



3.13 PUBLIC SERVICES AND UTILITIES

3.13.1 INTRODUCTION

This section addresses the potential impacts on public services and utilities associated with each alternative. Public services are defined as police, fire, emergency medical; parks and recreation; and schools. Utilities addressed in this section include water, wastewater, and solid waste. After providing information on the affected environment, the impacts analysis considers how the alternatives could affect public services and utilities. This includes changes in response times and increases in demand for public services and utilities. Measures to address potential impacts are included.

Impacts on public services and utilities would be significant under one or more of the following thresholds:

- Negatively affect the response times for police and/or fire and emergency medical services identified by the Bellevue Police Department and Bellevue Fire Department.
- Increased demand for special emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.
- Inconsistency with utility system planned growth and capital plans.
- Potential to require major new projects or initiatives for energy system upgrades to accommodate redevelopment.



In addition, each Alternative is evaluated using performance measures responding to the City Council Guiding Principles, listed in Section 2.3:

- Benefits in relationship to cost of infrastructure or public realm investments.
- Amount of investment in infrastructure that supports physical activity (e.g. recreation facilities, walking facilities, playgrounds), park and green space.

3.13.2 AFFECTED ENVIRONMENT

REGULATORY ENVIRONMENT

Relevant City policies and regulations for public services and utilities include:

- City of Bellevue Comprehensive Plan including the Capital Facilities and Utilities element that set levels of service and coordination policies with service providers.
- Bellevue City Code that includes standards for infrastructure for new development.
- City of Bellevue Parks and Open Space System Plan addressing parks levels of service and related policies.

POLICE PROTECTION

The City of Bellevue provides police protection throughout the city, including the Study Area. The department headquarters is located at City Hall (450 110th Ave NE) west of the Study Area (see Exhibit 3.13-1). There are also two community police substations located at the Crossroads and Factoria shopping centers, outside of the Study Area. The police department is comprised of 324 staff including 184 commissioned employees, 110 officers, and 30 detectives. The department is divided into three divisions - Operations, Investigations, and Administrative. Operations is the largest division, comprised of about 130 officers. (Bellevue Police Department, 2016) The department is divided into three sectors by geographic area to form the North, South, and West sectors. Sector captains work with the residents and businesses to address neighborhood issues. The majority of the Study Area is within the West Sector and the area north of NE 8th Street is within the North Sector.

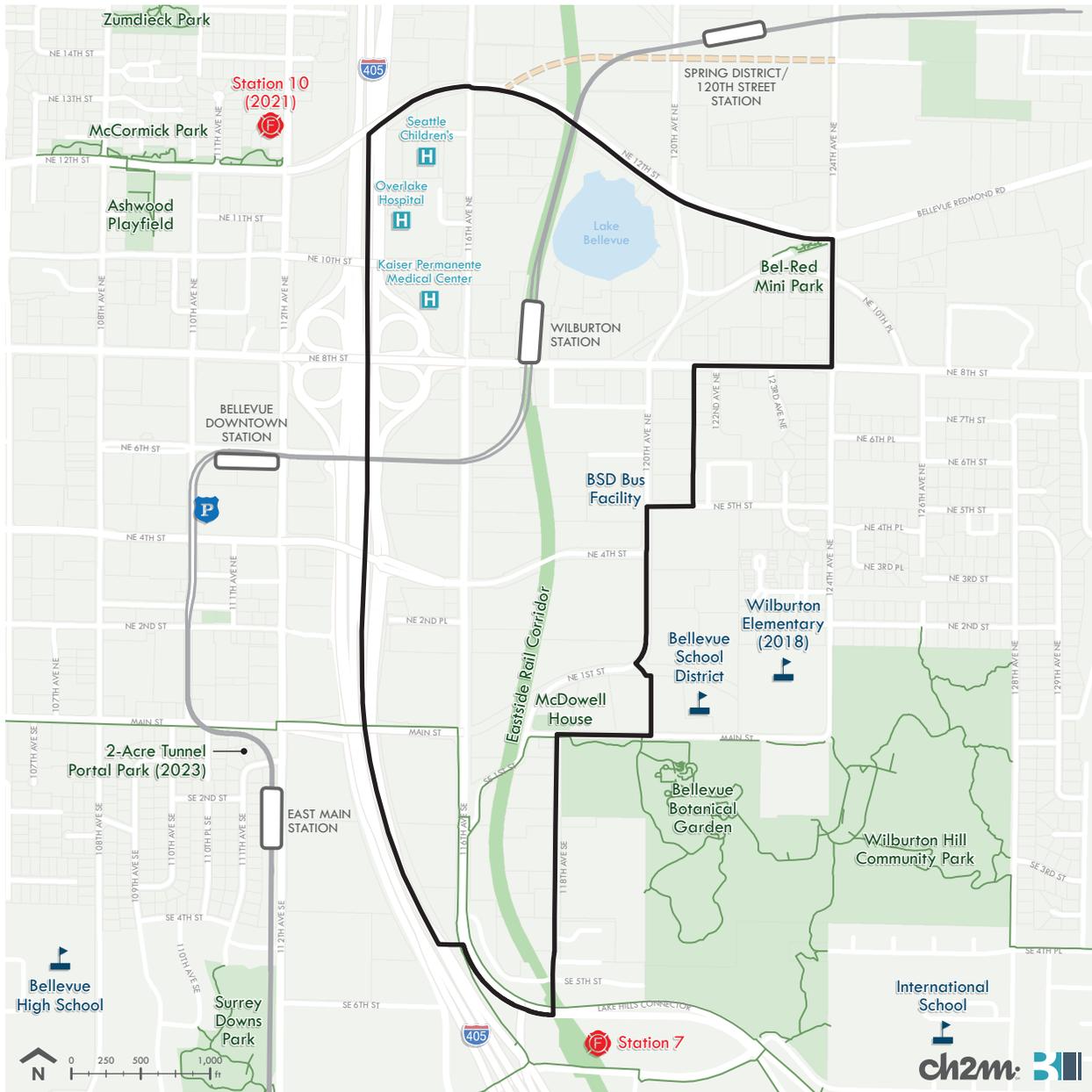


Exhibit 3.13-1 Public Services

Source: City of Bellevue GIS, 2017

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|--------------------------------|------------------------|
| Wilburton Study Area Boundary | Parks & Open Space |
| East Link Light Rail Stations | Eastside Rail Corridor |
| East Link Light Rail Route | Trails |
| Spring Blvd–Under Construction | Hospital |
| | Police Station |
| | Fire Station |
| | Schools |



Exhibit 3.13-2 Bellevue Police Department Calls for Service and Average Priority One Response Times, 2012-2016

YEAR	CALLS FOR SERVICE	RESPONSE TIME (MINUTES)
2012	61,909	3:44
2013	63,278	3:06
2014	58,889	3:08
2015	64,351	3:22
2016	65,630	3:38

Source: Bellevue Police Department, 2016

Exhibit 3.13-2 provides information on the total calls for service from 2012 to 2016 and the average response times to Priority One calls, which include life threatening emergencies. The department’s targeted response time for life threatening emergencies was 3:25 minutes. (City of Bellevue, 2017c) Calls for service have increased by six percent in the five-year period, and response times, while lower than 2012, has increased by 32 seconds since 2013.

