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 the consideration of 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. 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 re-developable 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 Draft EIS consists of the areas immediately adjacent to the route, and the area within a one-half mile radius around the stations. The areas within one-half mile of the stations have the greatest probability of being affected, both directly and indirectly.

What is Transit-Oriented Development?

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

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 2004, amended 2006) (King County, 2004)
- Puget Sound Regional Council (PSRC) *VISION 2040* (Adopted 2008) (PSRC, 2008)
- PSRC *Destination 2030* (Adopted 2001) (PSRC, 2001)
- 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)
- City of Seattle Comprehensive Plan (Adopted 1994, amended 2006)
- City of Seattle Department of Neighborhoods (City of Seattle, 2004)
- Local Jurisdiction Shoreline Master Programs (Amended every 10 years, December 2009 deadline)
- City of Mercer Island Comprehensive Plan (Adopted 1994, Amended 2004) (City of Mercer Island, 2005)
- City of Bellevue Comprehensive Plan (Adopted 1993, amended 2008) (City of Bellevue, 2006)
- City of Bellevue Sub-Area Plans and Transportation Facility Plans (Adopted 1993, to be amended 2009)
- City of Bellevue Bel-Red Corridor Project Environmental Impact Statement (City of Bellevue, 2007)
- Eastside Transportation Program (City of Bellevue, 2005)
- City of Redmond Comprehensive Plan (Adopted 1995, amended 2004/2007) (City of Redmond, 2007)
- City of Redmond Neighborhood Comprehensive Planning Element (Adopted 1995, amended 2004/2005)
- 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, and light industrial 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. 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.

The following subsections describe existing land uses for each segment. Future allowable land uses 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 station. The percentages are approximations of the amount of land within the one-half 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 one-half mile of the proposed stations. All land uses have been generalized into dominant land use categories so that the land use could be presented consistently among jurisdictions to the extent possible.

TABLE 4.2-1
Generalized Land Uses Within One-Half Mile of Stations[a]

Segment/Station Name	Associated Alternative	Existing Land Use	Future Allowable Land Uses (Current Zoning)	Change From Existing?
Segment A, Interstate 90				
Rainier	A1	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	A1	Suburban Residential - 50% single-family, 25% 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
Segment B, South Bellevue				
South Bellevue	B1, B2A, B2E, B3	Suburban Residential – 50% single-family and 50% parkland.	Suburban Residential – 50% single-family and 50% parkland.	No Change
SE 8th	B2A, B2E	Mixed Use – 45% single-family, 40% office, 5% multifamily, 5% light industrial, and 5% parkland.	Mixed Use – 45% single-family, 40% office, 5% multifamily, 5% light industrial, and 5% parkland.	No Change
118th	B7	Mixed Use – 45% office, 35% single family, 10% parkland, 5% multifamily, and 5% light industrial.	Mixed Use – 45% office, 35% single family, 10% parkland, 5% multifamily, and 5% light industrial.	No Change
Segment C, Downtown Bellevue				
Old Bellevue	C1T	Mixed Use – 25% multifamily, 25% single-family, 25% commercial retail, 20% office, 5% parkland.	Mixed Use – 25% multifamily, 25% single-family, 25% commercial retail, 20% office, 5% parkland.	No Change
Bellevue Transit Center	C1T, C2T, C3T, C4A, C7E, C8E	Downtown – 35% office, 30% commercial, 20% multifamily, and 10% single-family.	Downtown – 35% office, 30% commercial, 20% multifamily, and 10% single-family.	No Change
Hospital	C1T, C2T	Medical/Office - 25% office, 20% commercial, 20% office-medical, 10% single-family, 10% light industrial, 10% multifamily, and 5% parkland	Medical/Commercial – 25% office, 20% commercial, 15% office-medical, 15% multifamily, 15% housing/office, 10% single family and 5% parkland.	Changes
Ashwood/Hospital	C3T, C4, C7E, C8E	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, 20% commercial, 10% multifamily, and 5% parkland	Changes
East Main	C2T, C3T, C4A, C7E, C8E	Suburban Residential/Urban – 40% office, 25% single-family, 20% commercial service, 10% multifamily, and 5% parkland.	Suburban Residential/Urban – 40% office, 25% single-family, 20% commercial service, and 10% multifamily, and 5% parkland.	No Change
Segment D, Bel-Red/Overlake				
124th	D2A, D2E, D3	Industrial –100% industrial distribution centers	Mixed Use – 45% housing/office, 20% medical-office, 10% housing/retail, 10% housing, 10% commercial, and 5% Metro base.	Changes

TABLE 4.2-1
Generalized Land Uses Within One-Half Mile of Stations[a]

Segment/Station Name	Associated Alternative	Existing Land Use	Future Allowable Land Uses (Current Zoning)	Change From Existing?
130th	D2A, D2E, D3	Industrial – 100% industrial distribution centers	Mixed Use – 30% housing/retail, 25% commercial, 20% housing, 15% housing/office, and 10% medical-office.	Changes
Overlake Village	D2A, D2E, D3, D5	Mixed Use – 40% commercial, 40% office, 10% multifamily, 5% single family, and 5% medical institution.	Mixed Use – 45% housing/retail/commercial, 40% office, 10% multifamily, and 5% single-family	Changes
Overlake Transit Center	D2A, D2E, D3, D5	Office Campus – 80% office, 15% multifamily, and 5% single-family.	Office Campus – 80% office, 15% multifamily, and 5% single-family.	No Change
Segment E, Downtown Redmond				
Redmond Town Center	E1, E2, E4	Mixed Use – 65% commercial/retail, 25% parkland, 5% multifamily, and 5% single-family.	Mixed Use – 65% commercial/retail, 25% parkland, 5% multifamily, and 5% single-family.	No Change
SE Redmond	E1, E2, E4	Mixed Use – 45% parkland, 25% light industrial, 15% commercial, and 15% commercial/retail.	Mixed Use – 45% parkland, 25% light industrial, 15% commercial, and 15% mixed use.	No Change
Redmond Transit Center	E2	Mixed Use – 60% commercial/ retail/ housing, 15% parkland, 10% multifamily, 10% light industrial, and 5% single-family	Mixed Use – 60% mixed use, 15% parkland, 10% light industrial, 10% multifamily, and 5% single-family.	No Change

[a] Existing land use and future 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.

4.2.2.1 Segment A

Segment A begins in the Seattle Transit Tunnel located in a historic district (Chinatown/International 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 Rainer Avenue. East of the Mount Baker Tunnel, I-90 crosses Lake Washington on the way to Mercer Island. Current zoning is illustrated in Exhibit 4.2-1 and includes a mixture of single-family, multifamily, and commercial zones.

