

## 4.2 Land Use

### 4.2.1 Introduction to Resources and Regulatory Requirements

This section provides information on the existing land uses and current zoning (future allowable land uses), describes changes in land use that would occur as a result of the East Link Project, and evaluates the consistency of the project with local and regional planning policies.

Changes in transportation systems can influence changes in nearby land uses. The project can directly affect land use through property acquisition required for the project. Conversely, the project can be one factor in considering high-density development patterns. Regional plans identify the need to connect the urban centers within the study area with high-capacity transit as a method of efficient use of land, offering a sustainable alternative to increasing congestion problems.

**What is transit-oriented development?**

Transit-oriented development is a pattern of dense, diverse, pedestrian-friendly land uses located near transit nodes. Under the right conditions, this translates into higher transit patronage (Transit Cooperative Research Program, 2004).

Light rail can act as a catalyst for development and/or redevelopment in those station locations where jurisdictions have identified the desire for a greater density and mixture of land uses. In those areas where no land use changes are desired, the local jurisdictions control land use regulations and only the jurisdictions have the ability to make changes to directly influence land uses. In those areas where the jurisdictions decide to influence land use changes, light rail can indirectly influence development patterns and decisions toward a pedestrian-friendly environment around stations and support of transit ridership. This is because the stations increase transit accessibility and mobility and can draw large numbers of pedestrians to the vicinity. Under circumstances of available redevelopable land, proper market conditions, and appropriate adopted land use policies, transit-oriented development can be an indirect result of a light rail project, consisting of primarily higher-density, mixed-use development. Therefore, the land use study area for this Final EIS consists of the areas immediately adjacent to the route and the area within a 0.5-mile radius around the stations. The areas within 0.5 mile of the stations have the greatest probability of being affected, both directly and indirectly.

Appendix F4.2, Land Use Plans and Policies, lists plans and policies pertaining to the study area. For this evaluation, the project's land use compatibility and conformance with existing land use policies and plans was measured and compared to the following plans:

- Washington State Growth Management Act (GMA) (adopted 1990, as amended)
- *King County Comprehensive Plan* (adopted 2008, amended 2010) (King County, 2008)
- Puget Sound Regional Council (PSRC) *VISION 2040* (PSRC, 2008)
- *PSRC Transportation 2040* (adopted 2010) (PSRC, 2010a)
- *Sound Transit Regional Transit Long-Range Plan* (adopted July 2005)
- *Sound Transit 2, The Regional Transit System Plan for Central Puget Sound* (adopted May 2007)
- *Seattle's Comprehensive Plan: Toward a Sustainable Seattle*. (adopted 1994, amended 2008)
- Neighborhood plans for Chinatown/International District, Central Area, and North Rainier Valley (City of Seattle, 2004)
- Shoreline Master Programs for the Cities of Seattle, Mercer Island, Bellevue, and Redmond, and King County (Amended every 7 years)
- *Comprehensive Plan of the City of Mercer Island* (adopted 1994, amended 2004) (City of Mercer Island, 2005)
- *Design Principles for Mercer Island Town Center Light Rail* (City of Mercer Island, 2008)
- *City of Bellevue Comprehensive Plan* (Adopted 1993, amended 2010) (City of Bellevue, 2006)
- *City of Bellevue Sub-Area Plans and Transportation Facility Plans* (adopted 1993, amended 2010)
- *City of Bellevue Best Practices for Light Rail* (City of Bellevue, 2008)
- *Eastside Transportation Program* (City of Bellevue, 2008)
- *City of Redmond Comprehensive Plan* (adopted 1995, amended 2004/2007) (City of Redmond, 2007)
- *Overlake Hospital Medical Center Master Plan* (adopted 2000, amended 2005)

## 4.2.2 Affected Environment

The East Link Project is located within King County, and the alternatives travel through and would have stations located within four urbanized cities (Seattle, Mercer Island, Bellevue, and Redmond). Existing land uses in these jurisdictions include a mixture of single-family and multifamily residential, commercial retail and services, office uses, institutional uses, and light industrial uses. There are also a number of recreational and public open spaces located adjacent to the alternatives and within the station areas. Section 4.17, Parkland and Open Space, provides further information on these land uses. Because the project is located within an urban area and primarily within existing transportation rights-of-way, the Farmland Protection Policy Act does not apply.

The following subsections describe existing land uses for each segment. Allowable land uses or zoning are presented in Exhibits 4.2-1 through 4.2-6. Table 4.2-1 describes both the existing and future allowable land uses at each proposed project station, based on information from the comprehensive plans of each jurisdiction, and indicates where zoning represents a change from the existing land use. The percentages are estimates of the amount of land within the 0.5-mile station vicinity and based on information illustrated in Exhibits 4.2-1 through 4.2-6 and information taken from the comprehensive plans of each jurisdiction. Section 4.3, Economics, includes information on projected residential units and employees within 0.5 mile of the proposed stations. All land uses have been generalized into dominant land use categories (single-family, multifamily, commercial, office, mixed use, industrial, and parkland) so that the land use could be presented consistently among jurisdictions to the extent possible.

### 4.2.2.1 Segment A

Segment A begins in the Seattle Transit Tunnel located in a historic district (Seattle Chinatown Historic District). This area is an urban environment consisting of high-density residential, office, and commercial/industrial land uses. Continuing along I-90, immediately adjacent are Judkins Park, Sam Smith Park, and the I-90 Trail. Beyond the parkland use is a residential area of Rainier Valley, which consists of low-density single-family and multifamily housing with commercial establishments on the primary arterial of Rainier Avenue. East of the Mount Baker Tunnel, I-90 crosses Lake Washington on the way to Mercer Island. Current zoning shown in Exhibit 4.2-1 includes a mixture of single-family, multifamily, and commercial zones.

Suburban, low-density, single-family residential accounts for approximately 75 percent of the existing land use on Mercer Island, and the remaining 25 percent includes parkland, multifamily residential, and the Town Center on the south side of I-90 between 76th Avenue SE and SE Island Crest Way. The Town Center has a mix of multifamily residential, commercial, and office businesses, including a number of recently constructed mixed-use developments. There are no major institutions near the study area. Current zoning is shown in Exhibit 4.2-2 and includes single-family, multifamily, and the Town Center zones. The I-90 right-of-way is zoned public institution on Mercer Island. The Town Center zone allows for higher-density development, thereby making the area more pedestrian-friendly and providing easy access to the adjacent Mercer Island Park-and-Ride garage and transit stops.

### 4.2.2.2 Segment B

The south portion of Segment B is dominated by the large Mercer Slough Nature Park, framed to the west by a suburban residential community of low-density single-family residential and no commercial uses. North of Mercer Slough and the “Y” intersection of Bellevue Way SE and 112th Avenue SE, land uses vary. To the west, following Bellevue Way SE, single-family and multifamily housing are interspersed with some pockets of commercial retail. From Bellevue Way SE north along 112th Avenue SE, to the west are single-family and multifamily residential uses, while office complexes border the east side of 112th Avenue SE to I-405. To the east, Mercer Slough Nature Park is bounded by a strip of multifamily residential, office, and a small pocket of industrial uses adjacent to the former BNSF Railway and I-405 corridors. Other than Mercer Slough Nature Park, community facilities include a few churches located on the west side of Bellevue Way SE. Exhibit 4.2-3 illustrates current zoning for the area.

TABLE 4.2-1  
Generalized Land Uses Within 0.5 Mile of Stations<sup>a</sup>

Station Name	Associated Alternative	Existing Land Use	Allowable Land Uses (Current Zoning)	Potential Change From Existing Land Use
<b>Segment A, Interstate 90</b>				
Rainier	<i>Preferred Interstate 90 Alternative (A1)</i>	Urban Residential: 40% single-family, 20% multifamily, 20% commercial, 10% industrial, and 10% parkland	Urban Residential: 20% single-family, 50% multifamily, 20% commercial/industrial, and 10% parkland	Changes
Mercer Island	<i>Preferred Interstate 90 Alternative (A1)</i>	Suburban Residential: 50% single-family, 25% Redmond Town Center, 15% parkland and right-of-way, and 10% multifamily	Suburban Residential: 50% single-family, 25% Town Center, 15% parkland and right-of-way, and 10% multifamily	No change
<b>Segment B, South Bellevue</b>				
South Bellevue	<i>Preferred 112th SE Modified (B2M), and Bellevue Way (B1), 112th SE Modified (B2A), 112th SE Elevated (B2E), 112th SE Bypass (B3) Alternatives</i>	Suburban Residential: 50% single-family and 50% parkland	Suburban Residential: 50% single-family and 50% parkland	No change
SE 8th	<i>Preferred 11th SE Modified (B2M), 112th SE Modified (B2A), and 112th SE Elevated (B2E) Alternatives</i>	Mix of Uses: 45% single-family, 40% office, 5% multifamily, 5% light industrial, and 5% parkland	Mix of Uses: 45% single-family, 40% office, 5% multifamily, 5% light industrial, and 5% parkland	No change
118th	BNSF Alternative (B7)	Mix of Uses: 45% office, 35% single-family, 10% parkland, 5% multifamily, and 5% light industrial	Mix of Uses: 45% office, 35% single family, 10% parkland, 5% multifamily, and 5% light industrial	No change
<b>Segment C, Downtown Bellevue</b>				
108th	<i>Preferred 108th NE At-Grade Alternative (C11A)</i>	Mix of Uses: 45% single-family, 10% multifamily, 25% mixed-use, and 20% office	Mix of Uses: 45% single-family, 10% multifamily, 25% mixed-use, 20% office	No change
Old Bellevue	Bellevue Way Tunnel Alternative (C1T)	Mix of Uses: 25% multifamily, 25% single-family, 25% commercial retail, 20% office, 5% parkland	Mix of Uses: 25% multifamily, 25% single-family, 25% commercial retail, 20% office, and 5% parkland	No change
Bellevue Transit Center <sup>b</sup>	<i>Preferred 108th NE At-Grade (C11A), Preferred 110th NE Tunnel (C9T), Bellevue Way Tunnel (C1T), 106th NE Tunnel (C2T), 108th NE Tunnel (C3T), At-Grade Couplet (C4A), 112th NE Elevated (C7E), 110th NE Elevated (C8E), 110th NE At-Grade (C9A), and 114th NE Elevated (C14E) Alternatives</i>	Downtown: 30% office, 25% mixed-use, 15% commercial, 20% multifamily, and 10% single-family	Downtown: 30% office, 25% mixed-use, 15% commercial, 20% multifamily, and 10% single-family	No change
Hospital	<i>Preferred 108th NE At-Grade (C11A), Preferred 110th NE Tunnel (C9T), Bellevue Way Tunnel (C1T), 106th NE Tunnel (C2T), 110th NE At-Grade (C9A), and 114th NE Elevated (C14E) Alternatives</i>	Medical/Office: 25% office, 20% commercial, 20% office-medical, 10% single-family, 10% light industrial, 10% multifamily, and 5% parkland	Medical/Commercial: 20% office, 15% commercial, 5% mixed-use, 15% office-medical, 15% multifamily, 15% housing/office, 10% single-family and 5% parkland	Changes
Ashwood/Hospital	108th NE Tunnel (C3T), At-Grade Couplet (C4A), 112th NE Elevated (C7E), and 110th NE Elevated (C8E) Alternatives	Medical/Office: 20% single-family, 20% light industrial, 20% office-medical, 15% office, 10% commercial, 10% multifamily, and 5% parkland	Medical/Office: 25% office-medical, 20% housing/office, 20% office, 15% commercial, 5% mixed-use, 10% multifamily, and 5% parkland	Changes

