

Public Services and Utilities

This chapter describes public services and utilities in the Bel-Red Corridor study area that could be affected by new development or redevelopment and identifies potential impacts that could result from these changes.

Methodology

Public Services

Public service-provider Web sites were reviewed to identify the locations of public facilities, including service area boundaries. Representatives of the Bellevue Fire Department, Bellevue Police Department, and Bellevue School District were also contacted and given descriptions of the alternatives to solicit input for identifying potential impacts on public services and appropriate mitigation, if applicable. These representatives were also interviewed to receive current information regarding service issues in the study area and planned facility or service improvements.

Utilities

Utilities information was collected from the *City of Bellevue Comprehensive Plan* (City of Bellevue, 2006a) and the City of Bellevue Web site (City of Bellevue, 2006b). Representatives of the applicable utility purveyors, including the City of Bellevue Utilities Department, Puget Sound Energy (PSE), Qwest Communications, and Comcast were contacted and given descriptions of the alternatives to solicit input for identifying potential impacts on utilities and appropriate mitigation, if applicable. The impact analysis addresses both physical impacts to infrastructure (i.e., impacts that could disrupt service or require facility relocations due to proposed development) and capacity impacts (i.e., the ability of existing infrastructure to accommodate the projected growth in employee and/or residential populations).

Existing Conditions

Public Services

Fire Protection and Emergency Medical Services

The Bellevue Fire Department manages and maintains fire services and capital facilities in the Bel-Red Corridor. Departmentwide facilities include nine fire stations and support apparatus, including engine companies, light force companies, aid units, medic units, an air unit, a mass casualty unit, a hazardous materials unit, and a number of other staff and specialty vehicles. Emergency preparedness facilities include the Emergency Preparedness Division Office, an Emergency Operations Center, and several departmental command centers.

Bellevue Fire Department Fire Station No. 6, located at 1859 132nd Avenue NE, provides fire protection services in the Bel-Red Corridor; this station is staffed with three firefighters, a fire

engine (pumper), and a basic life support (BLS) unit. The Bel-Red Corridor is secondarily served by Fire Station No. 7 at 11900 SE 8th Street in the Wilburton neighborhood to the south and Fire Station No. 3 at 16100 NE 8th Street in the Crossroads neighborhood to the east. The Bellevue Fire Department's response-time goal for the city is 6 minutes 90 percent of the time; the Department's average response time in 2005 was 6:34 minutes for all emergency calls (Kroon, 2006).

The Bellevue Fire Department also operates a medic unit at OHMC campus located adjacent to the southwest corner of the study area west of 116th Avenue NE. The OHMC campus is a 257-bed regional medical facility that treats more than 52,000 emergency patients, 158,000 outpatients, and 17,000 inpatients each year. As of September 2006, new facilities were under construction at the OHMC campus to accommodate projected increased demand for patient services on the Eastside; improvements are expected to be completed between late winter 2007 and spring 2008. Figure 11-1 shows the locations of fire stations, hospitals, and emergency medical facilities.

Police Protection Services

The Bellevue Police Department – headquartered at Bellevue City Hall on 110th Avenue NE – provides police protection in the Bel-Red Corridor. The Bel-Red Corridor is located in Police District No. 3. Although there are no police facilities within the study area, one officer per shift is assigned to patrol this district 24 hours a day (Grannis, 2006). The police facilities closest to the study area are the Bellevue Police Department Headquarters and the Crossroads Police Substation, located in the Crossroads Shopping Center at the intersection of NE 8th Street and 156th Avenue NE southeast of the study area. Study area police stations are shown on Figure 11-1.

Schools

Residents within the study area are served by the Bellevue School District. Districtwide enrollment for October 2006 was 16,438 students; projected enrollment for October 2015 is 17,113 students. District enrollments are based on past actual enrollment and do not routinely factor in new housing units, except as children of new residents are enrolled (Lindberg, 2006). There are no schools located in the Bel-Red Corridor study area; however, the study area is geographically divided by multiple school area boundaries. Following are the schools serving the study area:

- Elementary schools: Ardmore, Sherwood Forest, Stevenson, and Woodridge
- Middle schools: Highland, Odle, and Chinook
- High schools: Interlake, Sammamish, and Bellevue

Figure 11-2 shows the location of the schools serving the study area, and Table 11-1 lists current enrollment, capacity, and future rebuild plans for these schools. As shown in Table 11-1, current enrollment at Stevenson Elementary, Chinook Middle, and Bellevue High Schools exceeds capacity, and these schools are projected to remain full. Some schools serving the Bel-Red Corridor are in the process of remodeling or rebuilding, while others currently have no plans to rebuild or increase capacity.