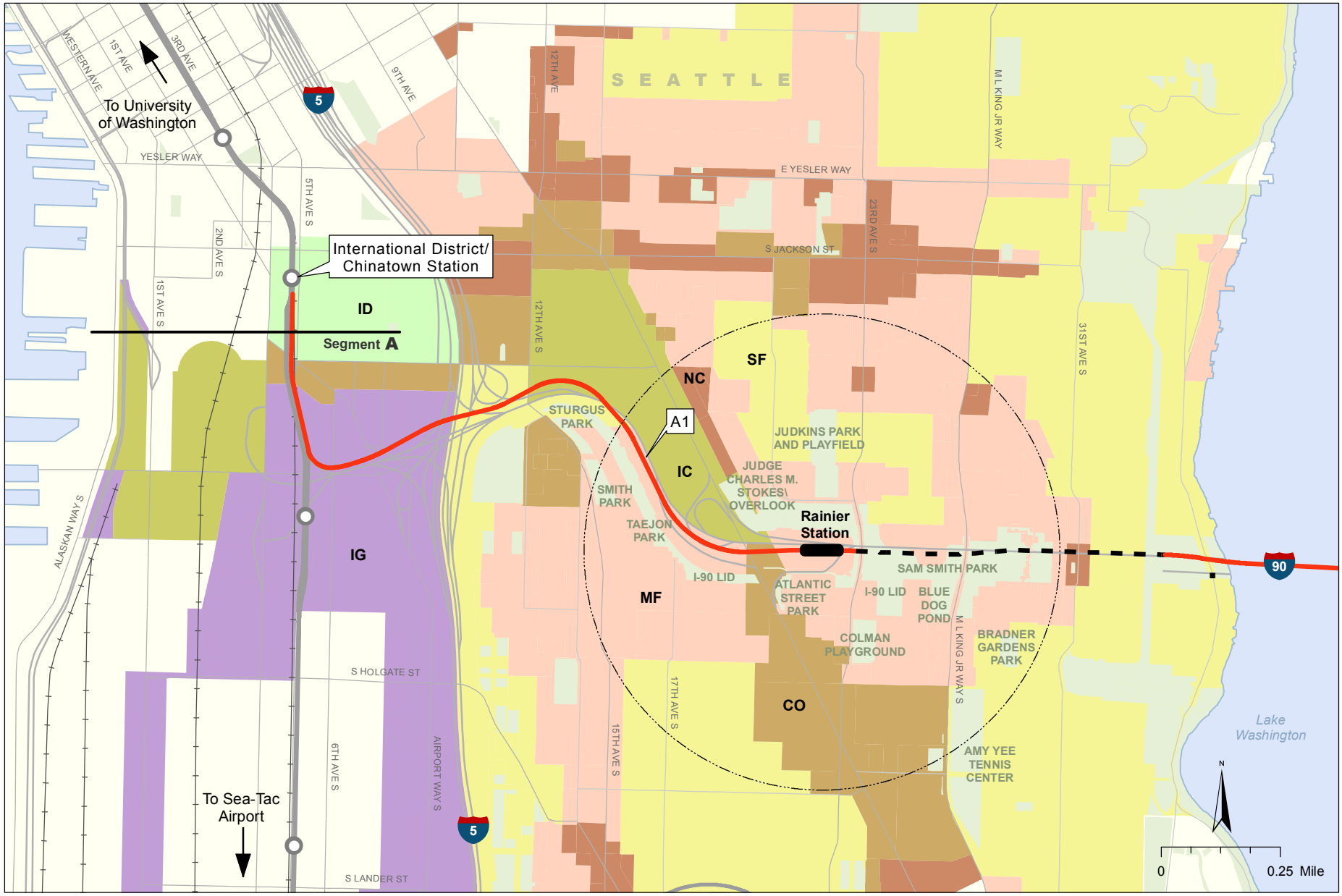
Suburban, low-density single-family residential accounts for approximately 80 percent of the existing land use on Mercer Island, and the remaining 20 percent includes parkland, multifamily residential, and the Town Center on the south side of I-90 between 76th Avenue SE and SE Island Crest Way**.** The Town Center has a mixture 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 illustrated 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, 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 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 north along 112th Avenue SE, to the west are predominantly single-family residential uses, while office complexes border the east side of 112th Avenue SE to I-405. East of Mercer Slough Park is bounded by a strip of multifamily residential, office, and a small pocket of industrial uses up against the BNSF Railway and I-405 corridors. Other than Mercer Slough Nature Park, activity sites include a few churches located on the west side of Bellevue Way SE. Exhibit 4.2-3 illustrates current zoning for the area.

