



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

ADDENDUM TO EXISTING FINAL ENVIRONMENTAL IMPACT STUDY (FEIS)

PROPONENT: City of Bellevue Transportation Department

LOCATION OF PROPOSAL: The Transportation Facilities Plan identifies roadway capacity, safety/operational and non-motorized system improvements citywide.

DESCRIPTION OF PROPOSAL: The City Council adopted the 2013-2024 Transportation Facilities Plan on August 5, 2013 (Resolution #8617) and amended the 2013-2024 Transportation Facilities Plan on September 3, 2013 (Resolution #8623) to add a project for non-motorized improvements to Newport Way SE. The City has completed a review of the Transportation Facilities Plan and proposes to update it to remove two completed projects, add eight new projects, extend the horizon year to 2027 and characterize the updated plan as the "2016-2027 Transportation Facilities Plan". The proposed new projects involve adding non-motorized facilities (one project), a traffic signal (one project) and predesign or design studies (six projects). The City has prepared this Addendum to the FEIS to document the likely or anticipated impacts of the prospective addition of the eight projects and evaluate anticipated conditions in the new 2027 horizon year.

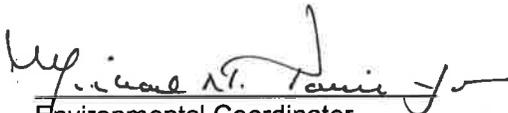
FILE NUMBERS: 15-122964-DC **PLANNER:** Heidi M. Bedwell

AGENCY MODIFYING FEIS: City of Bellevue Development Services Department

The Environmental Coordinator of the City of Bellevue has determined that this proposed addendum to the FEIS does not have probable significant adverse impacts upon the environment. This decision was made after the Bellevue Environmental Coordinator reviewed the previously issued FEIS and the proposed modifications to the projects filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

This addendum is issued under WAC 197-11-600(4)(c) and WAC 197-11-625. The addendum, the attachments, and the files referenced herein add analysis or information about the Plan, but do not substantially change the analysis of the potential significant impacts and alternatives previously considered in the issued FEIS under City of Bellevue Development Services File #12-127104-LE.

There is no comment or appeal period to the issuance of this SEPA Addendum.


Environmental Coordinator

10/8/2015

Date

OTHERS TO RECEIVE THIS DOCUMENT:

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Addendum
to the
Final Environmental Impact Statement
2013-2024 Transportation Facilities Plan

Prepared by:



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This EIS Addendum has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Revised Code of Washington Chapter 43.21C); the SEPA Rules, effective April 4, 1984, as amended (Washington Administrative Code Chapter 197-11); and the Bellevue Environmental Procedures Code (Bellevue City Code Chapter 22.02), which implements SEPA. The City of Bellevue Development Services Department has directed the areas of assessment that were undertaken in preparation of this document and has determined that this document has been prepared in a responsible manner using appropriate methodology.

Date of Issuance of this EIS Addendum: October 8, 2015

This document should be cited as:
City of Bellevue. 2015. Second Addendum to the Final Environmental Impact Statement: 2013-2024 Transportation Facilities
Plan. Bellevue, WA. October 2015.

Preface

The City of Bellevue regularly reviews and updates the 12-year Transportation Facilities Plan (TFP), which identifies roadway capacity, safety/operational and non-motorized system improvements citywide. A programmatic Draft Environmental Impact Statement (EIS) for the 2013-2024 TFP was issued by the City on April 11, 2013 and a Final EIS for the TFP was issued on July 25, 2013. On August 5, 2013, the City Council adopted the 2013-2024 TFP (Resolution #8617) and also directed that analysis be performed to consider addition of a project on Newport Way SE, between Somerset Blvd SE and 150th Avenue SE. Accordingly, the City prepared and—on August 29, 2013, issued—an Addendum to the Final EIS to document, at a programmatic level, the potential impacts of the addition of this project to the TFP Network (Proposed Action) alternative.

In December 2014, City staff and the Bellevue Transportation Commission initiated the process to review and update the TFP. The update process involved a review all projects in the 2013-2024 TFP and identification of prospective additional projects; the prospective additional projects were drawn from adopted long-range plans, as well as emerging needs identified by staff and project needs identified through public input. Projects in the 2013-2024 TFP and candidate new projects were evaluated and ranked according to criteria approved by the Bellevue Transportation Commission. Projects were further prioritized based on considerations that included prior investment in project development, coordination with WSDOT and Sound Transit projects and public input. For this TFP update cycle, funding available for allocation to projects (“unconstrained revenue”) in the 12-year TFP period (\$106.3 million) was less than in recent TFP cycles (cf. \$127.6 million in the 2013-2024 TFP). Therefore, opportunity to add projects or increase funding allocations to projects was limited. As detailed in the following section (Description of Plan Revision), funding allocations to several TFP projects was reduced to levels that no longer support full project implementation in the TFP timeframe. And, most of the projects added to the TFP have scope descriptions and/or funding allocations that fall short of actual implementation (see Table 1 and related text that follows for specific details).

For this TFP update cycle, it was decided that pedestrian and bicycle projects would not be separately evaluated. Instead, the pedestrian and bicycle projects in the 2013-2024 TFP are carried over into the proposed new 2016-2027 TFP and will be further evaluated for funding and implementation in conjunction with the City’s new Pedestrian and Bicycle Implementation Initiative (PBII). The pedestrian and bicycle projects in the current 2013-2024 TFP align well with the principles of the PBII and establishing priorities for implementation among them can be most effectively conducted in the context of that initiative. The proposed 2016-2027 TFP has a Ped/Bike Implementation Reserve funding allocation (\$22.5 million) to facilitate future prioritization and implementation of priority projects. (The proposed 2016-2027 TFP includes one new pedestrian and bicycle project, TFP-175; this was added to the project list for the proposed 2016-2027 because of strong public support and includes a proposed funding allocation for project implementation. See Table 1 below.)

An EIS Addendum is an environmental document that provides additional analysis or information about a proposal, but does not substantially change the analysis of likely significant impacts or alternatives in the existing environmental document. The potential significant environmental impacts of the 2013-2024 TFP have already been evaluated under the Final EIS. This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. This EIS addendum and the Final EIS will accompany the 2016-2027 TFP through the City's review processes and be considered by City officials in making the necessary approval decisions regarding 2016-2027 TFP projects.

Description of Plan Revision

Two projects in the 2013-2024 TFP have been completed and are thus not included in the proposed 2016-2027 TFP. The two projects are,

- TFP-192: Lakemont Blvd SE/Cougar Mtn Way SE traffic signal
- TFP-240: 120th Avenue NE improvements (stage 1)/south of NE 4th Street to south of NE 8th Street.

The recommended funding allocation for four projects no longer supports full project implementation in the plan horizon year (2027). Affected projects, with summary descriptions and changes in terms of implementation are as follows:

- TFP-158: SE 16th Street/148th Avenue to 156th Avenue. Add bike lanes on both sides and sidewalk on north side from 148th Avenue to 154th.
Change for 2016-2027 TFP: No longer has separate funding allocation; included in pool of projects for evaluation and prioritization under Pedestrian and Bicycle Implementation Initiative.
- TFP-195: 150th Avenue NE/SE 37th Street/I-90 Off-ramp. Evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. The project will also evaluate upgraded ped and bike crossings and gateway treatments.
Change for 2016-2027 TFP: Funding allocation now supports an evaluation to determine a preferred improvement option, does not fund any improvement.
- TFP-215: NE Spring Blvd/130th to 132nd Avenues NE. Construct new roadway with one lane in each direction and traffic signal at either end.
Change for 2016-2027 TFP: Funding allocation now supports construction of westbound lane but is not sufficient to construct eastbound lane.

- TFP-253: 150th Ave SE/Eastgate Way SE. Evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.
Change for 2016-2027 TFP: Funding allocation now supports an evaluation to determine a preferred improvement option, does not fund any improvement.

The transportation analysis detailed in Attachment 1 and discussed in the Assessment of Environmental Issues section below reflects the reduced implementation scope for these projects in the horizon year.

Table 1 presents descriptions of the eight proposed additional or expanded projects identified in the 2016-2027 TFP update process. Figure 1 is a map showing the new or expanded projects.

Table 1. Projects Added or Expanded for 2016-2027 TFP

TFP #	Project Location	MMA	CIP #	Project Description	Added or Expanded	Capacity Project	Impact Fee Project
175	SE 34 th St/ 162 nd Pl SE to West Lake Sammamish Pkwy	9,10	--	This project will construct a curb, gutter, sidewalk and bike lane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Added	No	No
194	164 th Ave SE/ SE Cougar Mtn Way to SE 63 rd St	11	--	<u>This project will evaluate options</u> for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefitting property owners through the use of a Local Improvement District (LID)	Added	No	No

252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Rd/ 142 nd PI SE from 145 th PI SE to SE 36 th St	10	--	This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. <u>The funding allocation will only advance the design in partnership with potential project partners.</u>	Expanded (south limit extended from Bellevue College southwest entrance to SE 36 th Street)	TBD	No
258	164 th Ave SE/ Lakemont Blvd SE	11	M-20	This project will replace the existing all-way stop with a new traffic signal. The new signal will be placed on the SCATS traffic adaptive signal system, and coordinated when warranted with adjacent traffic signals.	Added	Yes	Yes
262	Bellevue Way NE/NE 12th Street to the north city limits at SR-520	1	--	<u>This project will conduct a corridor study and community involvement process to identify potential multimodal mobility improvements along Bellevue Way NE</u> through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic speed and safety concerns.	Added	TBD	No
263	148 th Avenue NE/ NE 8 th Street	9	--	<u>This project will evaluate potential intersection improvement options</u> and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8 th Street east of 148 th Avenue NE.	Added	TBD	No

264	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	12	--	<u>This project will conduct a feasibility and/or pre-design study</u> for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.	Added	TBD	No
266	I-90 Factoria Blvd Exit Expansion	13	W/B-78	In coordination with the Mountains to Sound Greenway project (TFP-243), <u>this project will advance the design</u> to relocate the current trail to allow a second I-90 Eastbound to Factoria Boulevard off ramp lane through the undercrossing of the interchange ramp between I-405 and I-90 Eastbound. The trail will be rerouted to new bridges crossing the I-405 to I-90 interchange ramps and the I-90 to Factoria Boulevard off ramp.	Added	TBD	No

Of the eight projects in Table 1, six are scoped for predesign or design studies only. For each of these projects, the initial element of work will involve detailed documentation of current conditions and evaluation of the benefits, impacts and costs of potential improvements. In addition to the technical analysis, projects in the predesign or design phase typically include public engagement to inform the community of the technical work and solicit input regarding the alternatives identified. Once this work is completed and the project scope determined, the project is evaluated in the capital programming process and, if funded for implementation, will undergo project-level review according to SEPA requirements.