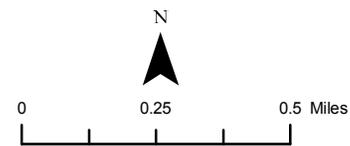
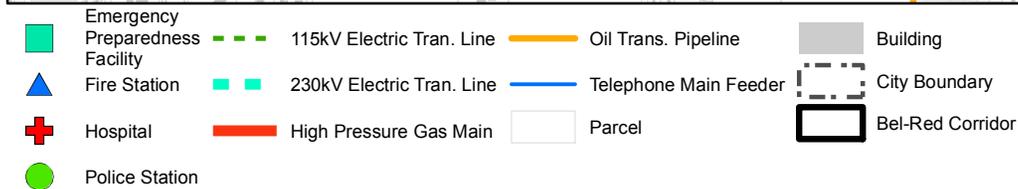
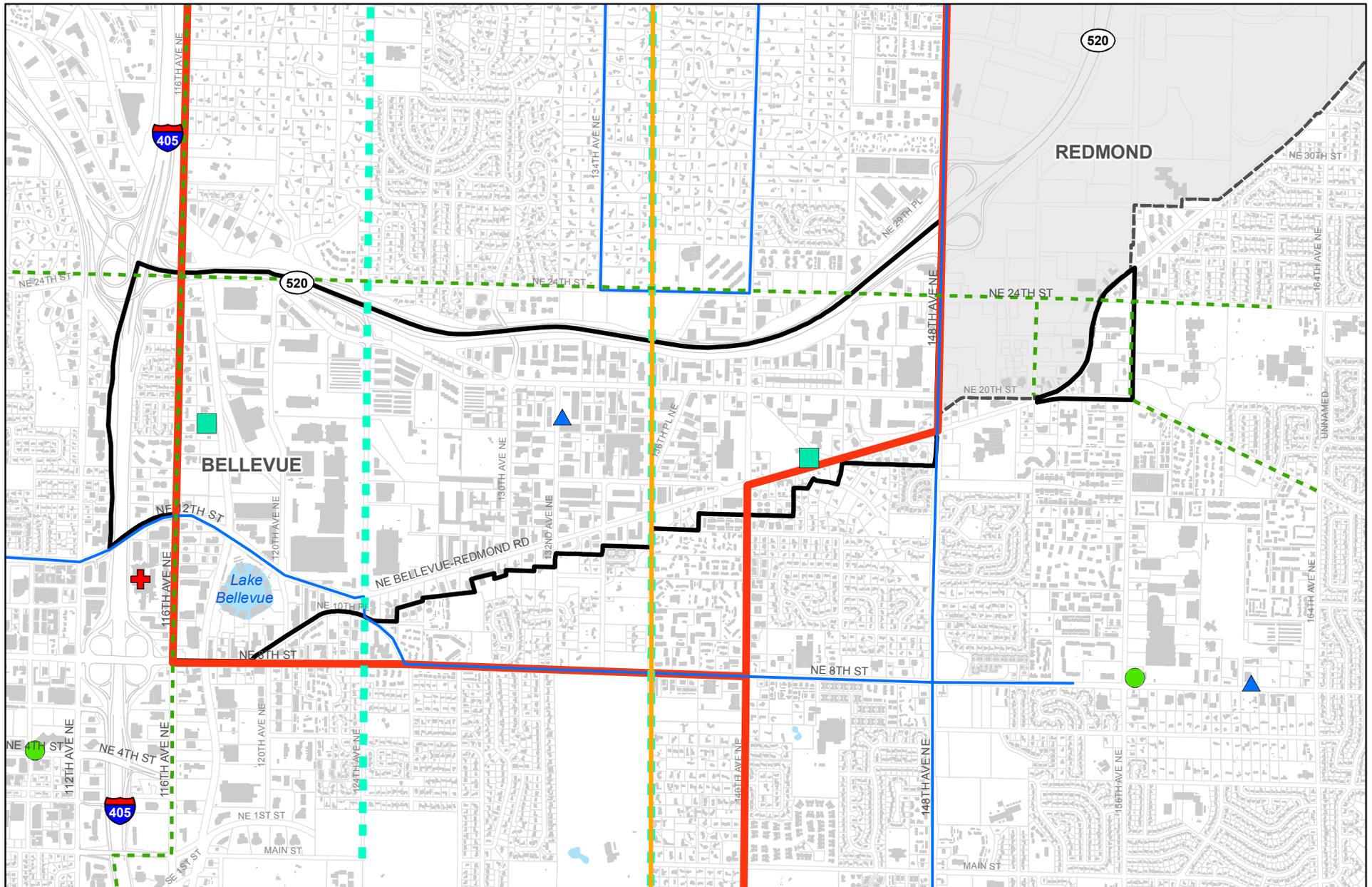