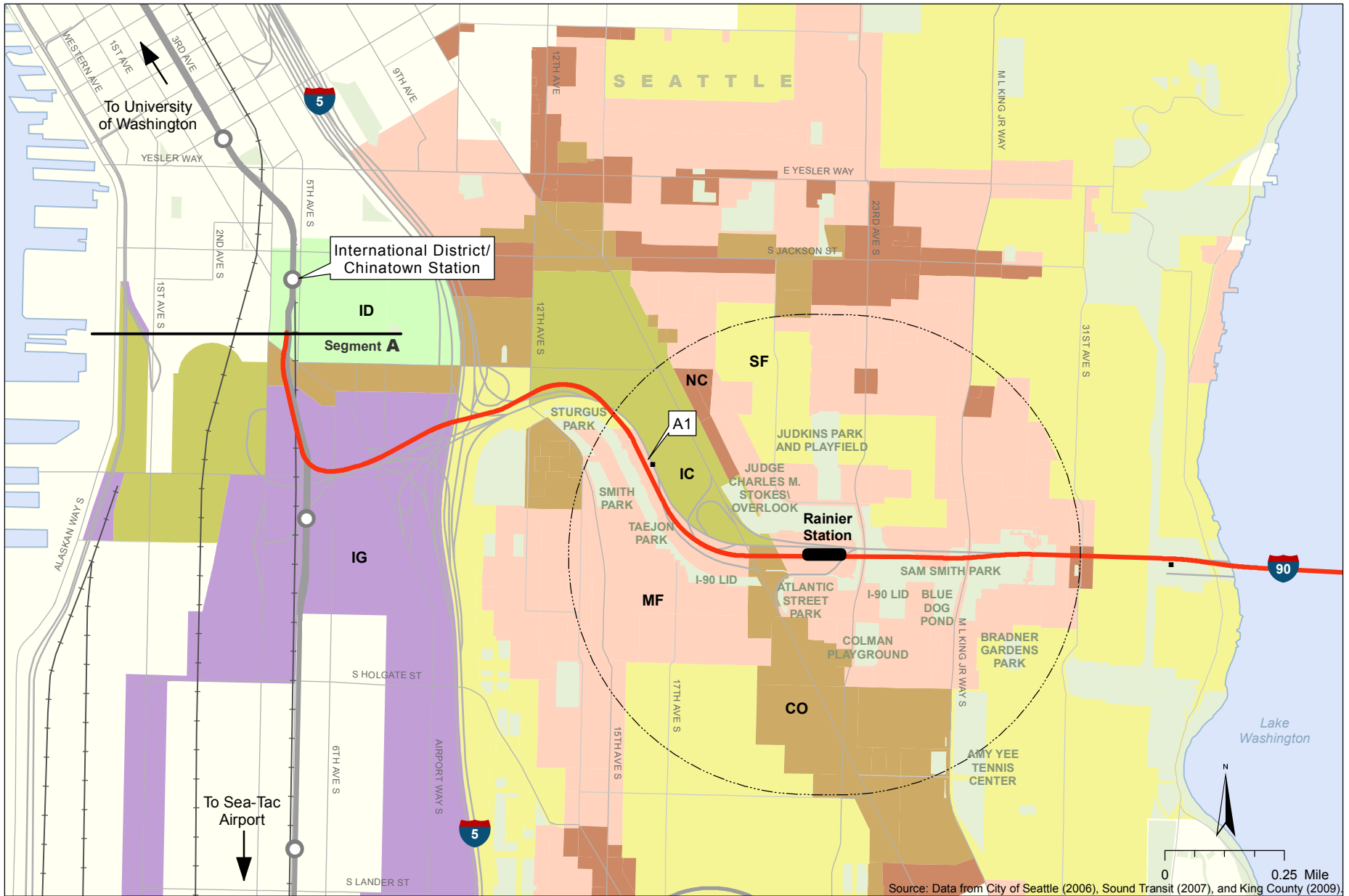
TABLE 4.2-1 CONTINUED

Generalized Land Uses Within 0.5 Mile of Stations<sup>a</sup>

Station Name	Associated Alternative	Existing Land Use	Allowable Land Uses (Current Zoning)	Potential Change From Existing Land Use
East Main	110th NE Elevated Alternative (C8E) (C9T, C2T, C3T, C4A, C7E, and C9A with connection to B3, B3 - 114th Extension Design Option, or B7)	Suburban Residential/Urban: 40% office, 25% single-family, 15% mixed-use, 5% commercial service, 10% multifamily, and 5% parkland	Suburban Residential/Urban: 40% office, 25% single-family, 15% mixed-use, 5% commercial service, 10% multifamily, and 5% parkland	No change
<b>Segment D, Bel-Red/Overlake</b>				
120th	<i>Preferred NE 16th At-Grade (D2A)</i> , NE 16th Elevated (D2E), and NE 20th (D3) Alternatives	Industrial: 100% industrial distribution centers	Mix of Uses: 45% housing/office, 20% medical-office, 10% housing/retail, 10% housing, 10% commercial, and 5% King County Metro base	Changes
130th	<i>Preferred NE 16th At-Grade (D2A)</i> , NE 16th Elevated (D2E), and NE 20th (D3) Alternatives	Industrial: 100% industrial distribution centers	Mix of Uses: 30% housing/retail, 25% commercial, 20% housing, 15% housing/office, and 10% medical-office	Changes
Overlake Village	<i>Preferred NE 16th At-Grade (D2A)</i> , NE 16th Elevated (D2E), and NE 20th (D3) Alternatives	Mix of Uses: 40% commercial, 40% office, 10% multifamily, 5% single-family, and 5% medical institution	Mix of Uses: 45% housing/retail/commercial, 40% office, 10% multifamily, and 5% single-family	Changes
Overlake Transit Center	<i>Preferred NE 16th At-Grade (D2A)</i> , NE 16th Elevated (D2E), NE 20th (D3), and SR 520 (D5) Alternatives	Office Campus: 80% office, 15% multifamily, and 5% single-family	Office Campus: 80% office, 15% multifamily, and 5% single-family	No change
<b>Segment E, Downtown Redmond</b>				
Downtown Redmond Station	<i>Preferred Marymoor Alternative (E2)</i>	Mix of Uses: 65% commercial/retail, 25% parkland, 5% multifamily, and 5% single-family	Mix of Uses: 65% commercial/ retail, 25% parkland, 5% multifamily, and 5% single-family	No change
Redmond Town Center	Redmond Way (E1), E2 - Redmond Station Design Option, and Leary Way (E4) Alternatives	Mix of Uses: 65% commercial/retail, 25% parkland, 5% multifamily, and 5% single-family	Mix of Uses: 65% commercial/retail, 25% parkland, 5% multifamily, and 5% single-family	No change
SE Redmond	<i>Preferred Marymoor (E2)</i> , Redmond Way (E1), and Leary Way (E4) Alternatives	Mix of Uses: 45% parkland, 25% light industrial, 15% commercial, and 15% commercial/retail	Mix of Uses: 45% parkland, 25% light industrial, 15% commercial, and 15% mixed use	No change
Redmond Transit Center	E2 - Redmond Station Design Option	Mix of Uses: 60% commercial/ retail/ housing, 15% parkland, 10% multifamily, 10% light industrial, and 5% single-family	Mix of Uses: 60% mixed use, 15% parkland, 10% light industrial, 10% multifamily, and 5% single-family.	No change

<sup>a</sup> Existing land use and allowable land uses are based on information from comprehensive plans and planning documents from the City of Seattle, City of Mercer Island, City of Bellevue, and City of Redmond. The information is a generalization of the information to allow comparisons between the jurisdictions. The percentage of land use is an approximation of the land uses within a half mile of the station area.

<sup>b</sup> Bellevue Transit Center is an aggregate of the area in general around the station since the station location varies depending on alternative



Source: Data from City of Seattle (2006), Sound Transit (2007), and King County (2009).

**Zoning Category**

- Single Family (SF)
- Multi-Family (MF)
- Commercial (CO)
- Neighborhood Commercial (NC)
- Industrial Commercial (IC)
- International District (ID)
- Industrial General (IG)
- Existing Park

- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- Tunnel Route
















- Traction Power Substation
- Proposed Station
- 1/2-Mile Station Radius
- Central Link Alignment and Station

**Exhibit 4.2-1 City of Seattle Generalized Zoning Segment A - Seattle East Link Project**

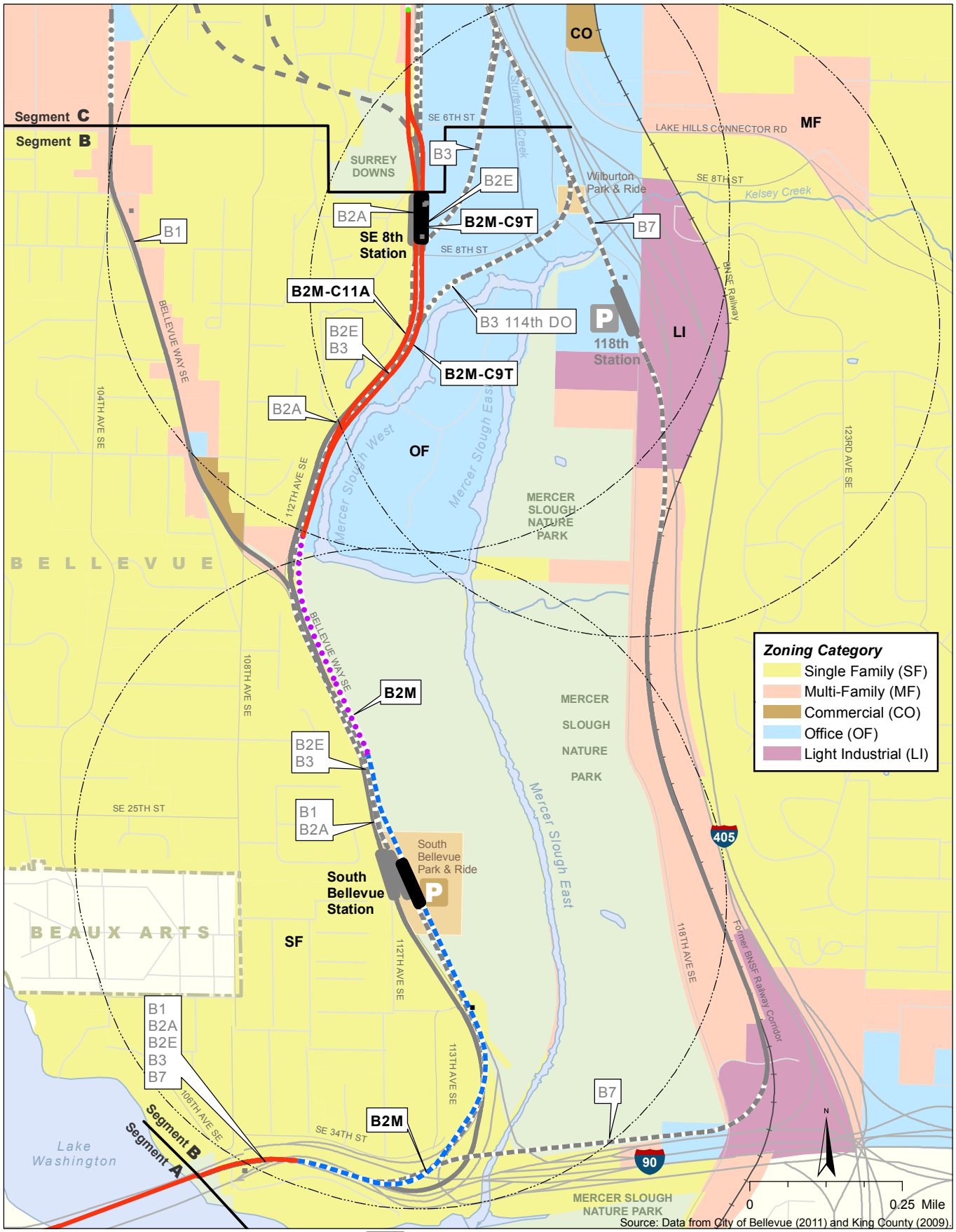


Source: Data from City of Mercer Island (2001 and 2006) and King County (2009).