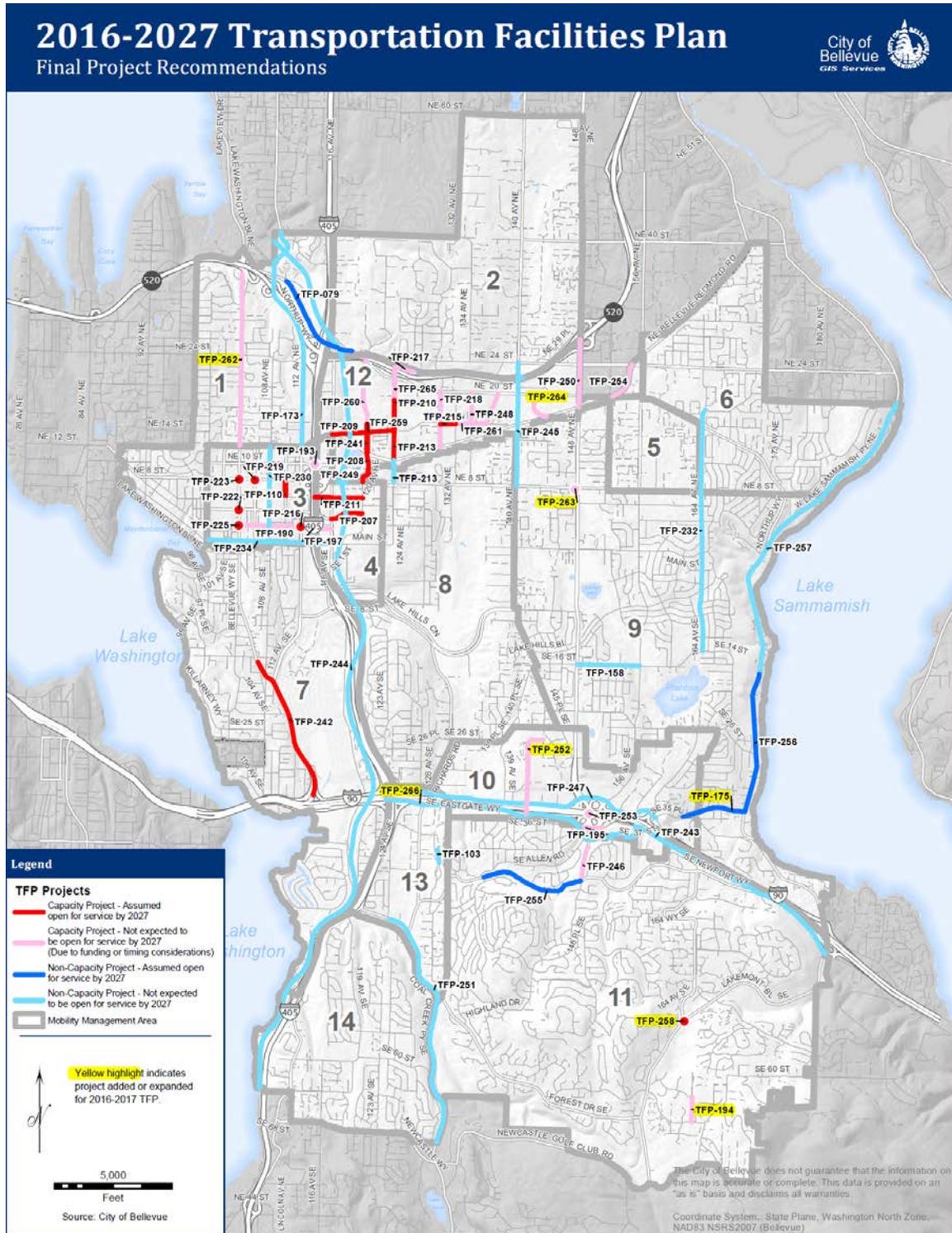
The remaining two projects in Table 1, TFP-175 and TFP-258, are allocated funding for full implementation. TFP-175 will construct pedestrian and bicycle improvements within the existing ROW of SE 34th Street. TFP-258 will install a signal at the 164th Ave SE/ Lakemont Blvd SE intersection, which is currently controlled by an all-way stop. All work is anticipated to occur within the previously disturbed area of the ROW.

Also included in the scope of the proposed 2016-2027 TFP is full implementation of a segment of TFP-209, NE Spring Blvd from 116th Avenue NE to 120th Avenue NE. This project was included in the 2013-2024 TFP with a lower level of funding allocation that did not support full implementation. (A scenario that included implementation of this link was included in the 2013-2024 TFP EIS as the “TFP Network Plus”.)

With the revisions noted above, there are a total of 54 projects in the proposed 2016-2027 TFP.

Of these, 16 are designated as “Impact Fee” projects, because they add vehicular capacity and are anticipated to be in place by the 2027 horizon year for the TFP.

Figure 1: Projects Map



Assessment of Environmental Issues

As indicated in the preceding description of added and revised projects, the project changes proposed for the 2016-2027 TFP involve very little change from the project list in the 2013-2024 TFP in terms of what is anticipated to actually be implemented and on the ground in the horizon year (now 2027). Following is an analysis of the added impact of projects in the proposed 2016-2027 TFP, with specific consideration of whether projects proposed in the 2016-2027 TFP have adverse impacts beyond what is already identified in the 2013-2024 TFP Final EIS. Areas of evaluation are transportation, air quality, noise, land use & aesthetics and the natural environment.

Transportation

The City’s standards for mobility on roadways are based on an average of V/C measurements at designated “system” intersections within each of 14 zones or “Mobility Management Areas” (MMAs). “System” intersections are a subset of the signalized intersections, selected for their critical function in the roadway network. (See Figure 1-1 in Attachment 1 for a map of MMAs and locations of system intersections.) For each MMA, there are two parameters to the performance standard:

- An areawide average of the LOS level at the designated system intersections
- A limit on the number of system intersections permitted to exceed the designated LOS standard for the area. This is termed the “Congestion Allowance”.

Table 2 shows the Level of Service and Congestion Allowance levels for the MMAs in Bellevue:

Table 2. Level of Service Standards and Congestion Allowances¹

Mobility Management Area	Area-Average LOS Standard (Maximum v/c Ratio)	Congestion Allowance
Regional Center & Major Activity Areas		
3 Downtown	0.950	9
12 Bel-Red	0.950	7
13 Factoria	0.950	5
Mixed Commercial/ Residential Areas		
4 Wilburton	0.900	3
5 Crossroads	0.900	2
10 Eastgate	0.900	4
Residential Group 1		
1 North Bellevue	0.850	3
7 South Bellevue	0.850	4
8 Richards Valley	0.850	5
9 East Bellevue	0.850	5

Residential Group 2		
2 Bridle Trails	0.800	4
6 Northeast Bellevue	0.800	2
11 Southeast Bellevue	0.800	3
14 Newport ²	0.800	-- ²

1. Excerpted from BCC 14.10.030

2. No system intersections are currently identified in this mobility management area.

The city conducted an updated transportation system analysis for the 2027 horizon year, using the same methodology as the corresponding analysis performed for the 2013-2024 TFP Final EIS (for the 2024 horizon year). Following is a summary of the results of the previous and the updated analysis, presented by MMA group. Each column shows the LOS and, in parentheses, the number of intersections forecast to exceed the standard. In the 2013-2024 TFP Final EIS, two action scenarios were modeled and evaluated for the 2024 horizon year, a “TFP Network” and a “TFP Network Plus” scenario, which added full implementation of NE Spring Blvd from 116th Avenue NE to 120th Avenue NE (the “zone 1” segment of TFP-209). Results of both 2024 scenarios are shown in the following tables, along with the new 2027 forecast. For 2027, two columns are shown, one using the old method of averaging areawide LOS and the second using a new, corrected method of calculating the areawide LOS value. The old method value provides an apples to apples comparison to the 2024 values; the corrected method is the appropriate value to compare to the LOS standard. The actual difference in areawide LOS values between the two methods is small and does not affect the compliance status of any MMA. (See Attachment 1 for additional discussion of the MMA averaging methodology.)

Table 3: Comparison of 2024 and 2027 LOS Results (Regional Center & Major Activity Centers)

Mobility Management Area	LOS Standard: Max V/C, (Congestion Allowance)	2024 TFP Network LOS (# intersections >std)	2024 TFP Network Plus LOS (# intersections >std)	2027 TFP Network LOS using old method avg. (# intersections >std)	2027 TFP Network LOS using corrected method avg. (# intersections >std)
Regional Center & Major Activity Areas					
3 Downtown	0.950 (9)	0.779 (2)	0.785 (2)	0.816 (3)	0.838 (3)
12 Bel-Red	0.950 (7)	0.846 (5)	0.860 (4)	0.871 (5)	0.872 (5)
13 Factoria	0.950 (5)	0.898 (3)	0.895 (3)	0.821 (1)	0.833 (1)

Discussion: Forecasts for 2027 show a modest increase in congestion in the Downtown MMA over the previous forecast of 2024 conditions. The Bel-Red MMA also shows a slight increase in congestion over the 2024 forecast. The 2027 forecast for the Factoria MMA shows an improvement over the previous forecast of 2024 conditions in this area. All three MMAs are expected to remain well within their V/C and Congestion Allowance standards.

Note: The City adopted changes to the Comprehensive Plan and the Traffic Standards Code on August 3, 2015 that affect the System Intersection designations for Eastgate, SE Bellevue and

Factoria MMAs. The areawide calculation for the Factoria MMA in the table above uses the old, pre-August 3, 2015 definition, so as to provide a common framework for comparison to the earlier analysis for the 2013-2024 TFP EIS. Refer to Table 1-3 in Attachment 1 for the V/C value for the added intersection and the areawide value under the revised MMA definition.

Table 4: Comparison of 2024 and 2027 LOS Results (Mixed Commercial/Residential Areas)

Mobility Management Area	LOS Standard: Max V/C, (Congestion Allowance)	2024 TFP Network LOS (# intersections >std)	2024 TFP Network Plus LOS (# intersections >std)	2027 TFP Network LOS using old method avg. (# intersections >std)	2027 TFP Network LOS using corrected method avg. (# intersections >std)
Mixed Commercial/Residential Areas					
4 Wilburton	0.900 (3)	0.912 (2)	0.903 (2)	0.820 (2)	0.816 (2)
5 Crossroads	0.900 (2)	0.746 (0)	0.741 (0)	0.717 (0)	0.711 (0)
10 Eastgate	0.900 (4)	0.689 (1)	0.689 (1)	0.655 (1)	0.683 (1)

Discussion: Forecasts show expected 2027 traffic conditions in the Wilburton MMA to be significantly *better* than in the earlier forecast of 2024 conditions (which had shown this area as potentially exceeding its mobility standard in the horizon year). The forecast for the Crossroads MMA also shows an improvement over the earlier, 2024 forecast, though the extent of the improvement is less than for the Wilburton MMA. Forecast conditions for the Eastgate MMA are essentially similar to the previous forecast of 2024 conditions. All three MMAs are expected to remain well within their V/C and Congestion Allowance standards.

Note: The City adopted changes to the Comprehensive Plan and the Traffic Standards Code on August 3, 2015 that affect the System Intersection designations for Eastgate, SE Bellevue and Factoria MMAs. The areawide calculation for the Eastgate MMA in the table above uses the old, pre-August 3, 2015 definition, so as to provide as common framework for comparison to the earlier analysis for the 2013-2024 TFP EIS. Refer to Table 1-3 in Attachment 1 for the areawide value under the revised MMA definition.

Table 5: Comparison of 2024 and 2027 LOS Results (Residential Group 1)

Mobility Management Area	LOS Standard: Max V/C, (Congestion Allowance)	2024 TFP Network LOS (# intersections >std)	2024 TFP Network Plus LOS (# intersections >std)	2027 TFP Network LOS using old method avg. (# intersections >std)	2027 TFP Network LOS using corrected method avg. (# intersections >std)
Residential Group 1					
1 North Bellevue	0.850 (3)	0.522 (0)	0.517 (0)	0.529 (0)	0.529 (0)
7 South Bellevue	0.850 (4)	0.687 (1)	0.685 (1)	0.733 (1)	0.731 (1)
8 Richards Valley	0.850 (5)	0.773 (4)	0.761 (2)	0.691 (2)	0.701 (2)
9 East Bellevue	0.850 (5)	0.827 (5)	0.824 (5)	0.788 (2)	0.797 (2)

Discussion: The 2027 forecast for the North Bellevue MMA is essentially similar to the previous forecast of 2024 conditions. For the South Bellevue MMA, the 2027 forecast shows a modest increase in congestion over the previous 2024 forecast. The Richards Valley and East Bellevue MMAs show an improvement over the previous 2024 forecast. All four MMAs are expected to remain well within their V/C and Congestion Allowance standards.