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



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

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

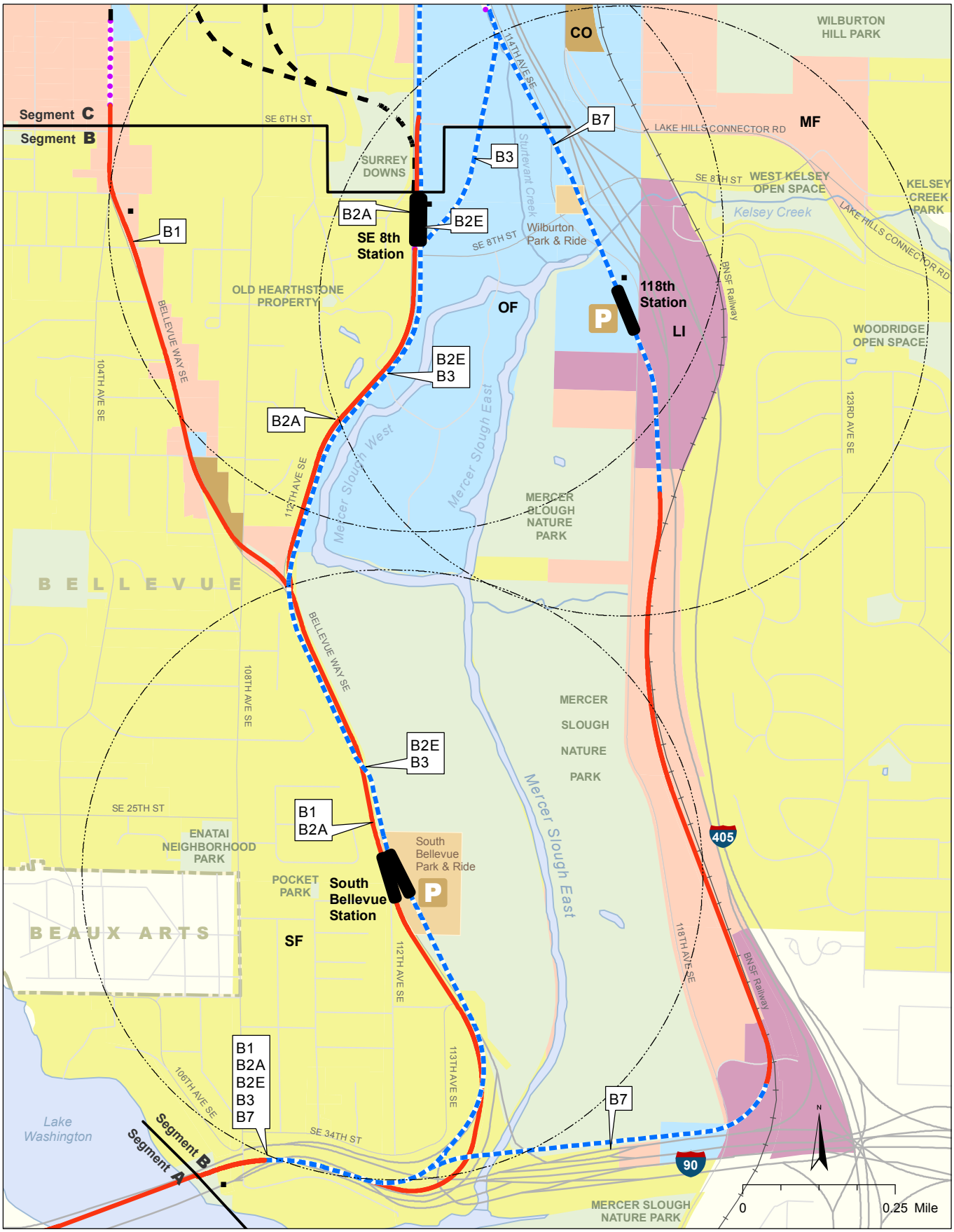
Exhibit 4.2-1 **City of Seattle Generalized Zoning Segment A - Seattle**
East Link Project

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

Zoning Category

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

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



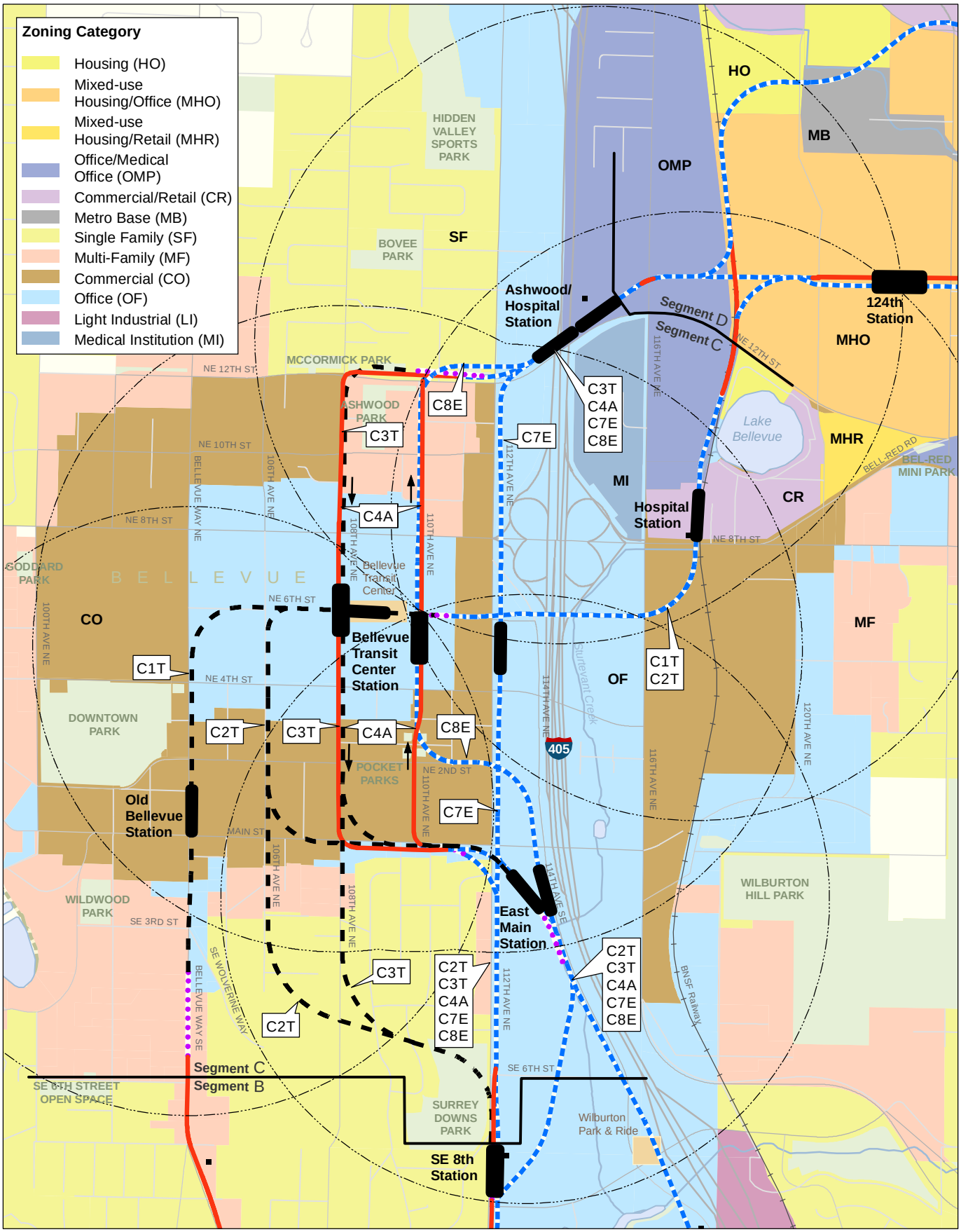
Source: Data from City of Bellevue (2005 and 2006) and King County (2006).

