Appendix F4.2

Land Use Plans, Goals, and Policies

Appendix F4.2

Land Use Plans, Goals, and Policies

F4.2.1 Introduction

Sound Transit reviewed regional, state, local, and major institution master plans to identify goals and/or policies applicable to the East Link Project. The following sections summarize the applicable plans and discuss the proposed project's consistency with them. Table F4.2-1 at the end of the text provides information on specific goals and policies in the relevant plans, and the consistency of the East Link Project with each of them. The table lists each plan and presents the text of the applicable plan element and any subsections, identifies whether the East Link Project is consistent with the goal or policy, and discusses how the project is consistent. The text addresses specific goals and policies, and there are many policies not listed because they are not applicable and/or relevant to East Link (i.e., the policies address an area outside of the East Link Project study area). The East Link Project would also be required to comply with all permits and approvals from the applicable federal, state, and local agencies prior to construction. The route and station alternatives are substantially consistent with plans and polices in the study area. A maintenance facility could be located at one of these locations in Segment D (MF1, 116th; MF2, BNSF; and MF3, SR 520) or Segment E (MF5, SE Redmond). Under the Bel-Red Subarea Plan current zoning, a maintenance facility would not be permitted in the Bel-Red Corridor area, but the City of Bellevue would work with Sound Transit to determine the need for a maintenance facility and, if required, the siting of the facility. The MF5 is consistent with existing plans and policies for the proposed locations.

F4.2.2 Regional and State Land Use Plans

There are five regional and state planning documents that establish the framework for local land use and transportation plans and programs: the Washington State Growth Management Act (GMA), *VISION 2040/Transportation 2040*, Sound Transit's Regional Transit Long-Range Plan, and the King County Comprehensive Plan. The following subsections provide an overview of each.

F4.2.2.1 Growth Management Act

Plan Summary

The GMA (Revised Code of Washington [RCW] 36.70A), adopted in 1990 to mandate comprehensive planning, provides a comprehensive framework for managing growth and coordinating land use development with the construction of transportation facilities and other infrastructure. Local, county, and regional plans in Washington are required to be consistent with the policies of the GMA. The GMA includes 13 planning goals for managing urban growth, protecting agricultural lands, reducing sprawl, and encouraging multimodal transportation systems. The overall goals of the GMA encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner, and encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

Affected jurisdictions, including the Cities of Seattle, Mercer Island, Bellevue, and Redmond, keep pace with land development by making public road and transit improvements to help meet the expected transportation demand. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. In addition, the transportation element is required to be consistent with the land use element. Coordination of land use and transportation is a key component of the GMA. Cities and counties are also mandated by the GMA to establish a process in their comprehensive plans to make the provision for siting essential public facilities, such as airports, state or regional transportation and transit facilities, solid waste handling facilities, mental health facilities, group homes, and secure community transition facilities.

Project Consistency

The East Link Project alternatives and stations are located within the Cities of Seattle, Mercer Island, Bellevue, and Redmond, and all have adopted comprehensive plans and regulations, which are generally, but not entirely, consistent with the provisions identified in the GMA. The East Link

Project would connect the four cities and their centers of employment and activity and would further the goals of the GMA. In addition, the East Link Project is considered an essential public facility and, as such, under GMA. When Sound Transit's routing decision is final, the Cities have a "duty to accommodate" the light rail project in their land use plans. The East Link Project is consistent with GMA in that it would encourage growth within the urban area, reduce sprawl, and provide a transportation alternative to the single-occupant vehicle (SOV).

F4.2.2.2 VISION 2040

Plan Summary

VISION 2040, adopted in 2008 by the Puget Sound Regional Council (PSRC), serves as the region's integrated long-range growth management strategy for the four-county area the Council serves (King County, Snohomish County, Pierce County, and Kitsap County). It builds from PSRC's *VISION 2020* plan and expands the focus on sustainability in the incorporation of a projected additional 1.7 million people in the Puget Sound region by 2040. It promotes the development of a coordinated transportation system that is integrated with and supported by the growth management strategy and builds upon and supports local, countywide, regional, and state planning efforts. Countywide planning policies in each of the counties supply the local framework and provide additional detail for county and city comprehensive plans. *VISION 2040* strategies and polices are located within six elements: Environment; Development Patterns; Housing; Economy; Transportation; and Public Services.

VISION 2040's focus is to contain growth, concentrate new employment into urban centers, and link the centers with a high-quality multimodal transportation system. This strategy is designed to foster a greater mix of land uses and a more complete and efficient network of streets and other public rights-of way, and to support an urban environment that is more amenable to walking, bicycling, and using transit. *VISION 2040* contains many goals and policies that are applicable to the East Link Project.

Project Consistency

Table F4.2-1 provides information on the goals and policies of *VISION 2040* and how the East Link Project is consistent with these.

F4.2.2.3 Transportation 2040

Plan Summary

Transportation 2040, adopted in May 2010, is the long-range plan for transportation in the central Puget Sound region through the year 2040 and is the transportation element of *VISION 2040*. The transportation-related plans of the cities, counties, transit agencies, and the region form the basis for the *Transportation 2040* plan. The plan looks at the needs of the Central Puget Sound Region and identifies what improvements in transportation are needed in order to meet the anticipated growth. *Transportation 2040* supports a balanced multimodal transportation system that provides options to users, and the plan identifies the specific projects that have been designed to result in improved roads, transit, ferry, aviation, and nonmotorized service.

Project Consistency

The East Link Project is identified in *Transportation 2040* and is a key component in the development of a regional high-capacity system linking urban centers. In addition, the East Link Project would allow for jurisdictions to better implement transit- and pedestrian-oriented land use patterns where current zoning allows for such development to occur.

F4.2.2.4 Sound Transit - Regional Transit Long-Range Plan

Plan Summary

Updated in 2005, Sound Transit's Regional Transit Long-Range Plan represents the goals, polices, and strategies for the long-term development of a high-capacity transit (HCT) system within the Central Puget Sound Region. As the Regional Transit Authority (under Chapters 81.104 and 81.112 RCW), Sound Transit is responsible for regional HCT system planning in the context of *Transportation 2040*. The Long-Range Plan serves as the basis for the next phase of HCT investments, known as The Regional Transit System Plan for Central Puget Sound (ST2). ST2 builds upon Sound Move, the initial implementation phase of the Long-Range Plan, and extends the regional transit network, especially in areas that are now encouraging increases in land use density in their comprehensive plans and development regulations. The East Link Light Rail Transit Project is included in ST2, also known as the Mass Transit Expansion proposal, which was approved by the voters in November 2008.

Project Consistency

East Link is a proposed regional HCT system project that is consistent with the Long-Range Plan.

F4.2.2.5 King County Comprehensive Plan

Plan Summary

The King County Comprehensive Plan was adopted October 2008, and was updated in October 2010. The

King County Countywide Planning Policies (CPPs) set the framework for county and city comprehensive plans. The CPPs address issues that transcend city boundaries, such as setting urban growth areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework to promote consistency among a multitude of city plans.

Goals include reducing urban sprawl, protecting rural areas, providing affordable housing throughout the county, and coordinating protection of environmentally sensitive areas. The CPPs call for urban centers to provide areas of concentrated employment and housing with direct service by high-capacity transit and with a wide range of land uses. In this context, the East Link Project is an important element of the region's growth strategy.

Project Consistency

Table F4.2-1 discusses the goals and policies of the King County CPPs and how the East Link Project is consistent with these.

F4.2.3 Local Land Use Plans and Shoreline Management Plans

F4.2.3.1 City of Seattle Comprehensive Plan

Plan Summary

Seattle's Comprehensive Plan: Towards a Sustainable Seattle, which was first adopted in 1994, had major updates in 2004, and is amended annually, was developed to communicate how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle: Urban Village, Land Use, Transportation, Housing, Capital Facilities, Utilities, Economic Development, Neighborhood Planning, Human Development, Cultural Resource, and Environment. Sound Transit reviewed the elements to identify the applicable goals and policies. The only elements with applicable goals and policies were in the Transportation and Neighborhood elements.

Project Consistency

Table F4.2-1 discusses the goals and policies of Seattle's Comprehensive Plan and how the East Link Project is consistent with these.

F4.2.3.2 City of Seattle Neighborhood Planning Element

The East Link Project is located within existing Washington State Department of Transportation (WSDOT) I-90 right-of-way within Seattle and is adjacent to the neighborhoods of International District/Chinatown North Rainer Valley and the Central Area. These neighborhood boundaries are defined by the WSDOT I-90 right-of-way, so the *Preferred I-90 Alternative (A1)* is not formally located within any neighborhood. The project team reviewed the neighborhood plans for consistency; however, there are no goals or policies that relate to transit along or associated with I-90. The plans' primary focus is on the activity centers located toward the center of the neighborhoods and outside of the study area.

F4.2.3.3 Shoreline Master Programs

Jurisdictions are required by the Washington State Department of Ecology (Ecology) to amend their Shoreline Master Programs (SMPs) every 7 years. The goal of the update planning process is to make the SMP a more effective tool for defining and implementing a jurisdiction's vision for the shoreline. The state established a December 2009 deadline for jurisdictions in King County to adopt the updated SMPs; however, many jurisdictions have been given an extension in which to update their SMPs. The update process and policy outcomes must comply with new guidance established by Ecology under the Shoreline Management Act (Washington Administrative Code [WAC] 173-26; RCW 90.58).

Seattle Shoreline Master Program

Seattle amended Seattle Municipal Code 23.60 (Shoreline District) to adopt changes pertaining to light rail development in the Shoreline District in recent years. In addition, Seattle Municipal Code 23.42 (General Use Provisions) and 23.80 (Essential Public Facilities) were also updated. Updates to the SMP include the following:

- Light rail transit facilities are allowed in all shoreline environments.
- Light rail bridges and tunnels are considered water-dependent uses.
- Shoreline substantial development permits only pertain to the portions of a linear transportation system (i.e., light rail) within the shoreline area rather than the entire project.
- Intermittent and temporary construction uses for light rail construction may be allowed in the shoreline district.