Police Department Planning

The 2016 Annual Report notes a number of vacancies within the department and the challenge to fill these positions, including retirements and competition from other agencies. It is anticipated that the department needs to hire about 20 people per year for the next three to four years. (City of Bellevue, 2017c)

The police department conducts ongoing planning to ensure the ability to meet current and future needs for service. The Capital Facilities chapter of the City of Bellevue Comprehensive Plan notes the need to accommodate the increased demands for police. The current Capital Investment Program does not identify plans for improvements for police facilities. (City of Bellevue, 2015a)



FIRE PROTECTION AND EMERGENCY MEDICAL

Fire protection and emergency medical in Bellevue is provided by the Bellevue Fire Department (BFD). Services provided by the BFD include fire suppression and prevention; emergency medical services (EMS), including Basic Life Support (BLS) and Advanced Life Support (ALS); Hazardous Materials Response; Specialized Rescue; Emergency Management; and Public Education. EMS is also provided by King County's Medic One stationed at the Overlake Hospital (see Exhibit 3.13-3). The Fire Prevention Division of the BFD inspects new construction and redevelopment to ensure compliance with the International Fire Code.

Exhibit 3.13-3 Fire Stations within Study Area

FIRE STATION	STAFF	STATION RESOURCES
6	3	Fire Engine 6, Aid Car 6, Eastside Hazardous Materials Technician
7	5	Fire Engine 7, Ladder Truck 1 (100' aerial ladder)

Source: Bellevue Fire Department, 2017

The BFD is divided into nine response areas with a station located in each response area. These stations are staffed by at least 40 suppression personnel and nine advanced life support personnel working in 24-hour shifts on a three-shift schedule. (Bellevue Fire Department, 2017a) The Study Area encompasses response areas 6 and 7 with a station located in each response area. Most the Study Area is within Response Area 7, encompassing the Study Area south of NE 8th Street. Station 7 (11900 SE 8th Street), is located south of the Study Area (see Exhibit 3.13-1). The northern portion of the Study Area is within Response Area 6 with Station 6 (1850 132nd Avenue NE). Exhibit 3.13-3 provides information on the fire stations within Response Areas 6 and 7. The two stations identified in Exhibit 3.13-1 are the primary fire stations within the Study Area, but other stations would also respond to calls as needed.



Emergency Medical Facilities

There are two emergency medical facilities within the Study Area, and a children’s hospital within the Overlake Medical Tower (see Exhibit 3.13-1). In addition, a King County Medic One is stationed at Overlake Hospital, and provides ALS services acting as a mobile emergency room. Emergency medical facilities located within the Study Area are:

- **Overlake Medical Center.** A general and acute care hospital, with 349 beds and employing approximately 2,500 people. The Seattle Children’s Hospital at Overlake provides specialized services for children. Overlake Hospital is a Level III Trauma Center with a King County Medic One stationed at the hospital.
- **Kaiser Permanente Ambulatory Health Care Center.** An urgent care and medical center located approximately one block south of Overlake Hospital. Bellevue Medical center offers radiology and lab services in addition to specialty services.

Performance

Incident Response

The annual calls for service have increased from 2014 to 2016, as shown in Exhibit 3.13-4. Calls for service include responses to fire and EMS, and other calls including false alarms, service calls, patient assist, and non-injury. Most the incidents the BFD responds to, about 80 percent, are related to EMS.

Exhibit 3.13-5 provides information for Stations 6 and 7 on the number of incidents, and the number related to EMS.

Exhibit 3.13-4

Annual Calls for Service and Incident Counts, 2014–2016

YEAR	ANNUAL CALLS FOR SERVICE
2014	19,377
2015	20,018
2016	20,343

Source: Bellevue Fire Department, 2016

Exhibit 3.13-5

Annual Calls for Service and Incident Counts (EMS), 2014–2016

STATION #	TOTAL INCIDENTS	EMS INCIDENTS	EMS % OF TOTAL
6	1,767	1,293	73%
7	693	489	71%

Source: Bellevue Fire Department, 2016



Performance Measures

The BFD established baseline performance standards as part of the 2012 Standards of Response Coverage Report. The performance standards are based upon the Total Response Time (TRT) which begins with the 911 call being answered, alarm handling, turnout time, and travel time, and ends when the responding unit arrives on-scene.

- TRT for Priority response EMS: the first unit should arrive in less than 8 minutes no less than 90 percent of the time.
- TRT for Priority response non-EMS: the first unit should arrive in less than 8 minutes 20 seconds no less than 90 percent of the time.
- TRT for first engine or ladder on full response (at least 15 personnel arrive on-scene) should arrive in less than 8 minutes no less than 90 percent of the time.
- TRT for 17-person effective firefighting force should arrive in less than 12 minutes no less than 90 percent of the time.

The BFD also has benchmark performance standards which depict the highest level of service and are used within the City's Safety Performance Measures. The benchmark performance standards reduce the arrive on-scene time to 6 minutes for EMS, non-EMS, and first engine or ladder and 10 minutes for the effective firefighting force.

In 2016, the BFD had an average response time of 5:42 and could respond to emergencies from call to arrival on scene in six minutes or less, 64.2 percent of the time. (Bellevue Fire Department, 2016) For 2015, the average response time for Station 7 was 6.2 minutes and for Station 6 was 5.5 minutes.

Fire Department Planning

The Fire Facilities Levy was passed in 2016, which will fund a number of fire projects. The following projects have been identified in the Capital Investment Plan (CIP):

- Construction of a new fire station (Station 10) to be located immediately northwest of the Study Area on the west side of 112th Avenue NE and NE 12th Street (see Exhibit 3.13-1). This location was selected based on coverage gaps, site access, traffic impacts for Medic One, and land use impacts. Station 10 will provide critical services to areas in downtown, BelRed, and



West Bellevue, and will allow the current nine stations to better serve neighborhoods. The City has begun property acquisition for the site, and has targeted 2021 for occupancy.

