

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 each alternative considered, including the No Build Alternative. Where impacts could not be avoided, mitigation measures are proposed herein.

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 acquisition of 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, focusing on major differences among alternatives. This list of acquisitions is representative and should not be considered to be 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 Environmental Impact Statement (EIS) and the time of construction, the number and/or type of displacements could vary between what is disclosed in the 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 here would require permanent relocation, 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 right-of-way owned by the Washington State Department of Transportation (WSDOT), the City of Bellevue, the City of Redmond, and possibly by the cities of Seattle and Mercer Island, and the Port of Seattle (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.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 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 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 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. In the summer of 2007, Sound Transit also verified the current land use, including the number of businesses or residences on affected parcels, in order to quantify the potential number of displacements. 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.

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 and roadways. Table 4.1-1 lists the easements required by the alternatives, although actual easement areas required would vary by alternative.

Table 4.1-2 summarizes the total acres of property that would be required for each alternative (and alternative-connector combination) and maintenance facility 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 under an easement. Property acquisitions

TABLE 4.1-1

Potential Permanent Easements for Public Lands or Facilities

Type of Facility	Agency/Facility Owner	Facility Name	Segments
State Roads	WSDOT	SR 520, SR 202, SR 908	D, E
Federal Highways	WSDOT	I-90, I-405	A, B,C
Local Roads and property	Bellevue, Redmond, Seattle, Mercer Island	Multiple	B, C, D, E
State Waters	Washington Department of Natural Resources	Lake Washington, Sammamish River, Mercer Slough	A, B, E
Railroad Corridor	BNSF/Port of Seattle	BNSF Railway	B, C, D, E

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. Interim termini would not require acquisition of any additional properties other than what would be required for the full build-out of 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 may result from either full or partial acquisitions. A discussion of these acquisitions and displacements compares alternatives 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. 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.

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

Segment	Alternative and Connector		Area to be Acquired by Project ^a	Total Number of Parcels Affected
Segment A	A1, I-90		0 acres	0
Segment B	B1, Bellevue Way		20.2 acres	94
	B2A, 112th SE At-Grade		15.2 acres	25
	B2E, 112th SE Elevated		14.3 acres	30
	B3, 112th SE Bypass		15.8 acres	24
	B7, BNSF		10.5 acres	15
Segment C	C1T, Bellevue Way Tunnel		17.8 acres	59
	C2T, 106th NE Tunnel	B2A, 112th SE At-Grade	25 acres	25
		B2E, 112th SE Elevated	48 acres	48
		B3, 112th SE Bypass	33 acres	33
		B7, BNSF	29 acres	33
	C3T, 108th NE Tunnel	B2A, 112th SE At-Grade	50 acres	29
		B2E, 112th SE Elevated	38 acres	50
		B3, 112th SE Bypass	59 acres	38
		B7, BNSF	25 acres	38
	C4A, Couplet	B2A, 112th SE At-Grade	17.4 acres	52
		B2, E, 112th SE Elevated	16.4 acres	50
		B3, 112th SE Bypass	21.4 acres	49
		B7, BNSF	21.6 acres	49
	C7E, 112th NE Elevated	B2A, 112th SE At-Grade	12.8 acres	20
		B2E, 112th SE Elevated	11.9 acres	17
		B3, 112th SE Bypass	17.5 acres	17
		B7, BNSF		
C8E, 110th Elevated		19.1 acres	31	
Segment D ^b	D2A, NE 16th At-Grade	BNSF	33.6 acres	64
		NE 12th	31 acres	69
	D2E, NE 16th Elevated ^b	BNSF	35.2 acres	49
		NE 12th	32.3 acres	53
	D3, NE 20th	BNSF	37.6 acres	111
		NE 12th	35 acres	116
	D5, SR 520	BNSF	13.5 acres	41
		NE 12th	11.1 acres	46
Segment E	E1, Redmond Way		18.4 acres	50
	E2, Marymoor		25.1 acres	63
	E4, Leary Way		11 acres	42
Maintenance Facilities	MF1, 116th	D2A, NE 16th At-Grade and D2E, NE 16th Elevated D3, NE 20th	22.7 acres	24
		D5, SR 520	31.5 acres	22
	MF2, BNSF	D2A, NE 16th At-Grade and D2E, NE 16th Elevated D3, NE 20th	24.9 acres	11
		D5, SR 520	22.9 acres	9
	MF3, SR 520	D2A, NE 16th At-Grade	19.2 acres	14
		D2E, NE 16th Elevated	19.2 acres	14
		D3, NE 20th	17.2 acres	15
		D5, SR 520	15.0 acres	9
	MF5, SE Redmond	E1, Redmond Way	21.1 acres	18
		E2, Marymoor	15.1 acres	13
		E4, Leary Way	14.6 acres	10