**Zoning Category**

- |  |   |   |   |
|--|---|---|---|
|  Single Family (SF) |  Commercial Offices (CO) |  At-Grade Route      |  Traction Power Substation |
|  Multi-Family (MF)  |  Town Center (TC)        |  Elevated Route      |  Proposed Station          |
|  Business (BU)      |  Public Institution (PI) |  Retained-Cut Route  |  1/2-Mile Station Radius   |
|  Existing Park      |   |  Retained-Fill Route |   |
|  |   |  Tunnel Route        |   |

**Exhibit 4.2-2 City of Mercer Island Generalized Zoning Segment A - Mercer Island East Link Project**



**Zoning Category**

- Single Family (SF)
- Multi-Family (MF)
- Commercial (CO)
- Office (OF)
- Light Industrial (LI)

**Preferred Alternative**

- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- Tunnel Route

**Other Alternatives**

- At-Grade Route
- Elevated Route
- Retained-Cut or Retained-Fill Route
- Retained-Fill Route
- Tunnel Route

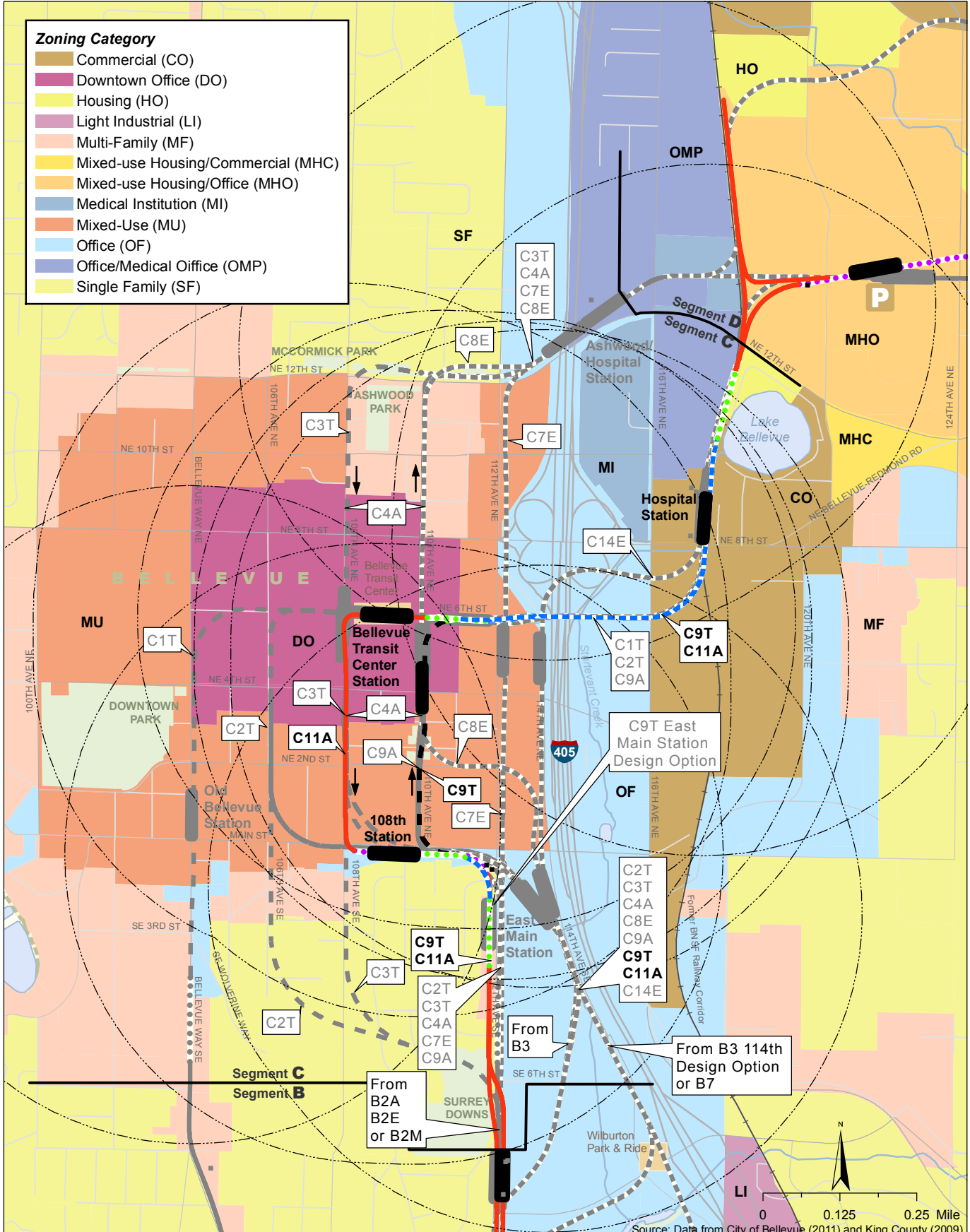
- Traction Power Substation
- Proposed Station
- 1/2-Mile Station Radius
- New and/or Expanded Park-and-Ride Lot

- Existing Park

**Exhibit 4.2-3**  
**City of Bellevue**  
**Generalized Zoning**  
**Segment B**  
 East Link Project

Source: Data from City of Bellevue (2011) and King County (2009).

- Zoning Category**
- Commercial (CO)
  - Downtown Office (DO)
  - Housing (HO)
  - Light Industrial (LI)
  - Multi-Family (MF)
  - Mixed-use Housing/Commercial (MHC)
  - Mixed-use Housing/Office (MHO)
  - Medical Institution (MI)
  - Mixed-Use (MU)
  - Office (OF)
  - Office/Medical Office (OMP)
  - Single Family (SF)

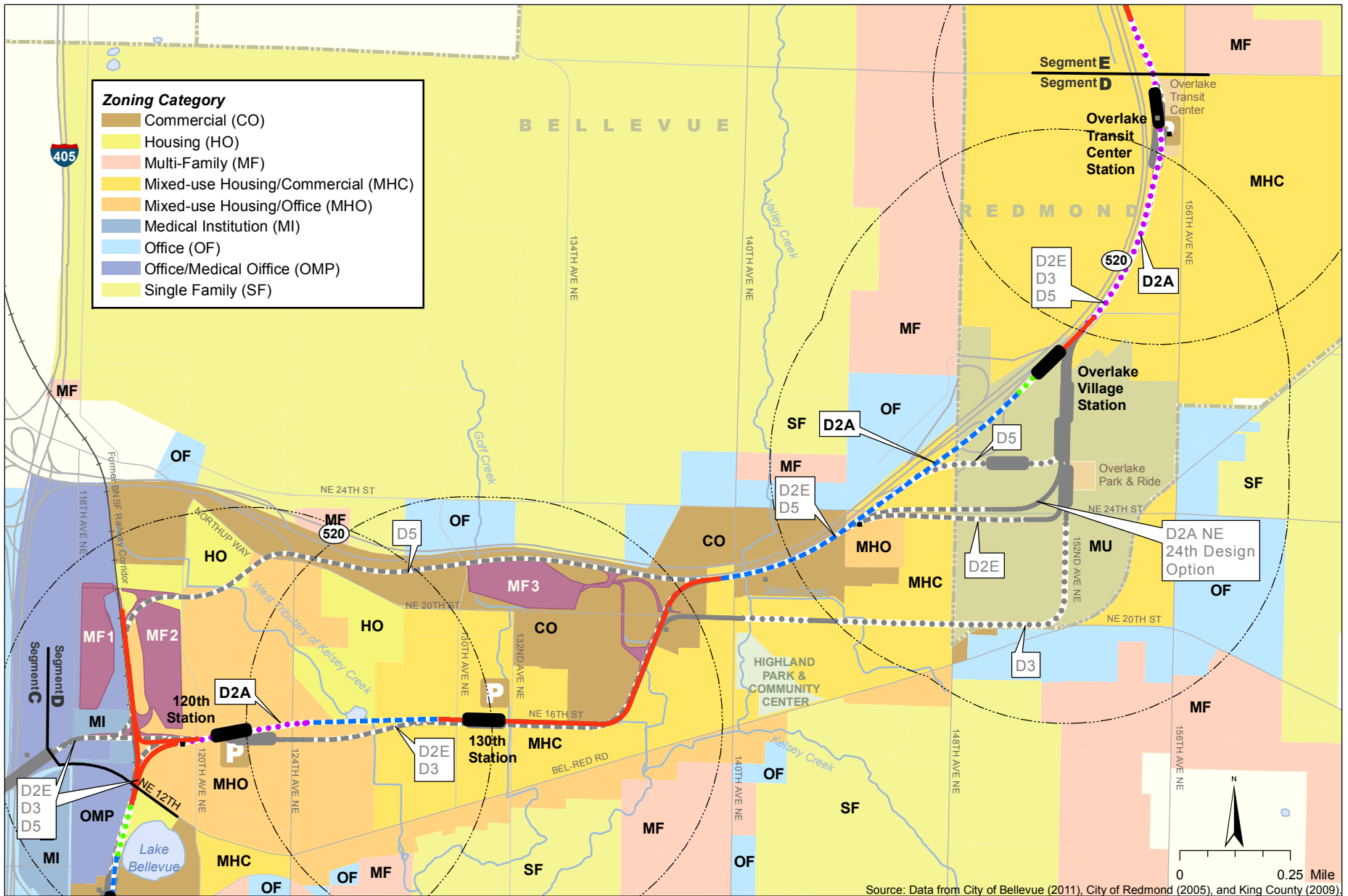


Source: Data from City of Bellevue (2011) and King County (2009).

- |                              |                                       |   |
|------------------------------|---------------------------------------|---|
| <b>Preferred Alternative</b> | <b>Other Alternatives</b>             | ■ Traction Power Substation             |
| — At-Grade Route             | — At-Grade Route                      | ■ Proposed Station                      |
| — Elevated Route             | — Elevated Route                      | ○ 1/2-Mile Station Radius               |
| — Retained-Cut Route         | — Retained-Cut or Retained-Fill Route | P New and/or Expanded Park-and-Ride Lot |
| — Retained-Fill Route        | — Tunnel Route                        | Existing Park                           |
| — Tunnel Route               |                                       |   |