Figure 11-1
Bel-Red Corridor Major Public Facilities and Utilities
 Bel-Red Corridor Draft EIS

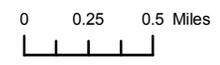
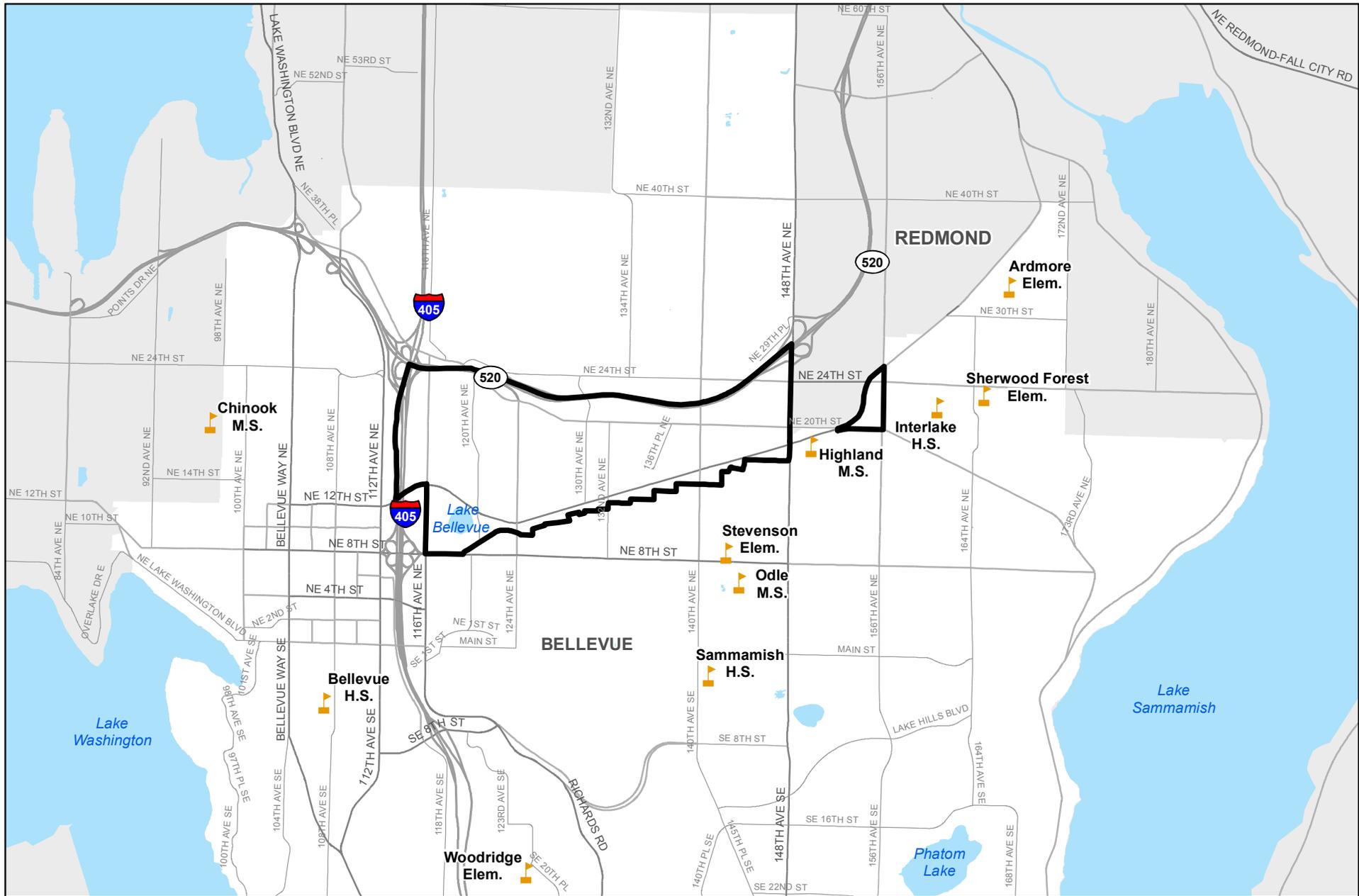


Figure 11-2
Study Area Public Schools
 Bel-Red Corridor Draft EIS

TABLE 11-1
 School Enrollment, Capacity, and Rebuild Plans in Schools Serving Bel-Red Corridor
Bel-Red Corridor Draft Environmental Impact Statement

