

Affected Environment and Environmental Consequences

This chapter reviews the affected environment and environmental consequences for each resource analyzed. Each subsection describes the pertinent study area, the applicable regulations followed, and the effects of the preferred alternatives and other alternatives considered, including the No Build Alternative. Where impacts could not be avoided and minimized to avoid adverse effects, mitigation measures are proposed.

4.1 Acquisitions, Displacements, and Relocations

4.1.1 Introduction to Resources and Regulatory Requirements

Building and operating the East Link light rail system would require acquiring public and private property for right-of-way and other facilities, as well as displacing and relocating some residential, commercial, and public uses. This section summarizes likely property acquisitions, including property needed for elevated guideway easements, based on current conceptual designs and their impacts in each segment, while focusing on major differences among alternatives. This list of acquisitions is representative and should not be considered the final determination regarding property acquisition; the list could be updated as the project design is refined. Furthermore, the estimates described below reflect the existing conditions at the time the analysis was conducted. Because properties that are currently underdeveloped or vacant could be developed between completion of this Final EIS and the time of construction, the number and/or type of displacements could vary between what is disclosed in the Final EIS and what would actually be required.

There are two types of property acquisition discussed in this section:

- **Partial acquisition**, which would acquire part of a parcel and generally would not displace the existing use. In a few instances some of the businesses or residential units on a parcel would be displaced.

- **Full acquisition**, which would acquire the full parcel and displace the current use; full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that existing uses would be substantially impaired (e.g., loss of parking or access).

Within Segment C, many of the full acquisitions would be for staging areas and would only be needed during construction. Following construction, many of these properties would be available for redevelopment. Because of the length of time needed for civil construction – generally between 2 and 5 years – all displacements presented would be permanently relocated, and future redevelopment of staging areas would attract new businesses and residents.

In addition to the potential property acquisitions described in this section, the East Link Project would require subterranean easements, temporary construction easements, and the use of public rights-of-way owned by the Washington State Department of Transportation (WSDOT), the City of Bellevue, the City of Redmond, the Port of Seattle, and possibly the Cities of Seattle and Mercer Island and King County (Table 4.1-1). The area of these easements is not included in the data presented here. Other impacts associated with acquisitions and displacements are discussed in Section 4.2, Land Use; Section 4.3, Economics; and Section 4.4, Social Impacts, Community Facilities, and Neighborhoods.

TABLE 4.1-1
Potential Permanent Easements for Public Lands or Facilities

Type of Facility	Agency and/or Facility Owner	Facility Name	Segments
State roads	WSDOT	SR 520, SR 202, and SR 908	D, E
Interstates	WSDOT	I-90 and I-405	A, B, C
Local roads and property	Cities of Bellevue, Redmond, and Mercer Island; King County	Multiple	B, C, D, E
State waters	Washington Department of Natural Resources	Lake Washington, Sammamish River and Mercer Slough	A, B, E
Railroad corridor	Port of Seattle	Former BNSF Railway	B, C, D, E

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Code of Federal Regulations [CFR] Title 49, Part 24), as amended, is a federal requirement, and therefore, compliance is assumed as part of the project. The act and its amendments provide guidance on how federal agencies, or agencies receiving federal financial assistance for a project, will compensate for impacts on property owners or tenants who need to relocate if they are displaced by the project.

Sound Transit also has an adopted *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* to guide its compliance with Chapter 8.26 Revised Code of Washington (RCW) and Chapter 468-100 Washington Administration Code (WAC). Property acquisition will meet these laws and policies so that property owners are treated uniformly and equitably.

4.1.2 Affected Environment

The study area for acquisitions, displacements, and relocations includes parts of the Cities of Seattle, Mercer Island, Bellevue, and Redmond and King County. These jurisdictions are heavily developed with residential, commercial, industrial, and public properties along the proposed light rail corridor. Current and projected land uses along each alternative are discussed in Section 4.2, Land Use.

4.1.3 Environmental Impacts

Sound Transit analyzed the proposed right-of-way boundaries and parcel data from King County Department of Assessments and the City of Bellevue to identify properties that would be affected by each alternative and the area of each parcel that would be required. The tables and maps in Appendix G2 identify each potentially affected parcel by alternative; these maps show the right-of-way needed for the project and identify the parcels that would be affected, but they do not differentiate between partial and full acquisitions.

Sound Transit evaluated the effects on each parcel to determine whether the parcel would be fully or partially acquired. Sound Transit verified the current land use, including the number of businesses or residences on affected parcels, using 2010 King County Assessor data and field verification. The number of acquisitions and displacements for each segment within an alternative, as well as for each connector in Segments C and D, was then summarized in Table 4.1-2 and in Appendix G2.

4.1.3.1 No Build Alternative

Under the No Build Alternative, no acquisitions would be required, and no displacements or relocations would occur.

4.1.3.2 Impacts During Operation

Besides property acquisition, the East Link Project would require a number of permanent easements in public lands, waterways, and roadways. Table 4.1-1 lists the easements required by the alternatives, although actual easement areas required would vary by alternative. Sound Transit is in the process of acquiring 1.1 miles of the former BNSF Railway corridor from the Port of Seattle in Segments C and D, as well as an easement in other sections of the corridor potentially used by East Link.