Zoning Category

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

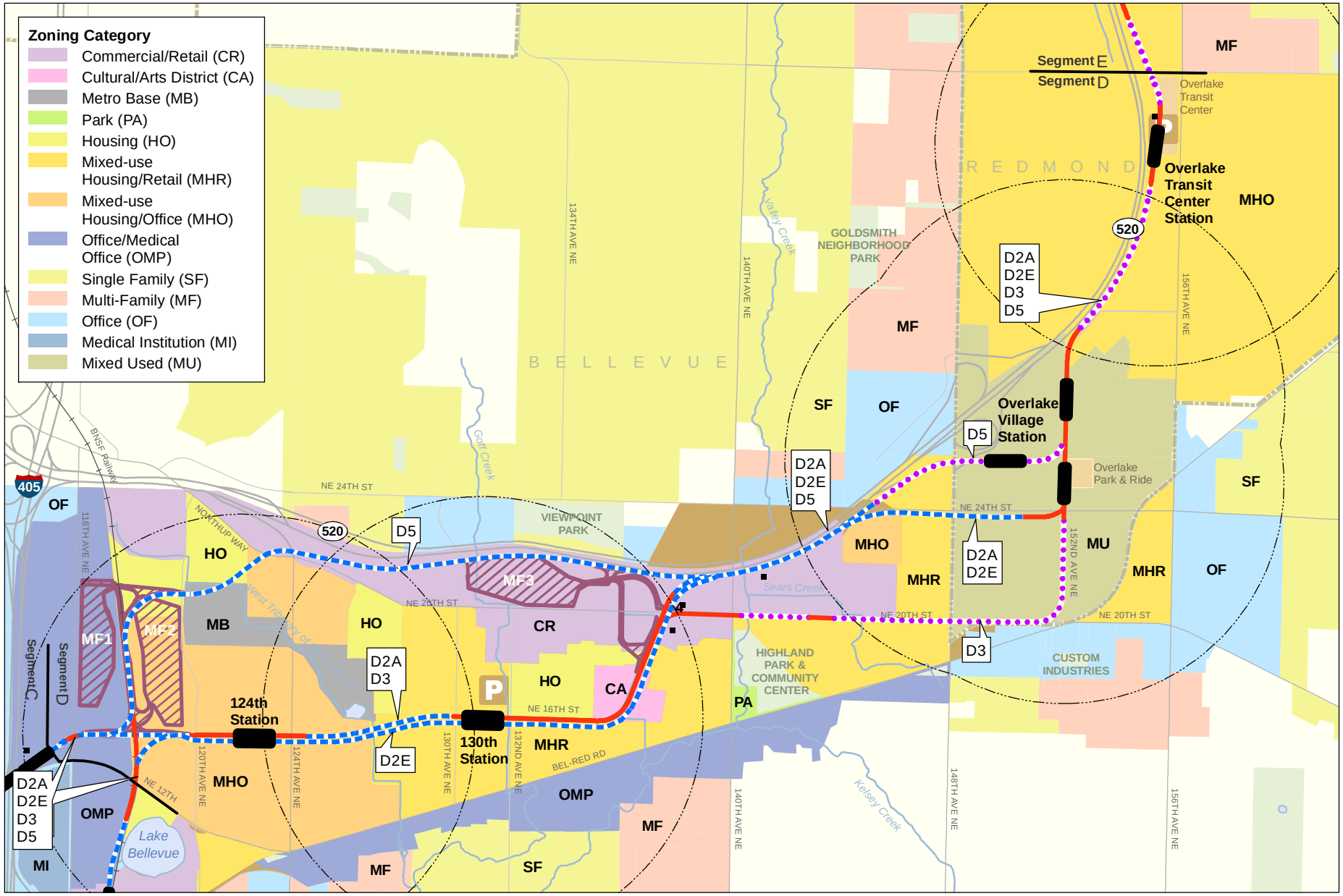
- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Tunnel Route
- Proposed Station
- Traction Power Substation
- 1/2-Mile Station Radius
- P New and/or Expanded Park-and-Ride Lot

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



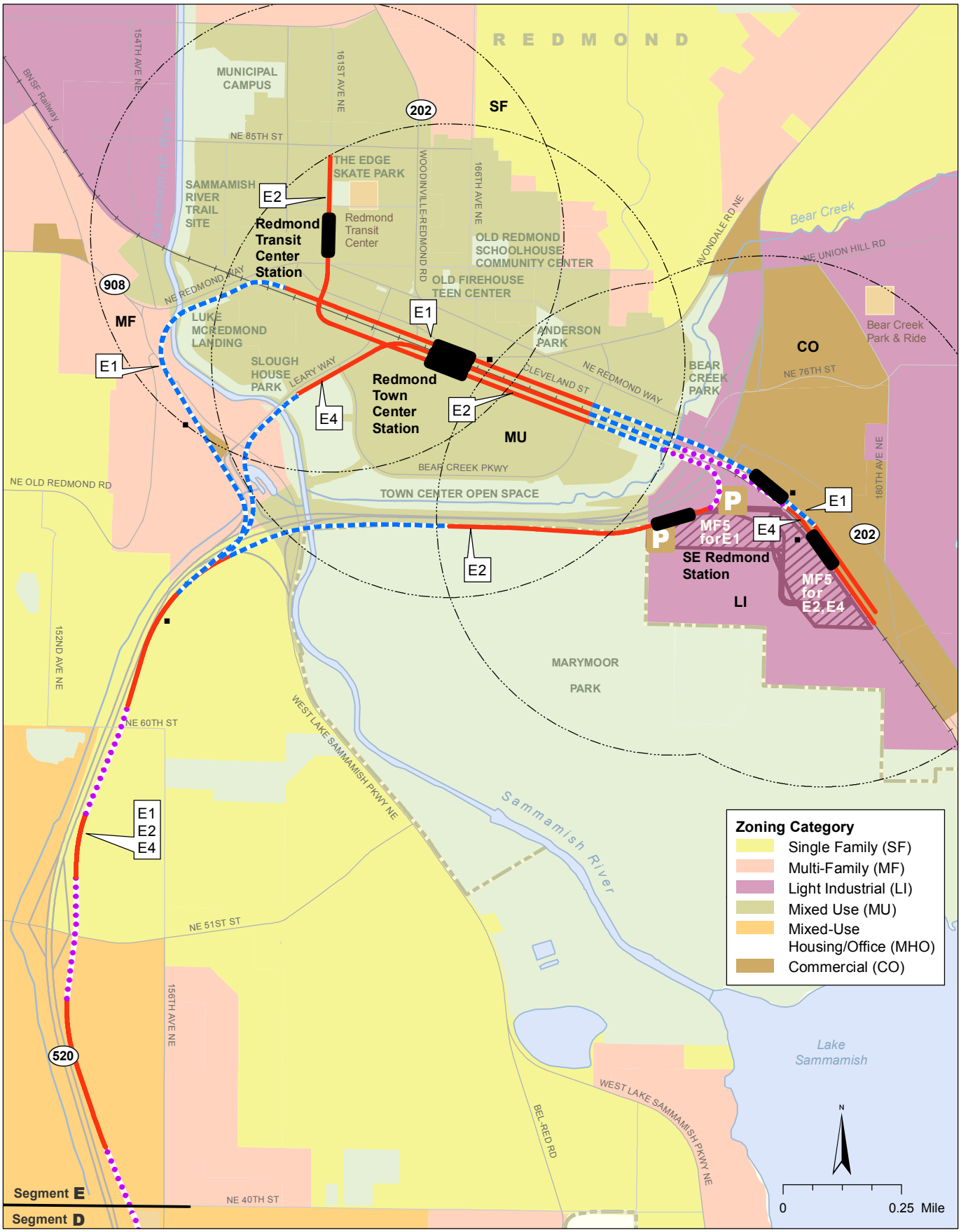
Source: Data from City of Bellevue (2006 and 2007) and King County (2006).