School	2005-2006 Enrollment	Current Capacity	Rebuild Plans
Elementary Schools			
Ardmore	281	338	Rebuild in 2008-09.
Sherwood Forest	330	317	Rebuild in 2007-08.
Stevenson	514	422	No plans; school at capacity and four classrooms were added in 2003.
Woodridge	382	380	Rebuild currently under way (2006).
Middle Schools			
Highland	488	790	No plans; current enrollment at about 60-percent capacity.
Odle	690	705	No plans.
Chinook	820	803	No plans; school at capacity.
High Schools			
Interlake	775	1,366	Building is new; current enrollment at about 60-percent capacity.
Sammamish	1,201	1,550	No plans; current enrollment at about 75-percent capacity.
Bellevue	1,492	1,420	No plans other than Performing Arts Center; school at capacity.

Sources: Bellevue School District, 2006; Lindberg, 2006.

Utilities

Electrical Power

PSE builds, operates, and maintains the electrical utility system serving the study area. Generated power is transmitted through an interconnected system of transmission lines, stations, and distribution circuits and substations. Those system facilities that are located within the study area might also serve other portions of the greater Bellevue area according to the King County Draft GMA Electrical Facilities Plan (1993 with 1995 amendments) (King County, 1993) and represented in the *Comprehensive Plan* as Figure UT.5 of the Utilities Element.

A 230-kilovolt (kV) transmission line owned and operated by Bonneville Power Administration (BPA) and Seattle City Light transects the study area from north-south generally along the 124th Avenue NE corridor, and a 115-kV transmission line (which is scheduled for an upgrade to 230 kV) owned and operated by PSE transects the study area from north-south generally along the 136th Avenue NE corridor. Other transmission lines within the study area connect to distribution substations. Figure 11-1 shows the locations of major electric utilities, including electrical power infrastructure, in the study area. Existing distribution substations located within the study area include North Bellevue at NE 12th Street and 116th Avenue NE (11616 NE 12th Street). Other existing distribution substations located adjacent to or near the study area include the following:

- Northup at NE 24th Street and 130th Avenue NE (2260 130th Avenue NE)
- Interlaken at NE 20th Street and 152nd Avenue NE (2120 152nd Avenue NE)
- Midlakes at NE 8th Street and 140th Avenue NE (750 140th Avenue NE)
- Bridle Trails at 140th Avenue NE and NE 55th Street (5510 140th Avenue NE)

Planned facilities that might be located within, adjacent to, or near the study area include two transmission switching stations and a distribution substation, along with their associated transmission lines and distribution circuits (refer to the *Comprehensive Plan*, Figure UT.5 of the Utilities Element). PSE plans to build a distribution substation and transmission switching station near the SR 520 corridor somewhere between 134th Avenue NE and 140th Avenue NE, but no specific timeframe has been identified. Specific plans have yet to be established but will be based on existing and projected electrical loads in the area.

Natural Gas and Fuel Oil Pipeline

PSE also provides natural gas – which is distributed through an underground pipeline system – to customers within the study area. Several high-pressure gas mains are located along roadways in the study area:

- Along NE 8th Street east of 116th Avenue NE
- Northward from NE 8th Street along 116th Avenue NE, crossing underneath Bel-Red Road, and continuing northward along 116th Avenue NE
- Along Bel-Red Road between 140th Avenue NE and 148th Avenue NE
- Along 148th Avenue NE north of Bel-Red Road

British Petroleum/Olympic Pipe Line Company manages two underground fuel pipelines that traverse Bellevue from north to south. These two pipelines (one with a 20-inch diameter and the other a 16-inch diameter) traverse the central portion of the study area between 132nd Avenue NE and 136th Place NE.

Water and Sewer Service

The City of Bellevue constructs and maintains the water and sewer facilities serving the Bel-Red Corridor. Water mains that transport water from reservoirs and regional water supplies to customers range from 4 to 24 inches in diameter. Wastewater from Bellevue flows into King County's Renton secondary treatment plant and is discharged into Puget Sound.

The City of Bellevue drinking water system is divided into three major operating areas: West, East, and South. Most of the Bel-Red Corridor is located within Bellevue's West Operating Area for drinking water. The West Operating Area is forecast to have water inlet supply capacity and storage deficiency by 2017, mostly due to development in and around downtown Bellevue. The East Operating Area, however, is forecasted to have water inlet supply capacity and storage surplus.

Besides water supply mains, the only major water supply facility in the Bel-Red Corridor is a regional water supply inlet connection located at 132nd Avenue NE and Bel-Red Road that taps into a major water supply pipeline, which is owned by Seattle Public Utilities (SPU). This

pipeline runs along 140th Avenue NE and supplies all of Bellevue's drinking water. The City plans to upgrade this connection to provide more water inlet capacity in the next couple of years (Sather, 2006a).