Table 6: Comparison of 2024 and 2027 LOS Results (Residential Group 2)

Mobility Management Area	LOS Standard: Max V/C, (Congestion Allowance)	2024 TFP Network LOS (# intersections >std)	2024 TFP Network Plus LOS (# intersections >std)	2027 TFP Network LOS using old method avg. (# intersections >std)	2027 TFP Network LOS using corrected method avg. (# intersections >std)
Residential Group 2					
2 Bridle Trails	0.800 (4)	0.776 (4)	0.753 (3)	0.714 (1)	0.727 (1)
6 Northeast Bellevue	0.800 (2)	0.770 (1)	0.770 (1)	0.759 (1)	0.758 (1)
11 Southeast Bellevue	0.800 (3)	1.046 (3)	1.044 (3)	0.684 (1)	0.715 (1)
14 Newport ¹	0.800 (n/a)	----	----	----	----

¹ No system intersections are currently identified in this mobility management area.

Discussion: The 2027 forecast for the Bridle Trails and Northeast Bellevue MMAs shows a modest improvement over the previous forecast of 2024 conditions. The Southeast Bellevue MMA shows a significant improvement over the previous 2024 forecast (which had shown this area as potentially exceeding its mobility standard in the horizon year). This improvement is owing in part to a change in the lane configuration and the operation of the System Intersection at Lakemont Blvd and Newport Way. There was also a change in the modeling of the System Intersection at Coal Creek Pkwy and Forest Drive to more accurately reflect traffic operations at this intersection. All four MMAs are expected to remain well within their V/C and Congestion Allowance standards.

Note: The City adopted changes to the Comprehensive Plan and the Traffic Standards Code on August 3, 2015 that affect the System Intersection designations for Eastgate, SE Bellevue and Factoria MMAs. The areawide calculation for the Southeast Bellevue MMA in the table above uses the old, pre-August 3, 2015 definition, so as to provide as common framework for comparison to the earlier analysis for the 2013-2024 TFP EIS. Refer to Table 1-3 in Attachment 1 for the V/C value for the added intersections and the areawide value under the revised MMA definition.

Table 7: Summary of Impacts to Transportation

Environmental Resource Area	2013-2024 TFP EIS – TFP Network and TFP Network Plus Alternatives	Potential impacts of 2016-2027 TFP update
Transportation	<p>Transportation analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ System Performance – effect of projected future vehicle traffic volumes on city streets; and of the effect of the traffic volumes on the level of service (LOS) of system intersections. ▪ Neighborhood Impacts – the potential for increase in vehicle cut-through traffic. ▪ Safety – the effect of proposed projects on road safety issues. ▪ Pedestrian/Bicycle Impacts – the effect of proposed projects on pedestrian and bicycle mobility. 	<p>Modeling for the 2027 horizon year shows all MMAs meeting their respective mobility standards. The modeling shows little overall change in traffic patterns or congestion levels from the previous analysis in the 2013-2024 TFP EIS, indicating that desire for neighborhood cut-through-traffic is likely similar to conditions considered in the TFP EIS.</p> <p>Similar to the process for the 2013-2024 TFP, safety is one of the evaluation criteria used for ranking projects in the 2016-2027 TFP update. Implementation of improvements in TFP-175 has potential beneficial effect on safety by providing pedestrian and bicycle facilities where none currently exist.</p> <p>The specific focus on pedestrian and bicycle needs via the new Pedestrian and Bicycle Implementation Initiative is expected to have beneficial effect on pedestrian/ bicycle mobility, by directing resources to locations where there is the most benefit.</p> <p>Thus, no significant adverse impacts to transportation are anticipated from changes associated with the proposed 2016-2027 TFP update.</p>

Air Quality and Noise

The 2013-2024 TFP EIS addresses potential impacts to air quality and noise. Section 4.2.1 of the EIS document notes that for air quality, EPA vehicle and fuel regulations, together with turnover of the vehicle fleet are expected to reduce the overall emissions of regulated mobile source air toxics. The magnitude of the expected reduction is such that it will exceed the increase in VMT forecast in the EIS. The document notes there could, nonetheless, be localized increases in emissions at locations where a roadway is widened so that emissions are closer to sensitive receptors (homes and businesses); however, this effect could be offset if the project leads to less delay (idling) at the location. The TFP EIS modeled 2024 CO concentrations at 4 congested intersections; traffic modeling for this 2016-2027 TFP update shows congestion (V/C) decreasing at two of these intersections as compared to the previous 2024 horizon analysis, constant at one intersection and increasing at the fourth intersection, 112th Avenue NE/NE 8th Street in downtown, where the modeled V/C ratio increases from 1.139 forecast for 2024 to 1.289 forecast for 2027. Modeling shows total delay increasing at this location by approximately 37% and there is the potential that CO concentrations at this intersection, previously modeled at 6.5ppm for 2024 in the 2013-2024 TFP EIS, may be affected by the projected increase in traffic volumes and delay.

The forecast increase in congestion at this intersection is not related to the proposed TFP

revisions which, as noted in the Description of Plan Revision section above, only change horizon year transportation facilities by adding a sidewalk on SE 34th Street (TFP-175) and a signal in south Bellevue at 164th Avenue SE/ Lakemont Blvd SE (TFP-258); the addition of these two projects would not have any impact to traffic distribution or volumes at this location in downtown. However, the forecast increase in congestion and delay at the 112th Avenue NE/ NE 8th Street intersection and the potential for increases in CO concentrations is a matter the City may investigate separate from this TFP update process.

As indicated in the preceding paragraph, two of the projects added in the proposed 2016-2027 TFP update have funding allocations to support actual construction. Implications of these two projects for noise levels are discussed in Table 8, below. All other projects added in the proposed 2026-2027 TFP update are scoped for evaluation of feasibility, predesign or design. Projects that meet the criteria discussed in Section 5.1.5 of the 2013-2024 TFP EIS will have evaluation of noise impacts and potential mitigation measures included as part their feasibility or predesign scoping and evaluation.

Table 8 on the next page reviews the potential additional impact to air quality and noise of projects added in the proposed 2016-2027 TFP update.

Table 8: Summary of Impacts to Air Quality and Noise

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative and TFP Network Plus Alternatives	Potential impacts of 2016-2027 TFP update
Air Quality	<p>Air quality analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Operational impacts – potential increase in vehicle emissions and carbon monoxide concentrations at intersections, and increase in greenhouse gases, resulting from increases in vehicle volumes. ▪ Construction impacts – temporary and localized impacts of project construction could include dust, heavy vehicle emissions, and odors. Potential impacts should be mitigated through implementation of best management practices such as those measures described in the EIS. 	<p>The Puget Sound area, including Bellevue, is currently designated as a “maintenance” area for carbon monoxide and an “attainment” area for all other air pollutants (except for fine particulates in the Tacoma-Pierce County area).</p> <p>Analysis for the 2013-2024 TFP EIS involved review of traffic volumes and vehicle delay at four intersections--selected for their high levels of congestion--to determine forecast future (2024) concentrations of carbon monoxide. All four locations were forecast to be well within the 1-hour and 8-hour limits set by state and federal regulation (35ppm for 1 hr avg, 9ppm for 8 hr avg). Traffic modeling for this 2016-2027 TFP update shows congestion (v/c) decreasing at two of these intersections as compared to the previous 2024 horizon analysis, constant at one intersection and increasing at the fourth intersection, 112th Ave NE/NE 8th Street. The increase at 112th Ave NE/NE8th St is from v/c of 1.14 to v/c of 1.29. In terms of overall delay at peak hour, the difference is an increase of approximately 37%. The 2013-2024 analysis showed modeled results for 2024 at 112th Ave/NE 8th St at 8ppm for 1 hr avg (35ppm is the regulatory limit) and 6.5ppm for 8 hr avg (9ppm is the regulatory limit). The increase in delay may cause CO levels to increase at this intersection. Further analysis would determine whether or not the intersection is expected to remain with regulatory limits. However, roadway network changes proposed in the 2016-2027 TFP update have no effect on traffic distribution or delay at this location, so this is a matter to be evaluated separate from the 2016-2027 TFP update.</p> <p>Construction of projects in the 2016-2027 TFP update has potential for temporary and localized air quality impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS.</p> <p>Thus, no significant adverse impacts to air quality are anticipated as a result of the changes associated with the proposed 2016-2027 TFP update.</p>

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative and TFP Network Plus Alternatives	Potential impacts of 2016-2027 TFP update
Noise	<p>Noise analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Traffic noise – potential increase in noise levels resulting from increases in vehicle volumes. ▪ Construction noise – temporary and localized noise impacts of project construction could result from on-site activities, and from construction vehicles traveling to and from the site. Potential impacts should be mitigated through implementation of measures to limit the times and locations that these activities can occur, such as those described in the EIS. 	<p>The proposed 2016-2027 TFP update includes funding allocation to construct two projects. TFP-175 involves adding a sidewalk and bike lane or wide curb lane on the north side of SE 34th St from 162nd Pl to West Lake Sammamish Pkwy; if feasible, a wide curb lane will be added on the south side as well. The city does not have baseline noise measurements for this area. However, these improvements are not expected to draw additional motor vehicle traffic to the corridor or affect speeds. TFP-258 involves replacing an existing all-way stop with a traffic signal, a change that could affect speeds in the area. Analysis for the 2013-2024 TFP included evaluation of noise levels at a location approximately 1400' east of this intersection and at another location approximately 3400' southwest of this intersection. The closer site was forecast at 63.3 dBA in 2024 and the further site at 64.0 dBA, both well below the 67 dBA level at which the City requires a noise analysis. Per the 2013-2024 TFP EIS, a doubling of acoustical energy is associated with a 3 dBA increase in sound. For this project location, where the speed limit is 30mph, a doubling of overall acoustical energy is unlikely.</p> <p>Other projects added in the proposed 2016-2027 TFP involve feasibility or predesign studies or advancing project design. Projects that meet the criteria discussed in Section 5.1.5 of the 2013-2024 TFP EIS will have evaluation of noise impacts and potential mitigation measures included as part their feasibility or predesign scoping and evaluation. TFP-266 and the added element of TFP-252 are adjacent to I-90, where noise levels can be assumed to already exceed the 67 dBA level. TFP-263 involves evaluation of potential intersection improvements at 148th Ave NE/NE 8th St and may recommend changes that would increase capacity; there are noise-sensitive land uses (residences) in this area, so an analysis of noise should be included as an element of the project scoping and evaluation.</p> <p>Other projects proposed to be added in the 2016-2027 TFP would not increase vehicular capacity or speeds near residences or other noise-sensitive land uses.</p> <p>Construction of projects in the 2016-2027 TFP update has potential for temporary and localized noise impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS.</p> <p>Thus, no significant adverse impacts to noise are anticipated as a result of changes associated with the proposed 2016-2027 TFP update.</p>

Land Use & Aesthetics

The 2013-2024 TFP EIS examines potential land use and aesthetic impacts of TFP projects in terms of displacement or removal of structures; parking; sidewalks, bicycle facilities & street trees; landscaping & native growth; as well general aesthetic impact. Impacts to each category are ranked on a scale from 0 (little or no impact) to 4 (significant impact). Table 6-1 of the TFP EIS details the Land Use Impacts Rating System. Table 9 below evaluates the added projects in the proposed 2016-2027 TFP according to this framework:

Table 9: Potential Land Use Impacts

Project added or expanded for 2016-2027 TFP	Displacement or Removal				General Aesthetics
	Structure(s)	Parking	Sidewalks, Bicycle Facilities, and Street Trees	Landscaping or Native Growth	
TFP-175	0	0	0	2	1
TFP-194	0	0	0	1	1
TFP-252	0	0	0	0	1
TFP-258	0	0	0	0	1
TFP-262	0	0	TBD	TBD	TBD
TFP-263	0	TBD	TBD	TBD	TBD
TFP-264	0	TBD	TBD	TBD	TBD
TFP-266	0	0	0	2	1

As discussed previously, six of the projects in the proposed 2016-2027 TFP update are scoped for evaluation of feasibility, predesign or design; in the case of three of these, the project form or extent is not sufficiently clear to be able to assign a value for certain of the categories, these are indicated as “TBD” in Table 9.