Table 4.1-2 summarizes the total acres of property that would be required for each alternative (and alternative-connector combination), maintenance facility, and storage tracks, compared with the number of affected parcels, including partial and full property acquisitions. This area does not include public right-of-way that would be used as an easement. Property acquisitions related to stations are included in the total for the alternative but are also discussed separately in the following discussion of acquisitions in each segment. Table 4.1-3 summarizes the number of parcels potentially affected, which includes full and partial property acquisitions. In addition, these acquisitions are broken down by the type of land use affected by each alternative (and connector) in Segments B through E and the maintenance facility alternatives. The property acquisition for each alternative would include the light rail route, station (including park-and-ride lots), traction power substations (TPSS), and other facilities as needed for the build out of the alternative. The number of anticipated business and residential unit displacements are provided and might result from either full or partial acquisitions. These acquisitions and displacements are discussed and compared within each segment. It is important to note that many, but not all, of the partial acquisitions would be considered “sliver” acquisitions because they are small in size and would not affect the use of the property; however, because each “sliver” acquisition is counted among the total acquisitions, it could wrongly be inferred, due to a higher number of these “sliver” acquisitions, that one alternative would result in greater impacts than others would.

TABLE 4.1-2
Summary of Property Acquisition Impacts by Segment ^a

Segment	Alternative and Connector	Area to be Acquired by Project (acres) ^a	Total Number of Parcels Affected	
Segment A	<i>Preferred Interstate 90 Alternative (A1)</i>	0	0	
Segment B	<i>Preferred 112th SE Modified Alternative (B2M)</i>	To <i>Preferred Alternative C11A</i>	16.8	16
		To <i>Preferred Alternative C9T</i>	17	16
	Bellevue Way Alternative (B1)	20.2	92	
	112th SE At-Grade Alternative (B2A)	15.2	28	
	112th SE Elevated Alternative (B2E)	14.3	29	
	112th SE Bypass Alternative (B3)	15.8	23	
	B3 - 114th Extension Design Option	14.9	27	
	BNSF Alternative (B7)	12.4	17	
Segment C	<i>Preferred 108th NE At-Grade Alternative (C11A)</i>	<i>Preferred Alternative B2M</i>	14.8	58
		Alternative B3	17.8	55
		B3 - 114th Extension Design Option or Alternative B7	17.6	54
	<i>Preferred 110th NE Tunnel Alternative (C9T)^b</i>	<i>Preferred Alternative B2M</i>	11.4	39
		Alternative B3	14.3	34
		B3 - 114th Extension Design Option or Alternative B7	14.1	33
	Bellevue Way Tunnel Alternative (C1T)	17.8	56	
	106th NE Tunnel Alternative (C2T)	Alternative B2A	25	25
		Alternative B2E	48	47
		Alternative B3	33	34
		B3 - 14th Extension Design Option or Alternative B7	29	33
	108th NE Tunnel Alternative (C3T)	Alternative B2A	50	29
		Alternative B2E	38	51
		Alternative B3	59	39
		B3 - 114th Extension Design Option or Alternative B7	25	39
	Couplet Alternative (C4A)	Alternative B2A	17.4	57
		Alternative B2E	16.4	53
		Alternative B3	21.4	54
		B3 - 114th Extension Design Option or Alternative B7	21.6	54
	112th NE Elevated Alternative (C7E)	Alternative B2A	12.8	22
		Alternative B2E	11.9	17
Alternatives B3, B3 - 114th Extension Design Option or Alternative B7		17.5	19	
110th Elevated Alternative (C8E)	19.1	32		
110th Avenue NE At-Grade Alternative (C9A)	Alternative B2A	8.2	29	
	Alternative B3	12.9	26	
	B3 - 114th Extension Design Option or Alternative B7	12.8	25	
114th Avenue NE Elevated Alternative (C14E)	Alternative B3	15.6	24	
	B3 - 114th Extension Design Option or Alternative B7	15.4	24	

TABLE 4.1-2 CONTINUED
Summary of Property Acquisition Impacts by Segment ^a

Segment	Alternative and Connector		Area to be Acquired by Project (acres) ^a	Total Number of Parcels Affected
Segment D	<i>Preferred NE 16th At-Grade Alternative (D2A)</i> ^c	<i>Preferred Alternatives C11A and C9T and Alternatives C1,C2T, C9A, and C14E (via former BNSF Railway right-of-way)</i>	24)	55
		D2A – NE 24th Design Option	25.8	69
	NE 16th Elevated Alternative (D2E)	<i>Preferred Alternatives C11A and C9T and Alternatives C1,C2T, C9A and C14E (via former BNSF Railway right-of-way)</i>	35.2	47
		Alternatives C3T, C4A, C7E, and C8E (via NE 12th Street)	32.3	51
	NE 20th Alternative (D3)	<i>Preferred Alternatives C11A and C9T and Alternatives C1,C2T, C9A and C14E (via former BNSF Railway right-of-way)</i>	37.6	103
		Alternatives C3T, C4A, C7E, and C8E (via NE 12th Street)	35	107
	SR 520 Alternative (D5)	<i>Preferred Alternatives C11A and C9T and Alternatives C1,C2T, C9A and C14E (via former BNSF Railway right-of-way)</i>	13.5	37
		Alternatives C3T, C4A, C7E, and C8E (via NE 12th Street)	11.1	42
Segment E	<i>Preferred Marymoor Alternative (E2)</i>		17.3	36
	E2 – Redmond Transit Center Design Option		19.5	55
	Redmond Way Alternative (E1)		18.4	43
	Leary Way Alternative (E4)		11	35
Maintenance Facilities	NE 116th Maintenance Facility (MF1)	<i>Preferred Alternative D2A and Alternatives D2E and D3</i>	22.7	20
		Alternative D5	31.5	23
	BNSF Maintenance Facility (MF2)	<i>Preferred Alternative D2A and Alternatives D2E and D3</i>	24.9	10
		Alternative D5	22.9	9
	SR 520 Maintenance Facility (MF3)	<i>Preferred Alternative D2A</i>	19.2	14
		Alternative D2E	19.2	14
		Alternative D3	17.2	15
	SE Redmond Maintenance Facility (MF5)	Alternative D5	15.0	9
		Alternative E1	21.1	17
		<i>Preferred Alternative E2</i>	15.1	12
	Alternative E4	14.6	9	

Note: This table does not include public rights-of-way (city or WSDOT) or former BNSF Railway corridor rights-of-way. Refer to the design drawings in Appendix G1 for public rights-of-way identified for the project.