There is one sewer pump station within the study area, located at Bel-Red Road and 130th Avenue NE. In addition to this pump station, a King County Metro sewer trunk line runs north-south along the BNSF railroad corridor in the western portion of the study area and also along Bel-Red Road from 132nd Avenue NE to 143rd Avenue NE and meandering northwest to the 120th Avenue NE crossing. Sewer trunk lines cross Bel-Red Road and NE 8th Street at the same locations as the railroad tracks.

Telecommunications

Qwest Communications provides telephone service to the Bel-Red Corridor. Main feeder routes for Qwest telephone cables in the study area are located below ground along NE 12th Street between I-405 and Bel-Red Road. Comcast provides cable television service to the study area.

Solid Waste

King County's Solid Waste Division constructs, operates, and manages the solid waste transfer facilities serving the study area. The City of Bellevue currently contracts with Rabanco to collect solid waste, yard waste, and recyclables from residential and business customers.

Two transfer facilities serve Bellevue's disposal and recycling needs. The Houghton Transfer Station is located at 11724 NE 60th Street in Kirkland, and the Factoria Transfer Station is located at 13800 SE 32nd Street in Bellevue; both stations collect recyclables and moderate-risk waste from households and small businesses. The solid waste collected at these facilities is compacted and taken to the Cedar Hills Regional Landfill in Maple Valley.

The Houghton and Factoria transfer stations require improvements to address current and future capacity, service, and operational needs. To meet the capacity shortfalls, King County is currently (as of September 2006) planning to evaluate the County's future solid waste handling system for the next 20 years, during which time the Cedar Hills Landfill will close, the transfer facility system will be upgraded to meet projected capacity needs of the region, and the County's waste will be exported to an out-of-county disposal site.

Impacts

This section discusses probable public services and utilities impacts under the No-Action Alternative and the three action alternatives for a 24-year planning horizon ending in 2030. Proposed project approval, including adoption of a preferred land use plan for the Bel-Red Corridor, would create new capacity for a range of commercial and other supporting uses in the study area, along with associated employment and housing potential. Increases in employment and housing opportunities over the 24-year planning horizon would create related demands on public services and utilities. In actuality, development would occur over time, and demand on public services and utilities would increase incrementally through 2030. Impacts are discussed programmatically below; additional back-up data can be found in Appendix H.

Construction Impacts

Public Services

Developing the Bel-Red Corridor under any action alternative could result in temporary increased demand for fire and emergency aid services, fire inspections, and medical emergency services as new residential and commercial construction occurs. During construction, there could be an increase in service calls related to inspection of specific construction sites and to respond to potential construction-related injuries. Site preparation and new building construction could increase the risk of a medical emergency or accidental fire. Construction could also result in a temporary increase in accident or service response times from police, fire, and emergency medical personnel due to traffic delays caused by lane closures or other construction-related activity. These effects, however, would be temporary, spread throughout the 24-year planning horizon, and would not be expected to significantly impact local fire, emergency medical, or police service providers.

Utilities

Study area utility systems likely would be affected by construction under any action alternative. Construction would likely result in temporarily relocating utility service connections; this process might result in unavoidable, temporary service interruptions. In particular, when constructing development projects or transportation improvements near major electrical transmission lines, natural gas pipelines, or sewer trunk lines in the study area, contractors would be required to submit plans for working around these systems so that any unintended service interruptions are avoided and also contingency plans developed should any interruptions occur. Generally, however, impacts on utilities would be temporary and spread throughout the 24-year planning horizon and, therefore, would not be considered significant.

Solid waste pick-up at locations within the Bel-Red Corridor might also be temporarily affected by construction activities. A potential impact would include temporarily restricting access to pick-up areas within construction sites. Alternate solid waste pick-up sites and detours would be designated as needed during construction to avoid any potential service interruptions.

Operational Impacts

All Action Alternatives

Public Services

Bel-Red Corridor development under any of the proposed action alternatives would result in an increased demand for fire, police, and emergency aid and medical services. Service calls under all action alternatives would be generated from both the employment-based and residential uses. Without additional resources, average response times in the Bel-Red Corridor would likely increase due to the projected increase in permanent residential population and associated traffic congestion (Kroon, 2006).

In addition to potential impacts on response times, Bel-Red Corridor development would also place greater demands upon the Department's Fire Prevention Program, which annually inspects all buildings (except single-family units) in the city of Bellevue.