^a Includes area that would be acquired in full and partial property acquisitions. Does not include existing public right-of-way.

^b Segment D connectors are named by the right-of-way corridor, not the alternatives from which they connect.

TABLE 4.1-3
Property Acquisitions and Displacements

Alternative and Connectors	# of Parcels Affected	Commercial and Industrial		Public and Institutional		Residential Single-Family		Mixed-use/ Residential Multi-Family		Vacant Land		Total Parcels		Total Displacements	
		Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units		
Segment B, South Bellevue															
B1, Bellevue Way	94	7	2	10	2	40	11	12	1	4	5	73	21	2	13
B2A, 112th SE At-Grade	25	3	0	7	2	9	3	1	0	0	0	20	5	0	3
B2E, 112th SE Elevated	30	3	0	5	2	19	1	0	0	0	0	27	3	0	1
B3, 112th SE Bypass	24	2	0	7	2	8	3	1	0	1	0	19	5	0	3
B7, BNSF	15	4	5	3	1	0	0	1	0	1	0	9	6	4	0
Segment C, Downtown Bellevue^a															
C1T	59	23	12	4	1	0	0	16	2	0	1	43	16	18	93
C2T	25	12	7	4	1	0	0	1	0	0	0	16	9	9	0
B2E	48	15	15	3	1	1	12	1	0	0	0	20	28	16	12
B3, B7	33	14	13	3	1	0	1	1	0	0	0	18	15	14	1
C3T	29	9	8	1	2	0	7	1	0	0	0	10	19	50	7
B2E	50	12	15	0	2	1	19	1	0	0	0	14	36	57	19
B3, B7	38	13	14	0	2	0	8	1	0	0	0	14	24	56	8
C4A	52	10	18	4	2	2	8	4	0	4	0	24	28	60	8
B2E	50	11	17	3	2	0	8	5	0	4	0	23	27	59	8
B3, B7	49	10	19	3	2	0	8	3	0	4	0	20	29	61	8
C7E	20	12	2	1	1	2	0	1	0	1	0	17	3	44	0
B2E	17	12	2	1	1	0	0	0	0	1	0	14	3	44	0
B3, B7	17	12	3	0	1	0	0	0	0	1	0	13	4	45	0
C8E	31	9	7	5	1	3	2	2	0	2	0	23	8	48	2
Segment D, Bel-Red/Overlake^a															
D2A	64	46	13	1	1	0	0	0	0	2	1	49	15	41	0
NE 12th	69	48	13	1	1	0	0	0	0	5	1	54	15	49	0
D2E	49	28	16	1	1	0	0	0	0	3	0	32	17	43	0
NE 12th	53	29	15	1	1	0	0	0	0	7	0	37	16	46	0
D3	111	82	17	3	1	0	0	1	0	6	1	92	19	64	0
NE 12th	116	84	17	3	1	0	0	1	0	9	1	97	19	72	0
D5	41	33	2	2	1	0	0	2	0	2	0	38	3	43	0
NE 12th	46	34	3	2	1	0	0	2	0	4	0	42	4	52	0