^a Includes area that would be acquired in full and partial property acquisitions.

^b The C9T - East Main Station Design Option connecting from *Preferred Alternative B2M* would not result in a change to impacts with either *Preferred Alternative C9T* or *B2M*.

^c Impacts with D2A – 120th Station Design Option would be the same as those with *Preferred Alternative D2A*.

TABLE 4.1-3
Property Acquisitions and Displacements

Alternative and Connectors		No. Parcels Affected ^a	Commercial and Industrial ^a		Public and Institutional ^a		Residential Single-Family		Mixed-Use and Residential Multifamily ^a		Vacant Land		Total Parcels ^a		Total Displacements ^a	
			Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units
Segment B, South Bellevue																
<i>Preferred 112th SE Modified Alternative (B2M)</i>	<i>To Preferred Alternative C11A</i>	16	4	0	7	1	2	0	1	0	1	0	15	1	0	1
	<i>To Preferred Alternative C9T</i>	16	4	0	7	1	2	0	1	0	1	0	15	1	0	1
Bellevue Way Alternative (B1)		92	7	2	10	1	40	10	12	1	3	6	72	20	2	12
112th SE At-Grade Alternative (B2A)		28	4	0	6	1	12	3	1	0	1	0	24	4	0	4
112th SE Elevated Alternative (B2E)		29	3	0	5	1	19	1	0	0	0	0	27	2	0	1
112th SE Bypass Alternative (B3)		23	3	0	6	1	8	3	1	0	1	0	19	4	0	4
B3-114th Extension Design Option		27	5	1	7	1	8	3	1	0	1	0	22	5	14	4
BNSF Alternative (B7)		17	6	5	2	1	0	0	1	0	0	2	9	8	6	0
Segment C, Downtown Bellevue																
<i>Preferred 108th NE At-Grade Alternative (C11A)</i>	<i>Preferred Alternative B2M</i>	58	21	19	3	0	1	5	2	2	3	2	30	28	39	46
	Alternative B3	55	25	20	2	0	1	0	2	0	3	2	33	22	40	0
	B3 - 114th Extension Design Option or Alternative B7	54	24	20	2	0	1	0	2	0	3	2	32	22	40	0
<i>Preferred 110th NE Tunnel Alternative (C9T)^a</i>	<i>Preferred Alternative B2M</i>	39	12	10	2	0	1	5	1	2	5	1	21	18	17	46
	Alternative B3	34	15	11	1	0	0	0	1	0	5	1	22	12	18	0
	B3 - 114th Extension Design Option or Alternative B7	33	14	11	1	0	0	0	1	0	5	1	21	12	18	0
Bellevue Way Tunnel Alternative (C1T)		56	22	11	2	1	0	0	15	2	1	3	40	16	21	91

TABLE 4.1-3 CONTINUED

Property Acquisitions and Displacements

Alternative and Connectors		No. Parcels Affected ^a	Commercial and Industrial ^a		Public and Institutional ^a		Residential Single-Family		Mixed-Use and Residential Multifamily ^a		Vacant Land		Total Parcels ^a		Total Displacements ^a	
			Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units
106th NE Tunnel Alternative (C2T)	Alternative B2A	25	12	7	3	0	0	0	1	0	1	1	17	8	13	0
	Alternative B2E	47	15	14	2	0	1	12	1	0	1	1	20	27	20	12
	Alternative B3	34	15	13	2	0	0	1	1	0	1	1	19	15	19	1
	B3 - 114th Design Option or Alternative B7	33	14	13	2	0	0	1	1	0	1	1	18	15	19	1
108th NE Tunnel Alternative (C3T)	Alternative B2A	29	7	8	1	2	1	7	0	0	3	0	12	17	15	7
	Alternative B2E	50	10	15	0	2	2	19	0	0	3	0	15	36	22	19
	Alternative B3	39	11	14	0	2	1	8	0	0	3	0	15	24	21	8
	B3 - 114th Design Option or Alternative B7	39	11	14	0	2	1	8	0	0	3	0	15	24	21	8
Couplet Alternative (C4A)	Alternative B2A	57	13	18	3	2	3	8	4	0	6	0	29	28	36	8
	Alternative B2E	53	13	18	2	2	1	8	3	0	6	0	25	28	36	8
	Alternatives B3, B3 - 114th Design Option or Alternative B7	54	13	19	2	2	1	8	3	0	0	0	25	29	37	8
112th NE Elevated Alternative (C7E)	Alternative B2A	22	12	3	2	0	2	0	1	0	1	1	18	4	29	0
	Alternative B2E	17	11	3	1	0	0	0	0	0	1	1	13	4	29	0
	Alternatives B3, B3 - 114th Design Option or Alternative B7	19	12	4	1	0	0	0	0	0	1	1	14	5	30	0
110th NE Elevated Alternative (C8E)	Alternatives B3, B3 - 114th Design Option or Alternative B7	32	9	8	3	1	3	2	2	0	4	0	21	11	33	2
110th Avenue NE At-Grade Alternative (C9A)	Alternative B2A	29	8	10	3	0	2	1	1	0	4	0	18	11	17	1
	Alternative B3	26	9	11	2	0	0	0	0	0	4	0	15	11	18	0
	B3 - 114th Design Option or Alternative B7	25	8	11	2	0	0	0	0	0	4	0	14	11	18	0

