

Chapter 3

Affected Environment and Environmental Consequences

This chapter reviews the affected environment and environmental consequences for each resource analyzed. Each subsection describes a pertinent study area, applicable regulations, and the construction, operational, and cumulative effects of each alternative considered, including the No Build Alternative. Where impacts cannot be avoided, potential mitigation measures are identified.

The environmental resources included in this chapter are listed below.

- 3.1 Transportation
- 3.2 Acquisitions, Displacements, and Relocations
- 3.3 Land Use
- 3.4 Economics
- 3.5 Social Impacts, Community Facilities, and Neighborhoods
- 3.6 Visual and Aesthetic Resources
- 3.7 Air Quality and Greenhouse Gases
- 3.8 Noise and Vibration
- 3.9 Ecosystems
- 3.10 Water Resources
- 3.11 Energy
- 3.12 Geology and Soils
- 3.13 Hazardous Materials
- 3.14 Electromagnetic Fields
- 3.15 Public Services
- 3.16 Utilities
- 3.17 Historic and Archaeological Resources
- 3.18 Parklands and Open Space

A cumulative impact assessment for each environmental resource is also included in this chapter. The cumulative impact assessment follows the National Environmental Policy Act (NEPA) 40 Code of Federal Regulations (CFR) 1500-1508. This approach is recommended by the President's Council of Environmental Quality (CEQ) in *Considering Cumulative Effects under the National Environmental Policy Act* (Council of Environmental Quality 1997), which provides the framework for advancing environmental impact analysis by addressing cumulative effects.

According to CFR 1508.7, cumulative impacts on the environment result “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but cumulatively significant actions taking place over a period of time.” Simply put, cumulative impacts evaluate a proposed action and its alternatives in a broad perspective, including how the project might interact with impacts that persist from past actions, present-day activities, and other projects that are planned but have not yet been built. Results from a cumulative analysis can reveal unintended consequences that might not be apparent when the project is evaluated in isolation instead of in a broader context.

The study area for a cumulative analysis is generally a combination of the study areas defined for each environmental resource. Study areas vary between each environmental resource. For example, the ecosystems analysis includes a much broader study area to appropriately account for the larger ecosystem networks than the built environment resources (e.g., hazardous materials, electromagnetic fields, utilities). The study areas for these built environment resources are generally within 0.25 mile or less of the build alternative sites. For resources that pertain to transportation, air quality, greenhouse gases (GHGs), and energy, the Puget Sound region serves as an adequate study area for analyzing cumulative impacts. Social-related resources that could experience a range of cumulative impacts from new infrastructure projects (e.g., land use, economics, social impacts, public services) are within 0.5 to 1 mile of the build alternative sites.

Reasonably foreseeable future actions are future projects that would produce environmental impacts that could add to or interact with the proposed alternatives and other past and present actions to produce cumulative impacts. Reasonably foreseeable future actions are not speculative and are considered regardless of the agency, organization, or person serving as their proponent (Council of Environmental Quality 1997). They must be likely to occur in the reasonably foreseeable future by virtue of being funded, approved, or under consideration for regulatory permitting; the subject of an environmental review process under NEPA or the State Environmental Policy Act (SEPA); or part of an officially adopted planning document or publicly available development plan.

A list of all relevant reasonably foreseeable future projects known in the study areas is shown in Table 3-1. Note that the Lynnwood Link Extension and East Link projects are the most relevant projects when discussing cumulative impacts, since the OMSF build alternatives are located along these Link extensions.

Table 3-1. Reasonably Foreseeable Future Actions in the Study Areas

Name of Project (Sponsor)	Description	Status	Related OMSF Alternative
Sound Transit			
ST2	Extends Central Link light rail to the north, south, and east and increases bus and Sounder service. The Lynnwood Link Extension and East Link are projects under ST2.	Program currently being implemented.	Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
Lynnwood Link Extension	As part of ST2, this project would extend the light rail system from Northgate to Lynnwood.	Construction 2018–2023. Operations to begin 2023.	Lynnwood Alternative
East Link	As part of ST2, this project would extend the light rail system from Seattle to Mercer Island, Bellevue, and Redmond.	Construction 2015–2021. Operations to begin in 2023.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
WSDOT			
SR 520 Bridge Replacement and HOV Program	Project to improve access and mobility from Seattle to Redmond.	Under construction.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
City of Lynnwood			
Interurban Trail Improvement Project – Missing Links	Project to complete two missing links along the Interurban Trail located between 212th Street SW and 52nd Avenue W by constructing a continuous 12-foot-wide non-motorized bicycle/pedestrian trail that is separated from traffic.	In predesign stage.	Lynnwood Alternative