TFP-175 involves adding a curb, gutter, sidewalk and bike lane or wide curb lane along the north side of SE 34th Street from 162nd Ave SE to West Lake Sammamish Parkway. Some areas of paved shoulder existing along this roadway segment, but installation of sidewalks and bike facilities would require widening the roadway prism and thus impact existing adjacent native growth. It is anticipated the widening will occur within the existing right-of-way.

TFP-264 is a feasibility and pre-design study to evaluate a potential roadway connection from the existing NE 20th Place near the Highland Community Center to NE 20th Street (this prospective new connection may be implemented in conjunction with future redevelopment in the immediate vicinity); also included is installation of a signal and eastbound to northbound left-turn pocket on Bel-Red Road at NE 20th Place. Installation of a turn pocket would require widening a segment of Bel-Red Road and impact adjacent parking and vegetation.

TFP-266 involves design work to shift the alignment of the Mountains to Sound trail between I-405 and Factoria Blvd so that it crosses over the ramps that lead from northbound and southbound

I-405 to eastbound I-90. This work will impact vegetation in the median at the interchange of I-405 and I-90. Most of the area likely be impacted has grass cover; there are clusters of trees, but most are small and few, if any, appear to be over 6” in diameter.

Table 10: Summary of Land Use and Aesthetic Impacts

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative and TFP Network Plus Alternatives	Potential impacts of 2016-2027 TFP update
Land Use and Aesthetics	<p>Land use and aesthetics analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Land use patterns – displacement of parking, effect on buildings, effect on existing sidewalks and bicycle facilities, effect on landscaping and native growth, effect of traffic and noise on development. ▪ Aesthetics – effect on the character of the roads; or effect on the character of the surrounding environment as observed from the roads. ▪ Plans and policies – consistency of TFP alternative with the City’s adopted plans and policies. 	<p>None of the projects proposed to be added in the 2016-2027 TFP update are anticipated to impact existing buildings. Two projects, TFP-263 and -264 could impact parking. None of the projects are expected to adversely affect sidewalks, bicycle facilities or street trees; however, the form and extent of TFP-262, -263 and -264 is not yet sufficiently clear to be able to evaluate them on this criterion. Three projects, TFP-175, -264 and -266 have the potential for minor to moderate impacts to existing vegetation.</p> <p>Aesthetic impacts of implementation of projects in the proposed 2016-2027 TFP would be minimal; none is expected to involve more than a minor change to the existing visual character at its location.</p> <p>All projects in the proposed 2016-2027 TFP update are consistent with adopted City plans and policies.</p> <p>Overall, no significant adverse impacts to land use or aesthetics would result from changes associated with the proposed 2016-2027 TFP update.</p>

Natural Environment

Section 7.1.1 of the 2013-2024 TFP EIS identifies the following types of critical areas that are regulated by City code:

- Geologic hazard areas
- Wetlands
- Streams, shorelines and areas associated with species of local importance
- Areas of special flood hazard

Table 7-8 of the 2013-2024 TFP EIS identifies TFP projects with potential impacts to natural resources. Table 11 below provides the same indication for the added projects in the proposed 2016-2027 TFP.

Table 11: Projects with Potential Impacts on Natural Resources

Project added or expanded for 2016-2027 TFP	Natural Resources Affected				
	Geology and Soils	Wetlands ¹	Aquatic Resources	Wildlife and Vegetation	Shorelines
TFP-175	X		X		
TFP-194	X		X		
TFP-252					
TFP-258					
TFP-262	X	X			
TFP-263		X	X		
TFP-264					
TFP-266	X				

¹ Only indicated if project has potential to affect wetland or wetland buffer.

TFP-175 is located in area where soils have been identified as having a moderate to high liquefaction hazard. Projects TFP-194, TFP-262 and TFP-266 have limited areas of steep slope (40% grade or more) adjacent to their project areas.

TFP -262 has several small wetland areas adjacent and, though the project elements are not yet determined, if the developed right of way of Bellevue NE is expanded there is potential for impact to wetland buffer areas. Any prospective impacts to wetlands and buffers will be evaluated as part of the project scoping and development process.

TFP-263 at 148th Avenue NE/NE 8th Street has wetlands along the east side of the project area. This project is scoped in the proposed 2016-2027 TFP for evaluation of potential intersection improvement options. This evaluation will include consideration of impacts to wetlands and necessary mitigation measures associated with any prospective impact.

TFP-175 on SE 34th Street has an untyped (and unnamed) stream running perpendicular from the project area, on the north side between 166th Place NE and 168th Place NE. City maps do not show the stream crossing under SE 34th Street. However, site conditions, including this stream, will be fully investigated in conjunction with project development and any measures required by City code or other applicable code or permit will be addressed.

Vasa creek, a type “F” (fish-bearing) stream runs parallel to, and south of, SE 34th Street. Along most of the project area, the creek is 400 feet or more from SE 34 Street. However, at the west end of the project area, in the vicinity of 162nd Place SE, the creek comes to about 100 feet from the project area.

TFP-194 on 164th Street SE has an untyped (and unnamed) stream along 600 feet of the west side of the road at the south end and crossing, via a culvert, to the east side within the proposed project area.

TFP-263 at 148th Avenue NE/NE 8th Street has Kelsey creek, a type “F” stream running along

the east side of the potential project area (and crossing under NE 8th Street in a culvert). This will be a significant consideration in scoping and evaluating what is feasible for intersection improvements at this location. City maps indicate chinook salmon and coho salmon have been known to be present in this part of Kelsey creek.

None of the added or expanded projects in the proposed 2016-2027 TFP update are in the vicinity of identified bald eagle, peregrine falcon or osprey nests. These are the three species of local importance whose presence in Bellevue has been documented by the Washington Department of Fish and Wildlife. (See 2013-2024 TFP EIS Table 7-7 for a listing of species of local importance.)

None of the added or expanded projects in the proposed 2016-2027 TFP update are in a shoreline overlay district. Only one project, TFP-175 is in the vicinity of a shoreline; the east end of the project area (SE 34th Street) is approximately 340 feet from Lake Sammamish, which is outside of the 200 feet from the lake that determines the shoreline overlay district.

Projects TFP-175 and TFP-266 will add impervious surface to the Vasa Creek and Richards Creek basins respectively. The added impervious will be to serve pedestrian and bicycle modes, so the runoff should have fewer contaminants than is associated with added roadway impervious.

TFP-194 and TFP-262 may add impervious surface to Coal Creek and Lewis Creek basins (TFP-194) and Meydenbauer and Yarrow Creek (TFP-262); however the specific form of these project designs is not yet determined and there is potential they could include natural drainage features that would limit or even reduce the quantity and improve the quality of runoff from these corridors.

If TFP 263 adds turn lanes or otherwise expands the 148th Avenue NE/NE 8th Street intersection, it would add impervious surface to the Kelsey Creek basin.

The proposed added element of TFP-252 and proposed new TFP-264 are not expected to add impervious surface.

Table 12: Summary of Natural Environment Impacts

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative and TFP Network Plus Alternatives	Potential impacts of 2016-2027 TFP update
Natural Environment	<p>Natural environment analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Geology and soils – potential of project to destabilize hillsides. ▪ Wetlands – potential of a project to affect functions and values of adjacent wetlands. ▪ Aquatic resources – potential of a project to affect functions and values of adjacent streams; and/or the potential of increased impervious surface to result in increased stormwater runoff, with a corresponding increase in associated pollutants and ongoing erosion and habitat impacts. ▪ Wildlife and vegetation – potential of a project to affect sensitive habitat. ▪ Shorelines – potential of a project to affect the functions and values of shorelines. 	<p>There are adjacent steep slopes (>40%) along a portion of project areas of TFP 194, TFP-262 and TFP-266. Performance standards specified in BCC 20.25H.055 address development in critical areas, including steep slopes; BCC 20.25H.125 describes additional performance standards that apply to areas of steep slopes</p> <p>There are areas of wetland adjacent to TFP-262 and TFP-263. BCC 20.25H.095 specifies wetland definitions and buffer requirements. Projects that impact wetlands are subject to performance standards described in BCC 20.25H.100.</p> <p>Proposed TFP projects TFP-194 and TFP-263 could impact existing stream crossings. In the case of TFP-194, the crossing is of an untyped (and unnamed) stream. In the case of TFP-263 the crossing is of Kelsey Creek, a type F stream identified as bearing chinook and coho salmon. Provisions of BCC 20.25H.055 would guide the treatment of these crossings.</p> <p>TFP-175 and TFP-266 result in an increase in impervious surface, which has potential for impacts to aquatic resources commensurate with those identified in the 2013-2024 TFP Final EIS. TFP-194 and TFP-262 may also add impervious, though their specific scope is not yet determined. Mitigation measures identified in the EIS, namely performance standards described in BCC 24.06.065, would apply to these projects.</p> <p>None of the projects proposed to be added in the 2016-2027 TFP update are located in proximity to any shorelines, or known sensitive habitat. As such, these added projects have no effect on the analysis or conclusions presented in the TFP EIS in the areas of shorelines or wildlife and vegetation.</p> <p>Project-specific mitigation measures for all critical areas impacts would be developed during individual project-level analysis.</p> <p>Overall, no additional significant adverse impacts to the natural environment would result from changes associated with the proposed 2016-2027 TFP update.</p>

Conclusion

As indicated in Table 7, the addition of projects in the proposed 2016-2027 TFP update would maintain the city's level of service standards for vehicular mobility and not involve adverse impacts for transportation beyond those identified in the 2013-2024 TFP EIS.

As detailed in Table 8, impacts to noise and air quality associated with the proposed 2016-2027 TFP update are expected to be consistent with and no worse than impacts identified in the 2013-2024 TFP EIS.

Table 10 details land use and aesthetic impacts, which are expected to be low to moderate and not exceed impacts identified in the 2013-2024 TFP EIS.

Natural environment impacts, detailed in Table 12 involve consideration of steep slopes, wetland impacts, stream crossings and fish, wildlife and impervious surface. Some projects in the proposed 2016-2027 TFP update have expected or potential impacts in these areas, but all impacts are within the scope already identified in the 2013-2024 TFP EIS and will be mitigated by requirements spelled out in City code.

Project-level analysis will further examine the nature and extent of any impacts in the project areas and City code will guide the measures to avoid or mitigate impacts. Implementation of the added projects in the 2016-2027 TFP would likely result in an increase in impervious surface and could also involve temporary localized construction-related impacts to air quality and noise. These potential impacts are commensurate with the impacts identified in the 2013-2024 TFP EIS, and can be mitigated through measures identified in the EIS. Thus, the levels of significance of these potential impacts in these areas are consistent with levels identified in the 2013-2024 TFP Final EIS. The addition of projects in the 2016-2027 TFP would not result in additional significant impacts beyond the impacts identified in the 2013-2024 TFP Final EIS.

Attachment 1: Transportation Analysis

In conjunction with the recent update of the Bellevue Comprehensive Plan (adopted on August 3, 2015) the City adopted changes to System intersections in MMA 10 (Eastgate), MMA 11 (SE Bellevue) and MMA 13 (Factoria). In this Addendum, the prior (pre August 3, 2015) framework is used for the transportation analysis (see Table 1-2 for results), so as to provide a common framework to compare 2027 forecast conditions to previous analysis in 2013-2024 TFP EIS. Information about current and forecast conditions under the new framework is also included in this Attachment, to facilitate future reference (Table 1-3).