TABLE 4.1-3 CONTINUED

Property Acquisitions and Displacements

Alternative and Connectors		No. Parcels Affected ^a	Commercial and Industrial ^a		Public and Institutional ^a		Residential Single-Family		Mixed-Use and Residential Multifamily ^a		Vacant Land		Total Parcels ^a		Total Displacements ^a	
			Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units
114th Avenue NE Elevated Alternative (C14E)	Alternatives B3	24	13	10	0	0	0	0	0	0	0	1	13	11	24	0
	B3 - 114th Design Option or Alternative B7	24	13	10	0	0	0	0	0	0	0	1	13	11	24	0
Segment D, Bel-Red/Overlake																
<i>Preferred NE 16th At-Grade Alternative (D2A)^b with storage track</i>		55	40	8	0	0	0	0	0	0	7	0	47	8	34	0
D2A- NE 24th Design Option		69	48	13	1	0	0	0	0	0	7	0	56	13	69	0
NE 16th Elevated Alternative (D2E)	<i>Preferred Alternatives C11A and C9T and Alternatives C1, C2T, C9A, and C14E</i>	47	25	16	0	0	0	0	0	0	6	0	31	16	42	0
	Alternatives C3T, C4A, C7E, and C8E	51	27	16	0	0	0	0	0	0	8	0	35	16	42	0
NE 20th Alternative (D3)	<i>Preferred Alternatives C11A and C9T and Alternatives C1, C2T, C9A, and C14E</i>	103	74	17	3	0	0	0	2	0	6	1	85	18	74	0
	Alternatives C3T, C4A, C7E, and C8E	107	76	17	3	0	0	0	2	0	8	1	89	18	74	0
SR 520 Alternative (D5)	<i>Preferred Alternatives C11A and C9T and Alternatives C1, C2T, C9A, and C14E</i>	37	29	2	0	0	0	0	2	0	4	0	35	2	79	0
	Alternatives C3T, C4A, C7E, and C8E	42	31	2	0	0	0	0	2	0	7	0	40	2	79	0

TABLE 4.1-3 CONTINUED

Property Acquisitions and Displacements

Alternative and Connectors	No. Parcels Affected ^a	Commercial and Industrial ^a		Public and Institutional ^a		Residential Single-Family		Mixed-Use and Residential Multifamily ^a		Vacant Land		Total Parcels ^a		Total Displacements ^a	
		Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units
Segment E, Downtown Redmond															
<i>Preferred Marymoor Alternative (E2)</i>	36	6	7	2	0	14	2	0	0	4	1	26	10	8	2
E2 - Redmond Transit Center Design Option	55	14	11	4	0	14	2	3	2	4	1	39	16	23	126
Redmond Way Alternative (E1)	43	12	5	1	0	14	2	3	0	5	1	35	8	7	2
Leary Way Alternative (E4)	35	12	3	0	0	12	2	1	0	4	1	29	6	7	2
Maintenance Facilities															
NE 116th Maintenance Facility (MF1)	<i>Preferred Alternative D2A and Alternatives D2E and D3</i>	23	5	12	0	3	0	0	0	2	1	7	16	77	0
	Alternative D5	23	4	14	0	3	0	0	0	1	1	5	18	82	0
BNSF Maintenance Facility (MF2)	<i>Preferred Alternative D2A and Alternatives D2E and D3</i>	10	5	3	0	0	0	0	0	2	0	7	3	5	0
	Alternative D5	9	1	5	0	0	0	0	0	3	0	4	5	6	0
SR 520 Maintenance Facility (MF3)	<i>Preferred Alternative D2A and Alternative D2E</i>	14	4	9	0	0	0	0	0	1	0	5	9	60	0
	Alternative D3	15	7	8	0	0	0	0	0	0	0	7	8	56	0
	Alternative D5	9	0	9	0	0	0	0	0	0	0	0	9	57	0
SE Redmond Maintenance Facility (MF5)	Alternative E1	17	3	13	0	0	0	0	0	0	1	3	14	38	0
	<i>Preferred Alternative E2</i>	12	4	7	0	0	0	0	0	0	1	4	8	16	0
	Alternative E4	9	1	7	0	0	0	0	0	0	1	1	8	16	0

Note: This table does not include public rights-of-way (city or WSDOT) or former BNSF Railway rights-of-way. Refer to the design drawings in Appendix G1 for public rights-of-way identified for the project.

^a The C9T - East Main Station Design Option connecting from *Preferred Alternative B2M* would not result in a change to impacts for either *Preferred Alternative C9T* or *B2M*.

^b Impacts for D2A – 120th Station Design Option would be the same as they are for *Preferred Alternative D2A*.

The amount of land area converted to public right-of-way (Table 4.1-2) and the number of displacements caused by property acquisitions (Table 4.1-3) are a better representation of the impact than the number of properties affected.