Redmond Shoreline Master Program

The City of Redmond adopted a new Shoreline Master Program by Ordinance 2410 in August 2008. The new SMP is contained in Redmond Municipal Code

20D.150 (Shoreline Master Program) and includes many changes to accommodate the regional light rail system in the Shoreline District. Updates to the SMP include the following:

- A new definition of Regional Light Rail Transit System was added.
- Light rail transit facilities are allowed in all shoreline environments in which Sound Transit would potentially need to locate its regional light rail system.
- Regional light rail transit systems are allowed as in-water structures.
- Light rail bridges are a permitted use in all shoreline buffers.
- New and replacement protective structures for regional light rail facilities are allowed in shorelines.

The SMP identifies the placement of essential transportation facilities waterward of the ordinary high water mark where no feasible alternative exists and any fish impacts are mitigated.

King County Shoreline Master Program

King County adopted a new SMP by Ordinance 16985 in December 2010. The new SMP adds development regulations for shoreline zones into Title 21A of the King County Code. These new regulations include changes to accommodate light rail in the Shoreline District. Updates to the SMP include the following:

- A new definition of Regional Light Rail Transit System was added.
- Light rail transit facilities are allowed in all shoreline environments.
- Light rail transit support structures are allowed to exceed height restrictions.
- Alterations to critical areas are allowed for light rail transit.

Shoreline Master Programs for Mercer Island and Bellevue

The Cities of Mercer Island and Bellevue are currently updating their SMPs in conformance with the requirement of Ecology. When updated, the SMPs are likely to include updates related to light rail corridors within the shoreline jurisdiction, including text similar to that adopted by Seattle and Redmond. Sound Transit is actively working with each of the jurisdictions on their SMPs to ensure that shoreline policies and regulations pertaining to regional light rail transit are consistent between jurisdictions.

Project Consistency

When the code updates have been adopted, any alternatives within the shoreline environment would be consistent with the applicable jurisdiction's SMP. The East Link Project would need to comply with permit requirements for any work within the shoreline environment.

F4.2.3.4 Comprehensive Plan of the City of Mercer Island

Plan Summary

The *Comprehensive Plan of the City of Mercer Island* was adopted in 1994 and last updated in 2004. The comprehensive plan is used to reinforce the long-term goal of maintaining a single-family community within a unique physical setting and focusing growth and revitalizing the Town Center. The comprehensive plan is divided into five elements: Land Use, Housing, Transportation, Utilities, and Capital Facilities.

Project Consistency

Table F4.2-1 discusses the goals and policies of the City of Mercer Island's Comprehensive Plan and how the East Link Project is consistent with those.

The City Council of Mercer Island also adopted design principles for Mercer Island Town Center Light Rail in 2008. Twelve principles identify what should be included in the design of the station and the immediate area around the station. These principles address what design should incorporate regarding aesthetics, Crime Prevention through Environmental Design (CPTED), energy efficiency, and wayfinding.

F4.2.3.5 City of Bellevue Comprehensive Plan

Plan Summary

Originally adopted in 1993, the *City of Bellevue Comprehensive Plan* was updated in 2006. The plan is a broad statement of community goals and policies divided into 12 elements that direct the orderly and coordinated physical development of the city into the future. Elements with goals and policies related to the East Link Project include Land Use, Transportation, Capital Facilities, Urban Design, and Environmental.

Consistency

Table F4.2-1 discusses the goals and policies of the City of Bellevue's Comprehensive Plan and how the East Link Project is consistent with those.

While East Link is generally consistent with the city's comprehensive plan and subarea plans, there are certain inconsistencies with local zoning. For example, in the City of Bellevue Land Use Code, "light rail transit facilities" are not defined and are not called out

as a permissible use in any zone; "rail transportation" is allowed as a conditional use in all zones except the downtown zones, where it is expressly not allowed as either a permitted or conditional use; a maintenance facility may not be allowed in the Bel-Red Corridor. When Sound Transit has selected the East Link Project to be built, the City will need to either amend their comprehensive plan and subarea plans, or waive any inconsistencies to accommodate light rail as an essential public facility.

F4.2.3.6 City of Bellevue Subarea Plans

Plan Summary

Bellevue is divided into 14 subareas, each with its own subarea plan and with specific goals and policies developed with citizen participation to help maintain the unique characteristics and quality of life for the subarea residents. Subareas with boundaries that overlap or that the East Link Project alternatives would travel through include Southwest Bellevue, Richards Valley, Downtown, Wilburton/NE 8th, and Bel-Red/Northup.

The City of Bellevue adopted new policies, land use designations, and zoning through amendments to the City of Bellevue's Comprehensive Plan, the Bel-Red/Northup Subarea Plan, and made changes to the maps for the Crossroads Subarea Plan and the Wilburton/NE 8th Subarea Plan.

Project Consistency

Southwest Bellevue/Richards Valley/Wilburton/NE 8th Subarea Plan

Table F4.2-1 discusses the goals and policies of these primarily residential neighborhood areas and how the East Link Project is consistent with the applicable goals and policies.

Downtown Subarea Plan

The portions of the Downtown Subarea Plan that address the East Link Project include emphasis on mixed-use and pedestrian-oriented development patterns. The East Link Project is consistent with and will help realize the goals of the Downtown Subarea Plan.

Bel-Red Subarea Plan

City of Bellevue adopted the Bel-Red Subarea Plan in February 2009 and amended their comprehensive plan to incorporate these changes.

With the amendments in place, the Bel-Red Subarea would accommodate approximately 4.5 million square feet of commercial and office space and 5,000 residential units. A Washington State Environmental Policy Act environmental impact statement (EIS) was completed to evaluate the impacts of adopting new policies, land use designations, and zoning. The EIS identifies the City of Bellevue's preferred Bel-Red alternative route for light rail traveling through the middle of the corridor.

The East Link Project would allow Bellevue to develop and implement the desired densities and land uses within the Bel-Red area and would be consistent with the regional policies of encouraging growth in urban centers along multimodal transportation corridors. However, the SR 520 Alternative (D5), although consistent with many of the plans and policies, would not allow the opportunity to fully implement the adopted policies for the Bel-Red neighborhood regarding development at the nodes identified in the plan. In addition, depending on where the initial East Link terminus would be, a maintenance facility may be required in Bellevue. Under current zoning, a maintenance facility is considered a conditional use in the Bel-Red Corridor area. City of Bellevue included language per S- B-70 that the City would work with Sound Transit on the location of a maintenance facility if sited in this area.

F4.2.3.7 Eastside Transportation Program

Plan Summary

In addition to the subarea plans, Bellevue adopted the Eastside Transportation Program in order to address transportation issues on the east side of Lake Washington. Besides Bellevue, other participants include the Cities of Bothell, Issaquah, Kirkland, and Redmond; King County, WSDOT; the Puget Sound Council of Governments; King County Metro; and members of the private sector.

Project Consistency

Table F4.2-1 discusses the goals and policies of the Eastside Transportation Program and how the East Link Project is consistent with these.

F4.2.3.8 Bellevue Light Rail Best Practices

The City of Bellevue has developed light rail best practices for the implementation of light rail. The report, *Bellevue Light Rail Best Practices* (Bellevue 2008), was finalized in 2008, cross-references policies from the comprehensive plan that are identified in this appendix. The report was developed by the Light Rail Best Practices Committee, which was comprised of 10 members representing four City boards and commissions and the Bellevue City Council. The committee identified research issues, reviewed national practices for light rail and case studies, and took into consideration public input in the

development of the report, but did not develop any conclusions about light rail routes or alternatives.

The report contains information on findings from the reviews and case studies; best practices, which includes the processes, methods, and activities; and five categories of recommended actions, which include Comprehensive Plan Policies, Codes and Standards, Other City Policies/Procedures, City Capital Investments, and Expectations of Sound Transit.

The committee identified five guiding principles that should serve during the development of the light rail project. They also identified nine topic areas to guide the implementation of light rail in Bellevue, including Community and Neighborhoods; Community Involvement; Connecting People to Light Rail; Land Use; Street Design and Operations; Elevated, At-Grade, and Tunnel; Property Values; Station Security; and Construction Impacts and Mitigation. The nine topics include information on the findings, best practices, and actions described above.

F4.2.3.9 Overlake Hospital Medical Center

Plan Summary

The 2005 Master Development Plan Amendment, prepared in January 2005, amends the 2000 Overlake Hospital Master Development Plan. In 2005, in order to allow the Overlake Hospital to expand to accommodate the changing needs of health care, the City of Bellevue amended the land use codes to allow for the required changes. The amendments provide for a greater density of development than was previously allowed.

Project Consistency

Stations located close to the Overlake Hospital Medical Center would provide nonauto-oriented access to the Overlake facility, the Group Health Medical Center, Seattle Children's Hospital in Bellevue, and the medical offices located nearby.

F4.2.3.10 City of Redmond Comprehensive Plan

Plan Summary

The *Redmond Comprehensive Plan*, originally adopted in 1995, was updated in 2004/2005. The plan sets out the policies to reflect community values and guide decisions about growth and change and is the policy portion of the Community Development Guide. It is a statement of the City of Redmond's goals for the future and how these goals will be achieved. The plan consists of 15 elements that support the vision of the city. Elements related to the East Link Project include Land Use, Transportation, and Neighborhoods.

Project Consistency

Table F4.2-1 discusses the goals and policies of Redmond's Comprehensive Plan and how the East Link Project is consistent with those.

F4.2.3.11 City of Redmond Neighborhood Planning Element

Plan Summary

In addition to Redmond's Comprehensive Plan, neighborhoods within Redmond have developed neighborhood plans with their own set of goals and policies. The East Link Project includes alternatives that would travel through, and have stations located within, the Overlake, Southeast Redmond, Grass Lawn, and Downtown Redmond neighborhoods. Redmond recently adopted changes related to the Overlake neighborhood to promote transit-oriented development supported by light rail.