Table 1-2 shows level of service for each System Intersection and areawide average level of service for each MMA. City code (BCC 14.10.010.C) indicates the areawide calculation should be made by summing the total volume of vehicles making the critical movement at System Intersections in an MMA and dividing this sum by the total capacity for the critical movements at these system intersections. (The “critical movement” is the vehicle movement that sets the upper limit on the capacity of an intersection; this is usually, but not always, the left turns.) The City recently became aware that the software program used for calculating the LOS values was determining the areawide value using a different methodology, by simply averaging the volume/capacity ratio of the designated System Intersections in each MMA. Table 1-2 shows the areawide values for each MMA using the old (incorrect) method and the corrected method. For some MMAs, the V/C average is slightly worse (i.e., higher) under the new, correct method, for others it is slightly better. For nearly all MMAs, the actual difference in end result is minimal. Table 1-3 shows areawide averages using the correct method (only).

Regional background roadway transportation projects are included in the modeling of the 2027 future-year scenario; freeway improvement projects included are detailed in Table 1-1. In addition, the transit network includes Eastlink Light Rail to the Overlake station, and the transit system changes included in the Sound Transit Eastlink Integration table.

Table 1-1: Freeway Projects Assumed in 2027 Roadway Network

	Freeway Improvement Project Name	Location	Agency	Improvement
1	I-90 Removal of Reversible Express Lane and Ramps: Stage 3	Two HOV operation. Changes in on/off ramps and bus flyer stops	WSDOT	Remove
2	I-90 & Lakemont Blvd EB off Ramp	New ramp to Newport Way	WSDOT	New ramp
3	SR-520 EB/WB HOV lane	On Floating Bridge btw I-5 & Evergreen Pt	WSDOT	HOV lane
4	132nd St Half Diamond Ramps to I-405	132nd St & I-405	WSDOT	New ramps
5	I-405 Express Lane - Tolling, I-90 to SR-167 (Renton) - Open Access	NB/SB Add one GP lane to HOV lane for 2ETL, allow unrestricted weaving	WSDOT	Tolling/ extra lane
6	I-405 Express Lane - Tolling lanes through Bellevue NE 6th to I-90 - Open Access	NB/SB Change HOV lane to 1ETL, allow unrestricted weaving	WSDOT	Tolling
7	NE 6th (112th-120th Ave) HOV and access to I-405	With Tolling, change HOV only to allow GP to access ramps	WSDOT	Tolling

Table 1-2: Existing and Projected Levels of Service
(Two-Hour Averaged PM Peak, pre August 3, 2015 MMA and System Intersection designations)

Shaded cells exceed applicable standard.

ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
MMA 1 North Bellevue – LOS Standard D+ or V/C 0.85; Congestion Allowance: 3						
69	Bellevue Way NE - NE 24th Street	0.506	0.559	0.556	0.574	2.7%
74	Bellevue Way NE - Northup Way NE	0.524	0.624	0.616	0.581	-6.9%
78	108th Ave. NE - Northup Way NE	0.532	0.748	0.742	0.676	-9.6%
93	Lake Washington Blvd.- NE 1st/NE 10th	0.270	0.156	0.153	0.285	82.7%
	Area-wide Average (old method)	0.458	0.522	0.517	0.529	1.3%
	Area-wide Average (corrected method)	0.460	----	----	0.529	
MMA 2 Bridle Trails – LOS Standard C or V/C 0.80; Congestion Allowance: 4						
64	140th Ave NE – NE 24th Street	0.701	0.894	0.911	0.757	-15.3%
79	148th Ave NE – NE 40th Street	0.600	0.828	0.821	0.691	-16.5%
114	116th Ave NE – Northup Way NE	0.664	0.712	0.596	0.643	-9.7%
116	115th Place NE – Northup Way	0.687	0.811	0.761	0.716	-11.7%
118	Northup Way - NE 24th Street	0.489	0.540	0.544	0.627	16.1%
123	140th Ave. NE - NE 40th Street	----	-----	-----	----	0.0%
188	148th Ave NE – NE 29th Place	0.835	1.057	1.059	0.905	-14.4%
189	NE 29th Place – NE 24th Street	0.506	0.591	0.582	0.661	11.8%
	Area-wide Average (old method)	0.640	0.776	0.753	0.714	-8.0%
	Area-wide Average (corrected method)	0.637	----	----	0.727	
MMA 3 Downtown – LOS Standard E+ or V/C 0.95; Congestion Allowance: 9						
3	100th Ave. NE - NE 8th Street	0.473	0.555	0.554	0.550	-0.9%
5	Bellevue Way NE - NE 12th Street	0.627	0.751	0.744	0.776	3.3%
7	Bellevue Way NE - NE 8th Street	0.606	0.717	0.717	0.770	7.4%

ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
8	Bellevue Way NE - NE 4th Street	0.654	0.713	0.714	0.774	8.6%
9	Bellevue Way - Main Street	0.736	0.897	0.898	0.971	8.2%
20	108th Ave. NE - NE 12th Street	0.315	0.564	0.560	0.582	3.2%
21	108th Ave. NE - NE 8th Street	0.585	0.721	0.723	0.828	14.8%
22	108th Ave. NE - NE 4th Street	0.605	0.934	0.930	1.004	7.5%
24	108th Ave. - Main Street	0.435	0.603	0.612	0.529	-12.3%
25	112th Ave. NE - NE 12th Street	0.615	0.818	0.881	0.808	-1.2%
26	112th Ave. NE - NE 8th Street	1.073	1.139	1.156	1.289	13.2%
36	112th Ave. - Main Street	0.851	0.960	0.955	0.817	-14.9%
72	112th Ave. NE - NE 4th Street	0.656	0.758	0.769	0.914	20.6%
	Area-wide Average (old method)	0.633	0.779	0.785	0.816	4.7%
	Area-wide Average (corrected method)	0.645	----	----	0.838	
MMA 4 Wilburton – LOS Standard D- or V/C 0.90; Congestion Allowance: 3						
30	116th Ave. NE - NE 8th Street	0.705	0.802	0.761	0.671	-16.3%
73	116th Ave. - Main Street	0.621	0.775	0.773	0.755	-2.6%
131	116th Ave. SE - SE 1st Street	0.695	0.747	0.732	0.667	-10.7%
139	116th Ave. NE - NE 4th Street	0.668	1.210	1.208	0.985	-18.6%
233	120th Ave. NE - NE 8th Street	0.688	1.025	1.039	1.023	-0.2%
	Area-wide Average (old method)	0.675	0.912	0.903	0.820	-10.1%
	Area-wide Average (corrected method)	0.677	----	----	0.816	
MMA 5 Crossroads – LOS Standard D- or V/C 0.90; Congestion Allowance: 2						
58	Bellevue-Redmond- NE 20th Street	0.505	0.626	0.623	0.621	-0.8%
62	156th Ave. NE - Northup Way	0.735	0.839	0.830	0.807	-3.8%
63	156th Ave. NE - NE 8th Street	0.645	0.774	0.770	0.722	-6.7%

ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
	Area-wide Average (old method)	0.628	0.746	0.741	0.717	-3.9%
	Area-wide Average (corrected method)	0.620	----	----	0.711	
MMA 6 Northeast Bellevue – LOS Standard C or V/C 0.80; Congestion Allowance: 2						
75	164th Ave. NE - NE 24th Street	0.604	0.702	0.702	0.719	2.4%
76	164th Ave. NE - Northup Way	0.540	0.688	0.689	0.652	-5.2%
87	164th Ave. NE - NE 8th Street	0.741	0.919	0.919	0.906	-1.4%
111	Northup Way - NE 8th Street	----	----	----	----	0.0%
	Area-wide Average (old method)	0.628	0.770	0.770	0.759	-1.4%
	Area-wide Average (corrected method)	0.627	----	----	0.758	
MMA 7 South Bellevue – LOS Standard D+ or V/C 0.85; Congestion Allowance: 4						
14	112th Ave. SE - Bellevue Way SE	0.703	0.877	0.871	0.755	-13.9%
89	112th Ave. SE - SE 8th Street	0.617	0.750	0.742	0.672	-10.4%
102	118th Ave. SE - SE 8th Street	0.847	0.762	0.762	0.925	21.4%
219	I-405 NB Ramps - SE 8th Street	0.641	0.607	0.604	0.741	22.1%
226	I-405 SB Ramps - SE 8th Street	0.467	0.439	0.444	0.572	30.3%
	Area-wide Average (old method)	0.655	0.687	0.685	0.733	6.7%
	Area-wide Average (corrected method)	0.653	----	----	0.731	
MMA 8 Richards Valley – LOS Standard D+ or V/C 0.85; Congestion Allowance: 5						
35	124th Ave. NE - NE 8th Street	0.667	0.935	0.883	0.941	0.6%
43	140th Ave. SE - SE 8th Street	0.651	0.852	0.848	0.724	-15.0%
44	145th Place SE - Lake Hills Blvd.	0.530	0.644	0.639	0.577	-10.4%
45	145th Place SE - SE 16th Street	0.493	0.640	0.639	0.574	-10.3%
71	Lake Hills Connect- SE 8th St./7th St.	0.795	0.981	0.966	0.869	-11.4%
82	Richards Rd. - Kamber Rd.	0.690	0.805	0.800	0.732	-9.1%
85	Richards Rd. - SE 32nd Street	0.630	0.863	0.847	0.771	-10.7%