Name of Project (Sponsor)	Description	Status	Related OMSF Alternative
196th Street SW (SR 524) Improvement Project	Project to improve 196th Street SW (SR-524) by providing additional multimodal capacity and safety/aesthetic boulevard features.	Design to begin in early 2013.	Lynnwood Alternative
44th Avenue W, I-5 to 194th Street SW Improvement Project	Project to widen the roadway from seven to eight lanes just south of 196th Street SW and include wider sidewalks and landscape features.	Upcoming project.	Lynnwood Alternative
200th Street SW, 64th Avenue W to 40th Avenue W Improvement Project	Project to add lanes, wider sidewalks, landscape features, and bicycle facilities.	Upcoming project.	Lynnwood Alternative
Edmonds School District, District Support Center	Project to consolidate support functions including administrative offices, bus maintenance facilities, warehouse etc.	<ul style="list-style-type: none"> • Identified in Master Plan (2004) developed for all district facilities. • Financing plan in place initiated with 2006 bond measure. • SEPA Mitigated Determination of Nonsignificance issued April 2, 2007. • Architectural and engineering plan set completed. • Conditional Use Permit obtained but needs renewal. • Site preparation work has occurred including demolition and ground improvements. 	Lynnwood Alternative

Name of Project (Sponsor)	Description	Status	Related OMSF Alternative
City of Bellevue			
Spring District	New urban center located within the Bel-Red Corridor at the intersection of SR-520 and I-405. District will include 16 urban blocks designed to focus on connectivity to downtown Bellevue, surrounding communities, and the greater Eastside; 5,300,000 square feet of mixed-use residential, office, and retail space are proposed.	Master Development Plan approved 2012. Phase 1 construction began in 2013. Phase 2 completion planned for by 2022. Phase 3 completion planned for by 2026.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, and BNSF Modified Alternative
Northeast 15th/16th Street Multi-Modal Corridor Project	Corridor project to address planned growth and development in the Bel-Red and Wilburton areas.	In conceptual design engineering phase.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
NE 4th Street Extension – 116th to 120th Avenues NE	Improvement project to implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE.	In final design stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
120th Avenue NE Improvements Stages 2 and 3	Improvement project to widen 120th Avenue NE to five lanes just south of NE 8th Street to south of NE 12th Street as part of Stage 2, and from NE 12th Street to Northup Way as part of Stage 3.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative

Name of Project (Sponsor)	Description	Status	Related OMSF Alternative
120th Avenue NE (Stages 3 and 4)/NE 12th Street to 18th Street and to Northup Way	Improvement project to widen 120th Avenue NE to five lanes from NE 12th Street to NE 16th Street as part of Stage 3 and as part of Stage 4, from NE 16th Street to Northup Way will widen the roadway and transition from a five-lane section to a four-lane section in proximity of NE 18th Street.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
NE 15th Street Multi-Modal Corridor (Segment I) – NE 12th Street to 124th Avenue NE	Improvement project to implement a new multi-modal corridor consisting of two general purpose travel lanes in each direction.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
Northup Way Corridor Improvements	Improvement project to construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and 108th Avenue NE.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Improvement project to extend the five-lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
130th Avenue NE/NE 20th to NE Bel-Red Road	Improvement project to construct turn lanes, shared bike lanes, on-street parking and sidewalks between NE 16th and NE 20th Streets and widen to three lanes with shared bike lanes and sidewalks between NE 16th Street and Bel-Red Road.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative

Name of Project (Sponsor)	Description	Status	Related OMSF Alternative
NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Improvement project to Construct multimodal corridor from 130th Avenue NE to 132nd Avenue NE. Design as needed for coordination with East Link for segment 132nd Avenue NE to 136th Place and 136th Place to NE 20th Street	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
130th Avenue NE/NE 20th to NE Bel-Red Road	Improvement project to include two travel lanes, bike lanes, on-street parking, landscape strip and sidewalks both sides of Segment NE 20th Street to NE 16th Street.	In predesign stage.	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative
Seattle Children's Hospital, Phase II	Proposed building will add 140,000 square feet, three stories, and provide approximately 378 parking stalls. Site design includes landscaping and wetland buffer enhancement.	SEPA Determination of Nonsignificance issued October 20, 2011. Application process for a Master Development Plan and a Critical Areas Land Use Permit	BNSF Storage Tracks component of Lynnwood Alternative, BNSF Alternative, and BNSF Modified Alternative