Project Consistency

Table F4.2-1 discusses the goals and policies of Redmond's neighborhood plans and how the East Link Project is consistent with these.

TABLE F4.2-1
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
VISION 2040	
DEVELOPMENT PATTERNS	
Goal: The region will direct growth and development to a limited number of designated regional growth centers. **MPP-DP-5** Focus a significant share of population and employment growth in designated regional growth centers. **MPP-DP-6** Provide a regional framework for designating and evaluating regional growth centers. **MPP-DP-7** Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers. **MPP-DP-35** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	The East Link Project would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system.
Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses. **MPP-DP-14** Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces. **MPP-DP-17** Promote transit service to and from existing cities in rural areas.	The East Link Project would act as a catalyst for mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities as well as regional destinations. Linking the urban centers with fast, reliable, and efficient transit increases the effectiveness of distribution bus transit to outer areas of the Puget Sound.
Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas. **MPP-DP-21** Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices. **MPP-DP-22** Do not allow urban net densities in rural and resource areas.	The East Link Project would promote mixed-use (commercial, office, and residential) development to allow growth at greater density where existing land use policies and regulations allow, and provide connections to urban centers with a fast, efficient, and reliable transit system, which prevent the need for growth in nonurban areas. Increasing density in these areas will lessen demand on rural areas and allow them to be preserved for these preferred values.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment. **MPP-DP-35** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use. **MPP-DP-36** Provide a wide range of building and community types to serve the needs of a diverse population. **MPP-DP-40** Design transportation projects and other infrastructure to achieve community development objectives and improve communities. **MPP-DP-42** Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	The East Link Project would provide a fast, efficient, and reliable transportation system that would provide an alternative to the SOVand would also provide linkages to other travel modes, including rail, buses, and walking. Efficiencies in transportation and more walkable communities are shown to improve people's quality of life.
TRANSPORTATION	
Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state. (MPP-T-1 through MPP-T-8). **MPP-T-1** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people. **MPP-T-3** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system, goods, and services. **MPP-T-5** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment. **MPP-T-6** Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.	The East Link Project would be a fast, efficient, and reliable transportation system that would provide an alternative to the SOV and would also provide linkages to other travel modes, including rail, buses, and walking. East Link would provide connections among urban centers, which would reduce the need to expand other transportation facilities. Overall, less infrastructure development would be needed with this higher-density development. The East Link Project would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and East Link would provide direct and frequent access to other centers in the project corridor, as well as providing connections to regional destinations.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network. (MPP-T-9 through 22) **MPP-T-9** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy. **MPP-T-10** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development. **MPP-T-11** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development. **MPP-T-12** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers. **MPP-T-13** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region. Context and Design **MPP-T-20** Design transportation facilities to fit within the context of the built or natural environments in which they are located. **MPP-T-21** Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas. **MPP-T-22** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.	The East Link Project would act as a catalyst for mixed-use development (commercial, office, and residential) in designated urban growth areas and would focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. The East Link Project would be fast, efficient, and reliable transportation system that would provide an alternative to the SOV and would also provide linkages to other travel modes including rail, buses, and walking. East Link would provide connections among urban centers on the Eastside as well as those in adjacent communities served by the Central and North links.
Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy. **MPP-T-23** Emphasize transportation investments that provide and encourage alternatives to SOV travel and increase travel options, especially to and within centers and along corridors connecting centers. **MPP-T-24** Increase the proportion of trips made by transportation modes that are alternatives to driving alone. **MPP-T-25** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. **MPP-T-26** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation. **MPP-T-29** Promote the preservation of existing rights-of-way for future high-capacity transit.	The East Link Project would provide a transportation alternative to SOV for persons, including those with special needs. The East Link Project would efficiently move large numbers of people, increase the capacity of existing facilities, and promote more walkable and cohesive neighborhoods. East Link would provide connections to the other urban centers in the corridor, as well as regional destinations. After completion of the environmental review process, Sound Transit will be able to preserve right-of-way for future light rail service.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
ENVIRONMENT	
Goal: The overall quality of the region's air will be better than it is today. **MPP-En-17** Maintain or do better than existing standards for carbon monoxide, ozone, and particulates. **MPP-En-18** Reduce levels for air toxics, fine particulates, and greenhouse gases. **MPP-En-19** Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	The East Link Project would further regional polices related to reducing dependence on SOVs and increasing nonmotorized travel modes, especially within urban centers. The East Link Project would reduce air pollution and conserve energy. Many of the stations would be located in areas designated for increased density, and East Link would provide direct and frequent access to other centers in the project corridor, as well as connections to regional destinations. Promoting transit and walkable communities would reduce vehicle miles and hours traveled and therefore would reduce air pollution.
Goal: The region will reduce its overall production of harmful elements that contribute to climate change. **MPP-En-20** Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act. **MPP-En-21** Reduce the rate of energy use per capita, both in building use and in transportation activities. **MPP-En-22** Pursue the development of energy management technology as part of meeting the region's energy needs. **MPP-En-23** Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.	See the above goal. East Link would be powered by electricity. In the Puget Sound region and areas where East Link would be served, much of the power sources come from hydropower, a nonpolluting power source. The East Link Project would reduce greenhouse gases during operation by reducing vehicle miles and hours traveled. The East Link Project would further regional polices related to reducing dependence on SOVs and increasing nonmotorized travel modes, especially within urban centers
King County Countywide Planning Policies	
URBAN COMMUNITIES ELEMENT	
U-108: King County supports land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the urban area, promoting urban centers, allowing mixed-use developments, and adding pedestrian linkages.	The East Link Project would act as a catalyst for TOD where jurisdictions want it to occur within neighborhoods in Bellevue and Redmond, specifically the Bel-Red and Overlake Village neighborhoods.
U-109: King County supports the development of urban centers to meet the region's needs for housing, jobs, services, culture, and recreation, and to promote health. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.	The East Link Project would provide the opportunity for TOD within designated urban centers.
Environment	
E-305: King County should reduce automobile-related pollutant emissions through initiatives such as: a. Increased transit services, options, and alternatives; b. Ridesharing; and c. Innovative pricing programs to capture the true cost of driving.	The East Link Project would promote a reduction in automobile use by introducing a new transit alternative that could improve air quality and conserve energy.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Transportation	
T-106: King County and local cities should adopt transit-supportive road design standards, site access guidelines, and land use regulations to promote transit use, high-density development, mixed uses, and reduced parking in the Urban Growth Area. Site design should stress connectivity with adjacent neighborhoods and other land uses via transit, pedestrian and other nonmotorized facilities.	The East Link Project would provide the opportunity for TOD within designated urban centers. Jurisdictions in the East Link study area have identified areas for higher densities and a mix of uses.
T-302: King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urban growth area of King County.	The East Link Project would encourage development to occur at greater densities in those areas identified in the local plans, all of which are located with the urban growth area of King County.
T-304: HCT facilities and services that are consistent with, and supportive of, the comprehensive plan should be supported and implemented.	The East Link Project is consistent and supportive of comprehensive plans for the cities in which the project would be located.
City of Seattle Comprehensive Plan	
LAND USE ELEMENT	
LU12: Promote a residential development pattern consistent with the urban village strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services, and amenities.	The Rainier Station location complements the multifamily residential development pattern by promoting walking and transit use.
TRANSPORTATION ELEMENT	
Increasing Transportation Choices	
TG8: Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.	The East Link Project would provide an alternative to SOV travel and maintain mobility and provide fast, efficient, and reliable connections to urban centers. East Link also would encourage increased density and a mixture of land uses, which promotes transit and more walkable communities.
TG9: Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.	Same as above.
Making Transit a Real Choice	
TG14: Increase transit ridership, and thereby reduce use of SOVs to reduce environmental degradation and the societal costs associated with their use.	The East Link Project would provide an alternative means of transportation over the SOV and would improve air quality and conserve energy.
T20: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.	The East Link Project would be designed to maximize safety, as well as provide fast and reliable transit access between urban centers and regional destinations.
T21: Support development of an integrated, regional HCT system that links urban centers within the city and the region.	The East Link Project would connect with the Central Link and North Link projects, providing links to urban centers and regional destinations.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Improving the Environment	
TG22: Reduce or mitigate air, water, and noise pollution from motor vehicles.	The East Link Project would reduce air, water, and noise pollution from motor vehicles by providing people with another mode of travel over SOVs.
Connecting to the Region	
TG24: Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.	Sound Transit would coordinate and work with the City to make the East Link Project consistent.
T58: Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.	Sound Transit would coordinate and work with the City to make the East Link Project consistent.
Neighborhood Planning	
CA-P14: Facilitate access to employment centers for Central Area residents who use public transit. Maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to Eastside transit service.	East Link light rail would provide direct transit service to downtown and provide connections to regional job centers as well as improve access across Lake Washington to the Eastside cities.
City of Mercer Island Comprehensive Plan	
LAND USE ELEMENT	
1.1: A mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.	The East Link Project includes a station adjacent to the mixed-use Town Center and provides connections to regional destinations.
1.2: To create opportunities for housing, multimodal transportation, and development consistent with the city's share of regional needs.	The East Link Project would provide a transportation mode that promotes increased density and allows Mercer Island to more effectively meet regional needs.
TRANSPORTATION ELEMENT	
4.1 The City of Mercer Island will continue to work with King County Metro during the update of its Six-Year Plan; the City will also work with Sound Transit and other transit providers during the creation and amendment of their long-range system plans to develop adequate transit services to meet the needs of the Island, including: • Maintain and encourage public transit service on the Island; • Provide convenient transit connections to regional activity centers, including the Seattle Central Business District, Bellevue, the University of Washington and other centers; • Convenient transit service for travel on Mercer Island; and • Potential new services including demand-responsive transit for the general public, subscription bus, custom bus services, or school buses on a space available basis.	The East Link Project would provide a fast, efficient, and reliable mode of transit connecting urban centers and providing connections to regional activity centers.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
8.1: The I-90 Memorandum of Agreement was amended in 2004. Any future modification to such access for Mercer Island traffic must comply with the terms and conditions of the MOA, as amended, and must properly mitigate the impacts of any reduction in Mercer Island traffic mobility and capacity, as set forth in Resolution 1337.	Policy 8.1 refers to the MA I-90 of 1976 (Amended in 2004), which directs the agencies (King County, City of Bellevue, City of Seattle, City of Mercer Island, Washington State Transportation Commission, and Sound Transit) to provide HCT in the center lanes of I-90 between Bellevue and Seattle as quickly as possible. East Link would provide a fast, efficient, and reliable mode of transit connecting these two urban centers.
8.3: The City of Mercer Island will work with King County Metro and Sound Transit to ensure adequate levels of transit service linking Mercer Island to the rest of the region.	Sound Transit has been communicating and working with the City of Mercer Island and will continue to do so throughout the process.
City of Bellevue Comprehensive Plan	
LAND USE ELEMENT	