Segment A

Sound Transit identified no right-of-way acquisition needed for *Preferred Interstate 90 Alternative (A1)* in this segment outside the existing public roadway, or highway rights-of-way.

Segment B

Sixteen properties would be affected by *Preferred 112th SE Modified Alternative (B2M)*, with either connection to *Preferred 108th NE At-Grade Alternative (C11A)* or *Preferred 110th NE Tunnel Alternative (C9T)*. Of these 16 properties, only 1 property, the South Bellevue Park-and-Ride, would be fully acquired for the South Bellevue Station and Park-and-Ride.

Of the Segment B alternatives, *Preferred Alternative B2M* and *112th SE Elevated Alternative (B2E)* would have the fewest displacements. Neither would displace businesses, and only one residence would be displaced with these alternatives.

The Bellevue Way Alternative (B1) would have the greatest number of acquisitions and displacements—72 partial and 20 full property acquisitions—thereby displacing and relocating 2 businesses and 12 residences. The BNSF Alternative (B7) would affect the fewest number of overall parcels besides *Preferred Alternative B2M* (17) but would fully acquire eight parcels, thereby displacing six businesses. Four of these full acquisitions and three business displacements would be for the 118th Station. The B3 - 114th Extension Design Option would impact four more properties than Alternative B3. This design option would impact properties just north of the Mercer Slough.

Similar to *Preferred Alternative B2M*, most of the Segment B alternatives that run along Bellevue Way SE (Alternatives B1, B2A, B3, and B3 -114th Design Option) would displace the residence at the Mercer Slough Blueberry Farm.

Segment B alternatives serving the South Bellevue Station, similar to *Preferred Alternative B2M*, would fully acquire the South Bellevue Park-and-Ride property. The SE 8th Station would partially acquire two commercial properties under Alternative B2A, but no businesses would be displaced. All Segment B alternatives would acquire a small portion of Mercer Slough Nature Park.

Segment C

Most land for property acquisitions in Segment C would be for construction staging areas. Due to the highly developed nature of the land in this segment, specific staging areas have been identified for each alternative. These staging areas are shown in Section 2.4 of Chapter 2 and in Appendix G2. More detail on the needs of these areas is provided in Section 4.1.3.3, Construction Impacts.

Preferred Alternative C11A connecting to *Preferred Alternative B2M* would partially acquire 30 properties and fully acquire 28 properties. Seven residential properties would be fully acquired, thereby displacing 46 residential units (5 single-family and 41 multifamily units). The multifamily residential displacements include two condominium complexes along 112th Avenue SE. *Preferred Alternative C11A* and its connection to *Preferred Alternative B2M* would displace 39 businesses; most of these business displacements are offices along Main Street and commercial businesses along 108th and 116th Avenues NE. *Preferred Alternative C11A* would require a partial acquisition of Surrey Downs Park, parallel to 112th Avenue SE, which would not affect any uses of the park. Construction of the Hospital Station would require acquisition to the east of the former BNSF Railway corridor. Widening the corridor to the west would likely require additional larger and more costly property acquisitions on the west side of the former BNSF Railway corridor (such as the Whole Foods site) and to other commercial properties on the south side of NE 8th. This widening would also be required for any alternative that includes the Hospital Station.

For the *Preferred Alternative C11A* connection to Alternatives B3, B3 - 114th Extension Design Option or B7, one additional business displacement and one residential displacement would occur; the business displacement would be a hotel on 112th Avenue SE for the East Main Station.

Preferred Alternative C9T connecting to *Preferred Alternative B2M* would displace 17 businesses and 46 residences. These residential displacements would include five single-family residences and two condominium complexes. *Preferred Alternative C9T* would acquire 0.5 acre of Surrey Downs Park for relocation of SE 4th Street, which would impact the eastern portion of the King County District Court building. This portion of the building does not include the core functions of the public facility. If the courthouse is not relocated before project construction, this portion of the building would be removed and the remainder of the building would be restored and the core functions of the courthouse would remain. This

public facility, however, might be relocated before East Link construction. This alternative would also partially acquire the NE 2nd Pocket Parks for the south entrance to the Bellevue Transit Center Station, as described in Section 4.17, Parkland and Open Space. If the optional station at Main Street for *Preferred Alternative C9T* were selected, it would not require any additional parcel acquisitions.

For connections to Alternatives B3, B3 - 114th Extension Design Option and B7, a hotel on 112th Avenue SE would be displaced for the East Main Station, similar to *Preferred Alternative C11A*.

For all Segment C alternatives, except the Bellevue Way Tunnel Alternative (C1T), most business displacements and impacts would be related to construction staging areas, which would be a temporary use of this land. Areas of these properties not needed for right-of-way would be available for redevelopment following construction. Park areas used for staging would be restored as described in Section 4.17, Parkland and Open Space.

Alternative C1T would have a high number of residential relocations (91 residential units) related to widening Bellevue Way SE where the light rail would be at-grade and descend to below grade. The 21 business displacements for this alternative would mostly involve smaller buildings or strip malls that contain three or fewer businesses, and would all be for staging areas. The residential displacements would include one 60-unit apartment complex, one 24-unit apartment complex, and one 7-unit apartment building that is part of a larger complex. Part of one public property, which is adjacent to Bellevue City Hall and owned by King County, is currently vacant and would be acquired. This same public property would also be acquired partially for *Preferred Alternatives C11A* and *C9T* and 110th NE At-Grade Alternative (C9A) and fully for 106th NE Tunnel (C2T), 112th NE Elevated (C7E), and 114th NE Elevated (C14E) Alternatives.