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



Source: Data from City of Bellevue (2005, 2006, and 2007), City of Redmond (2005), and King County (2006).

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



Source: Data from City of Redmond (2005), City of Bellevue (2006), and King County (2006).

- Existing Park
- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Tunnel Route
- Traction Power Substation
- 1/2-Mile Station Radius
- Proposed Station
- Maintenance Facility and Access Track
- New and/or Expanded Park-and-Ride Lot

NOTE: Zoning has not been adopted and is still under review.

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

central business district of Downtown Bellevue. Downtown Bellevue began as an older suburban commercial core, as memorialized on Main Street west of Bellevue Way. It 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 a dense housing community. Although there are numerous commercial retail shops, Bellevue Square and Lincoln Square are large retail centers located on the west side of 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.

To the east side of I-405, Segment C includes the major land use/activity sites 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 is similar to the existing land uses in this area.

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 is currently updating and creating new policies, land use designations, and zoning, and is anticipated to adopt the changes in 2009. These changes include amendments to the Comprehensive Plan, subarea plans (Bel-Red/ Northup Subarea Plan, Crossroads Subarea Plan, and Wilburton/NE 8th 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 Avenue. 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 recently updated (December 2007) its Comprehensive Plan, the Overlake Neighborhood Plan, and the Redmond Community Development Guide and is in the process of updating functional plans including the Transportation Master Plan. These updates 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 departing Group Health Medical Center (being 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 is adding 14 new office buildings (approximately 3.1 million square feet of additional office space for a total of approximately 8 million square feet), to house another 12,000 employees.

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 BNSF Railway right-of-way 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.

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 BNSF corridor. MF2 land uses are related to light industrial, and MF3 includes a mixture of commercial service and retail and office-related uses. Zoning is the same as described above in Table 4.2-1 for the 124th Station and the 130th Station. 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, TPSS, or maintenance facility locations. These property acquisition requirements that 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 Draft EIS, because there are areas where large-full property acquisition is required, but only portions would be 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 in the vicinity of any of the East Link Project facilities (i.e., light rail line, stations, maintenance facilities, 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 residential 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 request rezoning for light industrial.
- **Construction Impacts**. These include impacts related to noise, air, visual resources, congestion, to adjacent land uses including the economic impacts on businesses as a result of construction-related activities.

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 development 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 Impacts and Potential Mitigation, 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 require the displacement of 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 (HCT) 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 may 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 of the alternatives, indirect impacts related to transit-oriented development, and direct and indirect impacts by project 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 in the project corridor. 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 plans and polices in the study area.

The East Link Project complies with goals and polices 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. The East Link Project is also identified in the project list of PSRC's *Destination 2030*. 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 of the applicable plans and codes precluding such development. In those areas where the local jurisdictions have indicated the desire for higher development density (including mid- and high-density mixed use of multi-family 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. The East Link Project is considered an essential public facility and as such, under the GMA, each jurisdiction's role is one of collaboration with Sound Transit in the decision-making process. Once Sound Transit's routing decision has been finalized, each of the jurisdictions has a "duty to accommodate" the East Link Project in their land use plans. Because the jurisdictions have the duty to accommodate the East Link Project, the stations associated with the project would be compatible with the jurisdiction's zoning.

The cities of Bellevue and Redmond are either in the process or have recently amended their comprehensive plans 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 assist the cities by better enabling the desired land use changes and densities to be achieved. The SR 520 Alternative (D5), although consistent with regional plans and policies, would not allow the opportunity to fully implement the planned changes for the Bel-Red Neighborhood. The EIS recently finalized by Bellevue and to be used to amend the plans and policies does not discuss the light rail route of the D5 alternative. D5 does not include any stations in the Bel-Red Corridor, possibly minimizing the potential for redevelopment consistent with that discussed in the Bel-Red Sub-Area Plan EIS, and therefore would not likely be consistent with the cities' goals and polices that are anticipated to be adopted in 2009.

The City of Seattle has recently amended their Shoreline Management Plan to specifically address light rail as an allowed use within the shoreline environment. The other jurisdictions in the study area are in the process of updating their shoreline management plans to directly provide for light rail.

There are three alternative maintenance facilities considered in Segment D (116th [MF1], BNSF [MF2], and SR 520 [MF3] maintenance facilities). The Bel-Red Corridor Project Final EIS indicates that new light industrial land uses would no longer be allowed; however, under current zoning, a maintenance facility is permitted in the Bel-Red Corridor area and it is assumed that Bellevue would accommodate the East Link Project, an essential public facility, by exempting the construction of a maintenance facility in the project permitting process. The SE Redmond Maintenance Facility (MF5) is consistent with existing plans and policies for the proposed locations.

Further information on these plans, goals, and polices, and discussion on whether the East Link Project is consistent with them, is provided in Appendix F4-2, Land Use Plans and Policies.

Direct Impacts Common to All Build Alternatives

Aside from Segment A, all of the East Link Project alternatives require the acquisition of properties to allow for construction of the project. Although property acquisitions, displacements, and the conversion of land use would occur prior to construction of the project, they would be considered an operational impact because of their potential long-

term effects. Any acquisition of property would convert existing land uses to public right-of-way (which is a transportation-related use) to be used for construction and operation of the East Link Project (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 any material changes in the regional or local land use or development patterns. Most of the East Link Project alternatives under consideration follow existing transportation corridors, which reduces the amount of right-of-way requirements needed for construction. In areas where the project would only require a partial acquisition 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 the use of the property. Overall, the amount of land converted to public right-of-way and the number of displacements caused by full acquisitions results in greater impacts on land use than the number of partial acquisitions. Of the known visual and noise impacts associated with the route alternatives, there are none that would negatively affect existing or future use of the land.

The maximum amount of zoned land that would be converted to a transportation-related use for each of the alternatives is shown in Table 4.2-2. 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.