Goal: To develop and maintain a land use pattern that: • Protects natural systems and helps realize the vision of a "City in a Park;" • Maintains and strengthens the vitality, quality, and character of Bellevue's residential neighborhoods; • Supports the downtown urban center and a variety of other commercial areas serving the city and the larger region; • Supports and is supported by a variety of mobility options; • Is aesthetically pleasing; and • Makes efficient use of urban land.	One element of this goal requires that the vitality, quality, and character of Bellevue's residential neighborhoods be maintained and strengthened; this element, however, cannot be read in isolation to the exclusion of supporting the downtown urban center, supporting a variety of mobility options, and achieving other elements of the goal. The East Link Project would promote mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods and protecting those areas where growth is not encouraged. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
Growth Management	
LU-3: Accommodate growth targets of 10,117 additional households and 40,000 additional jobs for the 2001- 2022 period. These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.	The East Link Project would support more intensive development to accommodate the level of growth in areas where stations are located and where zoning allows for such development to occur.
Land Use Compatibility	
LU–9: Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area.	The East Link Project would be located within or adjacent to existing transportation corridors and not bisect any neighborhoods. The East Link Project would act as a catalyst for growth in those areas where the city has targeted growth and would not change zoning and maintain compatibility with surrounding uses. Design of the stations would include context-sensitive design.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Other Citywide Policies	
LU-15: Encourage dedication of open space and preservation and restoration of trees and vegetation to perpetuate Bellevue's park-like setting and enhance the city's natural environment	The East Link Project would minimize the impacts and would mitigate for any impacts. Where trees and vegetation are removed, native plants and trees would be included as mitigation where applicable.
LU-16: Promote a variety of techniques to preserve open space and key natural features, such as sensitive site planning, conservation easements, and open space taxation.	The East Link Project would minimize the impacts and would mitigate for any impacts in sensitive areas or open spaces and in some areas would result in the removal or invasive species and restoration, including replanting with native plants.
Residential/ Neighborhood Areas	
LU-19: Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations	The East Link Project alternatives would travel along the boundaries of residential neighborhoods but would not bisect residential neighborhoods. Some project alternatives would acquire residential properties and/or have other potential operational or construction impacts along the edge of residential neighborhoods in Segments B and C. These impacts can be mitigated or minimized and would not result in adverse impacts on the overall quality or cohesion of these residential neighborhoods. Light rail stations near residential neighborhoods would provide a benefit to these areas in terms of improved access to transit.
LU-22: Protect residential areas from the impacts of nonresidential uses of a scale not appropriate to the neighborhood.	Same as above.
Other Commercial Areas	
LU-28: Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.	The East Link Project would act as a catalyst for development where growth is targeted, including Downtown Bellevue. All Segment C alternatives include a station at or near the existing Bellevue Transit Center. Alternatives C7E and C14E include stations farther east and therefore may not be as consistent as the other alternatives.
TRANSPORTATION ELEMENT	
Goal: To maintain and enhance mobility for residents and businesses through the creation and maintenance of a balanced system of transportation alternatives that: • Provides a wide range of travel choices; • Supports the land use vision of the city; • Protects our neighborhoods from adverse transportation impacts; • Reflects the regional role of the city in transportation issues; and • Reduces the overall dependency on automobiles throughout the city.	The East Link Project would reduce dependency on the automobile by providing a fast, efficient, and reliable mode of transit with linkages to other modes, and also support development in those areas targeted for growth. East Link also supports the land use vision for Bellevue, including the downtown neighborhood. Alternative D5 does not include any stations in the Bel-Red Subarea and would not be as consistent with the goal of supporting the land use vision of the city.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Transportation and Land Use	
Goals: 1. To implement a fully multimodal transportation system that supports the land use vision of the Comprehensive Plan and the role of Downtown Bellevue as the Eastside urban center. 2. To reduce the use of SOVs by creating a land use pattern that allows for shorter vehicular trips and the use of alternative travel options.	Same as above.
TR-1: Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.	Same as above.
TR-2: Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.	Sound Transit has been working and will continue to work with the jurisdictions along the East Link Project corridor as well as regional and state agencies to address transportation and land use goals.
TR-3: Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.	The East Link Project would act as a catalyst towards growth around the stations in the Urban Centers, where zoning is in place to accommodate this growth, including Downtown Bellevue. Alternatives C7E and C14E would be somewhat less consistent because the Bellevue Transit Center Station is located farther east away from the downtown core.
TR-4: Ensure that downtown Bellevue, the major urban center of the Eastside, includes the following: 1. Intensity/density of land uses sufficient to support HCT; 2. Mixed uses for both day and night activities; 3. Pedestrian emphasis; and 4. Alternatives to SOVs.	The East Link Project would provide an alternative to SOVs and support the increased density currently existing and that planned for construction. The increased density with the addition of light rail promotes a more walkable neighborhood. Alternatives C7E and C14E would be somewhat less consistent because the Bellevue Transit Center Station is located farther east away from the downtown core.
TR-8: Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process.	The East Link Project supports TOD in station areas that allow for increased density and would also increase the walkability of the surrounding area.
Mobility Management	
Goals: 1. To provide multiple travel options for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles. 2. To ensure that all members of the community, including those transportation disadvantaged, have viable travel options.	The East Link Project would provide a fast, efficient, and reliable mode of transit that would provide linkages to other transit options and would be designed to provide all members of the communities with access to the stations and trains.
TR-26: Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining transportation improvements and other transportation facilities, and in delivering transportation services and programs.	Same as above.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-29: Develop the transportation system in a manner that supports the regional land use and transportation vision presented in *VISION 2020, Destination 2030*, and the Countywide Planning policies for King County.	The East Link Project would further the regional policies related to reducing dependence on SOVs and increasing nonmotorized travel modes, especially within urban centers, and related to increased density within urban centers. Alternative D5 would be less consistent with the recently adopted Bel-Red Subarea Plan because there would be no stations in the Bel-Red area.
TR-50: Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities.	Sound Transit has been working and will continue to work with Bellevue on the East Link Project corridor to ensure East Link is an attractive travel option for residents.
TR-56: Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.	Same as above.
Regional Transit	
Goals: 1. To provide a regional transit service at levels that support the land use goals of the city. 2. To provide high-performance transit connections with the other urban centers in the region. 3. To develop programs to encourage ridership on regional transit.	The East Link Project would provide fast, reliable, and efficient transit service to the City of Bellevue and connections to the other urban centers in the corridor and other urban communities, as well as regional destinations. East Link also supports the land use goals by encouraging higher density and mixed-use development.
TR-59: Provide regional leadership for regional transit system planning efforts.	Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.
TR-62: Work to ensure that the regional transit system includes park-and- ride lots to serve activity centers in the region and on the Eastside to: 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.	The East Link Project includes either the expansion of or addition of park-and-ride lots at some stations. Parking spaces would vary between the various lots, ranging from approximately 300 spaces to close to 1,400 spaces. Park-and-ride facilities needs are evaluated based on transit ridership models and are consistent with Sound Transit's Long-Range Plan to develop an HCT that supports the urban centers though which it passes.
TR-70: Promote transit use and achieve land use objectives through transit system planning that includes consideration of: 1. Land uses that support transit, including mixed-use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles, and pedestrians; 5. Urban design and community character that support and facilitate transit use; and 6. Protecting nearby neighborhoods from undesirable impacts.	The East Link Project supports mixed-use development in designated urban growth areas and helps focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. Light rail stations are designed to integrate access from other modes. Stations are designed to fit in neighborhood and facilitate transit use consistent with Light Rail Best Practices policies. East Link operational impacts on neighborhoods, as analyzed in the Final EIS, are mitigated. Alternative D5 would be less consistent with the policy because the alternative does not include any stations in the Bel-Red Subarea where Bellevue has targeted growth and higher densities.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-71: Improve transit connections between downtown Bellevue and other designated urban centers.	The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
High-Capacity Transit	
TR-73: Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.	The East Link Project would provide HCT service to Downtown Bellevue as well as other urban centers along the East Link Project corridor and adjacent centers associated with the Central Link and North Link projects.
TR-74: Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.	Same as above.
TR-75: Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.	Same as above.
Light Rail Transit	
TR-75.1: Develop a light rail system in collaboration with the regional transit provider that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.	The East Link Project Final EIS analyzes impacts on the environment and neighborhoods and provides mitigation for significant impacts. The East Link Project contributes to a balanced regional transit system to key urban centers.
TR-75.2: Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.	East Link Project design would include input from the local jurisdictions. Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.
TR-75.3: Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.	Sound Transit and the City of Bellevue have been coordinating through the East Link Project planning phase and will continue to coordinate through the entire project.
TR-75.4: Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.	Sound Transit has provided extensive opportunities for public involvement (see Appendix B) throughout the East Link Project planning phase and will continue public outreach through the entire project.
TR-75.5: Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to SOV travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.	The East Link Project is a high-capacity transit alternative to the SOV and would provide fast, reliable, and efficient connections to the other regional urban centers in the corridor and other urban communities, as well as regional destinations. East Link also supports the land use goals for higher density and mixed-use development, and uses dedicated right-of-way to ensure reliability and maximize speeds when possible.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.6: Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."	The East Link Project would provide fast, reliable, and efficient connections to the regional urban centers in the corridor and other urban communities, as well as regional destinations. Alternative D5 would connect Bellevue, Seattle, and Redmond but would not fully serve the Bel-Red Subarea and therefore is less consistent with this policy.
TR-75.7: Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.	East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans. Alternative D5 does not include stations in the Bel-Red Subarea and therefore is less consistent with this policy
TR-75.8: Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by: 1. Optimizing ridership, system performance, and user convenience; 2. Locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. Addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. Minimizing impacts on businesses and residents during construction; and 5. Minimizing overall impacts of a light rail system on the operation of the downtown street network.	Station locations were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans and optimum ridership potential. The Final EIS evaluates how East Link will perform with land use and transportation systems to minimize disruption and, where necessary, includes mitigation measures to further reduce impacts on adjacent properties during construction. Sound Transit would continue to work with the City and residents during planning and design of the East Link Project to ensure the design of the stations best reflects the character of the surrounding area. Alternatives C7E and C14E would be somewhat less consistent because the Bellevue Transit Center station is located farther east away from the downtown core.
TR-75.9: Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: 1. Protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. Minimizing impacts to wetlands and other natural resources; 3. Providing local access to the system for Bellevue neighborhoods; and 4. Optimizing ridership and user convenience.	East Link would preserve adequate ingress and egresses to the neighborhoods. Sound Transit has enacted avoidance and minimization measures for wetlands and other natural resource areas; where impacts cannot be avoided, mitigation is proposed. Each station is designed to encourage pedestrian and nonmotorized accessibility.
TR-75.10: Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.	All Segment D Alternatives except Alternative D5 are consistent with the Bel-Red Subarea. Alternative D5 would not be as effective in the development of TODs at 120th and 130th areas of Bel-Red Corridor because there are no associated stations at those locations.
TR-75.11: Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.	The Final EIS evaluates impacts on environmentally sensitive areas from operation and construction of the East Link Project. Sound Transit has enacted avoidance and minimization measures and will continue to do so throughout project development. Where impacts cannot be avoided, mitigation is proposed.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.12: Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following: 1. Incorporating superior urban design, complementary building materials, and public art; and 2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.	Sound Transit has and would continue to work with the City and residents during planning and design of the East Link Project to ensure the design of the stations best reflects the character of the surrounding area, including landscaping and compatible building materials, and art elements. Numerous outreach opportunities have occurred, and Sound Transit will continue to provide outreach.