Alternative C2T would have the fewest number of business displacements – between 14 and 21 – depending on the connection to Segment B. Business displacements for the 108th NE Tunnel (C3T), Couplet (C4A), C7E, 110th NE Elevated (C8E), 110th NE At-Grade (C9A) and 114th Elevated (C14E) Alternatives would be between 15 and 36 businesses. Under these alternatives, most business displacements would be small businesses in buildings that contain one or two businesses. However, Alternatives C7E and C8E would displace a business park with 22 businesses.

Four alternatives could have no residential displacements: Alternatives C2T (when connecting to Alternative B2A), C7E, C9A (when connecting to Alternative B3, B3 - 114th Design Option or B7), and C14E. Residential displacements would range from 1 and 19 units for the remaining connectors with Alternative C2T, and for Alternatives C3T, C4A, C8E, and C9A.

Alternatives C2T and C3T would require partial acquisition of Surrey Downs Park and displace the King County District Court building when connecting to Alternative B2A. This facility, however, might be relocated by King County prior to this project. Alternatives C4A and C7E would also acquire small portions of Surrey Downs Park but would not affect the Court Building. Alternatives C3T, C4A, and C8E would remove portions of McCormick Park, but this area would be replaced in kind following the project so that there would be no loss of parkland; as a result, parkland would actually increase for all three alternatives. Further discussion of impacts on these parks is provided in Section 4.17, Parkland and Open Space.

All Segment C alternatives except C1T and C14E would acquire and displace one business for the East Main Station if connected with Alternative B3, B3 - 114th Extension Design Option, or B7.

Segment D

All Segment D alternatives would connect to *Preferred Alternatives C11A* and *C9T* and Alternatives C1T, C2T, C9A, and C14E via the former BNSF Railway corridor after these alternatives cross I-405 south of NE 8th Street. This connection would require fewer acquisitions for all Segment D alternatives than connecting from NE 12th Street. The remaining Segment C alternatives would cross I-405 at NE 12th Street and would need to cross several commercial properties on the east side of 116th Avenue NE to access the former BNSF Railway corridor, thereby increasing the number of acquisitions for Segment D alternatives connecting to these Segment C alternatives. Segment D alternatives would not displace any residential properties.

With *Preferred NE 16th At-Grade Alternative (D2A)*, eight properties would be fully acquired. *Preferred Alternative D2A* would also displace 34 businesses, most of which are industrial and commercial businesses along NE 15th Street, 130th Avenue NE, and 136th Place NE. The 120th Station would displace 1 business, and 14 businesses would be displaced by the Overlake Village Station.

The storage track, located along the former BNSF Railway corridor north of NE 12th Street would partially acquire only four properties. No business or residences would be displaced by the storage track. For D2A - NE 24th Design Option, 28 businesses along the west side of 152nd Avenue NE would be displaced by the Overlake Village Station.

The NE 20th Alternative (D3) would have the greatest impact, with up to 107 parcels affected and up to 74 businesses displaced when connecting to the Segment C alternatives that cross NE 12th Street. The SR 520 Alternative (D5) would affect the fewest parcels (between 39 and 44) and would displace 79 businesses with either connection to Segment C. The station at 130th Avenue NE would displace eight businesses under Alternative D2E and seven businesses under Alternative D3. The Overlake Village Station option north of NE 24th Street would displace ten businesses under Alternative D5, and six businesses would be displaced by the Overlake Village Station with Alternative D2E.

Segment E

With *Preferred Marymoor Alternative (E2)*, 36 properties would be potentially affected: 10 full acquisitions and 26 partial acquisitions. Two single-family properties and seven commercial properties would be fully acquired. *Preferred Alternative E2* would displace eight business and two residences. With *Preferred Alternative E2*, the SE Redmond Station would displace three businesses. This alternative would also partially acquire an area of Marymoor Park along the south side of SR 520.

The E2 - Redmond Transit Center Design Option would impact the same property as *Preferred Alternative E2*, in addition to properties along 161st Avenue NE. Widening 161st Avenue NE for the Redmond Transit Center Station would displace ten businesses. Property along the southwest edge of a city park along 161st Avenue NE would be acquired for the portion of this design option that runs along 161st Avenue NE. Although the Redmond Way Alternative (E1) would affect a greater number of parcels than the Leary Way Alternative (E4) (43 and 35, respectively), both would displace two single-family residences. Alternative E1 would displace 7 businesses whereas Alternative E4 would displace 7 businesses. Most businesses displaced by this segment would be industrial properties or auto-related businesses that require larger properties. No public or institutional properties would be displaced by Alternative E4.

Alternative E1 would partially acquire Luke McRedmond Park, and all three Segment E

alternatives would acquire a small portion of the Sammamish River Trail right-of-way. Public parkland acquired would be mitigated through replacement, financial compensation, or enhancement. The Redmond Town Center Station would not require any displacements.

The City of Redmond has plans for locating a trail within the former BNSF Railway corridor in Downtown Redmond as well as accommodating local and regional infrastructure projects, including Sound Transit's light rail. Together, these uses have the potential to reduce the amount of space available for light rail under any Segment E alternative. This constraint might require that light rail be shifted to accommodate a stormwater pipe and trail, which in turn might require the partial acquisition of property to accommodate all proposed facilities.

