 2030 Total	166,048	196,303	0	0	5,310	0	0	425
PPA Delta	0	50,000	-65,590					0
PPA 2030 Total	166,048	231,303	0	0	5,310	0	0	0
TAZ 79 Existing	75,000	95,000	1,100,100	0	0	0	0	0
Alt 3 Delta	2,000,000	15,000	-700,000					
Alt 3 2030 Total	2,075,000	110,000	400,100	0	0	0	0	0
PPA Delta	2,500,000	45,000	-900,000					600
PPA 2030 Total	2,575,000	140,000	200,100	0	0	0	0	600
TAZ 83 Existing	0	134,101	0	0	0	0	0	0
Alt 3 Delta	19,000	79,500						600
Alt 3 2030 Total	19,000	213,601	0	0	0	0	0	600
PPA Delta	19,000	4,500						600
PPA 2030 Total	19,000	138,601	0	0	0	0	0	600
TAZ 181 Existing	20,000	25,000	295,000	0	0	0	0	0
Alt 3 Delta	65,000	75,000	-295,000					500
Alt 3 2030 Total	85,000	100,000	0	0	0	0	0	500
PPA Delta	65,000	75,000	-295,000					500
PPA 2030 Total	85,000	100,000	0	0	0	0	0	500

**Preliminary Preferred Alternative Land Use Files - Deltas and Totals**

BKR TAZ	SQUARE FOOTAGE						DWELLING	
	OFFICE (Sq Ft)	RETAIL (Sq Ft)	INDUSTRIAL (Sq Ft)	RECREATION (Sq Ft)	INSTITUTION (Sq Ft)	HOTEL (Sq Ft)	SFDU	MFDU
TAZ 196 Existing	178,784	0	47,377	0	0	0	33	0
Alt 3 Delta	321,000	0						0
Alt 3 2030 Total	499,784	0	47,377	0	0	0	33	0
PPA Delta	201,000	0						0
PPA 2030 Total	379,784	0	47,377	0	0	0	33	0
TAZ 197 Existing	6,064	86,730	332,752	0	0	0	0	0
Alt 3 Delta	25,500	6,000						100
Alt 3 2030 Total	31,564	92,730	332,752	0	0	0	0	100
PPA Delta	25,500	6,000						100
PPA 2030 Total	31,564	92,730	332,752	0	0	0	0	100
TAZ 200 Existing	265,133	4,875	0	0	6,490	0	0	0
Alt 3 Delta	49,000	0						250
Alt 3 2030 Total	314,133	4,875	0	0	6,490	0	0	250
PPA Delta	49,000	0						100
PPA 2030 Total	314,133	4,875	0	0	6,490	0	0	100
TAZ 201 Existing	153,515	0	0	41,800	4,800	0	0	0
Alt 3 Delta	18,000	0						250
Alt 3 2030 Total	171,515	0	0	41,800	4,800	0	0	250
PPA Delta	18,000	0						100
PPA 2030 Total	171,515	0	0	41,800	4,800	0	0	100
TAZ 202 Existing	639,175	178,925	346,520	0	0	0	0	0
Alt 3 Delta	87,000	50,000	-346,520					700
Alt 3 2030 Total	726,175	228,925	0	0	0	0	0	700
PPA Delta	87,000	80,000	-346,520					300
PPA 2030 Total	726,175	258,925	0	0	0	0	0	300
TAZ 203 Existing	43,525	78,991	129,040	0	17,700	0	0	0
Alt 3 Delta	23,000	0	-23,000					50
Alt 3 2030 Total	66,525	78,991	106,040	0	17,700	0	0	50
PPA Delta	23,000	0	-23,000					50
PPA 2030 Total	66,525	78,991	106,040	0	17,700	0	0	50
TAZ 204 Existing	0	99,621	0	0	0	0	0	0
Alt 3 Delta	0	42,000						200
Alt 3 2030 Total	0	141,621	0	0	0	0	0	200
PPA Delta	0	42,000						200
PPA 2030 Total	0	141,621	0	0	0	0	0	200
TAZ 205 Existing	71,755	284,292	7,820	0	0	0	0	0
Alt 3 Delta	6,000	15,000						200
Alt 3 2030 Total	77,755	299,292	7,820	0	0	0	0	200
PPA Delta	6,000	15,000						100
PPA 2030 Total	77,755	299,292	7,820	0	0	0	0	100
TAZ 209 Existing	56,980	8,600	0	0	67,306	0	0	0
Alt 3 Delta	24,000	0						0
Alt 3 2030 Total	80,980	8,600	0	0	67,306	0	0	0
PPA Delta	24,000	0						0
PPA 2030 Total	80,980	8,600	0	0	67,306	0	0	0
TAZ 224 Existing	30,000	55,000	115,000	0	0	0	0	0
Alt 3 Delta	87,000	55,000	-115,000					400
Alt 3 2030 Total	117,000	110,000	0	0	0	0	0	400
PPA Delta	87,000	25,000	-115,000					400
PPA 2030 Total	117,000	80,000	0	0	0	0	0	400
TAZ 324 Existing	0	57,000	0	0	0	0	0	0
Alt 3 Delta								
Alt 3 2030 Total	0	57,000	0	0	0	0	0	0
PPA Delta								
PPA 2030 Total	0	57,000	0	0	0	0	0	0
TOTAL EXISTING	3,577,065	2,296,886	4,113,708	108,645	267,713	0	321	157
Alt 3 Delta	4,000,000	500,000	-2,487,445	0	0	0	0	5,000
Alt 3 2030 Total	7,577,065	2,796,886	1,626,263	108,645	267,713	0	321	5,157
PPA Delta	4,000,000	500,000	-2,487,445	0	0	0	0	5,000
PPA 2030 Total	7,577,065	2,796,886	1,626,263	108,645	267,713	0	321	5,157



**Bel-Red Transportation  
Analysis Zones**  
Bel-Red Corridor Final EIS