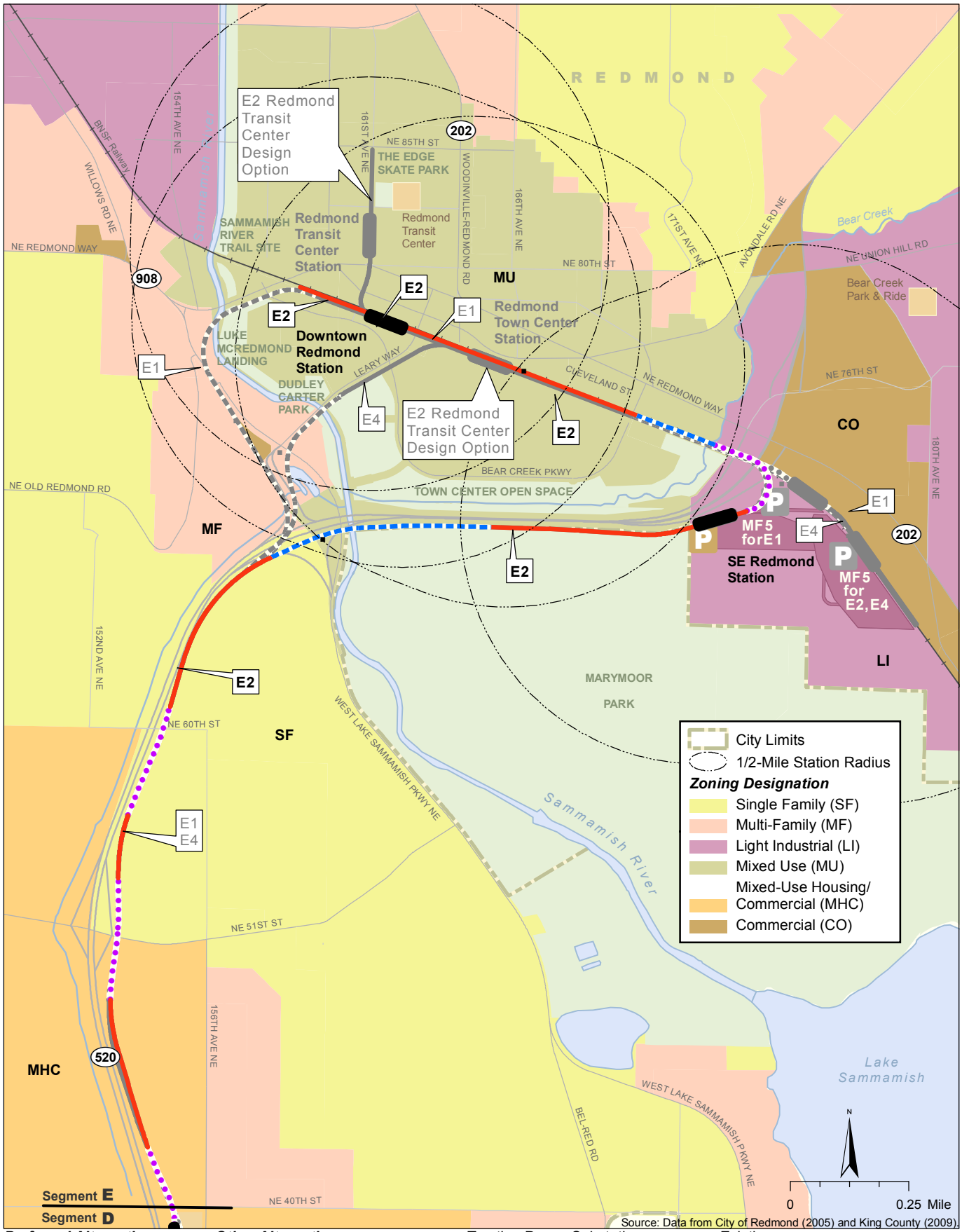
**Exhibit 4.2-4 City of Bellevue Generalized Zoning Segment C East Link Project**





Source: Data from City of Bellevue (2011), City of Redmond (2005), and King County (2009)

**Exhibit 4.2-5 City of Bellevue and Redmond Generalized Zoning Segment D East Link Project**



**City Limits**  
 1/2-Mile Station Radius

**Zoning Designation**

- Single Family (SF)
- Multi-Family (MF)
- Light Industrial (LI)
- Mixed Use (MU)
- Mixed-Use Housing/ Commercial (MHC)
- Commercial (CO)

**Preferred Alternative**

- At-Grade Route **E2**
- Elevated Route
- Retained-Cut Route
- Retained-Fill Route
- Tunnel Route

**Other Alternatives**

- At-Grade Route **E1**
- Elevated Route
- Retained-Cut or Retained-Fill Route
- Tunnel Route

- Traction Power Substation
- Proposed Station
- Maintenance Facility and Access Track
- P** New and/or Expanded Park-and-Ride Lot

Existing Park

**Exhibit 4.2-6 City of Redmond Generalized Zoning Segment E East Link Project**

Source: Data from City of Redmond (2005) and King County (2009)

### 4.2.2.3 Segment C

Beginning at approximately SE 6th Street and moving northward, land uses transition from the suburban-style, single-family residential area and some office and hotel uses near I-405 to the highly urbanized central business district of Downtown Bellevue, which began as an older suburban commercial core. This area has evolved from a lower-density commercial district to high-rise (over 30 stories) office and multifamily residential buildings. Downtown Bellevue is both a regional employment district and a regional shopping destination, interspersed with dense multifamily residential. Although there are numerous commercial retail shops, Bellevue Square, Lincoln Square, and The Bravern are large retail centers located in Downtown Bellevue. Segment C has several centers of activity, including the Bellevue City Hall, Meydenbauer Center, Bellevue Transit Center, the Bellevue Library, and Bellevue Downtown Park. Exhibit 4.2-4 shows that zoning consists of a concentration of office land uses surrounded by commercial land uses, with multifamily residential mixed uses in the northeast quadrant of downtown.

East of I-405, Segment C includes the major land use/community facilities of the Overlake Hospital Medical Center and the Group Health Medical Center, as well as a number of medical-related offices located north of NE 8th Street and centered along 116th Avenue NE. Commercial retail uses are located east of this medical center, with a number of automotive dealerships located both along and south of NE 8th Street. Exhibit 4.2-4 illustrates zoning for the area, which includes office, office-medical, commercial, and multifamily.

### 4.2.2.4 Segment D

Segment D is located within the cities of Bellevue and Redmond. The segment within Bellevue is primarily within the Bel-Red neighborhood. The City of Bellevue updated and created new policies, land use designations, and zoning for this area and adopted the changes in February 2009. These changes include amendments to the *City of Bellevue Comprehensive Plan* and the *Bel-Red Corridor Subarea Plan*; changes to the maps in the *Crossroads Subarea Plan* and *Wilburton/NE 8th Street Subarea Plan*; and changes to the Bellevue City Code for the Bel-Red neighborhood area. The intent of these changes is to transition the Bel-Red area from industrial/light industrial and commercial land uses to create more dense mixed-use development, and to encourage transit-oriented development. Bellevue conducted a feasibility analysis indicating that market forces are and will be present to support this change in land use.

On the border of Bellevue with Redmond, there is a concentration of large-box retail establishments centered on 148th Avenue NE and NE 20th Street. These uses form the western border of Redmond's Overlake Village inside the Overlake neighborhood and transition to office-related uses.

The City of Redmond adopted its *Redmond Comprehensive Plan*, the *Overlake Neighborhood Plan*, and the *Redmond Community Development Guide* in December 2007 and has also recently updated the *Overlake Neighborhood Plan*. These adopted and updated plans allow for an increased level of development within the Overlake Village area. The changes will allow a greater mix and density of office and commercial uses and will provide more urban residential uses to support a mixture of mobility choices. Inside Overlake Village, the relocation of the Group Health Medical Center (relocated to the medical campus in Segment C), has opened up a 26-acre site for redevelopment just east of 152nd Avenue NE. This area is planned for 9- to 12-story mixed-use developments. Exhibit 4.2-5 shows the updated zoning for both the Bel-Red and Overlake Village areas. On the northeast end of Segment D adjacent to the Overlake Transit Center, Microsoft World Headquarters has approximately 39,000 employees located in a number of buildings west and east of SR 520.

### 4.2.2.5 Segment E

Segment E parallels SR 520 north and east into the Downtown Redmond area. Beginning with office campuses of 3- to 4-story office buildings, including Microsoft, the land uses transition to suburban low-density single-family residential and then to multifamily residential upon reaching West Lake Sammamish Parkway NE and entering Downtown Redmond. King County's Marymoor Regional Park forms the southern boundary of Downtown Redmond. The land uses in downtown are generally mixed with multifamily residential, commercial retail shopping, and mid-rise office complexes. The former BNSF Railway corridor divides the newer Redmond Town Center commercial district from the older downtown shopping district. Redevelopment is occurring within the northwest portion of Downtown Redmond around the Redmond City Hall and the Redmond Transit Center. Southeast of Downtown Redmond, the land uses change considerably. South of the SR 202 and SR 520 interchange, uses include light industrial/manufacturing. Northeast and across SR 202, there are large big-box retail establishments. Exhibit 4.2-6 illustrates how Downtown Redmond permits a variety

of commercial retail and service uses, as well as multifamily residential uses.

#### 4.2.2.6 Maintenance Facility Surroundings

In Segment D, the 116th (MF1), BNSF (MF2), and SR 520 (MF3) Maintenance Facilities are all located within the Bel-Red neighborhood. Existing land uses associated with MF1 are medical offices and some residences to the west, but otherwise it is surrounded by light industrial uses and the former BNSF Railway corridor. MF2 land uses are related to light industrial, and MF3 includes a mixture of commercial service and retail and office-related uses. As described above, zoning in the Bel-Red neighborhood has recently been updated to move away from industrial land uses. Zoning is the same as described above in Table 4.2-1 for the 120th and the 130th Stations. Within Segment E, the existing land uses and current zoning (Exhibit 4.2-6) around the SE Redmond Maintenance Facility (MF5) are light industrial and manufacturing.

#### 4.2.3 Environmental Impacts

This section discusses the project impacts on the existing and allowable future land use patterns and consistency of the alternatives with regional, state, and local policies. The potential direct and indirect impacts from project operation and construction are based on the following definitions:

- **Direct impacts.** Direct land use impacts would occur in locations where the East Link Project requires private or public property acquisitions for the project alternatives, stations, traction power substation (TPSS), maintenance facility locations, or other transit support facilities. The property acquired would be permanently converted to a transportation-related use. The property acreage is not equal to those quantities found in Section 4.1, Acquisitions, Displacements, and Relocations, of this Final EIS, because there are areas where large property acquisition would be required, but only portions would be permanently converted to transportation uses. This situation occurs for staging areas and some properties where the proposed route bisects a large property that can later be redeveloped. Direct impacts also include proximity impacts (noise and visual impacts) that could cause changes in adjacent land uses.
- **Indirect impacts.** Indirect land use impacts are related to the development and/or redevelopment of land near any of the East Link Project facilities (i.e., light rail line, stations, maintenance facilities, and traction power substations) to uses other than those currently allowed based on current zoning and land use code. These changes would only be

allowed to occur when the jurisdictions enact changes in their existing zoning and land use codes to allow for such development and/or redevelopment. One such indirect impact could be transit-oriented development consisting of higher-density mixed-use development, typically around the proposed stations. Negative indirect impacts could be that residential or office uses around a proposed maintenance facility become less desirable, and therefore, property owners would request rezoning for light industrial.

- **Construction impacts.** These include impacts related to temporary land use impacts resulting from construction easements and staging areas and noise, air, visual resources, or congestion on adjacent land uses.

Direct impacts from property acquisitions are described in Section 4.1, Acquisitions, Displacements, and Relocation. Indirect impacts are assessed as the potential for transit-oriented redevelopment at each station and the compatibility of zoned uses with proposed project alternatives and associated facilities. Proximity and construction impacts were determined based on the findings of other environmental elements, including Chapter 3, Transportation Environment and Consequences, and Sections 4.3, Economics; 4.5, Visual and Aesthetic Resources; 4.6, Air Quality; and 4.7, Noise and Vibration.

##### 4.2.3.1 No Build Alternative

The No Build Alternative would not displace any residents or businesses. However, this alternative is inconsistent with many of the regional land use and transportation policies by not instituting a high-capacity transit system connecting the region's highest-growth centers, nor is it consistent with the local plans that encourage increased density and/or transit-oriented development patterns in anticipation of light rail service. The PSRC policies related to focused and compact growth, frequent transit service, connecting urban centers, and transportation alternatives to the single-occupant vehicle would be either not fully implemented, or only partially implemented. Therefore, the No Build Alternative would constrain transportation options, leading to more traffic congestion where higher density is planned or causing less dense development patterns in the growth centers. This reaction could cause a shift to more automobile-oriented land use patterns, which are typically more spread out and less dense than transit-oriented development patterns. This might lead to developing more land area and creating longer travel patterns.