- Replacement of Station 5 in NW Bellevue.
- Expansion of the Public Safety Training Center site located north of the Study Area in the BelRed neighborhood.

In addition to the improvements outlined in the Capital Facilities Plan, the Fire Department Facilities Master Plan identifies the need to remodel Station 7 and to replace Station 6 at a larger site, to accommodate possible future expansion as a Taskforce Station.

PARKS AND RECREATION AREAS

The City of Bellevue owns and maintains 2,700 acres of parks and open space and over 80 miles of trails. There is one park and a trail system within the Study Area. Exhibit 3.13-6 provides information on the parks and trails located inside and within about 1/3 mile of the Study Area. Locations are illustrated in Exhibit 3.13-1. In addition, most streets within the Study Area includes sidewalks on both sides of the roadway. Through a partnership between the City of Bellevue and the Bellevue School District, school properties are also used to meet recreational needs for residents. There are no schools in the Study Area; however, the opening in 2018 of the Wilburton Elementary School at 12300 Main Street (see Exhibit 3.13-1) will provide new recreational opportunities.

Exhibit 3.13-6 City of Bellevue Parks Within 1/3 Mile of the Study Area

NAME	SIZE (AC)	AMENITIES
Bel-Red Mini Park	0.31	Picnic area
McDowell House (formerly Paxton House)	N/A	Open space, historic society offices
Wilburton Hill Community Park	105.49	Soccer field, ball field, children's play area, trail
Bellevue Botanical Garden ¹	N/A	Garden displays, wetlands, trails.
McCormick Park	2.83	Sitting area, flower gardens, trails
Lake to Lake Trail and Greenway System	N/A	10-mile trail system connecting nine parks

¹ Bellevue Botanical Garden is located within the boundaries of the Wilburton Hill Community Park.
Source: Bellevue Parks & Recreation, 2016



Planned parks and open space facilities in the Study Area include the Grand Connection and the Eastside Rail Corridor (ERC). Interfacing with the ERC creates an opportunity to connect a regional (ERC) and local (Grand Connection) pedestrian and cyclist route. (City of Bellevue, 2016c)

- The **Grand Connection** is a planned pedestrian-oriented, non-motorized corridor that is anchored on the west at the waterfront of Lake Washington at Meydenbauer Bay Park. From there the route passes through Old Bellevue, the Downtown Park, the Bellevue Way grand shopping street, Pedestrian Corridor, the transit center, convention center, and ultimately spanning across I-405 and interfacing with Wilburton and anchored on the east at the ERC. It is envisioned as a unique and defining urban design experience. The Grand Connection will create new opportunities for public space, connectivity, and placemaking while promoting social engagement, the arts, and recreation. (City of Bellevue, 2016b)
- The **Eastside Rail Corridor** extends between Renton and Snohomish, passing thorough Bellevue, Kirkland, Woodinville, and portions of unincorporated King County. The ERC is owned and managed by King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy. Within the Study Area, Sound Transit owns the section north of NE 4th Street and King County owns the section to the south. (City of Bellevue, 2016c) A preferred alternative has been selected for the trail, and design of the segment through Wilburton is expected in the fall of 2017. The segment through Wilburton will be on the railbed south of NE 8th Street and to the north will be aligned off the railbed. The design also includes a trail bridge crossing NE 8th Street.

The *Parks and Open Space System Plan (Parks Plan)* (City of Bellevue, 2016e) notes that the northern end of the Wilburton neighborhood lacks neighborhood-scale facilities that are within an approximate 1/3-mile walking distance. As illustrated in Exhibit 3.13-1, there are few parks within 1/3 mile in the northern portion of the Study Area. There are parks west of I-405, and while there are connections to these parks, the crossing of numerous busy roadways may result in walking times greater than 10 minutes, which may limit usage by area residents. The Plan notes that the area would benefit from future park and trail development in the BelRed neighborhood north of the Study Area as increases in



residential population occurs with anticipated development. The Parks Plan also notes that major park facility initiatives include acquiring land to add neighborhood parks in Wilburton and development of existing underdeveloped properties.

Performance

Bellevue has moved away from the level of service calculation of acres per thousand residents to a system that uses local public opinion and park and trail service area/accessibility standards. Information is collected based upon survey information. The three service measures that Bellevue uses are:

- Individual Active Participation—measured by the percent of population that participates in one or more active outdoor activities.
- Public Satisfaction—measured by the percent of population satisfied with the condition of existing park and recreation facilities.
- Walkable Access Service Area—measured by the percent of households within 1/3 mile (10-minute walk) of a park or trail access point.

Based upon a survey conducted in 2015, (City of Bellevue, 2016e), 60 percent of Bellevue residents have used a park facility in the past 12 months for active use; 90 percent were satisfied with parks and park facilities; and 86 percent were within 1/3 mile walk of a park from their home.

Parks Planning

Capital Investment Program

The Grand Connection and the ERC are both identified in the 2015-2021 Capital Investment Program (CIP), which includes funding related to the conceptual design of each. There are no other parks or open space facilities identified in the CIP for the Study Area.

Comprehensive Plan and Subarea Plans

The Parks, Recreation, and Open Space chapter of the City of Bellevue Comprehensive Plan includes goals and policies related to parks and open space in the Study Area, including policies specific to the ERC and collaboration with King County, Sound Transit, and



neighboring jurisdictions in the planning and development of the trail system.

The Wilburton/NE 8th Street Subarea Plan includes goals and polices for Parks, Recreation, and Open Space that focus on facilities outside of the Study Area, but does include a policy related to the preparation of design for proposed parks with the participation of the community affected and served. Planning for both the Grand Connection and ERC includes public involvement opportunities.

The Parks Plan describes connecting the waterfront with the ERC trail through Downtown and over I-405. The Plan identifies seven focus areas to help meet the needs of Bellevue residents. Of these, there are three areas where Capital Project Objectives overlap with the Study Area:

Open Space, Greenways, Wildlife Corridors & Trails

- Opportunity to Acquire, Develop, and Enhance/Preserve Greenway Connections/Extensions including the Eastside Rail Corridor

Park Facilities—Neighborhood and Community Parks

- Opportunity to Acquire and Develop neighborhood parks in Wilburton

Urban Parks System

- Opportunity to Acquire, Develop, and Enhance/Preserve the Grand Connection

SCHOOLS

The Bellevue School District serves most of Bellevue, including the Study Area. It also serves the communities of Clyde Hill, Medina, Hunts Point, Yarrow Point, Beaus Arts, and portions of the cities of Issaquah, Kirkland, Newcastle, Redmond, and unincorporated King County. Although there are currently no public schools in the Study Area boundaries, Wilburton Elementary (K-5) will open in 2018 east of the Study Area (see Exhibit 3.13-1). Its attendance boundary will serve the Study Area, drawing from the Woodridge, Clyde Hill, and Enatai elementary schools. The school will have capacity for about 650 students. Exhibit 3.13-7 provides information on the schools with attendance boundaries that overlap the Study Area. There are no private schools located in the Study Area.