TABLE 4.1-3
Property Acquisitions and Displacements

Alternative and Connectors	# of Parcels Affected	Commercial and Industrial		Public and Institutional		Residential Single-Family		Mixed-use/ Residential Multi-Family		Vacant Land		Total Parcels		Total Displacements	
		Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Partial	Full	Business	Residential Units
Segment E, Downtown Redmond															
E1, Redmond Way	50	13	5	7	0	15	2	2	0	3	3	40	10	7	2
E2, Marymoor	63	14	11	11	0	14	2	1	2	4	4	44	19	24	126
E4, Leary Way	42	13	3	6	0	12	2	1	0	2	3	34	8	7	2
Maintenance Facilities^a															
MF1	24	4	12	1	1	0	0	0	0	3	3	8	16	86	0
D2A, D2E, D3															
D5	22	3	13	0	1	0	0	0	0	2	3	5	17	93	0
MF2	11	3	3	1	0	0	0	0	0	4	0	8	3	6	0
D2A, D2E, D3															
D5	9	0	4	1	0	0	0	0	0	3	1	4	5	7	0
MF3	14	4	9	0	0	0	0	0	0	1	0	5	9	96	0
D2A, D2E															
D3	15	7	8	0	0	0	0	0	0	0	0	7	8	93	0
D5	9	0	9	0	0	0	0	0	0	0	0	0	9	94	0
MF5	18	4	13	1	0	0	0	0	0	0	0	5	13	50	0
E2	13	4	8	1	0	0	0	0	0	0	0	5	8	20	0
E4	10	1	8	1	0	0	0	0	0	0	0	2	8	20	0

^a **Alternative Designations:**

- B1 = Bellevue Way
- B2A = 112th SE At-Grade
- B2E = 112th SE Elevated
- B3 = 112th SE Bypass
- B7 = BNSF

- C1T = Bellevue Way Tunnel
- C2T = 106th NE Tunnel
- C3T = 108th NE Tunnel
- C4A = Couplet
- C7E = 112th NE Elevated
- C8E = 110th NE Elevated

- D2A = NE 16th At-Grade
- D2E = NE 16th Elevated
- D3 = NE 20th
- D5 = SR 520
- E1 = Redmond Way
- E2 = Marymoor
- E4 = Leary Way

- MF1 = 116th Maintenance Facility
- MF2 = BNSF Maintenance Facility
- MF3 = SR 520 Maintenance Facility
- MF5 = SE Redmond Maintenance Facility

Note: Segment D connectors are named by the right-of-way corridor, not the alternatives from which they connect.

Segment A

Sound Transit identified no right-of-way acquisition needed in this segment outside the existing public roadway, or highway rights-of-way.

Segment B

The Bellevue Way Alternative (B1) would have the greatest number of acquisitions and displacements—73 partial and 21 full property acquisitions—resulting in displacement and relocation of 2 businesses and 13 single-family residences. The 112th SE Elevated Alternative (B2E) would have the least number of displacements, with no business displacements and only one single-family residence displacement. The BNSF Alternative (B7) would affect the least number of overall parcels (15) but would fully acquire 6 parcels, resulting in the displacement of 4 businesses. Three of these full acquisitions and three business displacements would be for the 118th Station. B7 would also include partial acquisition of Mercer Slough Park along the north side of I-90.

The South Bellevue Station would be located at the existing South Bellevue Park-and-Ride Lot and would not require acquisition of any additional property. The SE 8th Station would require partial acquisition of two commercial properties under the 112th SE At-Grade Alternative (B2A), but no businesses would be displaced.

Segment C

The primary reason 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. For all alternatives except the Bellevue Way Tunnel (C1T), most residential and business displacements and impacts would be related to construction staging areas, which would be a temporary use of this land. These properties would be available for redevelopment following construction. Park areas used for staging would be restored as described in Section 4.17, Parklands.