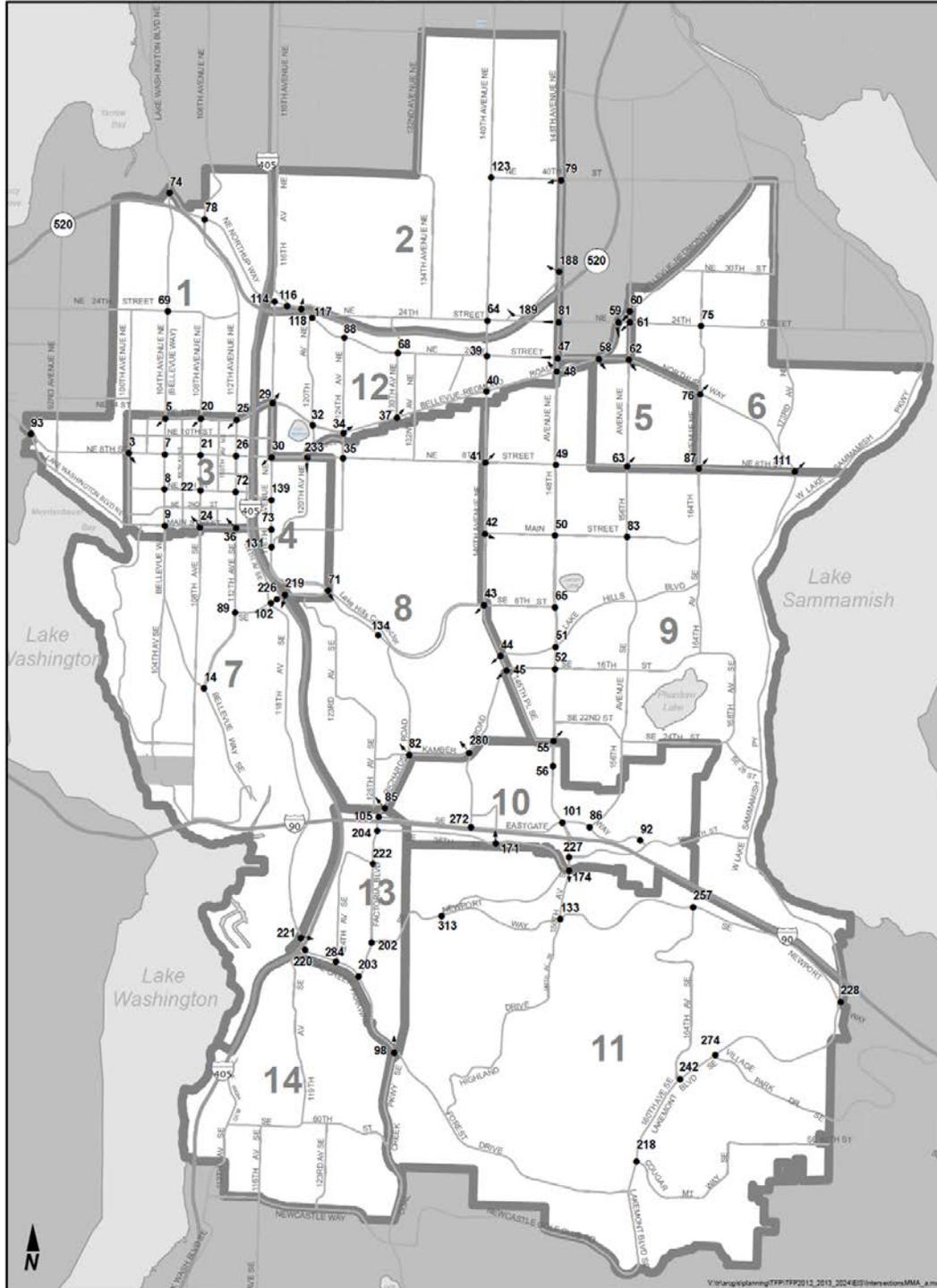
ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
134	Richards Rd. - Lake Hills Connector	0.517	0.618	0.613	0.568	-8.1%
280	139th Ave. SE - Kamber Road	0.425	0.616	0.617	0.460	-25.3%
	Area-wide Average (old method)	0.600	0.773	0.761	0.691	-10.6%
	Area-wide Average (corrected method)	0.608	---	---	0.701	
MMA 9 East Bellevue – LOS Standard D+ or V/C 0.85; Congestion Allowance: 5						
41	140th Ave. NE - NE 8th Street	0.703	0.880	0.880	0.785	-10.8%
42	140th Ave. NE - Main Street	0.506	0.627	0.623	0.657	4.8%
49	148th Ave. NE - NE 8th Street	0.860	1.012	1.014	0.938	-7.3%
50	148th Ave. NE - Main Street	0.900	0.899	0.896	0.927	3.1%
51	148th Ave. SE - Lake Hills Blvd.	0.754	0.871	0.869	0.799	-8.3%
52	148th Ave. SE - SE 16th Street	0.770	0.864	0.862	0.786	-9.0%
55	148th Ave. SE - SE 24th Street	0.750	0.794	0.790	0.777	-2.1%
65	148th Ave. SE - SE 8th Street	0.662	0.809	0.802	0.721	-10.9%
83	156th Ave. - Main Street	0.671	0.680	0.684	0.706	3.8%
	Area-wide Average (old method)	0.731	0.827	0.824	0.788	-4.7%
	Area-wide Average (corrected method)	0.743	----	----	0.797	
MMA 10 Eastgate – LOS Standard D- or V/C 0.90; Congestion Allowance: 4						
56	148th Ave. SE - SE 27th Street	0.563	0.572	0.568	0.589	3.0%
86	156th Ave. SE - SE Eastgate Way	0.576	0.550	0.553	0.641	16.5%
92	161st Ave. SE - SE Eastgate Way	0.400	0.528	0.526	0.371	-29.7%
101	150th Ave. SE - SE Eastgate Way	0.902	1.015	1.013	0.976	-3.8%
171	142nd Ave. SE - SE 36th Street	0.647	-----	-----	0.734	0.0%
174	150th Ave. SE - SE 38th Street	0.695	0.742	0.740	0.629	-15.2%
227	150th Ave. SE - I-90 EB Off-Ramp	0.877	0.899	0.895	0.859	-4.4%
272	139th Ave. SE - SE Eastgate Way	0.314	0.515	0.531	0.441	-14.4%

ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
	Area-wide Average (old method)	0.622	0.689	0.689	0.655	-4.9%
	Area-wide Average (corrected method)	0.648	----	----	0.683	
MMA 11 Southeast Bellevue – LOS Standard C or V/C 0.80; Congestion Allowance: 3						
98	Coal Creek Parkway - Forest Drive	0.729	1.089	1.089	0.875	-19.7%
133	150th Ave. SE - SE Newport Way	0.759	0.945	0.943	0.750	-20.6%
228	Lakemont Blvd. SE- SE Newport Way	0.732	1.104	1.100	0.654	-40.8%
229	Lakemont Blvd. - Forest Drive	-----	-----	-----	----	0.0%
242	164th Ave. SE - Lakemont Blvd.	-----	-----	-----	0.456	0.0%
257	164th Ave. SE - SE Newport Way	-----	-----	-----	----	0.0%
	Area-wide Average (old method)	0.740	1.046	1.044	0.684	-34.6%
	Area-wide Average (corrected method)	0.743	----	----	0.715	
MMA 12 Bel-Red – LOS Standard E+ or V/C 0.95; Congestion Allowance: 7						
29	116th Ave. NE - NE 12th Street	0.665	0.743	0.850	1.136	52.9%
32	120th Ave. NE - NE 12th Street	0.525	1.001	0.761	1.012	1.1%
34	124th Ave. NE - Bellevue-Redmond Rd.	0.787	1.043	1.041	0.928	-11.0%
37	130th Ave. NE - Bellevue-Redmond Rd.	0.562	0.856	0.832	0.642	-25.0%
39	140th Ave. NE - NE 20th Street	0.691	0.770	0.790	0.798	3.6%
40	140th Ave. NE - Bellevue-Redmond Rd.	0.686	0.844	0.867	0.813	-3.7%
47	148th Ave. NE - NE 20th Street	0.811	1.032	1.020	0.938	-9.1%
48	148th Ave. NE - Bellevue-Redmond Rd.	0.901	1.020	1.017	0.998	-2.2%
59	Bellevue-Redmond- NE 24th Street	0.619	0.839	0.847	0.823	-1.9%
60	156th Ave. NE - Bellevue-Redmond Rd.	0.622	0.876	0.873	0.793	-9.5%
61	156th Ave. NE - NE 24th Street	0.711	0.892	0.889	0.968	8.5%
68	130th Ave. NE - NE 20th Street	0.517	0.655	0.694	0.704	7.5%

ID No	Intersection	Existing (2014)	TFP Network (2024)	TFP Network "Plus" (2024)	TFP Network (2027)	
		V/C	V/C	V/C	V/C	% Change over 2024 TFP Network
81	148th Ave. NE - NE 24th Street	0.712	0.951	0.956	0.82	-13.8%
88	124th Ave. NE - Northup Way NE	0.503	0.744	0.835	0.966	29.8%
117	120th Ave. NE - NE 20th Street	0.332	0.423	0.624	0.723	70.9%
	Area-wide Average (old method)	0.643	0.846	0.860	0.871	3.0%
	Area-wide Average (corrected method)	0.657	----	----	0.872	
MMA 13 Factoria – LOS Standard E+ or V/C 0.95; Congestion Allowance: 5						
105	Richards Rd. - SE Eastgate Way	0.791	0.916	0.912	0.845	-7.8%
202	Factoria Blvd. - SE Newport Way	0.733	0.905	0.901	0.796	-12.0%
203	SE Newport Way - Coal Creek Parkway	0.698	0.761	0.757	0.679	-10.8%
204	Factoria Blvd. - SE 36th Street	0.802	0.966	0.959	0.856	-11.4%
220	I-405 NB Ramps - Coal Creek Parkway	0.531	0.713	0.710	0.513	-28.1%
221	I-405 SB Ramps - Coal Creek Parkway	0.866	0.916	0.922	0.944	3.1%
222	Factoria Blvd. - SE 38th Place	0.904	1.021	1.016	0.936	-8.3%
284	124th Ave. SE - Coal Creek Parkway	1.008	0.986	0.980	1.002	1.6%
	Area-wide Average (old method)	0.792	0.898	0.895	0.821	-8.6%
	Area-wide Average (corrected method)	0.803			0.833	
MMA 14 Newport Hills – LOS Standard C or V/C 0.80; Congestion Allowance: 0						
	No Analysis Intersections	----	----	----	----	----
	Area-wide Average	----	----	----	----	----

In conjunction with the 2015 update of the Bellevue Comprehensive Plan (adopted on August 3, 2015) the City adopted changes to System intersections in MMA 10 (Eastgate), MMA 11 (SE Bellevue) and MMA 13 (Factoria).

Figure 1-2: MMAs and System intersections
(as revised on August 3, 2015*; reference for Table 1-3)



*incorporates changes to System Intersection designations/assignments in MMAs 10, 11, 13.

Table 1-3 below includes the system intersections and areawide averages for the three MMAs for which changes were adopted on Aug 3, 2015 (Ordinance No. 6252); these are MMA 10 (Eastgate), MMA 11 (SE Bellevue) and MMA 13 (Factoria). For base year and forecast conditions for all other MMAs, refer to Table 1-2.

Table 1-3: Existing and Projected Levels of Service at Revised MMAs
(Two-Hour Averaged PM Peak, MMA and System Intersection designations as revised on August 3, 2015)

ID No	Intersection	Existing (2014)	TFP Network (2027)
		V/C	V/C
MMA 10 Eastgate – LOS Standard D- or V/C 0.90; Congestion Allowance: 4			
56	148th Ave. SE - SE 27th Street	0.563	0.589
86	156th Ave. SE - SE Eastgate Way	0.576	0.641
92	161st Ave. SE - SE Eastgate Way	0.400	0.371
101	150th Ave. SE - SE Eastgate Way	0.902	0.976
171	142nd Ave. SE - SE 36th Street	0.647	0.734
227	150th Ave. SE - I-90 EB Off-Ramp	0.877	0.859
272	139th Ave. SE - SE Eastgate Way	0.314	0.441
	Area-wide Average (corrected method)	0.639	0.693
MMA 11 Southeast Bellevue – LOS Standard C or V/C 0.80; Congestion Allowance: 3			
133	150th Ave. SE - SE Newport Way	0.759	0.750
174	150th Ave. SE - SE 38th Street	0.695	0.629
218	Lakemont Blvd. SE – Cougar Mtn Way	0.382	0.354
228	Lakemont Blvd. SE- SE Newport Way	0.732	0.654
242	164th Ave. SE - Lakemont Blvd.	-	0.456
257	164th Ave. SE - SE Newport Way	-	-
274	Lakemont Blvd. SE – Village Park Drive	0.334	0.331
313	Allen Rd/Somerset Blvd - Newport Way SE	0.371	0.371
	Area-wide Average (corrected method)	0.562	0.524

ID No	Intersection	Existing (2014)	TFP Network (2027)
		V/C	V/C
MMA 13 Factoria – LOS Standard E+ or V/C 0.95; Congestion Allowance: 5			
98	Coal Creek Parkway - Forest Drive	0.729	0.875
105	Richards Rd. - SE Eastgate Way	0.791	0.845
202	Factoria Blvd. - SE Newport Way	0.733	0.796
203	SE Newport Way - Coal Creek Parkway	0.698	0.679
204	Factoria Blvd. - SE 36th Street	0.802	0.856
220	I-405 NB Ramps - Coal Creek Parkway	0.531	0.513
221	I-405 SB Ramps - Coal Creek Parkway	0.866	0.944
222	Factoria Blvd. - SE 38th Place	0.904	0.936
284	124th Ave. SE - Coal Creek Parkway	1.008	1.002
	Area-wide Average (corrected method)	0.801	0.838

Attachment 2: Existing and Projected Future Land Use

This TFP is based on the City’s job and population growth targets for the period 2006-2031 as adopted in the King County Countywide Planning Policies (CPPs) and ratified by the City in 2010. As part of the City’s Comprehensive Plan Update (adopted in August 2015), these targets were extended to 2035 and adjusted for growth that occurred since 2006. Growth was scaled back to 2027 for this TFP, using simple straight line interpolation.

The population growth targets adopted in the CPPs were developed based upon Washington State Office of Financial Management’s 2007 medium or “most likely” projection for population growth in King County. Job growth targets were developed based on the Puget Sound Regional Council’s 2006 employment forecast.