#### 4.2.3.2 Impacts during Operation

This section evaluates the project's consistency with land use plans and policies and identifies direct impacts common to all alternative, indirect impacts related to transit-oriented development, and direct and indirect impacts by segment.

##### Consistency with Land Use Plans and Policies

Regional, state, and local land use plans in the study area share the goal of improving transit accessibility and encouraging transit usage by concentrating mixed land uses within the project corridor in areas that the jurisdictions have identified. The project would connect employment centers and provide for uninterrupted access among the four jurisdictions in the corridor. Sound Transit reviewed regional, state, local, and major institution master plans to identify goals and/or policies applicable to the East Link Project to determine whether the project is consistent with the applicable plans. The route and station alternatives are generally consistent with regional plans and policies in the study area. There are, however, certain inconsistencies with local zoning. For example, in the City of Bellevue Land Use Code, "light rail transit facilities" are not defined and are not called out as a permissible use in any zone; "rail transportation" is allowed as a conditional use in all zones except the downtown zones, where it is expressly not allowed as either a permitted or conditional use; a maintenance facility might not be allowed in the Bel-Red corridor. In the *Redmond Community Development Guide*, the definition of "public facilities" that are permitted in downtown and other zones does not explicitly include transit facilities.

The East Link Project complies with goals and policies identified in PSRC's *VISION 2040* by providing a regional transit system serving a growing transportation need for planned density of residential and employment uses within designated urban areas. *VISION 2040* is a regional strategy that provides the environmental framework, growth strategies, and policies to accommodate the 1.7 million additional people and 1.2 million additional jobs expected in the Puget Sound region by 2040. *VISION 2040* identifies focusing the growth in regional growth centers – which are areas of higher densities of population and employment served by multimodal transportation that provide opportunities for arts, civic activity, commerce, and recreation. Downtown Bellevue, Overlake, and Redmond in the East Link Project study area are identified in *VISION 2040* as regional growth centers. The East Link Project is also identified in PSRC's *Transportation 2040* plan and the 2010-2013 *Transportation Improvement Plan* (PSRC, 2010b).

Local planning documents focus on the types of land uses permitted within zones and the scale to which development is allowed to occur within these zones. The East Link Project would increase transit level of service and linkages with other jurisdictions and regional destinations. Development around station areas in lower-density residential areas is not expected to encourage incompatible commercial or office development because the applicable plans and codes preclude such development. In those areas where the local jurisdictions have adopted land use plans, policies, and development regulations to facilitate higher density (including mid- and high-density mixed use of multifamily residential, commercial, and office development), also known as transit-oriented development, the East Link Project would be consistent with the goals and policies.

In addition, the GMA requires that zoning be consistent with comprehensive plans as well as prohibits local governments from precluding the siting of essential public facilities either through its comprehensive plans or zoning. The East Link Project is a "regional transit authority facility" and is, therefore, explicitly recognized as an essential public facility in the GMA (RCW 36.70A.200). Once Sound Transit's routing decision has been finalized, each jurisdiction has a "duty to accommodate" the East Link Project in their land use plans and development regulations.

The Cities of Bellevue and Redmond have recently amended their comprehensive and neighborhood plans to allow a greater density of land uses and a mixture of land uses within the Bel-Red corridor in Bellevue and the Overlake neighborhood in Redmond. Except for the SR 520 Alternative (D5), the East Link Project would be consistent with the desired land use changes and densities. Alternative D5, although consistent with a number of the regional plans and policies, would not support planned changes for the Bel-Red neighborhood. Further, Alternative D5 does not include any stations in the Bel-Red corridor, and is not consistent with the cities' goals and policies identified in the Bel-Red Subarea plan.

King County and the Cities of Seattle and Redmond have recently amended their shoreline master programs to specifically address light rail as an allowed use within the shoreline environment. The Cities of Mercer Island and Bellevue are in the process of updating their shoreline management plan to directly address light rail as well.

Although not part of the comprehensive plan, the city councils of Mercer Island and Bellevue have adopted information in the form of principles or practices

related to light rail. The City of Mercer Island adopted the *Design Principles for Mercer Island Town Center Light Rail* in 2008, which includes 12 principles that Sound Transit should incorporate into the East Link Project at the Mercer Island Station. Principles relate to the station design and how the station ties into the Town Center area on Mercer Island.

The City of Bellevue's *Best Practices for Light Rail*, which was developed by a committee comprising members from four city boards and commissions, was finalized in June 2008; it includes a range of actions meant to guide light rail development in Bellevue. While the report does not specifically address any alternative being evaluated through the environmental process, the *Preferred Alternatives* in Segments B, C, and D are consistent with Bellevue's plans and policies. Topics addressed in the *Light Rail Best Practices* document include Community and Neighborhoods; Community Involvement; Connecting People to Light Rail; Land Use; Street Design and Operations; Elevated, At-Grade, and Tunnel; Property Values; Station Security; and Construction Impacts and Mitigation. The range of actions includes several policies adopted by the City Council and amended into the comprehensive plan. These policies are identified in Table F4.2-1 in Appendix F4.2, Land Use Plans and Policies.

Three alternative maintenance facilities are being considered in Segment D (116th [MF1], BNSF [MF2], and SR 520 [MF3] Maintenance Facilities). The *Bel-Red Subarea Plan* indicates that new light industrial land uses would no longer be allowed within the Bel-Red area; however, the *Bel-Red Subarea Plan* does identify the potential need for a maintenance facility in the Bel-Red area and that the City of Bellevue would coordinate with Sound Transit on placing a maintenance facility if one is needed in the subarea. The Bel-Red Subarea zoning designations applicable to all three Segment D maintenance facility locations include "Rail Transportation: Right-of-Way, Yards, Terminals, Maintenance Shops" as a conditional use in those zones (Bellevue City Code 20.25D.070). The SE Redmond Maintenance Facility (MF5) is consistent with existing plans and policies for the proposed locations. Further information on these plans, goals, and policies, and discussion of the project's consistency with them, is provided in Appendix F4.2.

### **Direct Impacts Common to All Build Alternatives**

Aside from Segment A, all of the East Link Project alternatives would acquire properties to allow for project construction. Although property acquisitions, displacements, and the land use conversions would occur before project construction, they would be

considered an operational impact because of their potential long-term effects. Any property acquisition would convert existing land uses to public right-of-way (which is a transportation-related use) to be used for East Link Project construction and operation (i.e., light rail track, stations, traction power substations, or maintenance facilities).

Although the final routing of the East Link Project is not known, the land to be acquired would constitute only a small portion of the total residential, commercial, and public land in the project vicinity and would not result in material changes in the regional or local land use or development patterns. Most of the East Link Project alternatives being considered follow existing transportation corridors, which reduces the amount of right-of-way required for construction. In areas where the project would only partially acquire or in areas that would be used for construction staging, the land could be restored to its previous land use or redeveloped with an allowed use under current zoning. Such actions would reduce the amount of property converted to public right-of-way.

It is important to note that a number of the partial acquisitions would be considered "sliver" acquisitions because they are small in size and would not affect property use. Overall, the amount of land converted to public right-of-way and the number of displacements caused by full acquisitions would result in greater impacts on land use than the number of partial acquisitions. Of the known visual and noise impacts associated with the route alternatives, none would negatively affect existing or future use of the land. Refer to Section 4.5, Visual and Aesthetics, and 4.6, Noise and Vibration, for complete information on these impacts.

Table 4.2-2 shows maximum amount of zoned land that would be converted to a transportation-related use for each alternative. The range of acreage that would be required in Segments C and D accounts for the range in potential connectors from alternatives in the adjacent segment. The totals represent the amount of property that would be required outside of the existing roadway rights-of-way and includes neither staging areas required in Segment C nor areas where remnant land could be sold for redevelopment after construction. For the City of Bellevue, the range of acreage converted to a transportation-related use would be approximately .8 to 18.8 acres, which represents less than 0.1 percent of the total area of Bellevue. (Bellevue encompasses 33.9 square miles; 30.8 square miles are land and the rest water.)

**TABLE 4.2-2**  
Potential Land Use Conversion to Transportation-Related Land Use

Alternative		Converted Area by Generalized Zoning (acres)						Total Area (acres)
		Commercial	Office	Light Industrial	Multifamily	Single Family	Mixed Use	
<b>Segment B, South Bellevue</b>								
<i>Preferred 112th SE Modified Alternative (B2M)</i>	<i>to Preferred 108th NE At-Grade Alternative (C11A)</i>	1.0	2.5	NA	.0.0	3.0	NA	<b>6.5</b>
	<i>to Preferred 110th NE Tunnel Alternative (C9T)</i>	1.0	2.4	N/A	0.0	3.0	N/A	<b>6.4</b>
Bellevue Way Alternative (B1)		0.5	0.2	0	2.9	5	N/A	<b>8.6</b>
112th NE At-Grade Alternative (B2A)		0	0.2	0	0.1	2.4	N/A	<b>2.7</b>
112th NE Elevated Alternative (B2E)		0	0.6	0	0	1.4	N/A	<b>2.0</b>
112th SE Bypass Alternative (B3)		0	0.9	0	0.1	1.8	N/A	<b>2.8</b>
B3 – 114th Extension Design Option		0.2	5.5	N/A	0	2.2	N/A	<b>7.9</b>
BNSF Alternative (B7)		1.7	6.3	1.3	1.0	0	N/A	<b>10.3</b>
<b>Segment C, Downtown Bellevue<sup>a</sup></b>								
<i>Preferred 108th NE At-Grade Alternative (C11A)</i>		3.8	7.5 to 10.1	N/A	0 to 2.6	0.2 to 2.0	0.3	<b>14.4 to 16.2</b>
<i>Preferred 110th NE Tunnel Alternative (C9T)<sup>b</sup></i>		5.6	3.1 to 9.5	N/A	0 to 2.6	0 to 1.3	N/A	<b>10.2 to 12.6</b>
Bellevue Way Tunnel Alternative (C1T)		4.1	2.7	N/A	3.6	0	N/A	<b>10.4</b>
106th NE Tunnel Alternative (C2T)		3.5 to 3.6	2.2 to 5.4	N/A	0	0 to 1.2	N/A	<b>7 to 8.9</b>
108th NE Tunnel Alternative (C3T)		0	4 to 6.8	N/A	0	1.4 to 2.9	N/A	<b>6.9 to 8.8</b>
Couplet Alternative (C4A)		0.4	4.6 to 5.2	N/A	0 to 0.1	1.4 to 2.9	N/A	<b>6.9 to 9.3</b>
112th NE Elevated Alternative (C7E)		0.2	5.4 to 6.4	N/A	0 to 0.1	0 to 0.5	N/A	<b>5.7 to 6.6</b>
110th NE Elevated Alternative (C8E)		0.2	4.1	N/A	0	0.4	N/A	<b>4.7</b>
110th Avenue NE At-Grade Alternative (C9A)		4.1	3.2 to 4.0	N/A	0 to 0.1	0 to 0.7	0.1	<b>8.1 to 8.2</b>
114th Avenue NE Elevated Alternative (C14E)		3.8	6.9 to 7.0	N/A	N/A	N/A	N/A	<b>10.7 to 10.8</b>
<b>Segment D, Bel-Red/Overlake<sup>a</sup></b>								
<i>Preferred NE 16th At-Grade Alternative (D2A)</i>		4.6	0.7	17.0	0.5	N/A	15.3	<b>20.3</b>
D2A – 120th Station Design Option		9.7	2.3	17.0	N/A	N/A	N/A	<b>27.4</b>