Indirect Impacts Related to Transit-Oriented Development

Light rail transit contributes to existing market forces that can increase the potential for transit-oriented development. Improved transit access can increase the convenience and desirability of surrounding residential, commercial, and office properties. The type of development at 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 development of new transit facilities has often occurred concurrent with major changes in development near stations (typically within a quarter-mile of the station) (Transit Cooperative Research Program [TCRP], 1996). It has been shown that jurisdictions with supportive policies, land use controls, and direct incentives can substantially increase the amount of development occurring near transit stations.

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 would occur and the types of development that 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 may 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.

Table 4.2-3 describes the ratings used by Sound Transit for the likelihood that each proposed light rail station would cause 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 would be likely to cause indirect land

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

	Converted Area by Generalized Zoning (acres)						
Alternative	**Commercial**	**Office**	**Light Industrial**	**Multifamily**	**Single Family**	**Mixed Use**	**Total Area (acres)[a]**
Segment B, South Bellevue							
B1, Bellevue Way	0.5	0.2	0	2.9	5	N/A	**8.6**
B2A, 112th SE At-Grade	0	0.2	0	0.1	2.4	N/A	**2.7**
B2E, 112th SE Elevated	0	0.6	0	0	1.4	N/A	**2.0**
B3, 112th SE Bypass	0	0.9	0	0.1	1.8	N/A	**2.8**
B7, BNSF	1.7	6.3	1.3	1.0	0	N/A	**10.3**
Segment C, Downtown Bellevue							
C1T, Bellevue Way Tunnel	4.1	2.7	N/A	3.6	0	N/A	**10.4**
C2T, 106th NE Tunnel	3.5 to 3.6	2.2 to 5.4	N/A	0	0 to 1.2	N/A	**7 to 8.9**
C3T,108th NE Tunnel	0	4 to 6.8	N/A	0	1.4 to 2.9	N/A	**6.9 to 8.8**
C4A, Couplet	0.4	4.6 to 5.2	N/A	0 to 0.1	1.4 to 2.9	N/A	**6.9 to 9.3**
C7E, 112th NE Elevated	0.2	5.4 to 6.4	N/A	0 to 0.1	0 to 0.5	N/A	**5.7 to 6.6**
C8E, 110th NE Elevated	0.2	4.1	N/A	0	0.4	N/A	**4.7**
Segment D, Bel-Red/Overlake							
D2A, NE 16th At-Grade	11.8	1.1 to 3.3	15.9 to 20.7	N/A	N/A	N/A	**31 to 33.6**
D2E, NE 16th Elevated	11.3	1.1 to 3.3	17.7 to 22.8	N/A	N/A	N/A	**32.3 to 35.2**
D3, NE 20th	15.8	2.4 to 4.6	14.6 to 19.3	N/A	N/A	N/A	**35 to 37.6**
D5, SR 520	2.7	2.7 to 5.0	5.7 to 5.9	N/A	N/A	N/A	**11.1 to 13.5**
Segment E, Downtown Redmond							
E1, Redmond Way	0.2	N/A	11.8	0.7	1.6	4.1	**18.4**
E2, Marymoor	0	N/A	11.8	0	3.7	9.6	**25.1**
E4, Leary Way	0	N/A	5.9	0.2	1.6	3.3	**11.0**

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

	Converted Area by Generalized Zoning (acres)						
Alternative	**Commercial**	**Office**	**Light Industrial**	**Multifamily**	**Single Family**	**Mixed Use**	**Total Area (acres)[a]**
Maintenance Facilities[b]							
MF1, 116th	0	9.9 to 10.2	10.2 to 13.9	N/A	N/A	N/A	**20.1 to 24.1**
MF2, BNSF	0	0 to 0.4	23.1 to 23.4	N/A	N/A	N/A	**23.1 to 23.8**
MF3, SR 520	0.9 to 3.1	0	18.4 to 22.6	N/A	N/A	N/A	**19.7 to 25.6**
MF5, SE Redmond	0	0.4	17.7 to 20.4	N/A	N/A	N/A	**17.7 to 20.4**

Note: Segment A would not require any conversion of land use to transportation-related land use.

[a] Acreage includes zoning areas within the Bel-Corridor that have not been formally updated.

[b] For segments C and D and the maintenance facilities, the ranges are dependent 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.

N/A = Not applicable

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 plans and policies promote or encourage the intensive development in station areas.

use changes within one-half mile of station areas under existing plans and policies.

Existing transit-oriented development centers, such as Bellevue Transit Center Station, were not rated as high because the density already exists and cannot be attributed to indirect project effects.

The implementation of the East Link Project would provide an opportunity to 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

I-90 Alternative (A1). No direct impacts are associated with the route, because construction and operation would remain within existing transportation rights-of-way.

Rainier Station. No changes are anticipated with regards to land use, 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 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 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 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. Outside of this area, the zoning does not support transit-oriented development (Exhibit 4.2-2).

Segment B

Routes and stations within Segment B would require the acquisition of residential and commercial properties. Based on current design, the Bellevue Way Alternative (B1) would have the greatest number of acquisitions and displacements. 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). 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 (Bellevue Way [B1]). A garage would expand the number of available parking stalls to 1,400 stalls at the South Bellevue Park-and-Ride Lot. However, expansion of 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 vast 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 (112th SE At-Grade [B2A], 112th SE Elevated [B2E], and 112th SE Bypass [B3] alternatives). 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 (BNSF 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 would negate the need for 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. The Bellevue Way Tunnel Alternative (C1T) would result in the largest number of impacts related to displacements (93, which include 62-unit, 24-unit, and 7-unit apartment complexes). C1T could potentially require the conversion of 10.4 acres, which is higher than the other alternatives in Segment C (see Table 4.2-2). The Couplet Alternative (C4A) results in the largest number of full and partial acquisitions (up

to 52). The 106th NE Tunnel Alternative (C2T) would result in the fewest number of displacements, ranging from 9 to 28 depending on the connection from Segment B. 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).

Overall, the fewest property acquisitions are associated with the 112th NE Elevated Alternative (C7E), ranging from 17 to 20 depending on connector. The Couplet Alternative (C4A) would result in potentially the largest conversion of land uses (up to 9.3 acres) depending on the connection to Segment B.

Old Bellevue Station (Bellevue Way Tunnel 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.

East Main Station (106th NE Tunnel [C2T], 108th NE Tunnel [C3T], Couplet [C4A], 112th NE Elevated [C7E], and 110th NE Elevated [C8E] alternatives). 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 the presence 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 that limit the extent to which redevelopment could occur.