The City’s population and job growth targets were allocated to Transportation Analysis Zones (TAZs) within the City for transportation modeling purposes. Allocations to TAZs were based on relative capacity for growth, permitted projects in the pipeline and adopted plans. Projections within each TAZ are not equal to the total capacity for development within each TAZ, but instead reflect the proportion of forecasted growth expected to occur within the TAZ.

Refer to Table 2-1 for 2015 (existing) and Table 2-2 for 2027 (projected) land use by major category for each Mobility Management Area (MMA). Table 2-3 provides projected land use changes between 2015 and 2027 by MMA. See Figure 1-2 for a map of MMA’s.

Some TAZs in the City’s BKR traffic model have been split last since the 2013-2024 TFP EIS was published in July 2013. The TAZ changes are in the Bel-Red area (MMA 12) and Wilburton area (MMA 4). Figure 2-1 and Figure 2-2 show the current TAZ structure.

Figure 2-1: Citywide Transportation Analysis Zones

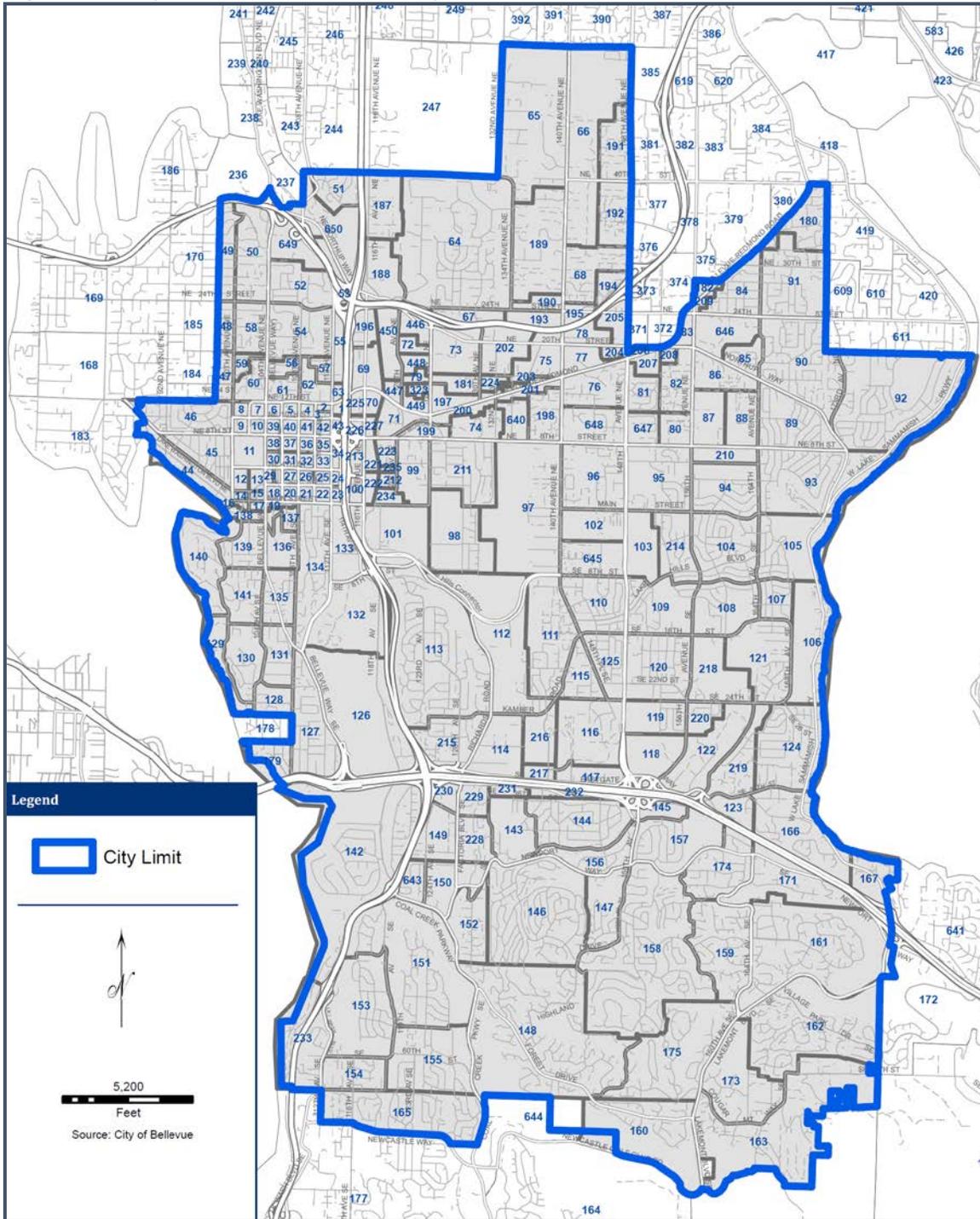


Figure 2-2: Downtown Transportation Analysis Zones

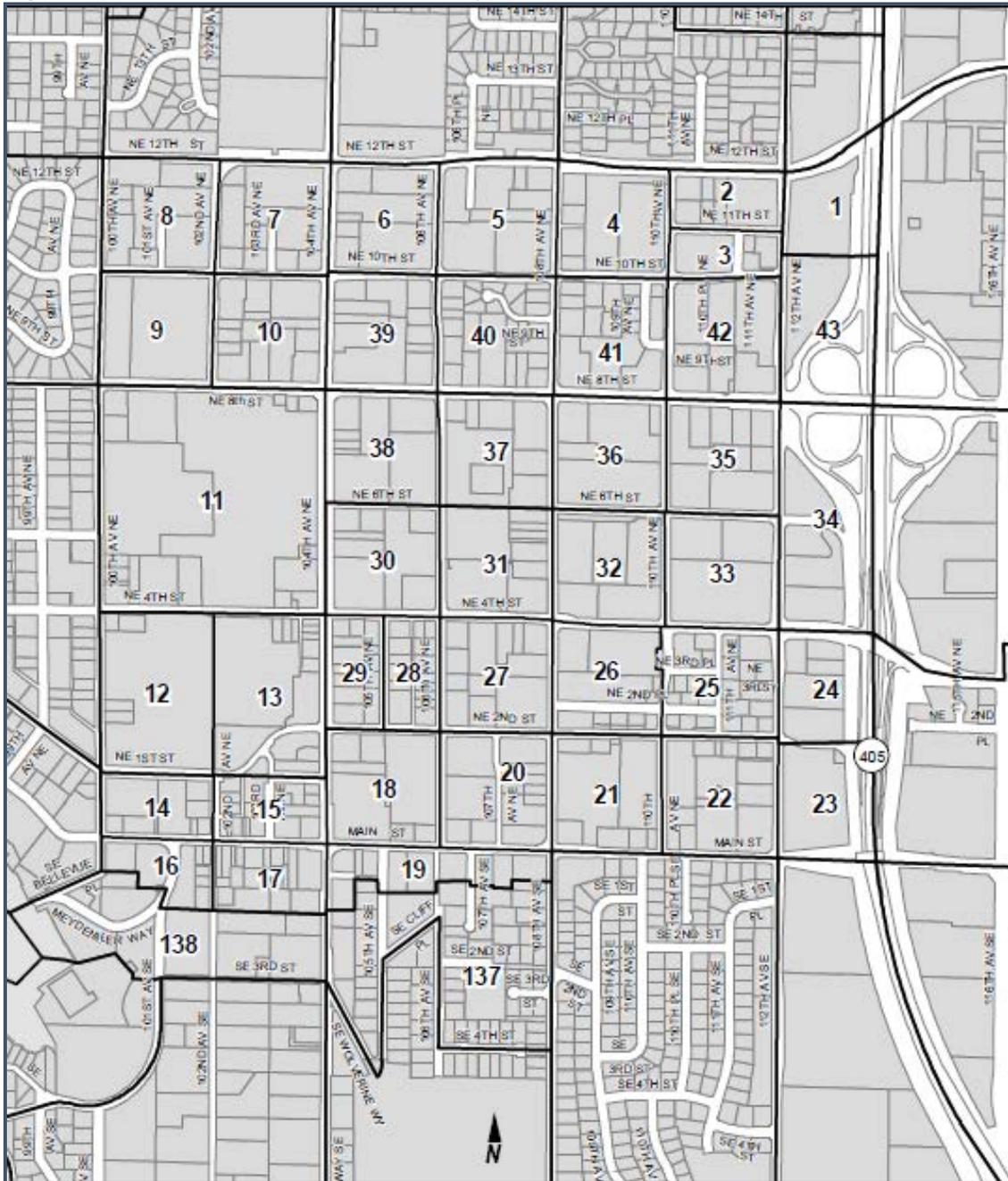


Table 2-1: Land Use by Major Category – Year 2015
(Update of Table D-1 in 2013-2024 TFP Final EIS)

MMA	2015 Square Footage			2015 Dwelling Units	
	Office	Retail	Other	Single Family	Multi-Family
1 North Bellevue	1,466,122	168,629	402,086	2,181	2,178
2 Bridle Trails	697,636	405,611	535,007	1,683	3,242
3 Downtown	9,078,125	3,817,883	2,188,103	0	7,533
4 Wilburton	1,273,620	639,099	1,004,945	76	577
5 Crossroads	153,921	678,347	236,734	51	3,515
6 Northeast Bellevue	426,995	12,816	469,632	3,313	255
7 South Bellevue	1,175,609	261,203	1,228,113	2,605	1,985
8 Richards Valley	205,752	76,782	284,729	2,483	3,517
9 East Bellevue	537,267	404,529	1,148,344	6,770	2,281
10 Eastgate	4,177,114	453,786	2,130,014	237	668
11 Southeast Bellevue	26,554	116,243	650,383	8,263	1,003
12 Bel-Red / Northup	2,577,905	2,364,592	3,742,924	1	356
13 Factoria	1,467,427	856,864	434,742	355	1,147
14 Newport Hills	13,464	94,510	167,315	2,659	472
Total	23,277,511	10,350,894	14,623,071	30,677	28,729

Table 2-2: Land Use by Major Category – Year 2027
 (Update of Table D-2 in 2013-2024 TFP Final EIS)

MMA	2027 Square Footage			2027 Dwelling Units	
	Office	Retail	Other	Single Family	Multi-Family
1 North Bellevue	1,477,385	180,764	414,187	2,189	2,179
2 Bridle Trails	699,886	406,980	536,172	1,686	3,242
3 Downtown	13,164,168	5,413,066	2,882,303	0	12,178
4 Wilburton	1,286,330	642,709	1,054,989	76	605
5 Crossroads	155,139	692,802	238,021	51	4,059
6 Northeast Bellevue	427,043	12,943	485,253	3,315	256
7 South Bellevue	1,365,680	282,022	1,617,265	2,590	1,947
8 Richards Valley	211,098	76,805	284,972	2,487	3,519
9 East Bellevue	543,561	405,650	1,239,649	6,778	2,378
10 Eastgate	5,603,844	494,239	2,588,866	238	1,388
11 Southeast Bellevue	26,554	116,243	610,779	8,289	1,007
12 Bel-Red / Northup	5,628,489	2,854,930	1,841,131	1	3,713
13 Factoria	1,567,933	861,818	507,873	356	1,437
14 Newport Hills	13,466	94,555	159,055	2,666	474
Total	32,170,574	12,535,527	14,460,516	30,721	38,383

Table 2-3: Change in Land Use by Major Category – Change from 2015 to 2027
(Update of Table D-3 in 2013-2024 TFP Final EIS)