TABLE 4.2-2 CONTINUED

Potential Land Use Conversion to Transportation-Related Land Use

Alternative	Converted Area by Generalized Zoning (acres)						Total Area (acres)
	Commercial	Office	Light Industrial	Multifamily	Single Family	Mixed Use	
D2A – NE 24th Design Option	4.6	2.3	17.1	0.5	N/A	21.1	<b>26.1</b>
NE 16th Elevated Alternative (D2E)	4.9	0.3 to 3.3	17.7 to 22.8	N/A	N/A	26.1 to 26.6	<b>31 to 31.5</b>
NE 20th Alternative (D3)	3.7	2.4 to 4.6	14.6 to 19.3	N/A	N/A	28 to 28.5	<b>32 to 32.5</b>
SR 520 Alternative (D5)	1.4	2.7 to 5.0	5.7 to 5.9	3.7	N/A	0.7 to 1.1	<b>5.8 to 6.3</b>
<b>Segment E, Downtown Redmond</b>							
<i>Preferred Marymoor Alternative (E2)</i>	N/A	N/A	9.4	N/A	6.0	1.9	<b>17.3</b>
E2 – Redmond Transit Center Design Option	0	N/A	11.8	0	3.7	9.6	<b>25.1</b>
Redmond Way Alternative (E1)	0.2	N/A	11.8	0.7	1.6	4.1	<b>18.4</b>
Leary Way Alternative (E4)	0	N/A	5.9	0.2	1.6	3.3	<b>11.0</b>
<b>Maintenance Facilities<sup>a</sup></b>							
MF1, 116th	0	0.4 to 10.2	10.2 to 13.9	5.4 to 13.2	N/A	5.4 to 5.5	<b>21.4 to 42.8</b>
MF2, BNSF	0	0 to 1.2	23.1 to 23.4	7.1	N/A	12.2 to 22.4	<b>42.4 to 54.1</b>
MF3, SR 520	0.6 to 18.6	0	18.4 to 22.6	N/A	N/A	N/A	<b>19 to 41.2</b>
MF5, SE Redmond	0	0.4	17.7 to 20.4	N/A	N/A	N/A	<b>17.7 to 20.4</b>

Note: Segment A would not convert any land use to transportation-related land use.

<sup>a</sup> For Segments C and D and the maintenance facilities, the ranges depend on the design option selected. The total area ranges reflect the amount of land converted by a specific route alternative and are not the total of all the areas within each zone. These ranges include the ranges in potential connectors from alternatives in the adjacent segment. Acreage excludes planned staging areas and portions of parcels that are anticipated to be sold after construction is complete

<sup>b</sup> 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*.

N/A Not applicable



For the City of Redmond, the range of acreage converted to a transportation-related use would be 11 to 25.6 acres, which represent less than 0.1 percent of the total area of Redmond (Redmond encompasses 17 square miles). Land use impacts at any potential interim terminus station (Ashwood/Hospital or any station farther east) would be the same whether that station is built as an interim terminus or not.

### Indirect Impacts Related to Transit-Oriented Development

Light rail transit contributes to existing market forces that can increase the potential for transit-oriented development or redevelopment. Improved transit access can increase the convenience and desirability of surrounding residential, commercial, and office properties. The type of development or redevelopment near stations with available land and supportive zoning in place tends to be more intense, mixed-use development that supports high-density residential, commercial, and office-related uses.

In a number of cases, transit stations have provided an opportunity for local jurisdictions to focus redevelopment activities. Factors that affect and influence private development include local and regional market conditions and trends, zoning and other land use regulations, accessibility of credit, and interest rates. Experience around the United States, however, indicates that developing new transit facilities has often occurred concurrent with major changes in development near stations (typically within 0.25 mile of the station) (Transit Cooperative Research Program, 1996).

It has been shown that jurisdictions with supportive policies, land use controls, and direct incentives can substantially increase the amount of development or redevelopment occurring near transit stations. Near the East Link stations, surrounding parcels are already developed, and transit-oriented development, if it occurred, would be redevelopment. Transit-oriented development generally takes place under three conditions:

1. When stations are located in prime regional and community centers of activity attractive to typical market forces
2. When regional and local real estate markets are active
3. When public policies and regulations permit or encourage intensive development in station areas

The experience of other U.S. communities has demonstrated that, although light rail transit would not by itself create new development, with transit-supporting plans and policies in place, it can influence where development or redevelopment would occur and the types of development that would occur. The benefits of successful transit-oriented development have included improved mobility; increased supplies of affordable housing; increased transit ridership in a more efficient urban form; and opportunities for urban redevelopment (City of Seattle, 1998). This might result in the synergy of businesses' and employee's interest in locating within convenient access to the light rail line, leading to more dense land uses around stations and therefore resulting in increased economic activity at stations. Section 4.3, Economics, discusses the economic benefits associated with the East Link Project. Station area transit-oriented development would only occur in areas where the current land uses are light industrial. Most other stations areas are already built out per approved land uses.

Table 4.2-3 describes the ratings used by Sound Transit for the likelihood that each proposed light rail station would support indirect changes in existing land use and development patterns, resulting in transit-oriented development patterns in the station areas. The ratings shown indicate the extent to which the light rail system might support indirect land use changes within 0.5 mile of station areas under existing plans and policies. Existing transit-oriented development centers, such as the Bellevue Transit Center, were not rated as high because the density already exists and would not likely be affected by the project.

TABLE 4.2-3  
Potential for Station Areas To Support Transit-Oriented Development

Ranking	Description
Low	One or more of the following factors is occurring in the station area: Not located in prime regional and/or community center, regional and local real estate markets are not active in the area, existing transit-oriented development already exists in surrounding area, and/or current plans and policies do not permit or encourage transit-oriented development in station areas.
Moderate	One or more of the following factors is occurring in the station area: Located in somewhat prime regional and/or community center, regional and local real estate market are active, and/or current plans and policies permit or encourage transit-oriented development in station areas.
High	One or more of the following factors is occurring in the station area: Located within prime regional and/or community center, regional and local real estate markets are highly active, and/or current plans and policies promote or encourage the intensive development in station areas.

Implementing the East Link Project would allow jurisdictions to implement regional policies related to high-capacity transit (Appendix F4.2) as well as those planning for increased densities, especially related to transit-oriented development. The following subsections record the specific direct and indirect impacts of the routes, stations, and maintenance facilities.

### Impacts during Operation by Alternative Segment A

No direct impacts would be associated with Preferred Alternative A1 because operation would remain within existing transportation rights-of-way.

#### Rainier Station

No land use changes are anticipated, and it is anticipated that the station would support the development of multifamily residential uses in the permitted zones around the station. The potential for indirect impacts related to transit-oriented development is rated low/moderate because, although current zoning allows for multifamily residential and commercial uses that would support transit-oriented development, the parks and recreation facilities surrounding the station limit the extent to which development could occur.

#### Mercer Island Station

The Mercer Island Station would complement the existing land uses and future land uses within the Town Center district and encourage continued density in the Town Center. Residential areas to the north are not anticipated to be affected because they are buffered by I-90, parks and trail facilities, and other uses as specified in the Mercer Island City Code. The potential for indirect impacts related to transit-oriented development would be moderate because current zoning allows for transit-oriented development, and additional capacity for more dense redevelopment exists within the Town Center district (Exhibit 4.2-2).

### Segment B

Segment B alternatives would acquire residential and commercial properties. *Preferred 112th SE Modified Alternative (B2M)* would convert approximately 6.4 to 6.5 acres, depending on connection to Segment C, to transportation-related uses, most of which are currently parkland zoned as single-family and undeveloped office. *Preferred Alternative B2M* would have the lowest total number of displacements of the Segment B alternatives along Bellevue Way SE, including only one residential displacement.

Based on current design, the Bellevue Way Alternative (B1) would have the greatest number of acquisitions

and displacements and would convert the greatest amount of residentially zoned property (7.9 acres). The BNSF Alternative (B7) would result in the fewest total acquisitions, but as shown in Table 4.2-2, it would result in potentially the greatest land use conversion to transportation-related uses (10.3 acres) primarily from office uses. The 112th SE Elevated Alternative (B2E) would result in the fewest displacements as well as the least amount of land that would need to be converted (see Table 4.2-2).

#### South Bellevue Station (Preferred Alternative B2M and Alternatives B1, B2A, B2E, and B3)

A garage would expand the number of available parking stalls to 1,400 stalls at the South Bellevue Park-and-Ride. However, expanding the parking is not expected to change any of the surrounding land uses because of strong geographic barriers, including the Mercer Slough Nature Park—a large wetland park to the north, east, and south of the station—and the established single-family residential neighborhood of Enatai located above the station and west of Bellevue Way SE. Because of these factors, the station received a low rating for transit-oriented development potential (see Table 4.2-3).

#### SE 8th Station (Preferred Alternative B2M to Preferred Alternative C9T and Alternatives B2A and B2E)

No direct or indirect impacts on land use are anticipated. Because of the limited potential to develop around the site and because of the single-family neighborhood to the west, the station received a low rating for the likelihood of the station to cause changes in land use related to transit-oriented development (see Table 4.2-3).

#### 118th Station (Alternative B7)

There would be limited, low potential to develop around the 118th Station because of the adjacent land uses of Mercer Slough Nature Park and the I-405 corridor. Therefore, the station was assigned a low potential for transit-oriented development (see Table 4.2-3). This station is intended to serve as a park-and-ride site for communities to the east and west and could result in the closure of the Wilburton Park-and-Ride Lot north of the proposed station at the intersection of SE 8th Street and I-405.

### Segment C

Segment C includes a number of proposed construction staging areas that could be redeveloped to a use conforming to the current zoning. For alternatives located within tunnels, land use impacts are anticipated only in the station areas and tunnel portal locations.

Property acquisitions associated with *Preferred 108th NE At-Grade Alternative (C11A)* would convert approximately 14.4 to 16.2 acres, depending on the connection from Segment B, to transportation-related uses, most of which is currently zoned commercial and office. The connection from *Preferred Alternative B2M* would result in a greater area of properties converted to a transportation-related use and results in the conversion of single family and multifamily areas.

Property acquisitions associated with *Preferred 110th NE Tunnel Alternative (C9T)* would convert approximately 10.2 to 12.6 acres to transportation-related uses, most of which is currently zoned commercial and office. Similar to *Preferred Alternative C11A*, the connection from *Preferred Alternative B2M* would result in the greatest area converted and the conversion of single-family and multifamily zoned areas. If C9T - East Main Station Design Option were selected, then it would not require any additional parcel acquisitions, and impacts on current land uses within the area would be the same.

The Bellevue Way Tunnel Alternative (C1T) would result in the most impacts related to residential-zoned areas, thereby resulting in the greatest number of residential displacements (93, which includes 62-unit, 24-unit, and 7-unit apartment complexes). Alternative C1T could potentially require the conversion of 10.4 acres of commercial, office, and multifamily land uses, which is higher than all other alternatives in Segment C (see Table 4.2-2). The 110th Avenue NE Elevated Alternative (C8E) would result in the lowest amount of land (4.7 acres) converted to transportation-related uses (see Table 4.2-2).

#### Old Bellevue Station (Alternative C1T)

No change in land use is anticipated at this station because the surrounding area is zoned for uses that would support the East Link Project. This station received a low to moderate rating to influence new transit-oriented development because of the already dense commercial development in the surrounding area and the nearby single-family residential zone.

#### 108th Station (Preferred Alternative C11A)

There is low potential for transit-oriented development south of the 108th Station and Main Street because the area is zoned single-family and includes the residential Surrey Downs neighborhood. North of the station and Main Street are mixed use and office uses in Downtown Bellevue that could increase in density. New development might be attracted north of the 108th Station. This area is considered to have low to moderate potential for transit-oriented redevelopment.