Bellevue Transit Center Station (All Segment C alternatives). Because many of the land uses around this station are already high density, the East Link Project would not influence or indirectly change land use patterns, but rather would help serve existing land uses with improved mobility options, and therefore it was assigned a low potential to influence transit-oriented development.

Hospital Station (Bellevue Way Tunnel [C1T] and 106th NE Tunnel (C2T) alternatives). 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 Medical Center and new Group Health Medical Center) and the surrounding supporting uses. Because of recent development at the hospital campus 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. Any land-use impacts of this station as an interim terminus would be the same as if it were not a terminus.

Ashwood/Hospital Station (108th NE Tunnel [C3T], Couplet [C4A], 112th NE Elevated [C7E], and 110th NE Elevated [C8E] alternatives). The potential for redevelopment is similar to that described for the Hospital Station. The potential for development around the station resulted in the station receiving a low to moderate rating for redevelopment attributed to the station. Any land-use impacts of this station as an interim terminus would be the same as if it were not a terminus.

Segment D

All of the Segment D alternatives require property acquisitions and the displacement and relocations of businesses, but there are no residential displacements associated with any of the route alternatives. The NE 20th Alternative (D3) would result in the greatest number of property acquisitions, ranging from 111 to 116, the greatest number of potential business displacements (64 to 72), as well as 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 lowest number of potential property acquisitions (41 to 46), displacements (43 to 52), and the lowest amount of land converted to a transportation-related use (11.1 to 13.5 acres).

The SR 520 Alternative (D5) does not include any stations within the Bel-Red Neighborhood. Growth in the Bel-Red area would be dependent on some other forms of transit that may not have equal ability to influence land uses for Bellevue's desired densities and planned land use development in this area.

124th and 130th Stations (NE 16th At-Grade (D2A), NE 16th Elevated (D2E), NE 20th (D3) alternatives). 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 potential to influence development because of recently adopted land use changes that encourage development supportive of transit-oriented development (see Table 4.2-3). Any land use impacts at each of these stations, as an interim terminus, would be the same as if it were not a terminus. However, transit-related development activity associated with the Overlake Village Station may not be as intense if

this terminus station is not reached in early phases due to the lack of light rail service in this vicinity.

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 to occur at Overlake Village. Therefore, this station received a moderate to high rating for potential to influence transit-oriented development. As a potential terminus station, land use would not change from the current zoning, nor would land uses differ at future Segment D stations.

Overlake Transit 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. As a potential terminus station, land use would not change from the current zoning, nor would land uses differ at future Segment D stations.

Segment E

All of the alternatives in this segment require property acquisitions and the displacement and relocations of businesses and residences. The Marymoor Alternative (E2) would result in the greatest number of property acquisitions (63), the greatest number of potential residential displacements (126, which includes 60- and 64-unit apartment complexes), and the largest amount of land (25.1 acres) that would potentially be converted to a transportation-related use (see Table 4.2-1). Therefore, E2 has the greatest potential to affect land use unless the terminus is located at Redmond Town Center Station, which would reduce property acquisition and relocation. The Redmond Way Alternative (E1) and the Leary Way Alternative (E4) have similar numbers regarding property acquisitions and displacements, and E4 would result in the lowest amount of land (11.0 acres) that would be converted to a transportation-related use.

Redmond Town Center Station (All Segment E alternatives). 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. As a potential terminus station, land use would not change from the current zoning, nor would land uses differ at other Segment E stations.

SE Redmond Station (Redmond Way [E1] and Leary Way [E4] alternatives). This is the proposed terminus station for both the Redmond Way (E1) and Leary Way (E4) alternatives. 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 was 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.

Redmond Transit Center Station (Marymoor [E2] alternative). The 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 the Marymoor (E2) alternative. The station was assigned a moderate potential for transit-oriented development based on Table 4.2-3 and due to the King County Metro Transit Center.

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 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 Impacts, 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. During construction, Sound Transit would implement measures (i.e., advertisements and signage) as well as public outreach (i.e., public involvement meetings, website, and telephone to allow residents and businesses to voice their concerns) to help adjacent land uses maintain open and accessible conditions. These measures would reduce the impacts of construction.

Construction would also require easements beyond the property acquisition needed within the project limits. These easements may affect slivers of property

on residential, commercial, industrial, and public properties in all segments except Segment A (because this alternative is located largely within an existing WSDOT I-90 right-of-way). The easements are temporary and would be returned to pre-construction 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 further information on the methods to be implemented to compensate those affected.

Segment A

There are no additional impacts 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 other than those described above; however, the extent of the temporary impacts discussed under Impacts Common to All Build Alternatives varies depending on the alternative. The Bellevue Way Alternative (B1) would result in temporary impacts to 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. A few businesses would be affected by limitation in access. The BNSF Alternative (B7) would have the fewest because a majority of work would occur within existing rights-of-way and away from adjacent land uses. The extent of the impacts is similar for 112th SE At-Grade (B2A), 112th SE Elevated (B2E), and 112th SE Bypass (B3), because these alternatives follow roughly the same route and would require the same construction methods for much of the alternative length. These alternatives are in areas where access to adjacent properties are concentrated at intersections and could be more easily maintained during construction. However, along B1 there are many driveways that are more likely to be impacted.

Segment C

The extent of the temporary impacts discussed under Impacts Common to All Alternatives varies depending on the alternative. The Bellevue Way Tunnel (C1T), 106th NE Tunnel (C2T), and 108th NE Tunnel (C3T) alternatives all include cut-and-cover activities to construct the alternative. Cut-and-cover activities can result in the greatest impacts on the adjacent land uses because this method requires relatively deep excavation of roadways and restricts access until covers can be installed over the construction area. The exact methods used (i.e., partial closure of roadway or full closure of roadway) would be decided prior to construction, and the contractor would conform to city requirements. Once the cut-and-cover activities are complete and the construction area is covered, full vehicle access would be restored and remaining construction activities would have minimal impacts. Bellevue Way Tunnel (C1T) and 106th NE Tunnel (C2T) alternatives require the greatest amount of cut-and-cover activities, and the impacts associated would be similar to those described under Impacts Common to All Alternatives; however, the extent of the impacts would likely be more adverse than either at-grade or elevated because of the nature of construction activities required. Impacts associated with the Bellevue Way Tunnel Alternative (C1T) could be less severe than the 106th NE Tunnel Alternative (C2T) because construction could occur in the middle lanes of traffic, allowing right turns in and out along Bellevue Way SE and restricted left turns until the roadway is covered. The 106th NE Tunnel 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 108th NE Tunnel Alternative (C3T) is entirely bored except for the portals and the Bellevue Transit Center Station, and construction impacts with this alternative would result in the least degree of impacts because any cut-and-cover impacts would be less severe than the other tunnel alternatives. The tunnel alternatives have additional truck traffic related to the hauling of materials to allow construction activities to occur.