Given the expansion of the OHMC campus and its location immediately adjacent to the study area's western boundary, campus facilities would be expected to meet the emergency medical

care needs of the future study area population. The long-term capital and operating needs of local fire protection and emergency medical services to serve the Bel-Red Corridor would be addressed through incremental capital facilities planning over the 24-year planning horizon.

Population growth in the Bel-Red Corridor would result in increased enrollment in the Bellevue School District with any of the action alternatives. Additional students would, in turn, place increased demand on school facilities and services. Enrollment in future years generated by any of the action alternatives would be planned for incrementally by the Bellevue School District through both in-District and out-of-District transfer application processes, as well as adjustments to attendance-area boundaries and scheduling of specific capital construction projects (Lindberg, 2006).

Utilities

Major utilities transmission facilities in the Bel-Red Corridor are primarily located within existing road rights-of-way; therefore, proposed transportation improvements under the action alternatives could impact existing above- and underground utilities. Any impacted utilities would be relocated according to the requirements of the applicable utility purveyors and their respective franchise agreements with the City.

The proposed action alternatives would result in differing demands on utility systems to support additional employment and population in the study area. Regardless of which action alternative is selected, the applicable utility purveyors would need to review and update their plans to reflect the land use designations, capacities, and assumptions that are in the adopted land use plan for the Bel-Red Corridor and to plan for sufficient capacity to accommodate this growth. As appropriate, the City would need to update specific additional improvements Utilities Element of its *Comprehensive Plan* to ensure adequate utility capacity to serve the adopted preferred alternative and associated land use plan.

Alternative 1: Mid-Range Employment and Mid-Range Housing (Nodes at 122nd and 152nd Avenues NE)

Public Services

Alternative 1 would improve vehicular and pedestrian circulation within the study area compared with the No-Action Alternative, which in turn would improve access for fire protection and emergency medical services. Developing a higher-density commercial and residential land use pattern, however, would significantly increase the demand for these services in the study area.

Under Alternative 1, additional police staff likely would be required to respond to service calls at commercial businesses and for traffic management and enforcement. The long-term capital and operating needs of local police protection services to serve the Bel-Red Corridor would likely be addressed through incremental capital facilities planning over the 24-year planning horizon.

Alternative 1 residential development would generate additional student enrollment at schools serving the study area. Projected enrollment is based on the number of multifamily residential units assumed in this alternative and a ratio of students-to-housing units that is derived from U.S. Census data for urban neighborhoods characterized by a predominance of newer multifamily housing. The number of students per household is anticipated to be lower than average due to the type of multifamily housing assumed – primarily mid-rise, urban-style

units – which typically generate fewer students per household than lower-density, single-family and multifamily areas, such as in the Bridle Trails neighborhood.

While total student enrollment in 2030 cannot be accurately predicted, increases would be expected to occur incrementally over time as units are constructed and occupied. Although individual schools serving the Bel-Red Corridor – such as Stevenson Elementary, Chinook Middle, and Bellevue High – are currently enrolled above their assigned capacity, the Bellevue School District as a whole has not exceeded capacity. The District anticipates that it could assimilate the number of additional students projected under Alternative 1 over time by modifying the in-District and out-of-District transfer application process and adjusting attendance-area boundaries (Lindberg, 2006).

Utilities

Any utilities affected under Alternative 1 would be relocated according to the requirements of the applicable utility purveyors and their respective franchise agreements with the City. Potential capacity impacts to specific utilities due to increased commercial and residential development under Alternative 1 are addressed in more detail below.

Electric power supply is related to the capacity of electric utility systems, which is dictated by demand and based on redevelopment. Developing new commercial and residential uses under Alternative 1 would also result in increased demand for natural gas; that demand could vary widely depending on the gas needs of the specific use.

Developing new uses under Alternative 1 would result in increased demand for drinking water. Based on discussions with the City of Bellevue, the projected water consumption for Alternative 1 could be adequately accommodated by the existing municipal water supply system (Sather, 2006a) and some capacity improvements like those identified in the City's *Water Comprehensive Plan*. The City has also indicated that current water supply sufficiently meets the fire-flow requirements for future study area development (Sather, 2006b).

Developing new uses under Alternative 1 would also result in increased wastewater flows. The results of a preliminary sewer capacity study conducted for this project indicate that wastewater flows generated under Alternative 1 could be accommodated by the current capacity of the Bellevue sewer system and that no system upgrades would likely be required (Sather, 2006a).

The ability of the County's transfer stations to accommodate the projected increase in municipal solid waste generated under Alternative 1 depends largely on several variables, including assumptions about levels of recycling and the operating characteristics of each individual station. Given the County's plans to upgrade the solid waste transfer system, however, this amount of waste is anticipated to be adequately accommodated.