TR-75.13: Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.	Same as above.
TR-75.14: Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.	Same as above.
TR-75.15: Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing: 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.	Same as above.
TR-75.16: Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.	Sound Transit would coordinate with the city on identified improvement projects in accordance with Sound Transit policy. A number of public involvement opportunities have occurred where the public were able to attend and provided their input on the project.
TR-75.17: Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.	The Final EIS outlines the avoidance, minimization, and mitigation measures for potential environmental, traffic, and noise impacts associated with the operation and construction of East Link.
TR-75.18: Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.	In neighborhoods where parking does not currently have restrictions, Sound Transit would work with the applicable jurisdictions to implement prevention strategies (i.e., time limits or neighborhood permit programs) where appropriate.
TR-75.19: Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that: 1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit; 2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and 3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).	Land use changes are regulated by jurisdictions and East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans. Alternative D5 would be less consistent because there are no stations in the Bel-Red Subarea that could support more intense development.
TR-75.20: Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.	The East Link Project would be designed with integration into the pedestrian-friendly environment with context-sensitive design considerations. Drop-off designation areas are planned at proposed station locations and bicycle racks are planned where appropriate. Signage and wayfinding designs for each mode would be developed with input from affected jurisdictions.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.21: Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for nonrail vehicle movements.	Chapter 3 and the Transportation Technical Report (Appendix H1) of the Final EIS describe where transit signal priority technology would be integrated into the planning and design of East Link Project alternatives.
TR-75.22: Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.	East Link Project facilities would be designed with durable materials and consistent with community character. Sound Transit implements an art in public spaces program into their facility design. East Link Project design would incorporate input from affected jurisdictions.
TR-75.23: Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include: 1. Visibility of station platform from adjacent streets and parking; 2. Open and well-lighted pedestrian connections to parking and adjacent community; 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing a fare paid zone for station platforms.	Sound Transit implements CPTED design principles directed at reducing crime incidents at stations and park-and-ride lots. Other measures to minimize crime would include the use of equipment (i.e., closed-circuit TV, sealed fare boxes, and automatically sealed exits), the use of anti-crime programs such as anti-graffiti programs, and the use of security personnel.
TR-75.24: Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.	Sound Transit contracts security personnel, operation and maintenance of their systems.
TR-75.25: Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to: 1. Provide short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize safety for all pedestrians at street crossings; and 4. Give priority to pedestrian access and safety in station areas.	The Final EIS evaluates existing and future pedestrian and bicycle access to ensure that safe connections would be maintained or integrated into East Link Station design.
TR-75.26: Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.	Station designs consider all joining modes—pedestrian; passenger drop-off; transit transfers; bicycles; and, when possible and needed, park-and-ride facilities. Sound Transit complies with ADA design requirements.
TR-75.27: Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.	Park-and-ride facility needs are evaluated based on transit ridership models and are consistent with Sound Transits Long-Range Plan to develop an HCT that supports the urban centers through which it passes. Sound Transit would work closely with local bus service providers to integrate bus service and planning for adequate bus transfers at East Link Station locations.
TR-75.28: Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.	Stations have been located at existing transit centers, based on input from King County Metro and other transit agencies, to optimize other transit and nonmotorized travel opportunities.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-75.29: Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.	Sound Transit has a signage program to facilitate user-friendly understanding.
TR-75.30: Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.	Park-and-ride facilities needs are evaluated based on transit ridership models and are consistent with Sound Transit's Long Range Plan to develop an HCT that supports the urban centers through which it passes. The Final EIS includes information on environmental and community impacts, including Transportation; Ecosystems Resources; Parkland and Open Space; and Social Impacts, Community Facilities, and Neighborhoods.
TR-75.31: Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	A mitigation monitoring plan would be developed to monitor implementation of mitigation measures.
TR-75.32: Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.	A construction management plan would be developed with opportunities for input from affected jurisdictions.
TR-75.33: Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.	Sound Transit's noise policy is committed to minimizing noise levels at the source. In addition, Sound Transit has committed to a maintenance program that includes periodic rail grinding or replacement, wheel truing or replacement, vehicle maintenance, and operator training, which help to maintain low noise levels along transit corridors.
TR-75.34: Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.	Sound Transit would develop and begin implementing a Construction Outreach Program prior to commencing construction.
TR-75.35: Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	Proposed staging areas have been sited to minimize disturbance as practicable.
TR-77: Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.	The Final EIS evaluates existing and future pedestrian and bicycle access to integrate pedestrians, bicycles, and other transportation modes into the East Link Project. Proposed East Link stations include amenities and considerations of patrons needs, including weather protection, pedestrian comfort ,and safety designs. Signage and wayfinding designs would be developed in cooperation with input from affected jurisdictions.
State Highway Corridors	
TR-94: Support multimodal transportation solutions including general purpose lanes, HCT, HOV lanes, and transit and nonmotorized improvements that use the best available technologies.	The East Link Project provides HCT, a fast, reliable, and efficient mode of transportation that would provide linkages to other nonmotorized and transit options.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
TR-96: Support HCT facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.	The East Link Project provides service across I-90 and along the SR 520 corridor, linking Downtown Bellevue to Seattle and Redmond as well as other urban centers associated with the East Link, Central Link, and North Link projects.
Transportation, Environment, and Quality of Life	
Goal: To minimize the impacts of the transportation system on the city's environment and neighborhood quality of life.	The East Link Project would provide for an improved quality of life by providing a fast, efficient, reliable mode of transit, encouraging increased densities where allowed, and promoting more walkable and cohesive neighborhoods. The East Link Project includes mitigation and design measures that would minimize impacts on the city's environment and neighborhood quality of life.
TR-118: Mitigate air quality, noise, light/glare, and other adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.	The East Link Project would include measures to avoid or mitigate adverse impacts during construction and operation.
ECONOMIC DEVELOPMENT ELEMENT	
ED-18: Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.	East Link Project facilities would be designed with durable materials and be consistent with community character. Sound Transit implements an art in public spaces program into their facility design. East Link Project design would incorporate input from affected jurisdictions.
ED-26: Where commercial areas are in decline, work with businesses and other stakeholders to identify corrective actions, which may include: 1. Planning for new uses and new urban forms, leading to proposals for changes to the Comprehensive Plan and zoning 2. Developing incentives and other strategies to promote re-investment 3. Targeting investments in public infrastructure that may help catalyze new private sector investment	The East Link Project supports mixed-use development in designated urban growth areas and helps focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thereby allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. Light rail stations are designed to integrate access from other modes. Alternative D5 would be less consistent with the policy because this alternative does not include any stations in the Bel-Red Subarea, where Bellevue has targeted growth and higher densities.
CAPITAL FACILITIES ELEMENT	
CF-13: Define essential public facilities consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by the government or are contracted for by the government or are provided by private entities subject to public service obligation.	Light rail is considered an essential public facility. Essential public facilities are typically difficult to site (e.g., airports, education facilities, transportation facilities, and others). Local comprehensive plans must accommodate the siting of essential public facilities.
CF-14: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in Policy CF-16: 1. The facility meets the GMA definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or 2. The facility is on the statewide list maintained by the Office of Financial Management (ref. RCW 36.70A.200(4)) or on the countywide list of essential public facilities; and 3. The facility is not otherwise regulated by the Bellevue land use code.	As described above, the East Link Project is an essential public facility and jurisdictions are required by the GMA to accommodate light rail in their land use plans.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
CF-15: Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide regional or county-wide nature.	Sound Transit has coordinated with the jurisdictions where East Link would be located and will continue to coordinate. The East Link Project is identified in *Transportation 2040* developed by the Puget Sound Regional Council.
CF-16: Using this interim Siting Process to site the essential public facilities described in Policy CF-14 in Bellevue. Implement this process through appropriate procedures incorporated into the Land Use Code.	Sound Transit would coordinate with the City on the siting of the East Link Project alternatives.
CF-17: After a final siting decision has been made on an essential public facility according to the process described in Policy CF-16, pursue any amenities or incentives offered by the operating agency or by state law or other rule or regulation to jurisdictions within which such EPF are located.	Sound Transit has coordinated and will continue to coordinate with the City with regards to the East Link Project and has provided opportunities for the City to provide comments. Mitigation measures have been developed for the East Link Project that would be implemented, and Sound Transit would also comply with any permit requirements during construction.
CF-18: For EPF having public safety impacts that cannot be mitigated through the process described in Policy CF-16, the city should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the city should encourage consideration of such comments and conditions through coordination with the agency, special district or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the city as a result of the public safety impacts of a proposal.	Sound Transit has coordinated and will continue to coordinate with the City with regards to the East Link Project and has provided opportunities for the City to provide comments.
ENVIRONMENTAL ELEMENT	
EN-3: Minimize, and where practicable, eliminate the release of substances into the air, water, and soil that may degrade the quality of these resources or contribute to global atmospheric changes	The East Link Project would improve air quality in the region by providing an alternate mode of transportation to the automobile and contributing to a mode shift from private automobiles to transit. The project would not result in new releases of substances to water or soil during operation, and best management practices (BMPs) would be used during construction to minimize any releases of substances to water or soil.
EN-7: Promote growth management strategies that protect air, water, land, and energy resources consistent with Bellevue's role in the regional plan to contain an Urban Center.	The East Link Project would strengthen Bellevue's role as an Urban Center by increasing access choices to downtown. The East Link Project would provide an alternative to SOVs.
EN-14: Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.	The East Link Project would comply with applicable regulations. Design of the project would minimize the impacts and would provide mitigation where impacts occur. The East Link Project would result in impacts on critical areas, and all critical area impacts would be mitigated, including replanting with noninvasive species.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
EN-27: Implement the citywide use of low impact development techniques and green building practices that provide benefits to critical areas functions	The East Link Project would comply with applicable regulations. Design of the project would minimize the impacts and would provide mitigation where impacts occur. Sound Transit's Environmental Sustainability and Management System require that low-impact operational stormwater management techniques be investigated and considered during the design process for the project.
EN-37: Reduce runoff from streets, parking lots, and other impervious surfaces and improve surface water quality by using low-impact development techniques in new development and redevelopment.	The East Link Project includes stormwater detention and treatment to address impacts related to stormwater runoff and the designed systems. Sound Transit's Environmental Sustainability and Management System require that low-impact operational stormwater management techniques be investigated and considered during the design process for the project.
EN-49: Preserve existing vegetation or provide or enhance vegetation that is compatible with the natural character of Bellevue	The East Link Project would minimize the impacts and would mitigate for any impacts in sensitive areas or open spaces, and in some areas would result in the removal of invasive species and restoration, including replanting with native plants.
EN-59: Manage aquatic habitats, including shoreline and riparian (streamside) habitats, to preserve and enhance their natural functions of providing fish and wildlife habitat and protecting water quality.	The East Link Project would minimize the impacts and would mitigate for any impacts in sensitive areas or open spaces. In some areas the project would result in the removal of invasive species and restoration, including replanting with native plants.