The Couplet Alternative (C4A) has the shortest duration of construction impacts among Segment C alternatives and would likely result in the fewest impacts on surrounding land uses. Construction activities would occur at-grade along 110th Avenue NE and 108th Avenue NE, limiting access to either left- or right-turn in and out, depending on which street was under construction. However, it is likely that construction would be completed on one street before beginning on the other street, which would limit the impacts on surrounding land uses that would occur if construction were conducted concurrently.

The 112th NE Elevated (C7E) and 110th NE Elevated (C8E) alternatives 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 and would limit access to adjacent land uses. The 110th NE Elevated Alternative (C8E) would result

in a greater impact on single-family and multifamily land uses adjacent to 110th Avenue NE and NE 12th Street.

Construction impacts for the connectors from Segment B would be the same as those described under Impacts Common to All Alternatives, except the extent would vary. Any connectors from Segment B to the tunnel alternatives (C1T, C2T, and C3T) would require cut-and-cover activities or retained cut, which would result in a longer time period for the effects over at-grade or elevated alternatives.

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. The staging areas would change existing land uses during construction. However, in most situations, staging areas would be completely available for redevelopment consistent with current zoning. Refer to Section 4.1, Acquisitions, Displacements, and Relocations, for information on the number of displacements associated with the staging areas. Temporarily, land uses adjacent to the staging area would be affected by the disturbance, which could result in some temporary closures or in businesses relocating rather than enduring difficulties (refer to Section 4.5, Economics, 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. Depending on the sensitivity of the surrounding land uses, some manner of wall or fence would surround the staging area to buffer the adjacent land uses from noise and visual impacts.

Staging from 112th SE At-Grade (B2A) to 106th NE Tunnel (C2T) and 108th NE Tunnel (C3T) alternatives. The staging area on the north side of Surrey Downs Park would directly remove the civic use as a court house, if it has not previously moved, and a portion of the unimproved park and would result in temporary indirect affects to 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 Area from 112th SE Elevated (B2E) to 106th NE Tunnel (C2T) and 108th NE Tunnel (C3T) alternatives. The staging areas adjacent to Main Street would indirectly affect the surrounding land uses through noise and visual impacts during construction. However, after construction, part of this staging area could be used by the City of Bellevue to construct a transition park south of Main Street to 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.

Staging Area at McCormick Park for 108th NE Tunnel (C3T), Couplet (C4A) and 110th NE Elevated (C8E) alternatives. 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.

Staging Areas Associated with 112th NE Elevated Alternative (C7E). While this alternative does relocate several businesses (a hotel, and two multi-office properties), the staging areas associated with this alternative have the potential to result in the fewest impacts on surrounding land uses, since the staging areas would not impede access to and from adjacent properties. This is also the only alternative that extends to NE 12th Street without impacting McCormick Park.

Segment D

There are no additional impacts other than the common impacts described above; however, the extent of the temporary impacts discussed under Impacts Common to All Alternatives varies 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. The extent of the impacts is greatest under the NE 20th 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. The SR 520 Alternative (D5) results in the lowest extent of impacts because the majority of the alternative is located in either BNSF or WSDOT rights-of-way and located away from surrounding commercial land uses. The NE 16th At-Grade (D2A) and NE 16th Elevated (D2E) alternatives would have similar impacts and the extent would be greater than the SR 520 Alternative (D5) and less than the NE 20th Alternative (D3).

Segment E

There are no additional impacts other than the common impacts described above; however, the extent of the temporary impacts discussed under Impacts Common to All Build Alternatives varies 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. The Marymoor (E2) and Leary Way (E4) alternatives would result in greater impacts because of the at-grade construction required along 161st Avenue NE for E2 and along Leary Way for E4, which would result in additional traffic congestion and could affect access to the existing land uses in the area. However, Sound Transit is considering an option to terminate the Marymoor Alternative (E2) at the Redmond Town Center Station where the tail tracks would be within the BNSF right-of-way, thus avoiding the relocations and traffic impacts associated with the Redmond Transit Center Station along 161st Avenue NE.

This option for E2 would make the construction impacts equal to or less than the Redmond Way Alternative (E4). Both would result in low impacts on access during construction because most of the routes would be primarily in existing rights-of-way. E1 and E4 would result in the greatest level of impacts on surrounding residential land uses related to noise, dust, and visual.

4.2.3.4 Maintenance Facilities

Impacts During Operation

Each of the facilities would require acquisition and displacement of properties, with the SR 520 Maintenance Facility (MF3) resulting in the greatest number of displacements; the BNSF Maintenance Facility (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 the 116th Maintenance Facility (MF1) would result in the greatest number of property acquisitions. The amount of land required for the maintenance facilities varies based on how the maintenance facilities connect via the alternatives; refer to Chapter 2 for a complete description of the differences between the connections.

The Segment D maintenance facilities—116th (MF1), BNSF (MF2) and SR 520 (MF3), although consistent with the existing land uses, are not consistent with the proposed 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, under current zoning, a maintenance facility is permitted in the Bel-Red Corridor area. Bellevue would need to accommodate the East Link maintenance facility, an essential public facility.

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. The BNSF Maintenance Facility (MF2) would be located near property zoned for mixed-use, including housing. These land uses may 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). The 116th Maintenance Facility (MF1) would be located adjacent to property zoned for commercial and office-related uses and should not affect development that would occur in proximity. The SR 520 Maintenance Facility (MF3) would be located the furthest away from the stations proposed under the NE 16th At-Grade (D2A), NE 16th Elevated (D2E), and NE 20th (D3) alternatives, and therefore would have the least affect on the Bel-Red Neighborhood redevelopment.

In Segment E, the SE Redmond Maintenance Facility (MF5) would be consistent with existing industrial uses, and no impacts on land use patterns would be expected.

A maintenance facility may not be necessary until the project extends past the Overlake Transit Center Station.

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 affect 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. The East Link Project does 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, Acquisitions, Displacements, and Relocations, for complete

information on how Sound Transit would minimize the impacts associated with required acquisitions, displacements, and relocations. Refer to Chapter 3, Transportation Impacts and Mitigation; and sections 4.3, Economics; 4.5, Visual and Aesthetic Resources; 4.6, Air Quality; 4.7, Noise and Vibration; 4.8, Electromagnetic Fields; and 4.17, Parkland and Open Space, for measures that would minimize impacts on adjacent land uses.