**Exhibit 3.13-7** City of Bellevue Public Schools Near the Study Area

NAME	GRADES	ENROLLMENT (2015-2016)
Woodridge Elementary	K-5	648
Chinook Middle School	6-8	1,028
Bellevue High School	9-12	1,629

Source: Washington Office of Superintendent of Public Instruction, 2017

Within the Study Area the Bellevue School Transportation Department has a school bus parking lot (see Exhibit 3.13-1). The school district provides transportation to those students that are outside of a one-mile walk boundary. In 2016 the school district had about 2,000 employees, consisting of about 1,100 teachers and 900 support staff (Bellevue School District, 2016). The offices of the Transportation Department and the Facilities Department, responsible for maintaining and operating buses, are located just outside and adjacent to the eastern boundary of the Study Area near the intersection of 120th Avenue NE and NE 5th Street.

In addition to traditional schools, Bellevue School District includes four Choice Schools which focus on languages and culture for grade K-5 and project-based learning techniques and internships for grades 6-12. Enrollment into Choice Schools takes place through an application (and lottery) selection process each year. None of the schools are within the Study Area, but the International School (6-12) is located southeast of the Study Area in the Wilburton residential neighborhood (see Exhibit 3.13-1).

Enrollment in the Bellevue School District for school year 2016/2017 was about 20,000 students; over the past 10 years, enrollment has increased by about 3,500 students. The school district is forecasting enrollment at 20,355 for school year 2017/2018 (Bellevue School District, 2017). In the 2015 Draft Facilities Strategy (2015 - 2022), enrollment was forecasted to continue to increase to over 23,000 by 2024. The document also notes that the school district has anticipated this growth and has been ensuring the ability to accommodate. (Bellevue School District, 2015)

Facilities Planning

Enrollment in the school district reached a high point in 1976 and then declined to a low in 1990. The district has now had continued



growth due to increasing births, larger families, in-migration, and other factors. The district has developed a long-term facilities strategy to address needs over an 8- to 10-year period. Strategies include constructing new space to serve a growing population. In February 2014, a \$450 million bond measure was approved that will fund the rebuilding of five elementary schools and one middle school, and the construction of two new schools. This is the third school district bond measure since 2002 to provide funding to rebuild and construct schools, to address increasing enrollment.

UTILITIES

This section provides information on water, wastewater, and solid waste, which are all managed by the City of Bellevue. Regulated electrical and gas utilities are discussed in Section 3.11 Energy.

Water

The City of Bellevue Utilities Department provides drinking water to over 37,000 customers and maintains about 620 miles of water main pipes, 22 pump stations, and 25 active reservoirs. Bellevue purchases water from Seattle Public Utilities through the Cascade Water Alliance. The water sources are the Tolt River and Cedar River watersheds. The service area served by the City of Bellevue Utilities Department includes most of Bellevue; all of Clyde Hill, Medina, Yarrow Point, and Hunts Point; and small parts of Issaquah, Kirkland, and unincorporated King County. There are no pump stations, wells, or reservoirs located in the Study Area. The Study Area is typically served by two reservoirs (Clyde Hill 390 and Cherry Crest) and when demand is high, additional capacity is provided by two other reservoirs (Meydenbauer and Woodridge). Within the Study Area water mains greater than 12 inches are illustrated in Exhibit 3.13-8.

Water usage per capita in Bellevue has declined in the last decade, going from about 84 gallons per person per day to about 70 gallons per person per day in 2014, well below the levels estimated for single-family and multifamily residences in the 2006 Water Comprehensive Plan. (City of Bellevue, 2016i) To estimate future water demands, the 2016 Water System Plan used population and land use projections developed by the Bellevue Planning and Community Development Department and applicable planning agencies outside Bellevue. The plan also notes the service area is projected to increase with most growth anticipated in the