EN-61: Give special attention to conservation or protection measures necessary to preserve or enhance anadromous salmonids, recognizing that requirements will vary depending on the aquatic resources involved, including differing stream classification, and that additional efforts may be identified in the regional salmon recovery planning process.	The East Link Project would comply with applicable environmental regulations to preserve and enhance the natural environment
EN-88: Ensure that excessive noise does not impair the permitted land use activities in residential, commercial, and industrial land use districts	The East Link Project would provide mitigation for noise impacts on residential and other noise-sensitive land uses.
EN-89; Protect residential neighborhoods from noise levels that interfere with sleep and repose through development standards and code enforcement	The East Link Project would provide mitigation for noise impacts on residential land uses.
EN-93: Evaluate the benefit of measures designed to mitigate arterial noise, particularly noise walls, along with impacts on the pedestrian environment and neighborhood character.	The noise analysis in the Final EIS identifies the use of sound wall or building insulation to mitigate noise impacts. The analysis provides information on noise levels before and after mitigation. The visual quality analysis in the Final EIS identifies any impacts associated with the sound walls and mitigation measures.
URBAN DESIGN ELEMENT	
UD-2: Support designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.	East Link Project facilities would be designed with durable materials and in consideration of community character. Sound Transit implements an art in public spaces program into their station facility design.
UD-3: Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this Plan.	Same as above.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
UD-7: Encourage private and institutional developers to include artists on design teams and incorporate artwork into the public areas of their projects through the use of incentives.	Sound Transit implements an art in public spaces program into their station facility design. East Link Project design would incorporate input from affected jurisdictions.
UD-9: Use site design, landscaping, and appropriate lighting to reduce the visual impact of parking lots to public areas.	East Link Project facilities would be designed with durable materials and in consideration of community character. Sound Transit implements an art in public spaces program into their station facility design.
UD-30: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.	The design of the station areas would include CPTED principles for safety and would include other features related to seating and landscaping and would all be ADA-accessible.
UD-31: Consider the edges of public places that abut residential property for special design treatment that creates a buffer effect, but does not interfere with security or visual access.	In areas adjacent to Downtown Bellevue where East Link alternatives would acquire land, the remaining area could be designed to create a buffer area between the residential areas.
UD-32: Ensure access to sunlight in public places by avoiding building shadows during periods of the year and times of the day when outdoor activity is most prevalent.	Only the elevated alternatives would create shadows; however, in the downtown area, the elevated structure would be smaller in scale than the adjacent buildings and would add to the already existing shadows.
UD-35: Support a variety of artwork and arts activities in public places, such as parks, public buildings, and plazas.	Sound Transit implements an art in public spaces program into their station facility design. East Link Project design would incorporate input from affected jurisdictions.
UD-47: Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflects the general character of Bellevue and the surrounding neighborhoods.	Sound Transit would continue to work with the City and residents during planning and design of the East Link Project so the design of the stations considers the character of the surrounding area.
UD-49: Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities and other modes of transportation with transit facilities.	Sound Transit would design the stations to take into consideration pedestrian and bicyclist amenities, and all of the stations would be designed and constructed to comply with the ADA.
UD-56: Ensure that perimeter areas of major commercial and public centers use appropriate planting, lighting, and signs to blend with surrounding development and to be compatible with surrounding residential neighborhoods.	Sound Transit implements an art in public spaces program into their facility design. East Link Project design would incorporate input from affected jurisdictions. The design of the station areas would include CPTED principles for safety as well as other features related to seating and landscaping, and all stations would all be ADA-accessible.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
City of Bellevue Comprehensive Plan Volume 2: Subarea Plans and Transportation Facility Plans	
SOUTHWEST BELLEVUE SUBAREA PLAN	
Land Use	
S-SW-1: Support the existing land use patterns and densities as shown on the Land Use Plan with the maintenance of capital facilities and services.	The East Link Project would not result in any changes to the existing land use patterns and densities in southwest Bellevue. The alternatives travel along or adjacent to existing transportation corridors and do not bisect neighborhoods. The City of Bellevue determines zoning, and areas in southwest Bellevue do not allow TOD.
S-SW-2: Protect single-family residential neighborhoods from the adverse impacts of multifamily and commercial development.	Same as above.
Environmental	
S-SW-13: Retain significant vegetation during the site plan approval and construction process	The East Link Project would comply with applicable regulations. Design of the project would minimize vegetation impacts as practical.
Transportation	
S-SW-19: Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue SE, including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide the feeling of a continuous boulevard and a gateway for Bellevue.	The East Link Project would replace any sidewalks or bicycle lanes impacted by the project. The Final EIS identifies mitigation measures to address impacts on nonmotorized facilities.
RICHARDS VALLEY SUBAREA PLAN	
General Land Use	
S-RV-1: Ensure that development and site planning comply with the Sensitive Area Regulations	The East Link Project would comply with applicable Critical Area regulations. Design of the project would minimize impacts on critical areas and provide mitigation where impacts would occur.
S-RV-2: Encourage land uses and site development that minimize the appearance of intense development	The East Link Project alternatives are adjacent to or located within existing transportation corridors. Alternative B7, which is the only alternative within Richards Valley, would be located within the former BNSF Railway corridor and include a station in an area zoned Office and Light Industrial.
Natural Determinants	
S-RV-6: Retain the remaining wetlands within the 100-year floodplain along Richards Creek, Kelsey Creek, and Mercer Slough for drainage retention and natural resource park use.	The East Link Project would not result in any impacts on wetlands within the Mercer Slough 100-year floodplain. The alternatives are located outside of the 100-year floodplain.
S-RV-7: Protect and enhance the capability of Richards Creek, Kelsey Creek, and Mercer Slough and their tributaries to support fisheries along with other water-related wildlife.	The East Link Project would not result in any impacts that would negatively affect fisheries and other water-related wildlife.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
S-RV-8: Retain and enhance existing vegetation on steep slopes, within wetland areas, and along stream corridors to control erosion and landslide hazard potential and to protect the natural drainage system.	The East Link Project would minimize vegetation removal as practical. Vegetation would be enhanced where temporarily disturbed in these sensitive areas.
DOWNTOWN SUBAREA PLAN	
General	
S-DT-4: The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown	The East Link Project would act as a catalyst for development where identified and would link Downtown Bellevue with other Urban Centers in the region. The City of Bellevue regulates zoning and the types of development that would be allowed.
S-DT-10: Require design review to ensure high quality, aesthetically pleasing Downtown development.	Sound Transit has coordinated with the City of Bellevue on the stations, and the East Link Project would be designed to integrate into the pedestrian-friendly environment with context-sensitive design considerations.
Economics	
S-DT-17: Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans	The East Link Project would provide public transportation to Downtown Bellevue, consistent with regional plans; act as a catalyst for development where identified; and link Downtown Bellevue with other Urban Centers in the region.
S-DT-18: Strengthen Downtown's role as the Eastside's major business and commercial center and as an important revenue source for the City of Bellevue.	The East Link Project would increase the ability for employees, customers, and businesses to access Downtown Bellevue by providing fast and reliable service linking Downtown Bellevue to the surrounding region.
Urban Design	
S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection	The East Link Project would contribute to street activity as transit riders walk between stations and destinations. The project would allow for increased densities and a mix of uses that would encourage a pedestrian environment.
S-DT-40: Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.	The East Link Final EIS considers the aesthetic and visual impacts of the proposed alternatives, and recommends mitigation for impacts.
S-DT-45: Continue to encourage the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue	The East Link Project would contribute to increased pedestrians in Downtown Bellevue, including along NE 6th Street with the addition of a station at the Bellevue Transit Center. Alternatives C7E and C14E would be less consistent because the stations are located farther east of the existing transit center and the NE 6th pedestrian corridor.
S-DT-81: Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity	The East Link Project would contribute to increased pedestrians in downtown, including NE 6th Street with the addition of a station at the Bellevue Transit Center. Alternatives C7E and C14E would be less consistent because the stations are located farther east of the existing transit center and the NE 6th pedestrian corridor.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
Eastside Center District	
S-DT-85: Allow uses and development intensity that is supportive of transit and day/night activity.	The East Link Project would allow for the development intensity that is supportive of both transit and day/night activity.
S-DT-86: Discourage use of the eastern portion of this District for large-scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.	The East Link Project does not include any park-and-ride facilities in the downtown area. There are new or expanded facilities included in the project and identified in the Final EIS.
Edges and Transitions	
S-DT-125: Use lineal green open space buffers directly downtown (north of NE 12th Street between 106th Place NE and 112th NE, and in the vicinity of the southeast corner of downtown) to provide transition from downtown to surrounding residential neighborhoods.	Some alternatives in Segment C would temporarily disrupt the open space between 106th Place NE and 112th Avenue NE (McCormick Park) during construction. During operation there would be no net loss in this open space. In addition, there are other opportunities to create new green open space buffers with a number of the alternatives south of Main Street.
Transportation and Circulation	
S-DT-130: Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods	East Link would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
S-DT-131: Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.	East Link would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region. The project would include a station at the existing Bellevue Transit Center to link with bus transit, including express bus transit.
S-DT-132: Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.	The East Link Project would provide links to the Overlake and Group Health medical centers on the edge of Downtown Bellevue.
S-DT-134: Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue	The East Link Project would expand the park-and-ride lot capacity outside of Downtown Bellevue.
S-DT-135: Provide space within or near Downtown for bus layovers and other transit facilities needed to support projected levels of transit service and ridership. Layover space and other facilities, whether developed within the right-of-way or off-street, must be located and developed in a manner that minimizes impacts on residential areas, provides an active pedestrian environment and is consistent with the district character direction in this Plan.	The design of the East Link stations in or near Downtown Bellevue would include the facilities needed to support project levels of service (i.e., platform length for loading/unloading) as well as the pedestrian environment, including ADA facilities, and would be designed to minimize impacts on residential areas.
S-DT-133: Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.	The East Link Project would improve the transit connections between Downtown Bellevue and other centers in the study area, along with providing improved access to urban centers in Seattle.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
S-DT-138: Work with Sound Transit and other regional partners to develop a HCT system that connects Downtown Bellevue to other key activity centers.	East Link, a Sound Transit project, would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
S-DT-148: Minimize Downtown SOV commute trips by coordinating with the Bellevue TMA and transit agencies to provide transit and rideshare incentives, subsidies, and promotional materials to Downtown employers and employees	The East Link Project would support the reduction of SOV commute trips by providing another transit option to Downtown Bellevue. East Link would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region. This would support Bellevue's Transportation Demand Management program.
BEL-RED SUBAREA PLAN	
Land Use	
Goal: To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.	All East Link Project alternatives except Alternative D5 include stations in the Bel-Red neighborhood that would support TOD in the area surrounding the stations
S-BR-6: Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.	All East Link alternatives except D5 include stations in the Bel-Red neighborhood that would support TOD in the area surrounding the stations.
S-BR-8: Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.	All East Link alternatives except D5 include stations in the Bel-Red neighborhood that would support TOD in the area surrounding the stations.
S-BR-9: Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, expansion including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than 20,000 square feet) are appropriate outside transit nodes and stand-alone residential areas.	The construction and operation of a maintenance facility in the Bel-Red neighborhood would not be consistent with the policy. However, policy S-BR-70 does indicate that the City of Bellevue would work with Sound Transit to determine the need for a maintenance facility in the Bel-Red neighborhood.
Urban Design	
S-BR-H2: Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.	Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the design process for the project. East Link proposes to improve stream habitat in several areas were crossings may affect stream habitats.
Transportation	