#### East Main Station (Preferred Alternative C9T and Alternatives C2T, C3T, C4A, C7E, and C8E)

Remaining lands adjacent to the station would be available to return to uses conforming to zoning; however, no additional changes in land use are anticipated as a result of this station. This station received a low rating for transit-oriented development because of the single-family residential uses to the west and I-405 on the east, which limit the extent to which redevelopment could occur.

#### Bellevue Transit Center Station (All Segment C alternatives)

Because many of the land uses around the station locations associated with the various alternatives are already high density, the East Link Project would not influence or indirectly change land use patterns, and therefore these locations received a low potential to influence transit-oriented development. Instead of influencing transit-oriented development the stations would help serve existing land uses with improved mobility options, but the stations associated with Alternative C7E and 114th NE Elevated Alternative (C14E) are located farther away and may not influence any additional changes or improve mobility options as greatly as the other alternatives that have stations closer to the existing Bellevue Transit Center.

#### Hospital Station (Preferred Alternatives C11A and C9T and Alternatives C1T, C2T, C9A, and C14E)

This station may influence redevelopment opportunities for limited, mixed-use developments related to multifamily and office/medical office-related uses occurring around the station. By providing increased access and mobility, the station would support the major land use in the area (Overlake Hospital and Group Health Medical Centers) and the surrounding supporting uses. Because of recent development at the hospital campuses and relatively limited land area around the station, the station received a low/moderate rating for ability to influence redevelopment related to transit-oriented development.

#### Ashwood/Hospital Station (Alternatives C3T, C4A, C7E, and C8E)

The potential for redevelopment with the Ashwood/Hospital Station is similar to that described above for the Hospital Station. The potential for development around this station resulted in it receiving a low to moderate rating for redevelopment attributed to the station.

#### **Segment D**

All of the Segment D alternatives would require property acquisitions and the displacement and relocations of businesses, but there would be no

residential displacements associated with any of the alternatives.

*Preferred NE 16th At-Grade Alternative (D2A)* would convert 27.4 acres to a transportation-related use, with most the land currently zoned light industrial and commercial. The Alternative D2A - 120th Station Design Option would result in the same land use conversion as *Preferred Alternative D2A*, and the Alternative D2A - NE 24th Design Option would result in 28.7 acres being converted to a transportation-related use. *Preferred Alternative D2A* would be integrated with planned developments around the stations. *Preferred Alternative D2A* would be consistent with the changes in the Bel-Red neighborhood and would support the portions of the City of Bellevue SubArea Plan that address light rail through the corridor, with stations located at 120th and 130th Avenues NE.

The other Segment D alternatives would include a range in the amount of land that would be converted, depending on the connection from Segment C. The NE 20th Alternative (D3) would result in the greatest number of potential business displacements (64 to 72) and the greatest amount of land that could be converted to a transportation-related use (35 to 37.6 acres). The SR 520 Alternative (D5) would result in the least land converted to a transportation-related use (11.1 to 13.5 acres), with the majority being land currently zoned light industrial.

Alternative D5 does not include any stations within the Bel-Red neighborhood. Growth in the Bel-Red area would be dependent on other forms of transit, which would be less consistent with Bellevue's desired densities and planned land use development in this area.

#### 120th and 130th Stations (*Preferred Alternative D2A* and Alternatives D2E and D3)

Negative land use impacts are not expected around these station areas. The City of Bellevue is encouraging redevelopment of the industrial areas to mixed use, high-density employment and residential centers. The stations have a moderate to high rating for a potential to influence development because of the land use changes that encourage development supportive of transit-oriented development (see Table 4.2-3).

#### Overlake Village Station (All Segment D alternatives)

Like the stations located in Bellevue, a station located within the Overlake Village area would support the City of Redmond to fully implement the recently adopted land use changes and allow for a mixed-use, high-density employment and residential center at

Overlake Village. Therefore, the station locations received a moderate to high rating for potential to influence transit-oriented development. The station associated with *Preferred Alternative D2A* along SR 520 would be located farther from the area that could be redeveloped, which may have a lower potential to influence development than the other station alternatives.

#### Overlake Transit Center Station (All Segment D alternatives)

No change is anticipated on land uses surrounding the station. However, the station would support the existing land use and would increase mobility for expanding numbers of Microsoft and other nearby office employees. The station was assigned a low potential to influence land use changes related to transit-oriented development because of the existing development and the current zoning in the area.

#### **Segment E**

All of the alternatives in Segment E would require property acquisitions and the displacement and relocations of businesses and residences.

The property acquisition associated with *Preferred Alternative E2* would convert approximately 17.3 acres to a transportation-related use (see Table 4.2-2). The majority of the area converted is currently zoned light industrial and single family residential.

The E2 - Redmond Transit Center Station Design Option would result in the most the most land that would potentially be converted to a transportation-related use (25.1 acres) (see Table 4.2-2). The Redmond Way Alternative (E1) and the Leary Way Alternative (E4) would have similar amounts of property acquisitions and displacements, and Alternative E4 would result in the least land (11.0 acres) that would be converted to a transportation-related use.

#### Downtown Redmond Station (*Preferred Alternative E2*)

This station would be located north of the Redmond Town Center Station and closer to the northern areas of Downtown Redmond. It would be a terminus station for *Preferred Alternative E2*. Much of the area around the Downtown Redmond Station has recently been redeveloped with mixed-use and commercial buildings; therefore, there is limited potential for new transit-oriented development directly adjacent to this station. Some properties farther away, however, could be considered for redevelopment due to their proximity to this station; as a result this station has a moderate potential for transit-oriented development.

### Redmond Transit Center Station (E2 - Redmond Transit Center Design Option)

The Redmond Transit Center Station would not alter the existing or future land use patterns and would offer additional mobility options for existing mixed-use development being developed near the station. This is a potential terminus station for *Preferred Alternative E2*. This station has a moderate potential for transit-oriented development based on the information in Table 4.2-3 and the King County Metro Transit Center.

### Redmond Town Center Station (Alternatives E1 and E4)

This station would not alter existing development patterns. The station area would support continued development of mixed uses and additional buildout consistent with current zoning. Therefore, it was assigned a moderate potential for additional transit-oriented development based on Table 4.2-3.

### SE Redmond Station (*Preferred Alternative E2* and Alternatives E1 and E4)

The SE Redmond Station is the proposed terminus station for both Alternatives E1 and E4, and it would be the first station in Redmond for *Preferred Alternative E2*. This station, planned to be a park-and-ride station for communities to the north and east, would not cause the surrounding land uses to deviate from industrial zoning. The station would be located in different areas with the three Segment E alternatives, and all locations were assigned a low/moderate potential for transit-oriented development based on Table 4.2-3 and because of newer developments (i.e., Whole Foods retail center, Fred Meyer, Home Depot) around the station locations.

#### **4.2.3.3 Impacts During Construction**

##### **Impacts Common to All Build Alternatives**

Construction of the East Link Project would result in temporary impacts on existing land uses as a result of construction activities (e.g., earthmoving, truck traffic). The temporary impacts would include potential increases in noise levels, dust, traffic congestion, visual changes, and increased difficulty accessing residential, commercial, and other uses. Refer to Chapter 2, Alternatives Considered, for information on methods of construction for the alternatives. Although some businesses may experience hardship during construction, this would not affect land use type unless the property became vacant. For more information on impacts, including impacts on the existing uses (i.e., businesses and residences), see Chapter 3, Transportation Environment and Consequences, and Sections 4.3, Economics; 4.4, Social Impacts, Community Facilities, and Neighborhoods;

4.5, Visual and Aesthetic Resources; 4.6, Air Quality; and 4.7, Noise and Vibration.

Construction would also require easements beyond the property acquisition needed within the project limits. These easements might affect portions of property on residential, commercial, industrial, and public properties in all segments except Segment A (because this alternative is located largely within an existing Washington State Department of Transportation [WSDOT] I-90 right-of-way). The easements are temporary and would be returned to preconstruction conditions upon completion. Following construction, redevelopment of remaining parcels would occur consistent with land use zones for the parcels. Section 4.1, Acquisitions, Displacements, and Relocations, provides more information on the methods to be implemented to compensate those affected.

##### **Segment A**

There would be no additional impacts in Segment A other than those described above. Impacts on the surrounding land uses would be minimal because construction would occur almost entirely within the center of I-90. In addition, construction staging would also occur within the existing I-90 right-of-way.

##### **Segment B**

There are no additional impacts from Segment B alternatives other than those described above; however, the extent of the temporary impacts discussed under Impacts Common to All Build Alternatives would vary depending on the alternative.

*Preferred Alternative B2M* would require additional construction easements within Mercer Slough Nature Park, and have impacts occurring over a potentially larger area because the trackway would be located farther east of Bellevue Way SE to its intersection with 112th Avenue SE for connections to either *Preferred Alternative C11A* or *Preferred Alternative C9T*. These temporary construction easements would temporarily displace the blueberry farm and the Eastside Heritage Center, which is located in the Winters House. All areas could be returned to their prior use after construction, and no permanent change in land use would occur. *Preferred Alternative B2M to C11A* would include construction activities closer to the residences west of 112th Avenue SE because the trackway would be located in the median, whereas *Preferred Alternative B2M to C9T* would remain east of 112th Avenue SE. However, the construction activities associated with *Preferred Alternative B2M to C11A* is not anticipated to result in any additional impacts.

Alternative B1 would result in temporary impacts on a number of properties located adjacent to construction of the at-grade trackway in the center of the roadway, which has the potential to affect the accessibility of land uses west and east of Bellevue Way SE. Many driveways are more likely to be affected with Alternative B1 when compared with *Preferred Alternative B2M*, including a few businesses that would be affected by limitation in access. Alternative B7 would have the fewest impacts on properties and business access because a majority of the work would occur within existing rights-of-way and away from adjacent land uses. The extent of the impacts from Alternative B1 would be similar for Alternatives B2A, B2E, and B3 because these alternatives follow roughly the same route and would require the same construction methods for much of the alternative length. The B3 - 114th Design Option is similar to other Segment B alternatives along Bellevue Way SE and 112th Avenue SE, but it would curve away and avoid some of the residences along 112th Avenue SE.

### Segment C

The extent of the temporary impacts discussed under Impacts Common to All Alternatives would vary depending on the alternative and its connection from Segment B. All of the Segment C alternatives except C1T can connect to Alternatives B3, B3-114th Extension Design Option, or B7, and impacts on land uses between SE 6th Street and Main Street would be similar. For the most part, the connection would be elevated and access points to adjacent land uses would be maintained. With these connections, no adjacent residential land uses would be affected until the alternatives reach Main Street.

With *Preferred Alternative C11A* connection from *Preferred Alternative B2M*, construction activities along 112th Avenue SE and Main Street would primarily be outside of the roadway right-of-way and adjacent to residential land uses within the construction area. Construction would limit access to the residential Surrey Downs neighborhood due to the required closure of SE 4th Street, but access would be maintained at other points. Construction would also occur in the center of the 108th Avenue NE between Main Street and NE 6th Street, restricting access to businesses on either side to right-in, right-out only.

The connection from Alternatives B3 or B7 would result in less construction activity adjacent to Surrey Downs neighborhood and more on adjacent businesses, and the construction impacts along Main Street would be similar.

East of the Bellevue Transit Center Station the trackway would primarily be outside of the dense

land use in Downtown Bellevue and within the existing rights-of-way of NE 6th Street, I-405, and the former BNSF Railway corridor. Impacts would be similar to those described above under Impacts Common to All Alternatives.

Construction activities for *Preferred Alternative C9T* along 112th Avenue SE would primarily be outside of the roadway right-of-way, similar to *Preferred Alternative C11A*, with the primary difference between the alternatives being the closure of SE 1st Street limiting access to the Surrey Downs neighborhood. Similarly, the connections from B3 or B7 would reduce construction along Surrey Downs residential areas.