C1T would have a high number of residential relocations (93 residential units) related to widening of Bellevue Way where the light rail would be at-grade and descend to below grade. The 18 business displacements for this alternative would mostly occur in smaller buildings or strip malls that contain three or fewer businesses. Of these, 16 business displacements would be for staging areas. The residential displacements would include one 62-unit apartment

complex, one 24-unit apartment complex, and one 7-unit apartment building that is part of a larger complex. 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 for the 106th NE Tunnel Alternative (C2T).

The 106th NE Tunnel Alternative (C2T) would have the fewest number of business displacements, with between 9 and 16, depending on the connection to Segment B. Business displacements for the 108th NE Tunnel (C3T), the Couplet (C4A), the 112th NE Elevated (C7E) and the 110th NE Elevated (C8E) alternatives would be between 44 and 61 businesses. Under these alternatives, most business displacements would be small businesses in buildings that contain one or two businesses, with the exception of a business park with 39 businesses that would be affected by all of these alternatives.

Two alternatives have the potential for no residential displacements: the 106th NE Tunnel Alternative (C2T), when connecting to the 112th SE At-Grade Alternative (B2A) and the 112th Elevated Alternative (C7E). Residential displacements would range from 2 and 19 units for the remaining connectors for C2T, and for the 108th NE Tunnel (C3T), the Couplet (C4A), and the 110th NE Elevated (C8E) alternatives.

The 106th NE and 108th NE Tunnel alternatives (C2T and C3T) would cause displacement of the King County District Court in Surrey Downs Park when connecting to the 112th SE At-Grade Alternative (B2A). This facility, however, may be relocated by King County prior to this project. The 108th NE Tunnel Alternative (C3T), the Couplet Alternative (C4A), and the 110th NE Elevated Alternative (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, and in the case of the Couplet Alternative (C4A) and the 110th NE Elevated Alternative (C8E), there would be an overall increase in parkland. Further discussion of impacts on these parks is provided in Section 4.17, Parkland and Open Space.

All alternatives except the Bellevue Way Tunnel (C1T) would require acquisition and displacement of one business for the East Main Station if connected with the 112th SE Bypass (B3) or BNSF (B7) alternatives. No other proposed stations would require any business or residential displacements beyond what would be needed for the staging areas for these stations.

Segment D

All Segment D alternatives would connect to the Bellevue Way Tunnel (C1T) and the 106th NE Tunnel (C2T) alternatives via the BNSF Railway after these alternatives cross Interstate 405 (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 BNSF railway, increasing the number of acquisitions for Segment D alternatives connecting to these Segment C alternatives.

There would be no residential, public, or institutional properties displaced in Segment D. The NE 20th Alternative (D3) would have the greatest impact, with up to 116 parcels affected and up to 72 businesses displaced when connecting to Segment C alternatives that cross NE 12th Street. The SR 520 Alternative (D5) would affect the fewest of parcels (between 41 and 46) and would result in the displacement of between 43 and 52 businesses, depending on the connection to Segment C.

The 124th Station would displace one business under the NE 16th At-Grade (D2A), NE 16th Elevated (D2E), and NE 20th (D3) alternatives. The station at 130th Avenue NE would displace 5 businesses under D2A, 6 businesses under D2E, and 11 businesses under D3. The Overlake Village Station option north of NE 24th Street would displace 21 businesses under the SR 520 Alternative (D5). No businesses would be displaced by the Overlake Village Station option at the Overlake Park-and-Ride Lot for the NE 16th At-Grade (D2A) and NE 16th Elevated (D2E) alternatives or along 152nd Avenue NE for any of the Segment D alternatives.

Segment E

The Marymoor Alternative (E2) would have the greatest number of acquisitions and displacements, with a total of 63 parcel acquisitions, 24 business displacements, and 126 residential displacements. These would include two single-family residences and two apartment buildings totaling 124 units where 161st Avenue NE would need to be widened for the tail track. Many of these impacts could be avoided if the terminus were to become the Redmond Town Center Station, which would reduce the displacements to 8 businesses and 2 residences. Also, other designs, including possible revisions to Redmond City Street standards, may be considered during final design to minimize property relocations.