S-BR-51: Support the Bel-Red Subarea Land Use Plan with a multimodal transportation system consistent with Figure S-BR.2 (map of system improvements), that provides enhanced, multimodal travel connections within the Bel-Red Subarea, and to other parts of the City and region.	All East Link alternatives except D5 include stations in the Bel-Red neighborhood that would act as a catalyst for TOD in the area surrounding the stations.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
S-BR-52: Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.	The East Link Project includes stormwater detention and treatment to address impacts related to stormwater runoff and the designed systems. Sound Transit's Environmental Sustainability and Management System requires that low-impact operational stormwater management techniques be investigated and considered during the design process for the project.
S-BR-55: Extend and expand NE 16th Street as a multimodal corridor that includes vehicular, high capacity transit, and nonmotorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.	All Segment D alternatives except D5 would be located in the NE 16th Street corridor.
S-BR-67: Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit, including: a. Enhance conventional transit service throughout the Bel-Red Subarea; b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and c. Provide transit feeder service from other Bellevue neighborhoods into transit oriented development nodes at future light rail stations.	Sound Transit works closely with local bus service providers to integrate bus service into the project design. East Link Project alternatives and station locations were chosen for proximity to existing and planned commercial, employment, and residential concentrations consistent with community plans. Alternative D5 would be less consistent with the policy because it does not include stations in the Bel-Red Subarea.
S-BR-68: Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	All Segment D alternatives would serve these areas, but Alternative D5 would not directly serve the planned areas of 122nd Avenue NE, NE 16th Street, and 130th Avenue NE/NE 16th Street with stations. All of the Segment C alternatives include a station near the Overlake and Group Health medical centers.
S-BR-70: Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.	The preferred location for the maintenance facility would be decided by the Sound Transit Board with input from affected jurisdictions.
Interjurisdictional Coordination	
S-BR-I77: Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.	Sound Transit has been working with and will continue to work with the jurisdictions along the East Link Project corridor as well as regional and state agencies.
Eastside Transportation Program	
Transit and Ridesharing Facilities and Services	
ETP-11: Improve intra-Eastside transit service with better connections between regional and Eastside activity centers. Transit service improvements should be linked to actions designed to increase transit demand and facilitate more cost-effective service delivery; for example, increased development density (residential and employment), parking management, and other transportation demand management strategies.	The East Link Project would promote mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
ETP-12: Orient the most intensive levels of transit service linking the Eastside to regional activity centers such as Downtown Bellevue, Downtown Seattle, and the University District.	The East Link Project would provide a fast, reliable, and efficient mode of HCT linking Downtown Bellevue to the other urban centers in the corridor and other urban communities and destinations in the region.
High-Capacity Transit	
ETP-20: Eastside jurisdictions should actively participate in regional efforts to develop the regional HCT system	Sound Transit has been and will continue to coordinate with the cities through the regional planning process. The specific route and station locations for the light rail project will be determined by the Sound Transit Board. Eastside jurisdictions have been active participants in developing the East Link Project.
ETP-21: Confirm Eastside corridors as high priorities for implementation of the regional HCT system. Key corridors for HCT service on the Eastside include I-90, I-405, SR 520 and SR 522.	The East Link Project would operate along I-90 and SR 520 corridors.
ETP-22: Specific routes of the HCT system within these corridors, and the location of stations and other facilities, should be determined through the regional HCT planning process.	Sound Transit has been and will continue to coordinate with the cities through the regional planning process. The specific route and station locations for the light rail project will be determined by the Sound Transit Board.
ETP-23: HCT does not refer to a specific technology or vehicle, but to HOV(s), operating on an exclusive right-of-way, guideway, or track, providing express service with infrequent stops. HCT is characterized by higher speeds than conventional transit, and greater reliability. The regional HCT system could include several different travel modes selected to meet the unique needs of the different travel corridors. Specific HCT technologies for Eastside corridors should be selected according to the type and density of present and planned development.	Light rail is an HCT technology that would operate within a dedicated right-of-way, providing efficient, reliable, and fast connections to urban centers in the project corridor, as well as other urban centers in the region.
ETP-24: The regional HCT system should be integrated with the rest of the transportation system service the Eastside.	Same as above.
ETP-25: Provisions for carpool and vanpool should be maintained when planning, constructing and operating the HCT system.	The East Link Project would be located within a dedicated right-of-way and would not affect existing carpool or vanpools. The reduction of SOVs from the local roadways would benefit carpools and vanpools.
ETP-26: The regional system should focus on providing express service between regional activity centers, with convenient and supporting connections to and between Eastside activity centers.	Light rail is an HCT technology that would operate within a dedicated right-of-way to provide efficient, reliable, and fast connections to urban centers in the project corridor, as well as other urban centers in the region.
ETP-27: Identify and preserve necessary right-of-way for Eastside HCT alignments as soon as possible.	Sound Transit would acquire the necessary right-of-way when the environmental process has been completed. The East Link Project is located within or adjacent to existing transportation corridors to minimize the amount of right-of-way required.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
ETP-28: The Eastside should prepare for the transition to an HCT system by the following: a. Focusing transit service on activity centers; b. Protecting right-of-way in potential HCT alignments and station locations; c. Implementing land use changes that will support an HCT system; and d. Proceeding as quickly as possible with planning, preliminary engineering and financial strategies designed to implement an HCT system	The East Link Project would support mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, thereby allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations
Land Use Planning and Transportation	
ETP-29: Develop a regional land use plan that reflects a consolidated vision of the Eastside's future growth, and provides for better integration between land development and an efficient transportation system.	Sound Transit has considered areas for the East Link Project recommended for growth and worked to connect those areas with HCT.
ETP-30: Develop and implement regional land use policies to discourage low-density sprawl, concentrate growth in activity centers, and encourage denser development to enhance cost-effective provision of public transit services.	The East Link Project would be consistent with land use policies by supporting high-density development around a number of stations where plans and polices encourage increased density and a mixture of land uses.
ETP-31: Link specific transportation facilities and services to the type and density of present and planned land development on the Eastside.	Same as above.
ETP-32: Implement land use changes that will support a HCT system, such as high- density development around station locations.	Same as above.
ETP-33: Develop design guidelines for land development to enhance public transit service to new developments	The East Link Project would support increased densities and mix of uses in those areas that have been identified for this type of growth.
ETP-34: Protect the safety of residential streets and the livability of neighborhoods by minimizing the amount of through traffic on neighborhood streets and neighborhood collectors (nonarterials) in residential areas.	The East Link alternatives are located within or adjacent to existing transportation corridors and do not bisect neighborhoods. The Final EIS provides information on neighborhood impacts associated with the various alternatives. The East Link Project would include mitigation to protect neighborhood streets from cut-through traffic to protect the livability of neighborhoods.
Public Education and Community Involvement	
ETP-45: Implement an active outreach program by ETP participants to involve community organizations, employers, residents, developers, and businesses to help solve the area's transportation problems by implementing the ETP recommendations and working toward the longer-range solutions for the Eastside.	The East Link Project has included a number of local stakeholders to provide feedback on the project and alternatives. Additionally, a number of opportunities have been provided for the public and community organizations to provide their input on the project and the project alternatives.
ETP-46: Develop and implement a comprehensive public education and community involvement program aimed at more efficient utilization of the region's transportation system, and long-term changes in travel behavior that will minimize the need for road building programs.	Same as above.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
City of Redmond Comprehensive Plan	
LAND USE ELEMENT	
LU-43: Designate Redmond's downtown and the Overlake Center as urban centers under the Countywide Planning Policies and recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth and a broad array of complementary land uses. Also, emphasize support for transit use, pedestrians, and bicycling.	The East Link Project is evaluating stations located within both Downtown Redmond and the Overlake Center. East Link would support an increased density of mixed land uses and would emphasize transit, walking, and bicycling.
TR-25: Use transit as a way to provide for access, circulation, and mobility needs in areas planned for higher-density mixed-use development and for favorable pedestrian environments.	The East Link Project would support mixed-use development in designated urban growth areas and focus the majority of growth in station areas where existing zoning and land use codes allow for greater densities. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
TR-29: Participate actively and continuously in the planning and development of an efficient, timely, and effective regional HCT system that is competitive with the SOV. Plan for the extension of HCT to the Eastside and to Overlake, Downtown Redmond, and SE Redmond as part of Sound Transit Phase 2, or any successor plan.	The East Link Project provides a fast, efficient, and reliable mode of transit as an alternative to SOVs, and would provide service to Overlake, Downtown Redmond, and SE Redmond as well as connections to other urban centers in the East Link corridor and the region. Sound Transit will continue to coordinate with the City of Redmond for future phases of East Link.
TR-30: Support HCT service and support facilities for Redmond that: • Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within an HCT route located mainly in the SR 520 freeway corridor; • Locate HCT stations in Overlake, Downtown Redmond, and SE Redmond; • Locate the Downtown Redmond station site near the intersection of SR 202 and SR 520; and • Achieve higher bus transit service levels to and within Redmond's two urban centers, providing connections to the HCT stations.	The East Link Project provides a fast, efficient, and reliable mode of transit as an alternative to SOVs, and would provide service to Overlake, Downtown Redmond, and SE Redmond with stations located in those areas as well as connections to other urban centers in the East Link corridor and the region. Sound Transit will continue to coordinate with the City of Redmond for future phases of East Link.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
City of Redmond Neighborhood Planning Element	
OVERLAKE NEIGHBORHOOD PLAN UPDATE	
N-OV-28: Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by: 1. Encouraging commuter traffic to use regional facilities such as SR 520; 2. Encouraging use of transit, car pools, bicycles, and other forms of transportation, that decrease congestion and parking demand; 3. Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond; and 4. Providing bicycle facilities, such as bicycle racks in new developments, bike lanes on key streets, and signage at key points.	The East Link Project provides a fast, efficient, and reliable mode of transit as an alternative to SOVs and would provide service to Overlake, Downtown Redmond, and SE Redmond as well as connections to other urban centers in the East Link Project corridor and the region.
N-OV-29: Strive to achieve, by 2030, a non-SOV (transit, bicycling, walking) mode split of 40% for peak-period trips in Overlake through such means as providing a pedestrian and transit supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, and implementing a parking management plan.	The East Link Project would provide a non-SOV form of transportation and would also provide opportunities for supportive land uses, and thereby would further the ability of achieving the mode split in the neighborhood.
N-OV-30: Establish Overlake as a Growth and Transportation Efficiency Center by 2010 to promote the use of alternative transportation modes in Overlake.	The East Link Project would help fulfill this goal by providing an alternative transportation mode in Overlake.
N-OV-36: Work closely with Sound Transit and other agencies to identify a preferred light rail route through Overlake Village, along such routes as 152nd Avenue NE, NE 24th Street, or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.	Sound Transit and the City of Redmond have been coordinating and working together through the East Link Project planning phase and will continue to coordinate through the entire project. SR 520 is the preferred corridor for East Link.
N-OV-37: Locate two light rail stations within the Overlake Neighborhood. Locate a light rail station in Overlake Village in the vicinity of 152nd Avenue NE and NE 24th Street. Create a dynamic and high-quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments that emphasizes pedestrian activity and minimizes parking facilities. Locate a second light rail station in the Employment Area adjoining the existing Overlake Transit Center at NE 40th Street. Create a high-quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.	Alternatives associated with the East Link Project include the stations located within the Overlake Neighborhood. East Link would support TOD by allowing a greater density and a mixture of land uses to occur in the station areas. The increased density would allow for more efficient use of land, allowing for an efficient provision of services and facilities as well as promoting walkable and cohesive neighborhoods. East Link would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as regional destinations.
N-OV-51: Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.	Same as above.
N-OV-59: Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus rapid transit line, and the proposed Sound Transit light rail station by encouraging walkable, transit-supportive development through incentives tied to building height and allowable floor area.	Same as above.