Developing new uses under Alternative 1 would result in increased demand for telephone, Internet, and cable television services. Based on a preliminary review of the proposed action alternatives, Qwest Communications has indicated that it would need to increase its infrastructure capacity currently serving the study area to accommodate projected growth (Larson, 2006).

Alternative 2: Low Employment and High Housing (Nodes at 116th and 130th Avenues NE and near 148th Avenue NE)

Public Services

Like Alternative 1, Alternative 2 would also improve vehicular and pedestrian circulation within the study area, which in turn would improve access for fire and medical emergency services. There would be less commercial development but more residential units compared with Alternative 1. Impacts to fire protection and emergency medical services would be the same as identified for Alternative 1.

As described under Alternative 1, the Bellevue Police Department would continue to provide law enforcement service to the Bel-Red Corridor. As with Alternative 1, the Bellevue Police Department likely would need to increase its staff due to the greater number of residential units proposed. Additionally, more staff could be required to respond to service calls at commercial businesses and for traffic management and enforcement.

Under Alternative 2, the Bellevue School District could assimilate the number of additional students projected under this alternative over time (Lindberg, 2006).

Utilities

Similar to Alternative 1, proposed development and transportation improvements under Alternative 2 could affect existing above- and underground utilities in the study area. Potential impacts to major utilities under Alternative 2 would be similar to those identified for Alternative 1. Additionally, the proposed LRT station on 116th Street NE near OHMC under Alternative 2 would be potentially located over PSE high-pressure gas mains. These existing gas lines might need to be relocated in these areas to allow for continued access to the gas mains and valves for maintenance (Johnson, 2006).

The estimates for future electric power and natural gas demand for Alternative 2 would be slightly higher than under Alternative 1; this would be primarily attributable to the increase in residential units.

Developing new uses under Alternative 2 would result in increased water demand, primarily attributable to the increased number of housing units. Based on discussions with the City of Bellevue, the existing water system infrastructure in the study area is expected to be able to adequately accommodate the projected water demand under Alternative 2. The City's plans to upgrade the Bel-Red Water Inlet would still be required to provide more inlet capacity to serve the Bel-Red Corridor. Options also exist to tap into the forecasted water inlet and storage surplus in the East Operating Area, and the ability to use water from this area would allow the City to meet the increased demand (Sather, 2006a).

Developing new uses under Alternative 2 would also result in increased sewer service demand. The results of a preliminary sewer capacity study conducted for this project indicate that wastewater flows generated under Alternative 2 could be accommodated by the current capacity of the Bellevue sewer system and that no system upgrades would likely be required (Sather, 2006a).

Given the County's plans to upgrade the solid waste transfer system, the amount of waste that would be generated under Alternative 2 should be adequately accommodated by the facilities that will exist in 2030.

Compared with Alternative 1, developing new uses under Alternative 2 would likely result in slightly higher increased demand for telephone, Internet, and cable television services due to the increased number of residential units.

Alternative 3: High Employment and High Housing (Nodes at 122nd, 130th, and 152nd Avenue NE)

Public Services

Like Alternatives 1 and 2, Alternative 3 would improve vehicular and pedestrian circulation within the study area, which in turn would improve access for fire and medical emergency services; however, there would be both more commercial development and more residential units compared with Alternative 1. According to the Bellevue Fire Department, impacts to fire protection and emergency medical services would be the same as identified for Alternatives 1 and 2.

The demand for additional police staffing as a result of Alternative 3 would be similar to that described above under Alternative 2 because Alternative 3 would have the same resident population. Given the larger amount of commercial development planned under Alternative 3, however, there could be more staff required to respond to service calls at commercial businesses and for traffic management and enforcement.

Under Alternative 3, potential impacts to the Bellevue School District would be the same as those described above for Alternative 2 because Alternative 3 would generate the same projected student population.

Utilities

Similar to Alternatives 1 and 2, proposed transportation improvements under Alternative 3 could affect existing above- and underground utilities in the study area. Potential impacts to major utilities under Alternative 3 would be similar to those identified above for Alternative 1.

For Alternative 3, future electric power and natural gas demand would be slightly higher than under Alternatives 1 and 2, which is primarily attributable to the large amount of commercial development proposed (4.5 million square feet) relative to the two other action alternatives.

Alternative 3 water demand is expected to be higher than either Alternatives 1 or 2; this would be primarily attributable to the increased amount of commercial development and high number of housing units.

Based on discussions with the City of Bellevue – and similar to Alternative 2 – the existing water system infrastructure likely would be able to accommodate the projected water demand for Alternative 3. City plans to upgrade the Bel-Red Water Inlet would still be required to provide more inlet capacity to serve the Bel-Red Corridor. Options to tap into the forecasted water inlet and storage surplus in the East Operating Area also would be considered to meet increased water demand under Alternative 3 (Sather, 2006a).