Maintenance Facilities

Developing the maintenance facilities would not displace and residential properties. The 116th Maintenance Facility (MF1) and the SR 520 Maintenance Facility (MF3) could displace between 56 and 82 businesses, most of which are small offices in business parks. A Bellevue Fire Department training facility would be displaced by MF1. The BNSF Maintenance Facility (MF2) would have the fewest displacements overall, with only five or six businesses displaced, depending on to which Segment D alternative it connects. The SE Redmond Maintenance Facility (MF5) would displace between 16 and 38 businesses, depending on to which Segment E alternative it connects. Some public road right-of-way would be required as well for all maintenance facilities. MF5 would also acquire a small portion of the public right-of-way of the East Lake Sammamish Trail. Further discussion of impacts on the trail is located in Section 4.17, Parklands and Open Space.

4.1.3.3 Impacts During Construction

Property impacts during constructions would consist of staging area acquisition and temporary construction easements. Staging areas would be required in all segments, although specific locations for these are highlighted in Segment C, because the land is more heavily developed and the land would be used for the range a construction activities, including equipment storage, work coordination, and contractor offices. In the remaining segments, staging areas would generally be accommodated within areas permanently needed for right-of-way; therefore, additional property acquisition for staging areas is not expected. The contractor might lease or make arrangements for additional staging areas if needed. These are preliminary and might be refined during final design.

Temporary construction easements would be needed along the project alternatives in each segment and possibly the maintenance facilities to allow for project construction. Construction easements are temporary uses of property during construction and would be required in numerous locations along the route. In undeveloped land areas, easements would be necessary to maneuver equipment and materials during construction. Where the project follows an existing transportation corridor, construction activities might require narrow temporary easements from adjacent properties. Following construction, easements would be returned to preconstruction condition.

Major temporary construction easements are described below for each segment. Other smaller temporary easements would be needed throughout the project corridor but have not been identified at this time. The approximate size and location of major easements have been identified in Segments B and E. Refer to Section 2.4.2 for a discussion of construction easements, and refer to the tables and maps in Appendix G2 for the potentially affected properties which have been identified for the project.

Segment A

With *Preferred Alternative A1*, substantial work in Segment A would occur within the I-90 right-of-way, thereby requiring and no additional staging areas. Work might occur in Lake Washington during construction of the East Link Project on the I-90 bridge. Smaller temporary construction easements might be needed, particularly near stations and freeway ramp construction, and would be identified during final design.

Segment B

Construction easements would be needed along the corridor on the west side and the east side of the route with *Preferred Alternative B2M*. While most staging could occur on the South Bellevue Park-and-Ride site, some additional easement would be needed nearby.

A temporary construction easement along the east side of Bellevue Way SE in Mercer Slough might be needed for all other Segment B alternatives except Alternative B7. Alternative B3 would also require a temporary construction easement on the north side of SE 8th Street and east of 112th Avenue SE. A temporary construction easement along the north side of I-90 in Mercer Slough would likely be needed for Alternative

B7. These easements would be required to construct the guideway or for road reconstruction for portions of the alternatives. The Mercer Slough Blueberry Farm and the Eastside Heritage Center, located at the Winters House, would be temporarily relocated during construction, as discussed in Section 4.3, Economics, and Section 4.17, Parklands and Open Space.

Segment C

The staging area property acquisition identified in Segment C is generally located either adjacent to proposed stations, around tunnel portals, or where the project occurs outside of public right-of-way. These acquisitions are included in the total acquisitions listed in Table 4.1-3 and are not additional acquisitions.

With *Preferred Alternative C11A*, staging areas would be needed around the Bellevue Transit Center Station, on the west side of I-405 and south of and east of the Hospital Station. Staging would also occur on property to be acquired for project right-of-way along 112th Avenue SE and Main Street.

With *Preferred Alternative C9T*, staging areas would be needed around the Bellevue Transit Center Station and south of and east of the Hospital Station. Staging would also occur on property to be acquired for project right-of-way along 112th Avenue SE and Main Street.

With the other Segment C Alternatives, staging areas in Downtown Bellevue would typically acquire the full property and displace the existing use during the construction period. Staging areas proposed in Surrey Downs and McCormick Parks would be restored to park use. In most cases, parcels not needed for project operation would be available for redevelopment following construction, such as properties around the Bellevue Transit Center and Old Bellevue Stations.

The extent of redevelopment that could be accommodated at staging areas at or around the intersection of Main Street and 112th Avenue SE and the Hospital/ Ashwood Station has not yet been determined.

Segment D

With *Preferred Alternative D2A*, temporary construction easements would be needed along the project corridor on each side of the route. This area would be widened or reduced in selected areas to avoid existing buildings or ecologically sensitive areas. With the other Segment D Alternatives, no additional construction areas have been identified.

Temporary construction easement

A temporary construction easement is the temporary use of a property during construction allowed through an easement from the property owner. Following construction, the easement is terminated, and the property is restored to its previous condition.

Segment E

Temporary construction easements would be needed along the project corridor on each side of the *Preferred Alternative E2* route. This area would be widened or reduced in selected areas to avoid existing buildings or ecologically sensitive areas. A temporary construction easement on the south side of SR 520 in Marymoor Park would likely be needed for *Preferred Alternative E2*, in addition to easements around SR 520 and SR 202 discussed below.

All Segment E alternatives would require temporary easements on the west side of the SR 202 and SR 520 interchange within the Bear Creek riparian greenbelt. These areas would also be needed for constructing the guideway or for road reconstruction for portions of the alternatives.

Maintenance Facilities

All work for the selected Maintenance Facility is expected to occur within the acquired right-of-way and no additional easements or acquisition for staging areas is expected.