MMA	Delta Square Footage			Delta Dwelling Units	
	Office	Retail	Other	Single Family	Multi-Family
1 North Bellevue	11,263	12,135	12,101	8	1
2 Bridle Trails	2,250	1,369	1,165	3	0
3 Downtown	4,086,043	1,595,183	694,200	0	4,645
4 Wilburton	12,710	3,610	50,044	0	28
5 Crossroads	1,218	14,455	1,287	0	544
6 Northeast Bellevue	48	127	15,621	2	1
7 South Bellevue	190,071	20,819	389,152	(15)	(38)
8 Richards Valley	5,346	23	243	4	2
9 East Bellevue	6,294	1,121	91,305	8	97
10 Eastgate	1,426,730	40,453	458,852	1	720
11 Southeast Bellevue	0	0	(39,604)	26	4
12 Bel-Red / Northup	3,050,584	490,338	(1,901,793)	0	3,357
13 Factoria	100,506	4,954	73,131	1	290
14 Newport Hills	2	45	(8,260)	7	2
Total	8,893,063	2,184,633	(162,555)	44	9,654

Table 2-4: Existing and Projected Land Use by TAZ
(Update of Table E-1 in 2013-2024 TFP Final EIS)

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	1	475,550	-	-	-	-
2015	1	475,550	-	-	-	-
2027	3	18,188	2,488	2,756	-	202
2015	3	18,770	7,880	5,118	387	387
2027	5	156,088	36,643	209,752	-	809
2015	5	26,494	55,615	212,566	848	848
2027	7	25,139	69,890	44,663	-	-
2015	7	45,199	108,795	62,067	174	174
2027	9	12,120	75,050	-	-	79
2015	9	44,479	119,072	25,001	264	264
2027	11	17,062	1,298,697	-	-	-
2015	11	70,088	1,501,238	40,442	302	302
2027	13	820	46,816	2,641	-	-
2015	13	11,817	64,643	9,707	70	70
2027	15	9,480	29,218	6,780	-	71
2015	15	15,924	62,676	6,780	617	617
2027	17	4,134	32,483	-	-	140
2015	17	4,395	65,483	-	426	426
2027	19	29,513	34,655	975	-	74
2015	19	37,826	60,093	12,094	399	399
2027	21	3,800	118,543	-	-	-
2015	21	50,339	171,623	33,396	188	188
2027	23	-	17,947	98,380	-	-
2015	23	145,115	18,149	98,380	-	-
2027	25	15,901	126,422	212,442	-	623
2015	25	52,609	199,914	241,803	706	706
2027	27	833,368	51,405	4,064	-	-
2015	27	922,759	81,535	30,643	314	314
2027	29	-	92,861	-	-	368
2015	29	2,465	96,101	1,731	378	378
2027	31	447,813	152,372	-	-	540
2015	31	591,573	171,705	17,844	540	540
2027	33	376,789	-	-	-	-
2015	33	407,119	54,601	21,300	-	-
2027	35	761,767	301,994	124,048	-	455
2015	35	786,294	346,148	141,273	455	455
2027	37	924,599	62,587	27,239	-	-
2015	37	1,342,714	117,277	48,287	-	-

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	39	478,726	87,764	647,482	-	-
2015	39	559,271	130,883	666,185	21	21
2027	41	485,483	5,150	-	-	210
2015	41	575,384	21,529	13,845	413	413
2027	43	-	-	-	-	-
2015	43	-	-	-	-	-
2027	45	8,375	-	26,198	175	265
2015	45	15,555	11,619	35,791	265	440
2027	47	-	-	-	91	7
2015	47	-	-	-	7	98
2027	49	-	-	-	162	-
2015	49	-	-	-	0	162
2027	51	-	-	-	110	108
2015	51	-	-	-	108	218
2027	53	118,210	-	49,612	-	-
2015	53	119,701	193	50,433	-	-
2027	55	296,247	-	4,067	-	-
2015	55	296,263	1	4,069	0	0
2027	57	-	-	-	58	-
2015	57	-	-	-	-	58
2027	59	-	-	-	33	17
2015	59	-	-	-	17	50
2027	61	-	-	-	113	176
2015	61	-	-	-	176	289
2027	63	115,173	-	9,338	-	-
2015	63	116,184	220	10,249	-	-
2027	65	-	1,248	-	269	-
2015	65	-	1,248	-	-	270
2027	67	183,257	-	1,426	21	24
2015	67	183,538	9	1,475	24	45
2027	69	353,233	5,245	31,740	-	-
2015	69	413,536	6,503	53,398	0	0
2027	71	203,984	156,411	13,854	-	72
2015	71	206,533	162,283	1,749	105	105
2027	73	163,688	116,883	445,166	-	9
2015	73	201,435	139,011	243,681	317	317
2027	75	184,084	372,045	452,089	-	-
2015	75	235,199	412,056	245,455	148	148
2027	77	50,309	167,852	24,398	-	-
2015	77	51,171	183,874	24,692	95	95

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	79	-	16,354	325,660	-	-
2015	79	130,943	134,780	199,000	226	226
2027	81	-	-	-	150	-
2015	81	-	-	-	0	150
2027	83	-	124,299	-	-	275
2015	83	537	133,211	694	1,028	1,028
2027	85	-	-	-	102	-
2015	85	-	-	-	0	102
2027	87	16,102	566,633	56,222	-	70
2015	87	17,136	569,810	57,388	505	505
2027	89	-	-	21,461	464	88
2015	89	-	-	21,461	88	552
2027	91	-	-	-	468	-
2015	91	-	-	-	0	468
2027	93	-	-	-	733	-
2015	93	-	-	-	0	733
2027	95	22,991	43,072	43,862	287	140
2015	95	22,991	43,072	43,862	141	429
2027	97	9,593	38,318	49,293	214	164
2015	97	593	8,318	49,293	164	379
2027	99	291,304	32,893	14,400	70	228
2015	99	291,342	32,906	59,415	256	326
2027	101	287,325	131,454	52,085	6	349
2015	101	288,684	131,701	53,239	349	355
2027	103	27,030	171,292	3,453	4	-
2015	103	27,177	172,045	3,627	3	7
2027	105	-	-	-	295	-
2015	105	-	-	-	0	296
2027	107	-	-	-	172	-
2015	107	-	-	-	0	172
2027	109	33,783	24,133	22,880	264	167
2015	109	33,783	24,133	22,880	167	431
2027	111	1,857	20,535	8,460	264	304
2015	111	1,857	20,535	8,460	304	569
2027	113	5,768	2,400	78,813	899	-
2015	113	5,924	2,421	79,049	0	899
2027	115	-	1,721	-	146	54
2015	115	-	1,721	-	54	200
2027	117	339,448	7,437	123,364	-	-
2015	117	992,209	10,816	183,199	600	600

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	119	-	2,996	2,610	126	-
2015	119	-	2,996	2,610	-	126
2027	121	-	-	-	326	-
2015	121	-	-	-	0	327
2027	123	-	-	-	23	153
2015	123	-	-	-	153	177
2027	125	-	4,885	37,919	181	149
2015	125	4	4,996	37,934	149	330
2027	127	-	-	16,060	420	-
2015	127	-	-	16,060	0	420
2027	129	-	-	-	83	-
2015	129	-	-	-	-	83
2027	131	-	7,182	1,200	170	-
2015	131	6	7,356	1,224	-	170
2027	133	352,545	175,905	687,121	-	-
2015	133	544,446	197,383	782,237	-	-
2027	135	6,207	6,790	46,686	152	73
2015	135	6,207	6,790	46,686	73	225
2027	137	16,605	-	-	42	155
2015	137	16,608	1	1	156	198
2027	139	824	-	1,743	87	687
2015	139	824	-	1,743	688	775
2027	141	-	-	470	138	-
2015	141	-	-	470	0	138
2027	143	260	18,526	193,235	146	10
2015	143	260	18,526	199,835	10	156
2027	145	93,344	105,863	189,266	-	14
2015	145	122,017	126,247	249,101	134	134
2027	147	-	34,917	368	189	-
2015	147	-	34,917	368	-	189
2027	149	3,884	528,618	70,080	-	294
2015	149	3,884	530,042	70,115	312	312
2027	151	1,344	4,733	3,107	641	30
2015	151	1,344	4,733	3,107	32	674
2027	153	12,120	25,357	107,470	353	-
2015	153	12,120	25,357	107,470	0	356
2027	155	-	64,420	49,861	378	442
2015	155	2	64,465	41,601	442	820
2027	157	-	-	44,126	290	52
2015	157	-	-	10,170	52	43

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	159	-	3,612	2,050	561	4
2015	159	-	3,612	2,050	4	566
2027	161	-	12,444	67,639	718	-
2015	161	-	12,444	67,639	3	722
2027	163	2,237	-	37,133	317	232
2015	163	2,237	-	37,133	232	567
2027	166	-	-	18,869	343	-
2015	166	-	-	18,869	0	346
2027	171	-	-	-	139	-
2015	171	-	-	-	0	141
2027	174	-	-	14,073	316	21
2015	174	-	-	11,850	21	339
2027	179	-	-	-	118	-
2015	179	-	-	-	0	118
2027	181	23,702	49,677	340,486	-	-
2015	181	36,853	53,217	15,217	144	144
2027	187	-	-	-	53	-
2015	187	-	-	-	-	53
2027	189	-	-	-	208	-
2015	189	-	-	-	-	208
2027	191	21,952	254,820	24,457	-	1,079
2015	191	21,952	254,820	24,457	1,079	1,079
2027	193	3,132	94,900	23,067	-	-
2015	193	3,724	95,573	23,244	-	-
2027	195	31,114	27,687	26,063	-	-
2015	195	31,284	28,177	26,081	-	-
2027	197	17,789	59,344	233,436	-	-
2015	197	19,311	67,073	235,122	37	37
2027	199	123,980	7,650	-	-	292
2015	199	124,002	7,651	2	293	293
2027	201	107,881	25,573	28,272	-	-
2015	201	126,481	26,437	28,529	-	-
2027	203	3,445	30,729	168,968	-	-
2015	203	4,023	32,450	111,288	17	17
2027	205	145,966	216,235	73,975	-	-
2015	205	150,394	225,712	79,281	77	77
2027	207	6,112	5,174	98,461	-	-
2015	207	11,896	5,275	118,282	1	1
2027	209	49,116	7,537	68,830	-	129
2015	209	49,116	7,647	68,831	130	130

Year	TAZ	Commercial Square Footage			Dwelling Units	
		Office	Retail	Others*	SFDU	MFDU
2027	211	-	-	-	349	77
2015	211	-	-	-	77	426
2027	213	66,442	51,403	91,864	-	-
2015	213	72,035	51,403	93,869	-	-
2027	215	36,939	-	45,665	180	492
2015	215	36,939	-	45,665	492	672
2027	217	459,854	5,183	98,230	-	-
2015	217	478,019	5,183	98,230	-	-
2027	219	86,128	-	69,698	170	152
2015	219	86,128	-	69,698	152	323
2027	221	10,871	79,460	1,484	-	-
2015	221	11,454	80,633	1,758	-	-
2027	223	11,038	118,714	16,000	-	-
2015	223	11,488	119,342	16,063	-	-
2027	225	392,279	5,499	512,683	-	-
2015	225	392,359	5,500	512,801	-	-
2027	227	-	50,673	-	-	-
2015	227	1,092	53,813	425	-	-
2027	229	1,052,816	147,760	-	1	-
2015	229	1,052,816	147,760	-	90	91
2027	231	152,454	11,415	56,505	-	-
2015	231	194,180	11,415	56,505	-	-
2027	233	-	-	-	189	-
2015	233	-	-	-	0	190
2027	235	-	46,820	-	-	-
2015	235	-	46,820	-	-	-
2027	446	38,337	42,192	270,709	-	-
2015	446	69,193	43,496	280,579	46	46
2027	448	1,000	-	244,320	-	-
2015	448	166,500	7,282	10,925	43	43
2027	450	55,544	223,114	295,547	-	-
2015	450	169,403	263,512	73,227	54	54
2027	643	-	-	-	89	-
2015	643	-	-	-	0	89
2027	646	298,067	-	222,349	-	-
2015	646	298,067	-	222,349	-	-
2027	648	128,667	6,579	67,389	141	19
2015	648	128,667	6,597	67,868	19	160
2027	650	434,167	126,380	67,010	-	476
2015	650	434,755	126,380	67,306	477	477