Developing new uses under Alternative 3 would also result in increased sewer demand. The results of a preliminary sewer capacity study conducted for this project indicate that wastewater flows generated under Alternative 3 could be accommodated by current Bellevue sewer system capacity and that no system upgrades would likely be required (Sather, 2006a).

Like Alternatives 1 and 2, Alternative 3 development would generate municipal solid waste. Given the County's plans to upgrade the solid waste transfer system, this amount of waste should be adequately accommodated.

Compared with Alternatives 1 or 2, developing new uses under Alternative 3 would result in slightly higher increased demands for telephone, Internet, and cable television services due to the high number of residential units and amount of commercial development.

No-Action Alternative

The No-Action Alternative assumes future development of the Bel-Red Corridor under the City's existing *Comprehensive Plan* and zoning designations and standards. The study area would support continued service, retail, and industrial and storage uses. The only further development, which is discussed in the *Comprehensive Plan*, would be adding approximately 730,500 square feet of commercial uses and 300,000 square feet of industrial uses; no residential units would be constructed. Some transportation improvements that are currently planned and funded for the Bel-Red Corridor would also be implemented. Because the City's *Comprehensive Plan* has anticipated the above future development, no additional impacts would occur as a result of the No-Action Alternative.

Mitigation Measures

Public Services

Future increases in employment and population over the assumed 24-year planning horizon under any action alternative would be incremental and would be accompanied by increases in demands on public service agencies (Bellevue Fire Department, Bellevue Police Department, and Bellevue School District). Increases in employment and population in the Bel-Red Corridor over the planning horizon, along with general growth throughout the City, is anticipated to be planned for through the capital facilities planning process of the City of Bellevue and Bellevue School District to ensure that no significant impacts on public service providers would occur as a result of future development.

In addition, the following measures should be implemented to mitigate for potential impacts to public services in the Bel-Red Corridor:

- Specific impacts of future development proposals in the Bel-Red Corridor to local fire, emergency medical, police, and school services should be assessed at the project level and appropriate mitigation measures imposed through the City's SEPA authority.
- The City should determine capital facilities needs and new equipment and facilities costs to accommodate demand for services and provide adequate budget for these.
- The City should continue to monitor demand for services and to ensure its ability to achieve adopted level of service standards.
- Expanded fire, police, and emergency medical services should be provided concurrent with new development.

- During construction, on-site security measures, such as fencing and securing areas where equipment is stored, could be implemented to reduce potential construction-related incidents of theft and vandalism.
- Commensurate with new residential development in the Bel-Red Corridor, the Bellevue School District should implement appropriate measures to plan for and accommodate increases in the District's student population. Potential measures include adjusting in-District and out-of-District student transfer application processes; adjusting attendance-area boundaries; and scheduling specific capital construction projects so that capacity would meet future growth needs. Another possible mechanism for accommodating enrollment growth would be to move certain District buildings that house self-contained special programs to specific schools that need additional capacity.

Utilities

As identified above under Public Services, impacts of future development proposals in the Bel-Red Corridor to local utilities should be assessed and appropriate mitigation measures imposed through the City's SEPA authority.

The City of Bellevue Utilities Department has already prepared preliminary studies evaluating potential impacts on City water and sewer systems for potential study area redevelopment. The results of these preliminary analyses indicate that under either Alternatives 2 or 3, the City would need to investigate options such as tapping into the forecasted water supply inlet and storage surplus in the East operating area to increase water supply to meet projected demand in the study area. Private utility companies, including PSE, Qwest, and Comcast, should similarly prepare system load and demand analyses to determine the ability of existing electrical, natural gas, and telecommunications infrastructure to meet future demand as well as the specific needs for infrastructure upgrades and extensions. In addition, the following mitigation measures should be implemented to minimize impacts to utility services in the Bel-Red study area:

- Planned service interruptions should be scheduled with affected purveyors to allow them to provide alternative services and notify customers of planned service interruptions.
- Utility purveyors should be notified to have repair crews on call to respond to any unplanned service interruptions.
- Contractors should be required to identify the location of buried utilities before excavation.
- Water distribution and sanitary sewer lines would be replaced, relocated, and/or developed within the road network, consistent with City regulations. Extensions from the road utility system to new buildings would occur commensurate with specific building development.
- Promote recycling in new commercial and residential development.

Unavoidable Adverse Impacts

Project construction could cause temporary service interruptions to existing utilities. Construction could also temporarily decrease police, fire, and medical emergency services response times if routes are detoured or disrupted.