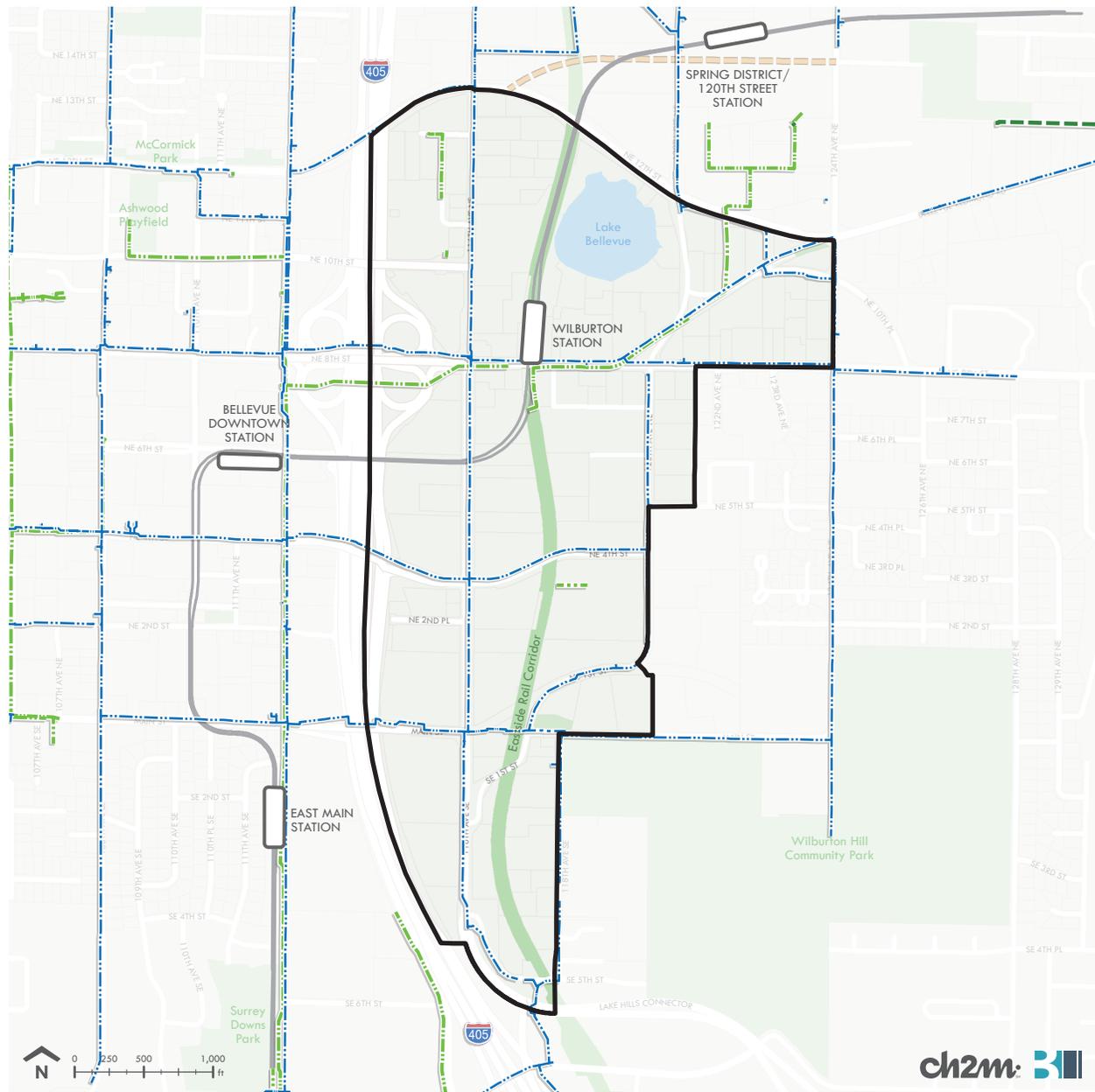


Exhibit 3.13-8 Utilities

Source: City of Bellevue GIS, 2017

- Wilburton Study Area Boundary
- Sewer Gravity Pipe (12" and Larger)
- East Link Light Rail Stations
- Sewer Pressurized Pipe
- East Link Light Rail Route
- Water Pipe (12" and Larger)
- Spring Blvd—Under Construction
- Parks & Open Space



Downtown and BelRed Subareas. These projections consider the Bellevue Comprehensive Plan and are consistent with PSRC forecasts. Bellevue coordinates with Cascade Water Alliance to meet future water supply and treatment needs, and the following CIP (2015-2021) projects have been established to meet future needs for storage, supply inlet capacity, and transmission capacity:

- Increase Reservoir Storage for West Operating Area (CIP Plan No. W-103, not yet constructed). Construction of drinking water storage for anticipated population growth in the Downtown, BelRed, and Wilburton areas. Improvements include upgrades to transmission lines in NE 8th Street and at SE 7th and 140th Avenue SE.
- New Water Inlet Station (CIP Plan No. W-104, not yet constructed). New inlet station from the regional water supply system to provide sufficient drinking water for growth in Downtown, BelRed, and Wilburton areas.
- Water Facilities for NE 4th Extension (CIP Plan No. W-106, not yet constructed). Constructs about 1,400 feet of new 16-inch watermain.

The 2016 Water System Plan evaluated the viability of using reclaimed water, but it was not found to be feasible due to the decentralized locations of potential irrigation customers and the cost of building transmission pipelines. Bellevue is in the process of installing smart water meters at residences and businesses, and information on usage will be available to customers to help them manage water use.

The City of Bellevue and Cascade Water Alliance have multiple measures to encourage water conservation, including a tiered rate structure that increases rates as water use increases and applies higher rates to irrigation meters; and gardener classes, natural yard care classes, school programs, and school demonstration projects to encourage water conservation. Cascade Water Alliance programs to promote use of higher efficiency fixtures in residential and commercial buildings include the WaterSense Partnership with the Environmental Protection Agency, the Built Green & WaterSense New Homes Incentive Program, and commercial fixture installation.

Wastewater

The City of Bellevue Utilities Department maintains a wastewater system that includes about 525 miles of sewer mains, 130 miles of



service stubs, 10 flush stations, and 36 pump stations that provide service to about 37,000 customers. Wastewater is conveyed to King County pipes and transported for treatment at the King County Wastewater South Treatment plant in Renton prior to discharge into Puget Sound. The service area served by the City of Bellevue Utilities Department includes Bellevue, Clyde Hill, Medina, Yarrow Point, Hunts Point, Beaux Arts, and small parts of Issaquah and unincorporated King County. The Study Area is located within the Mercer Slough and Lake Bellevue sewer basins. The Wilburton Pump Station is located just south of the Study Area at 1331 118th Ave SE and was rehabilitated in 2016. Renewal and replacement of sewer lines and stubs is ongoing, as the average age of the wastewater system is over 50 years old.

The 2015 Wastewater System Plan plans for growth through 2030, and assumes an annual growth rate of about 0.9 percent for population and about 1.9 percent for employment within the service area. It also assumes a flow rate of 65 gallons per capita per day for residential uses and 25 gallons per capita per day for non-residential uses, which is based on actual wet-season billings from 2005 to 2012. These growth rates are based on PSRC's 2006 Small Area Forecast for the city's Transportation Analysis Zones within the service area. Most of the population growth is expected to occur in multifamily buildings. (City of Bellevue, 2016i) The potential for some of this growth to occur through redevelopment was considered in the city's modeling of flow demand, and Wilburton was identified as an area that could be rezoned with increased density, which would increase the flow demand for this area. Projects included in this plan and in the 2015-2021 CIP to increase capacity in the Study Area include:

- Wilburton Pump Station Improvements (CIP Plan No. S-16, estimated completion in 2021): Rehabilitation of existing Wilburton Pump Station.
- Bellefield Pump Station Capacity Improvements (CIP Plan No. S-53, completed in 2016). Larger pump station to meet increased future projected sewer flows in the Central Business District. Although located outside of the Study Area, this would still provide benefits.
- Wilburton Sewer Capacity Improvements (CIP Plan No. S-60, estimated completion 2017). Replaces about 4,300 feet of existing 8-inch to 16-inch sewer lines with 12- to 30-inch pipelines.
- Utility Facilities for 120th Ave NE Improvements (CIP Plan No. S-63, completed in 2016): A new sewer pipe was constructed in



conjunction with street improvements to 120th Ave NE between NE 12th Street and NE 8th Street.

Solid Waste

Bellevue contracts with Republic Services for collection of garbage, recycling, and organics from residents and businesses, citywide litter pickup, and customer service and billing. The city manages the solid waste collection contract with Republic Services and provides outreach, education, and technical assistance to residents and businesses to promote waste prevention, recycling, and proper disposal of hazardous and moderate risk wastes. Per the 2017 Amended and Restated Solid Waste Interlocal Agreement between King County and the City of Bellevue, the King County Solid Waste Division provides regional planning, transfer, and recycling and disposal services for Bellevue, as well as 32 other cities.