Although the Redmond Way Alternative (E1) would affect a greater number of parcels than the Leary Way Alternative (E4) (50 and 42, respectively), both would result in 7 displaced businesses and 2 displaced single-family residences. 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 this segment.

Partial acquisition of Marymoor Park along SR 520 and of a city park along 161st Avenue NE would be required for the Marymoor Alternative (E2); however the acquisition would not affect any uses of these parks. The Redmond Way Alternative (E1) would require partial acquisition of Luke McRedmond Park, and all three alternatives would require minor acquisition from the Sammamish River Trail right-of-way. Public parkland acquired would be mitigated through replacement, financial compensation, or enhancement. For the Marymoor Alternative (E2) only, the SE Redmond Station would displace 3 businesses and the Redmond Transit Center Station would displace 6 businesses. The Redmond Town Center Station would not require any displacements. If E2 were to terminate at the Redmond Town Center, the alternative could avoid displacing 16 businesses.

Maintenance Facilities

There would be no residential displacements from development of the maintenance facilities. The 116th Maintenance Facility (MF1) and the SR 520 Maintenance Facility (MF3) could displace between 86 and 96 businesses, most of which are small offices in business parks. A Bellevue Fire Department training facility would be displaced by the 116th Maintenance Facility (MF1). The BNSF Maintenance Facility (MF2) would have the fewest displacements overall, with only 6 or 7 businesses displaced, depending on which Segment D alternative it connects to. The SE Redmond Maintenance Facility (MF5) would displace between 20 and 50 businesses, depending on which Segment E alternative it connects to. Some public road right-of-way would be required for all of these maintenance facilities as well. MF5 would also require minor acquisition 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 consist of staging area acquisition and temporary construction easements. Staging areas would be required in all segments, although specific locations for these have been identified only in Segment C, where the land is

more heavily developed. In the remaining segments, staging areas would generally be accommodated within areas permanently needed for right-of-way and additional property acquisition for staging areas is not expected. The contractor may lease or make arrangements for additional staging areas if needed.

Temporary construction easements would be needed along the project alternatives in each segment, and possibly the maintenance facilities, to allow construction of the project. Construction easements are temporary use of property during construction and would be required in numerous locations along the route. In undeveloped land areas, 50- to 100-foot easements would be necessary to maneuver equipment and materials during construction. Where the project follows an existing transportation corridor, construction activities may require narrow temporary easements from adjacent properties. Following construction, easements would be returned to pre-construction 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.

Segment A

Substantial work in Segment A would occur within the I-90 right-of-way and no additional staging areas are expected to be needed. Work may occur in Lake Washington during construction of the East Link Project on the I-90 bridge. Smaller temporary construction easements may be needed, particularly near stations and freeway ramp construction, and would be identified during final design.

Segment B

A temporary construction easement of approximately 50 feet along the east side of Bellevue Way SE in Mercer Slough may be needed for all alternatives except the BNSF Alternative (B7). The 112th SE Bypass Alternative (B3) would also require an approximately 100-foot temporary construction easement on the north side of SE 8th Street and east of 112th Avenue SE. A temporary construction easement approximately 100 feet wide along the north side of I-90 in Mercer Slough would likely be needed for the BNSF Alternative (B7). These easements would be required to construct the guideway or for road reconstruction for portions of the alternatives.

Segment C

The staging areas identified in Segment C are located either adjacent to proposed stations, around tunnel

portals, or where the project occurs outside of public right-of-way. Staging areas in Downtown Bellevue would typically require acquisition of the full property and displace the existing use during the construction period. Staging areas proposed in Surrey Downs Park and McCormick Park would be restored to park use. In most cases, parcels not needed for operation of the project 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.