East of the Bellevue Transit Center Station, *Preferred Alternative C9T* would be the same as *Preferred Alternative C11A*.

*Preferred Alternative C9T* would include cut-and-cover activities to construct the tunnel between Main Street and NE 6th Street, west of 112th Avenue NE. Cut-and-cover activities can result in the greatest impacts on the adjacent land uses because this method requires relatively deep excavation and restricts access until covers can be installed over the excavated area. The exact closure methods used (i.e., partial closure of roadway or full closure of roadway) would be decided prior to construction. When the cut-and-cover activities are complete and the excavated area is covered, vehicle access would be restored and remaining construction activities would have minimal impacts. The impacts associated with cut-and-cover would be similar to those described under Impacts Common to All Alternatives; however, the impacts would likely be more adverse than either at-grade or elevated construction because of the nature of construction activities required.

Alternatives C1T, C2T, and C3T (tunnel alternatives) all would include cut-and-cover activities, resulting in similar impacts as those described under *Preferred Alternative C9T*. Alternatives C1T and C2T would require more cut-and-cover activities than *Preferred Alternative C9T*. Impacts associated with Alternative C1T could be less severe than with Alternative C2T because construction could occur in the middle lanes of traffic, thereby allowing right turns in and out along Bellevue Way SE and restricted left turns until the roadway is covered. Alternative C2T would likely require either a partial closure or full closure of 106th Avenue NE through Downtown Bellevue, depending on construction method; C2T would likely require detours and temporary loss of access to some adjacent land uses.

The Alternative C3T tunnel would be entirely bored except for the portals (Surrey Downs Park, East Main or north boundary of Surrey Downs residential area) and the Bellevue Transit Center Station, and construction impacts with this alternative would result in the least degree of impacts because cut-and-cover impacts would occur in fewer locations and be less severe than the other tunnel alternatives. The tunnel alternatives would have additional truck traffic related to the hauling of materials to allow construction activities to occur.

Alternative C9A would have the shortest duration of construction impacts among Segment C alternatives and would likely result in the fewest impacts on surrounding land uses. The connection from Alternative B2A would require construction activities within 112th Avenue SE and likely would result in limiting access to right-turn in and out of the roadway. Construction activities north of Main Street would occur at-grade along 110th Avenue NE, limiting access to either left- or right-turn in and out. Impacts would be the same as those described under *Preferred Alternative C11A* for the trackway east of the Bellevue Transit Center Station.

Alternative C4A would result in impacts similar to Alternative C9A, to approximately SE 6th Street, but it would affect land uses on two streets north of Main Street: 110th Avenue NE and 108th Avenue NE. However, it is likely that construction requiring substantial street closures would occur on one street and not on the other street, which would limit the impacts on surrounding land uses, compared to construction that is conducted concurrently.

Alternatives C7E, C8E, and C14E would have similar impacts. Construction activities would still permit access to the land uses, except during construction of the elevated structures that would require temporary street or lane closures (for safety and to place the elevated structure) and would limit access to adjacent land uses. Alternative C8E would result in a greater impact on single-family and multifamily land uses adjacent to 110th Avenue NE and NE 12th Street.

For most of the project, remnant parcels from property acquisition or vacant lots would be used for staging areas, except in Segment C, where specific staging areas have been identified, because few open land areas exist in that segment. For the most part the identified staging areas are associated with commercial uses or zoned commercial in Downtown Bellevue. *Preferred Alternatives C11A* and *C9T* would include staging areas along 112th Avenue SE associated with multifamily residential. The staging areas would change existing land uses during

construction. However, in most situations, staging areas would be available for redevelopment consistent with current zoning. Refer to Section 4.1 for information on the number of displacements associated with the staging areas. Temporarily, land uses adjacent to the staging area would be affected and could result in some temporary closures or in businesses relocating (refer to Section 4.4 and 4.5 for more discussion on impacts on businesses and proposed mitigation).

The following describes staging areas that may cause changes in land uses upon project completion. For many areas in Segment C, the land uses are associated with commercial uses that would remain after construction; therefore, no impacts on land use are anticipated in these areas. Depending on the sensitivity of the surrounding land uses, a fence or barrier could surround the staging area to provide a buffer to adjacent land uses from noise and visual impacts. All Segment C alternatives except Alternative C1T have a possible connection from Alternative B3, the B3 - 114th Design Option, or B7; these alternatives would require a staging area on the site of the Red Lion Hotel. For all alternatives except *Preferred Alternative C11A* and Alternative C14E, the staging area would become the location of the East Main Station and change the existing land use. Under *Preferred Alternative C11A* and Alternative C14E, the land would likely continue to be zoned for commercial uses and redeveloped after construction.

#### **Staging from *Preferred Alternative B2M* to *C11A* and *C9T***

The staging areas on the west side of 112th Avenue SE and the south side of Main Street would indirectly affect the surrounding land uses through noise and visual impacts during construction. After construction, part of this staging area south of Main Street could be used by the City of Bellevue to construct a transition park south of Main Street, which would buffer residences from the downtown core. Policy S-DT-125 in the Bellevue Comprehensive Plan discusses creating open space buffers to provide transition from downtown to the surrounding residential neighborhoods (City of Bellevue, 2006). In addition, the area along 112th Avenue SE would provide a greenbelt or park between the light rail and the adjacent neighborhood.

#### **Staging from Alternative B2A to Alternatives C2T and C3T**

The staging area on the north side of Surrey Downs Park would directly remove the civic use as a courthouse, if it has not previously moved, and a portion of the unimproved park, which would result

in temporary indirect impacts on adjacent residential land uses during construction activities. However, there is the potential for the City of Bellevue to redevelop the staging area after construction to its intended future use as a park, free of the courthouse structure.

#### **Staging from Alternative B2E to Alternatives C2T, C3T, and C9A**

The staging areas adjacent to Main Street would indirectly affect the surrounding land uses through noise and visual impacts during construction. Similar to *Preferred Alternatives C11A* and *C9T*, part of this staging area could be used by the City of Bellevue to construct a transition park south of Main Street after construction to buffer residences from the downtown core or they could redevelop consistent with local zoning.

#### **Staging Area at Alternatives C3T, C4A, and C8E**

These alternatives would disrupt McCormick Park north of NE 12th Street as well as residences north of the park because of noise and visual impacts. The lands used for staging are intended to be returned to a restored McCormick Park, including the acquired properties. This is a change in existing zoned lands but upholds the value of a transition park to buffer residents from the infrastructure.

#### **Segment D**

There would be no additional impacts other than the common impacts described above; however, the extent of the temporary impacts discussed under Impacts Common to All Alternatives would vary depending on the alternative. Because the Segment D alternatives are located adjacent to land uses that are primarily industrial and commercial, the extent of the impacts would be generally similar in all the alternatives.

*Preferred Alternative D2A* would result in fewer land use impacts than other Segment D alternatives because construction activities would be located parallel to and north of a new NE 15th/16th Street corridor and within or adjacent to WSDOT and the former BNSF Railway right-of-way, as well as away from other existing land uses. Work along 136th Place NE would have the greatest disruption for adjacent businesses and likely result in right-turn in and out restrictions.

The storage tracks north of NE 12th Street in the former BNSF Railway corridor would result in a minor property conversion of land use to a transportation facility for the small operator's building and 14 parking stalls and an access easement through an industrial property.

The D2A - NE 24th Design Option would result in additional impacts on adjacent land uses because

construction activities would be adjacent to the existing land uses in the Overlake neighborhood.

The extent of the impacts would be greatest under Alternative D3) because of the retained cut required along NE 20th and 152nd Avenue NE, which would limit access to some adjacent commercial land uses. Alternative D5 would result in the lowest extent of land use impacts because most of the alternative would be located in either former BNSF Railway or WSDOT right-of-way and away from surrounding commercial land uses. Alternative D2E would have impacts similar to *Preferred Alternative D2A*, and the extent would be greater than with Alternative D5 and less than with Alternative D3.

#### **Segment E**

There would be no additional land use impacts in Segment E other than the common impacts described above; however, the extent of the temporary impacts discussed under Impacts Common to All Build Alternatives would vary depending on the alternative. The Segment E alternatives are primarily located within or adjacent to existing transportation rights-of-way, which would minimize impacts on surrounding land uses.

*Preferred Alternative E2* would be primarily located within or adjacent to existing transportation rights-of-way, which would minimize impacts on surrounding land uses. The E2 - Redmond Transit Center Design Option associated with *Preferred Alternative E2* would extend the guideway along 161st Avenue NE to the Redmond Transit Center Station, which would impact adjacent land uses and could affect access.

Alternatives E1 and E4 would result in the most impacts on surrounding residential land uses related to noise, dust, and visual resources because of their proximity to residential areas near West Lake Sammamish Parkway and Leary Way. Alternative E4 would result in greater impacts because of the at-grade construction required along Leary Way, which would result in additional traffic congestion and could affect access to the existing land uses in the area.

#### **4.2.3.4 Maintenance Facilities**

##### **Impacts during Operation**

Each of the potential facilities would require acquisition and displacement of properties, with MF3 resulting in the greatest number of displacements; MF2 would result in the greatest potential to convert land uses to transportation-related use (23.1 to 23.8 acres), but the fewest number of displacements and acquisitions; and MF1 would result in the greatest number of property acquisitions. The amount of land required for the maintenance facilities would vary



based on how the maintenance facilities connect via the alternatives; refer to Chapter 2 for a complete description of the differences between the connections.

Although the Segment D maintenance facilities (MF1, MF2, and MF3) are consistent with the existing land uses, they are not consistent with the new zoning in the Bel-Red neighborhood. The Bel-Red Corridor Final EIS (City of Bellevue, 2007) indicates that new light industrial land uses would no longer be allowed; however, Bellevue would need to accommodate the East Link maintenance facility as an essential public facility if one of these locations were chosen.

Because Bellevue is intending a reduction of industrial uses, there is the potential for indirect impacts on adjacent land uses from the proposed maintenance facility locations in Segment D. MF2 would be located near property zoned for mixed-use, including housing. These land uses might not easily redevelop to include housing from existing industrial uses because of the proximity of the facility. The design of the maintenance facility would incorporate appropriate measures to minimize impacts and help it blend into the surrounding land uses (i.e., the use of a landscape buffer). MF1 would be located adjacent to property zoned for commercial and office-related uses and should not affect development that would occur nearby. MF3 would be located the farthest away from the stations proposed under *Preferred Alternative D2A* and Alternatives D2E and D3 and therefore would have the least impact on the Bel-Red neighborhood redevelopment.

In Segment E, MF5 would be consistent with existing industrial uses, and no impacts on land use patterns would be expected.

### **Impacts during Construction**

Construction impacts would be similar to those described under Impacts Common to All Alternatives; however, because the maintenance facilities proposed are adjacent to light industrial land uses or away from entrances to commercial uses or residential use, the extent of the impact on adjacent land uses would be anticipated to be minor.

### **4.2.4 Potential Mitigation Measures**

No mitigation related to land use would be required during operation of the East Link Project. In general, the East Link Project would not result in inconsistencies with adopted land use plans. Although Sound Transit cannot minimize all disturbances to adjacent land uses during construction, impacts would not be anticipated to cause substantial changes in land use. Therefore, no specific mitigation related to land use would be required. Refer to Section 4.1 for

complete information on how Sound Transit would minimize the impacts associated with required acquisitions, displacements, and relocations. Refer to Chapter 3 and Sections 4.3, 4.5, 4.6, 4.7, 4.8, and 4.17 for measures that would minimize impacts on adjacent land uses.