TABLE F4.2-1 CONTINUED
East Link Project Consistency with Regional and Local Plans, Goals, and Policies

Policy Type and Goals	Discussion
N-OV-78: Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use, and other non-SOV transportation modes through building and site design.	Same as above.
SOUTHEAST REDMOND	
N-SE-6: If funding under the regional Transportation Plan becomes available and the adopted plans provide for service to the subarea, accommodate a transit station and a maintenance facility for a regional rapid transit system that would make Redmond a primary location for transit operations. Designate a 10- to 15-acre parcel as a transit station with a park-and-ride facility, and establish NE Union Hill Road as the corridor to the maintenance facility.	The East Link Project has located a park-and-ride station within the SE Redmond neighborhood and it is also a potential area for a maintenance facility.
N-SE-7: Transit stations and terminals are desired in the subarea, subject to special development permit approval. Development of retail and services uses in combination with the transit station shall be permitted; provided, that commercial uses are designed and sited to be supportive of transit ridership. Examples of such uses include: day care facilities, newsstands and laundromats, coffee shops and pharmacies.	The East Link Project stations would support development around the stations.
N-SE-35: Interconnect a rapid transit system from regional employment and housing centers to the Redmond Central Business District/Southeast Redmond employment center.	The East Link Project would provide fast, reliable, and efficient connections to the other urban centers in the corridor and other urban communities, as well as to regional destinations.
DOWNTOWN REDMOND	
DT–11 Recognize the eastern portion of the downtown as Redmond's preferred location for a downtown multimodal HCT station that would serve and support the vision for the downtown. Work closely with Sound Transit and other agencies to promote this area as a location for an urban HCT station, and to promote SR-520 as the preferred HCT corridor serving the site. Undertake work in a timely manner to refine the preferred location and to prepare updates to policies and implementation measures. Locate the downtown station to be complementary to location of an additional station in SE Redmond that is designed to intercept vehicles from the Avondale and SR 202 corridors and to serve as the terminus for HCT service.	Sound Transit and the City of Redmond have been coordinating and working together through the East Link Project The EIS considers station and route alternatives consistent with this policy.

Notes:
ADA Americans with Disabilities Act
CPTED Crime Prevention through Environmental Design
EIS environmental impact statements
ETP Eastside Transportation Program
GMA Washington State Growth Management Act
HCT high-capacity transit
HOV high-occupancy vehicle
RCW Revised Code of Washington
SOV single-occupant vehicle
SR state route
TOD transit-oriented development
TSP transit signal priority
WSDOT Washington State Department of Transportation