Table 4.1-4 lists the full acquisitions identified for construction staging areas in Segment C. Residential properties affected would all be single-family residences, and public properties would include publicly owned undeveloped land, parks, and utilities. These acquisitions are included in the total acquisitions listed in Table 4.1-3 and are not additional acquisitions.

Segment D

All work in Segment D is expected to occur within the acquired right-of-way and no acquisition for staging areas is expected. Smaller temporary construction easements may be needed and would be identified during final design.

Segment E

A temporary construction easement of approximately 65 to 80 feet on the south side of State Route (SR) 520 in Marymoor Park would likely be needed for the Marymoor Alternative (E2). Segment E alternatives would require approximately 100 feet 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.

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.

TABLE 4.1-4
Segment C Staging Area Property Acquisitions

Alternative	Connector	Property Acquisitions by Use
C1T, Bellevue Way Tunnel	From B1, Bellevue Way	10 commercial, 1 public
C2T, 106th NE Tunnel	From B2A, 112th SE At-Grade	6 commercial, 2 public
	From B2E, 112th SE Elevated	12 residential, 13 commercial, 1 public
	From B3, 112th SE Bypass	12 commercial, 1 public
	From B7, BNSF	12 commercial, 1 public
C3T, 108th NE Tunnel	From B2A, 112th SE At-Grade	6 residential, 8 commercial, 3 public
	From B2E, 112th SE Elevated	18 residential, 15 commercial, 2 public
	From B3, 112th SE Bypass	6 residential, 14 commercial, 2 public
	From B7, BNSF	6 residential, 14 commercial, 2 public
C4A, Couplet	From 112th SE	8 residential, 18 commercial, 2 public
	From B3, 112th SE Bypass	8 residential, 19 commercial, 2 public
	From B7, BNSF	8 residential, 19 commercial, 2 public
C7E, 112th NE Elevated	From B2A and B2E, 112th SE At-Grade and Elevated	3 commercial, 1 public
	From B3, 112th SE Bypass	3 commercial, 1 public
	From B7, BNSF	3 commercial, 1 public
C8E, 110th NE Elevated	From B3, 112th SE Bypass	5 residential, 3 commercial, 1 public
	From B7, BNSF	2 commercial

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 4.1-5 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 multi-family residences and small businesses are expected to be readily available in the project vicinity due to a number of mixed-use developments under construction, as well as the redevelopment of the Bel-Red Corridor planned by the City of Bellevue (2007). Currently, over 3,300 apartment units are under construction, permitted, or planned to start construction by 2009 in the Eastside.

Within mixed-use developments in Bellevue and Redmond, over 435,000 square feet of retail space is under construction. According to the Northwest Multiple Listing Service (2007), over 360 condominiums were for sale in Bellevue and Redmond in October 2007 and an additional 1,400 are under construction 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 900 single-family residences were for sale in Bellevue and Redmond in October 2007. 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 may 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 market's vacancies are located in Bothell, Woodinville, and the Willows area of Redmond (Colliers International, 2007b).

Relocation assistance would mitigate the displacements, but relocation could still represent an inconvenience or hardship to some property owners and tenants.

TABLE 4.1-5
Commercial Property Availability for Relocation on the Eastside

Commercial Property Type	Vacancy Rate in Second Quarter 2007	Space Under Construction (square feet)	New Space Proposed (square feet)
Office ^a	6.23%	3,039,093	2,333,883
Retail ^b	3.35%	1,000,000+	Not available
Industrial ^c	7.89%	45,000	2,132,032

^a Colliers International, 2007a.

^b GVA Kidder Matthews, 2007.

^c Colliers International, 2007b.

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 may 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 to find new homes or sites, and help solve problems as they may 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 lost from partial acquisition would be mitigated through compensation to the property owner or provision of 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 no real estate commissions are involved. Funds remaining at the end of sale closing would be released to the seller.

Other benefits and compensation may 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 outlines 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

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 as summarized in Section 4.1.5. Sound Transit would comply with appropriate provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 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 mitigation would be necessary.