Materials in Bellevue are processed as follows:

- Recycling—Republic Services sorts and processes Bellevue's recyclables at its material recovery facility in Seattle.
- Organics—Cedar Grove processes the city's organics into compost at its facility in Maple Valley.
- Garbage—Republic Services hauls Bellevue's garbage to one or more of eight transfer stations in the King County transfer station system where it is compacted and delivered for permanent landfilling at the county-owned Cedar Hills Regional Landfill.

3.13.3 IMPACTS

PUBLIC SERVICES

Impacts on public services would result in significant impacts under one or more of the following:

- Negatively affect the response times for police and/or fire and emergency medical services identified by the Bellevue Police Department and Bellevue Fire Department.
- Increased demand for emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.



UTILITIES

Significant impacts on utilities would result if an alternative would cause either of these conditions:

- Inconsistency with utility system planned growth and capital plans.

IMPACTS COMMON TO ALL ALTERNATIVES

Short-term Impacts

Construction activities could result in increased demand for police services with regards to traffic control efforts which may require overtime for officers, and there may be the need to respond to additional calls for service during construction, including theft. It is anticipated that the police department has the resources to address the potential increase. Construction activities could also result in increased travel and response times for BFD vehicles due to increased congestion due to construction activities that require lane closures. Because there are limited parks and recreation facilities in the Study Area, impacts during construction from increased noise and dust would be minimal. There are no schools in the Study Area, but there is the potential for increased travel times for buses coming and going from the bus base as a result of congestion during construction.

Potential short-term utility impacts could include relocation of utilities as part of new development. Existing underground utilities could also be impacted depending on a number of factors including depth to utilities and required excavation.

Long-term Impacts

Under all alternatives there would be increases in development and increases in population and employment density. The greatest density would occur in the area around the Wilburton station and along the ERC and 116th Avenue NE corridors. The development would be incremental and Bellevue is regularly updating plans to accommodate growth and maintain public services and utilities. The Capital Facilities Element of the Bellevue Comprehensive Plan notes that demand will grow over the next 20 years and that the new demand could be accommodated through both new capacity and demand management. Based upon information developed in system plans, the CIP is updated every two years and identifies the planned infrastructure and facility improvements.



Police

As described above, the Bellevue Police Department is currently understaffed and needs to hire officers over the next 3 to 4 years to reach the planned staff levels. With increases in population and employment in the Study Area there is the potential for increased calls. In addition to the increases in densities, other factors including socioeconomic considerations play into crime levels as areas grow. The Bellevue Police Department has a Crime Prevention Unit to reduce crime and improve safety. The construction of the East Link Wilburton Station will attract additional people to the Study Area, but the station will be constructed using Crime Prevention Through Environment Design (CPTED). CPTED measures aim to deter crime by focusing on the physical design and incorporating design elements would include ensuring public areas are well lit, provide open access, easily visible to others, vandal proof surfaces and lighting, and easily maintained materials. Incorporating these elements helps to deter crime by addressing security issues. The East Link EIS notes that crimes occurring at stations are directly related to crime levels in the surrounding area, and that increases in activity and the introduction of security measures could act as a deterrent to crime. (Sound Transit, 2011)

The increases in population and employment in the Study Area could result in additional traffic congestion that could affect response times, but for all alternatives there are transportation improvements including extension of NE 6th Street which would improve access to and through the Study Area.

Fire

With the increased development under all alternatives there would likely be an increase in calls for service, and, as the area grows, additional staff and equipment may be needed to ensure response times are maintained. As described above, with the passage of the Fire Facilities Levy in 2016, the City of Bellevue is planning to start construction on a new fire station that would be located to the northwest of the Study Area and would be able to respond to calls. Significant impacts on response times are not anticipated. The passage of the levy also provides funding to upgrade other stations and facilities to help ensure the department can meet the growing demand in services and maintain response times.

Under all alternatives there would be increases in allowed building height. The construction and operation of Station 10 by 2021 and



the proximity to high-rise buildings will help with response times, including vertical response times (time to travel from curbside to location in a high-rise building). The new station will enable the department to effectively access Downtown, BelRed and the area around the Wilburton station, where greater growth and taller buildings are planned. New commercial developments within the Bellevue are required to include sprinkler systems. No impacts as a result of increased building heights are anticipated and, because growth would be incremental, it is anticipated that the ladder truck at Station 7 would continue to maintain response times, and other stations would also respond to calls.

The increase in development would require additional BFD inspections, but because the development would be incremental, no significant impacts are anticipated with regards to staff inspecting new developments. Structural design of developments need to be designed for fire trucks, and the fire department provides information to ensure fire truck access is maintained.

The increases in population and employment in the Study Area could result in additional traffic congestion that could affect response times, but for all alternatives there are transportation improvements, including extension of NE 6th Street, which would improve access to and through the Study Area.

Schools

New in residential development would result in additional students and, as described above, the school district has been able to anticipate the increased enrollment growth and ensure schools can accommodate. Through the passage of three bond measures since 2002, the district has rebuilt and constructed new schools. A new elementary school will open just east of the Study Area in 2018 and the Study Area will be within the attendance boundary. As noted above, the school district has been planning for growth and is expecting higher growth to 2024. One of the factors for increased growth is growth from new multifamily residential construction. It is anticipated that the school district will continue to ensure all students can be accommodated. No significant adverse impacts are anticipated.

Parks

As population increases in the Study Area from new development, there would be an increased demand for parks and recreation



opportunities. As described above, the northern portion of the Study Area has limited parks and open spaces within a 1/3-mile radius, and it is anticipated that future demand would be met through new facilities in the BelRed Neighborhood. The opening of the ERC would improve access to other facilities in the surrounding area by providing safe, non-motorized access. The Public Space options described in Chapter 2 would provide additional public space, and several options (Neighborhood Green, Eastside Rail Corridor Linear Park, and Natural Network) identify areas in the northern portion of the Study Area that would help to address the current gap. In addition, the opening of the Wilburton Elementary School will provide new opportunities for recreational uses. However, because the school is in the southern portion of the Study Area, the gap to the northern area will not be addressed.

The transportation network along 116th Avenue NE would be improved to include wider sidewalks with street trees and bike lanes improving access to the Grand Connection and the ERC.