4.1.4 Eastside Relocation Opportunities

To measure relocation opportunities, Sound Transit researched available residential and commercial real estate in the project vicinity. Although property availability will change over time, this study indicates that there are numerous opportunities for residents and businesses to relocate within the project vicinity, which would minimize difficulties in adjusting to relocation. Table 4.1-4 summarizes the availability of different types of commercial property on the Eastside, generally defined as including Bothell/Kenmore, Redmond, Kirkland, Bellevue, Issaquah, and Woodinville.

Relocation sites for multifamily residences and small businesses are expected to be readily available in the project vicinity due to a number of newly constructed mixed-use developments.

TABLE 4.1-4
Commercial Property Availability for Relocation on the Eastside

Commercial Property Type	Vacancy Rate (Q4, 2010)
Office ^a	15 percent
Retail ^b	8.7 percent
Industrial ^c	6.8 percent

^a Colliers International, 2010.

^b GVA Kidder Matthews, 2010.

^c Colliers International, 2010.

Q4 - fourth quarter

Currently, over 3,000 apartment and/or condominium units are under construction, permitted, or planned to start construction within the next year on the Eastside (Cities of Bellevue and Redmond, 2010). Within mixed-use developments in Bellevue and Redmond, over 250,000 square feet of retail space is under construction, most of which is located in Redmond. According to the Northwest Multiple Listing Service (2011), almost 600 condominiums were for sale in Bellevue and Redmond.

Relocation sites for single-family residences are also expected to be readily available in the same general area, but not necessarily in the same neighborhood. According to the Northwest Multiple Listing Service, over 1,000 single-family residences were for sale in Bellevue and Redmond in March 2011. The number of single-family residences to be acquired in each segment is relatively small in proportion to the entire housing stock for the area; therefore, adequate relocation sites are expected to be available.

Relocation sites for industrial-oriented properties might be more difficult to find in the project vicinity because these land uses are being redeveloped for other purposes in some areas of Bellevue and Redmond, especially in Segment D (commonly referred to as the Bel-Red corridor). Under the preferred alternative for the City of Bellevue's Bel-Red Corridor Plan, there will be a loss of approximate 2.49 million square feet of industrial space, and an increase of 4 million square feet of office space and 500,000 square feet of retail space. In addition, 5,000 new housing units will be added to this area. For more information on this planned redevelopment, see Section 4.2, Land Use. According to current market analyses, most of the Eastside is experiencing an areawide increase in vacancies; however, the area's highest vacancies are located in Redmond (Colliers International, 2010). Relocation assistance would mitigate the displacements, but relocation could still represent an inconvenience or hardship to some property owners and tenants.

4.1.5 Sound Transit Acquisition and Relocation Policy Summary

Sound Transit would contact property owners whose property would be directly affected to answer questions and provide additional information about relocation assistance services, payments, and reimbursement eligibility. Sound Transit's relocation assistance and advisory services would include, but not be limited to, measures, facilities, or services that might be necessary or appropriate to determine the relocation needs and preferences of each household,

business, and nonprofit organization to be displaced. Sound Transit would provide current information on the availability, purchase prices, and rental costs of comparable replacement dwellings.

Sound Transit is committed to working closely and proactively with residents and businesses to help them plan ahead for relocation, assist them in finding new homes or sites, and help solve problems as they might occur. While the ultimate choice of relocation site would be up to the affected resident or business, Sound Transit would help with detailed investigation of possible locations. For those who wish to remain in their neighborhood, Sound Transit would assist in finding a new location close to their current site. Interpreters have been and will continue to be used to assist those who do not feel comfortable speaking English so they can understand their choices and options.

Owners are not required to surrender possession of property until they have been paid the agreed purchase price or until an amount equal to Sound Transit's established estimate of just compensation has been deposited with the court. Owners and tenants would not be required to move their businesses without first being given at least 90 days written notice by Sound Transit.

Regarding needed improvements, it is generally recommended that property owners proceed with planned improvements to their properties or facilities as they deem necessary.

Property owners whose entire or partial property would be acquired by Sound Transit would receive just compensations for their land and improvements. Just compensation is an amount paid to a property owner for property acquired for public purposes that is not less than the fair market value of the property acquired, including damages or benefits to the remaining property. Compensation would include any measurable loss in value to the remaining property as a result of a partial acquisition. Permanent parking lots from partial acquisition would be mitigated by compensating the property owner or by providing replacement parking.

Sound Transit would pay for normal expenses of sale, including escrow fees, title insurance, prepayment penalties, mortgage release fees, recording fees, and typical costs incurred incident to conveying title. The sale, however, would be exempt from the real estate excise tax and would involve no real estate commissions. Funds remaining at the end of sale closing would be released to the seller.

Other benefits and compensation might include payment of residential moving expenses and replacement housing payments, nonresidential moving expenses, and reestablishment expenses. Sound Transit's Business and Residential Acquisition and Relocation handbooks outline compensation and acquisition procedures in detail.

The application of regulations and statutes to individual cases will be by the letter and intent of the law. Special circumstances can be recognized, and proactive help to solve problems is available. The timing and magnitude of purchase payments can be adjusted to fit circumstances and fundamental concepts of fairness.

4.1.6 Potential Mitigation Measures

As part of the project, Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted *Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines* (Resolution #R98-20-1) as summarized above. Sound Transit would comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Code of Federal Regulations [CFR] Title 49, Part 24), as amended (49 CFR, Part 24), and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary depending on the level of impact, available relocation options, and other factors. Because of these compliance actions, no additional mitigation would be necessary.