Utilities

Water

The City of Bellevue projects the demand for water to range from 66 gallons per person per day for single and multifamily residences in low demand years to 84 gallons per person per day for single-family residences and 75 gallons per person per day for multifamily residences in high demand Years. Non-residential uses are expected to range from 27 to 32 gallons per employee per day for low demand and high demand years, respectively. Changes in water demand are discussed by alternative below.

As described above, the City has planned improvements to the water system in the west portion of the service area, which includes the Wilburton Study Area, in anticipation of growth in this area. These improvements are expected to be sufficient to serve this area, including demand for both daily use and fire suppression. Water supply requirements for fire flow can be much greater than the average daily usage for single buildings. Developers are responsible for improvements needed to meet fire code requirements on their property, so additional improvements may be identified during the design review for individual projects. All alternatives would result in an increase in water demand, although use of higher efficiency and low-flow fixtures could



reduce per-capita demand. The Water System Plan is updated on a 6- to 10-year cycle to address aging infrastructure, expansion to accommodate development, and recommended improvements.

Wastewater

Development of any of the alternatives would result in greater demands on the local wastewater collection system and on the downstream conveyance and treatment facilities. Although there would be a greater demand for wastewater facility capacity with the alternatives, new development can reduce per-capita demand as newer, low- or no-flow plumbing fixtures and plumbing equipment replaces older, less efficient fixtures and equipment. Construction of new higher-density development also reduces the length of sewer lines needed to provide service to the same number of people compared to new lower-density development. This could reduce long-term maintenance costs.

Recent pump station and sewer main upgrades in the Wilburton area have been completed proactively in anticipation of growth occurring in this area and because of Sound Transit East Link construction. No other projects to accommodate new development have been identified by the City of Bellevue. Like the Water System Plan, the Wastewater System Plan is regularly updated and, as growth continues, other projects to accommodate future needs would be addressed.

Solid Waste

All the alternatives result in increases in population density and commercial development which would increase demand for garbage, recycling, and organics collection. Increases in recycling and organics collection would reduce garbage collection. The City of Bellevue has adopted policies to reduce waste and encourage reuse and recycling, and works with residents and businesses to reduce the amount of waste sent to landfills.

Grand Connection Options and Public Space Options

Please see discussion of Grand Connection Options under Grand Connection Performance Standards below. Please see the discussion of Public Space Options under Performance Measures Evaluation and under each alternative.



PERFORMANCE MEASURES EVALUATION

As described in the Introduction, there are two performance standards for Public Services and Utilities, shown in Exhibit 3.13-9 along with a summary of how each alternative performs. Following the Exhibit is an explanation of each standard.

Exhibit 3.13-9 Evaluation Framework: Comparison of Alternatives—Public Services and Utilities

PERFORMANCE MEASURE	NO ACTION ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2
Benefits in relationship to cost of infrastructure or public realm investments	●	▲	▲
Amount of investment in infrastructure that supports physical activity (e.g. recreation facilities, walking facilities, playgrounds), park and green space	●	▲	▲

▲ Strong Emphasis ● Moderate Emphasis ▼ Weak Emphasis

Benefits in Relationship to Cost of Infrastructure or Public Realm Investments

Under all alternatives there would be costs associated with the new infrastructure to support the increases in demand and accommodate growth. These investments would ensure public safety, security, and services. Investments related to both the Grand Connection and ERC would help to establish a new neighborhood identity beyond auto row; however, the lack of significant redevelopment under the No Action Alternative would not establish the same levels of benefits as Alternatives 1 and 2.



Amount of Investment in Infrastructure That Supports Physical Activity, Park, and Green Space

All the alternatives include the connection of the Wilburton Study Area to both the Grand Connection and the ERC, which will support physical activity by connecting the Study Area to other parts of Bellevue, other Eastside communities, and Seattle. Because Alternatives 1 and 2 have higher population growth and increased densities, it is anticipated that these alternatives would benefit a greater number of people.





Grand Connection Performance Standards

The No Action Alternative is not addressed for Grand Connection Performance Standards, as it would not be constructed under this alternative.

Constructability

Moderate Emphasis—Alternatives 1 and 2

Under all alternatives, depending when projects are constructed, there is the challenge for greater traffic impacts with East Link and I-405 projects and the need for additional police and fire services. Although Alternatives 1 and 2 have greater potential for development, the development would be incremental, and, depending on the size of the development, traffic control plans would be required prior to construction, which would minimize impacts. For Alternatives 1 and 2, the construction of the Grand Connection and the timing for East Link and I-405, would require coordination to ensure challenges are minimized.

Timing

Moderate Emphasis—Alternatives 1 and 2

Timing is the same as constructability and when the projects would be constructed. Growth would be incremental and any construction overlaps would require additional coordination and may require additional police and fire services to address any construction related incidents.

User Experience

Strong Emphasis—Alternatives 1 and 2

The user experience would only relate to parks, and for both Alternatives 1 and 2 the user experience varies depending on the Grand Connection option. Option 1 (Sculptural Bridge) would likely have greater sight and sound impacts given the proximity to East Link and the NE 6th Street extension, but would provide more at grade public space within the Study Area. Option 3 (Lid Park) would best mitigate sights and sounds because of the lid structure, but would have limited public space area. Option 2 (Linear Bridge) would offer the greatest opportunity for signature physical space



because of the stand-alone structure that could also provide public benefits of views towards Mt. Rainier in the south.

Travel Distance and Accessibility

Strong Emphasis—Alternatives 1 and 2

While both alternatives would have areas where users would have to travel further and there are changes in elevation the opening of the ERC would provide a connection that could minimize some of the elevation change and improve the accessibility to all Grand Connection options.

What Are the Consequences to the City Owned Parcel (Lincoln Center)

Strong Emphasis—Alternatives 1 and 2

Under both Alternative 1 and 2, if the Lincoln Center is turned into a park/plaza it would create a larger central area in the Study Area and provide new open space to help address the gap. Even though it may not provide 1/3-mile access for areas to the north, it would help, and the connection to ERC would improve access for those located in areas with a gap.

IMPACTS OF THE NO ACTION ALTERNATIVE

Level of Service Demands

Impacts would be the same as those described under Impacts Common to All Alternatives. Under the No Action Alternative, the increase in housing units is limited, and any increase in population within the Study Area is not anticipated to result in greater impacts on police, fire and emergency medical, public schools, parks, or utilities.

Exhibit 3.13-10 shows the potential increase in water use and peak wastewater flow with the No Action Alternative. The increase in water demand under the No Action Alternative would be less than 0.01 percent of current (2014) water consumption for the total service area. The increase in wastewater flow would be less than 0.1 percent of current peak wastewater flow demand for the total service area. The No Action Alternative is consistent with the expected growth in current water and wastewater system plans, which did not yet incorporate a more intense mixed use development pattern.



Exhibit 3.13-10 Potential Water/Wastewater Increases

	RESIDENTIAL		NON-RESIDENTIAL	
	Low	High	Low	High
Potential Increase in Water Use (gallons per day): 2035				
No Action Alternative	5,874	6,675	48,060	56,960
Alternative 1	244,200	277,500	473,607	561,312
Alternative 2	330,000	375,000	640,602	759,232
Current Flow–Service Area (2014) ^a				5,069,000,000
Potential Increase in Wastewater Flow (gallons per day): 2035				
No Action Alternative	5,785	44,500	3,807,400	12,691
Alternative 1	240,500	438,525	533,800	1,779
Alternative 2	325,000	593,150	720,900	555
Current Flow–Service Area (2012) ^b				81,000,000

^a City of Bellevue. City of Bellevue Water System Plan. <https://utilities.bellevuewa.gov/utilities-projects-plans-standards/utilities-plans-and-reports/water-system-plan/>.

^b City of Bellevue. City of Bellevue Wastewater System Plan. <https://utilities.bellevuewa.gov/utilities-projects-plans-standards/utilities-plans-and-reports/wastewater-system-plan/>.

Grand Connection and Public Space Options

The Grand Connection is not constructed as part of No Action Alternative. As described under Impacts Common to All Alternatives, while the Open Space Options provide additional parks space in the Study Area, Options C, D, and E would address the existing gap in park facilities and provide facilities within 1/3-mile to a greater degree than the other Open Space Options.

IMPACTS OF ALTERNATIVE 1

Level of Service Demands

Alternative 1 would have a greater potential demand for fire and emergency medical services, police, schools, and parks because of the forecasted growth in population and employment in the Study Area compared to the No Action Alternative. The impacts would be the same as those described under Impacts Common to All Alternatives.

Exhibit 3.13-10 shows the potential increase in water use and peak wastewater flow with Alternative 1. This increase is less than 0.2



percent of current (2014) water consumption for the total service area and less than one percent of current peak wastewater flow demand for the service area. Alternative 1 assumes that more growth would locate in Wilburton than previously planned and potentially reduce market-based growth elsewhere in the service area or region. The City's water and wastewater system plans may require amendment in the next 6-year update.

Under Alternative 1, there would be greater building heights allowed and the potential for shading of the Grand Connection and ERC.

Grand Connection and Public Space Options

Under Alternative 1, The Grand Connection and the Public Space Options would provide additional opportunities, and, depending on the final design of the Grand Connection, new public open spaces would also be available. Both would help address the lack of parks and open space in the Study Area and accommodate future growth as well as provide linkages to other facilities in the area. Options with open space further north in the Study Area would address the existing gap.

IMPACTS OF ALTERNATIVE 2

Level of Service Demands

Because anticipated growth in population and employment would be highest, as would the potential height of new buildings, there would be greater demands on public services and utilities under Alternative 2. The impacts would be same as those described under Impacts Common to All Alternatives.

Exhibit 3.13-10 shows the potential increase in water use and peak wastewater flow with Alternative 2. This increase is about 0.2 percent of current (2014) water consumption for the service area and just over one percent of current peak wastewater flow demand for the service area. Like Alternative 1, Alternative 2 assumes that more growth would locate in Wilburton than previously planned and potentially reduce market-based growth elsewhere in the service area or region. The City's water and wastewater system plans may require amendment in the next 6-year update.



Grand Connection and Public Space Options

The greater residential density and commercial space would result in additional people wanting to use park resources, which may be limited in the northern portion of the Study Area unless one of the following Public Space Options for Neighborhood Green, ERC Linear Park, or Natural Network are selected, as these would have more space in the northern portion. Under Alternative 2, there would be greater building height allowed compared to the No Action Alternative and Alternative 1, causing the potential for shading of the Grand Connection, Public Space Options, and the ERC; see Aesthetics for issues of shading and mitigation.

3.13.4 MITIGATION MEASURES

INCORPORATED PLAN FEATURES

There are no Incorporated Plan Features related to Police, Fire, Schools, or Utilities.

Parks

- Grand Connection: Under Alternatives 1 and 2, the options associated with the Grand Connection would add new open space and trail connections in the Study Area that would provide connections to other recreation resources in the surrounding area.
- The addition of new public space associated new development would have positive impacts, especially in the northern portion of the Study Area that currently lacks facilities.



REGULATIONS AND COMMITMENTS

For public services and utilities, the ongoing updates to the City of Bellevue's capital facilities planning and CIP would address the increases in density in the Study Area and ensure services are in place to meet the growing demand.

Fire

- The City of Bellevue requires all plans and supporting documentation for permit applications to be in compliance with the International Fire Code. Adequate fire flow to serve potential development is required, and development needs to ensure emergency access to structures is provided.

School

- Bellevue would continue to monitor student enrollment and plan for changes by implementing short-term and long-term solutions as part of the school district's facilities strategy.

Utilities

- Bellevue City Code Title 24, Utilities Code covers general requirements for water and sewer construction and service.

OTHER PROPOSED MITIGATION MEASURES

All Public Services and Utilities

- Through the capital facilities planning process and school district facilities strategy, the City of Bellevue would continue to address changes in service for police, fire, parks, schools, and utilities.

Police

- The City could further encourage the use of CPTED in plans and regulations for in new development in Wilburton. Security measures would be implemented during construction to reduce potential criminal activity. Measures would include on-site security, lighting, and fencing to prevent public access.
- Site planning, street layout and lighting could be evaluated during permit reviews to promote visibility for residents and police.



Fire

- All new buildings would be constructed per City building codes which address life and safety concerns. Sprinklers would be provided in larger buildings.

Parks

- The City could look for opportunities to develop new parks, open space, and recreation facilities, especially in the northern portion of the Study Area, to address the 1/3-mile gap in access.

Utilities

- Developments may reduce water demand by using new technologies that would reduce per-capita water demand (and therefore wastewater service demand) by using newer, low- or no-flow plumbing fixtures and equipment.
- The City could encourage residents and business to recycle and compost materials to reduce waste streams.

3.13.5 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

With the implementation of mitigation measures, no significant unavoidable adverse impacts are anticipated on public services and utilities. The growth planned for the area would be incremental, and the planning process to relevant plans would address improvements required to maintain response times, ensure access to parks, address student growth, and ensure utilities can accommodate growth.