3.1 Transportation

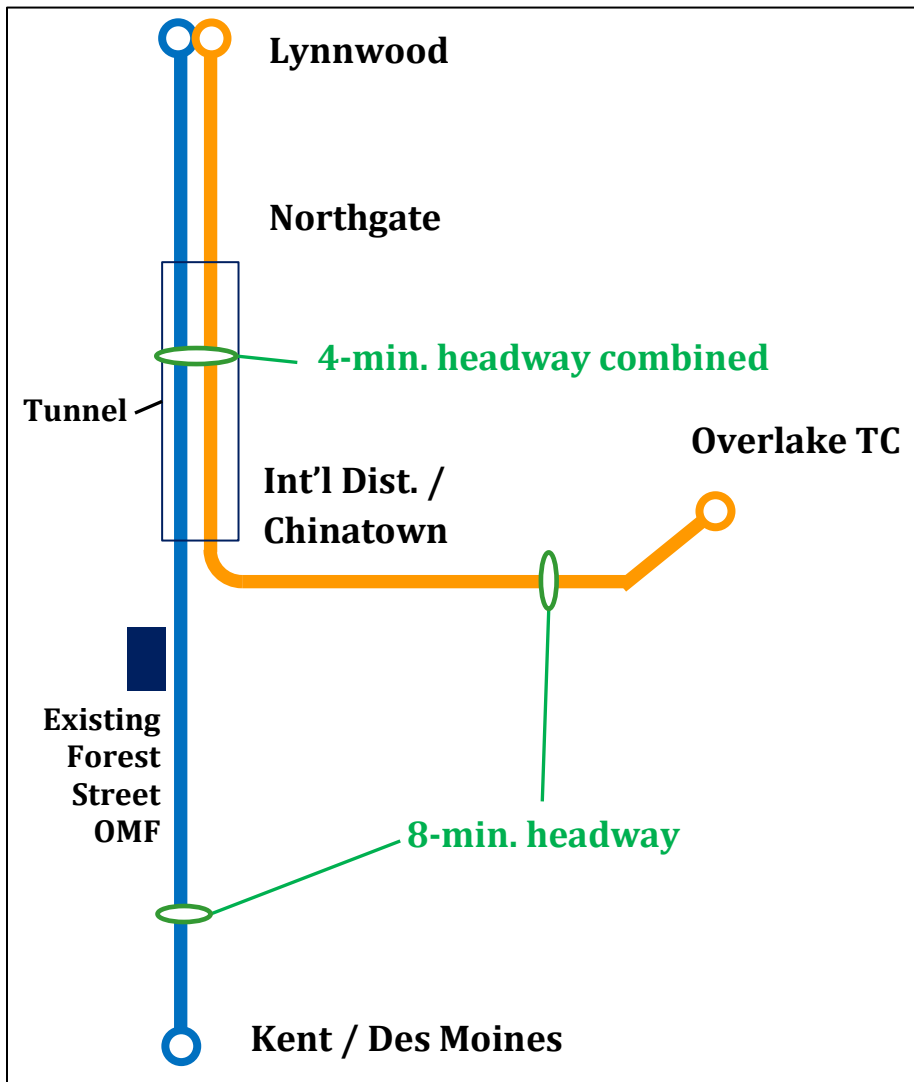
This section describes the existing transportation environment and presents potential impacts associated with the proposed Sound Transit Link Light Rail Operations and Maintenance Satellite Facility (OMSF) (proposed project). This section first discusses Sound Transit's light rail transit operations plan and evaluates impacts on system-wide operations associated with each of the build alternatives. This section then addresses other elements of the transportation system, such as vehicular traffic volumes, site access and parking and construction traffic. Construction, operational and cumulative impacts are also discussed. A more detailed discussion of the transportation analysis is provided in Appendix E.1, *Transportation Technical Report*, of this Draft EIS.

3.1.1 Light Rail Transit Operations

3.1.1.1 Affected Environment—Light Rail Operations Plan

Beginning in 2023, Link will operate with two operating lines, as shown in Figure 3.1-1. One line will operate between Lynnwood and Overlake Transit Center (Overlake TC), and the other line will operate between Lynnwood and Kent/Des Moines. The two lines will merge at the International District/Chinatown Station and share the same tracks between the merge point and Lynnwood. The shared tracks include a tunnel stretching 8.7 miles between the International District/Chinatown Station and the tunnel portal just south of Northgate Transit Center. The two lines will be scheduled to alternate on the shared tracks in both directions. Due to the configuration of tracks, there is no direct operating line between Overlake TC and Kent/Des Moines; therefore, passengers traveling between stations east of downtown Seattle and stations south of downtown Seattle must transfer between lines at International District/Chinatown. Also, trains cannot be deployed from the existing Forest Street Operations and Maintenance Facility (Forest Street OMF) directly to the tracks headed east toward Overlake TC.

Figure 3.1-1. Link ST2 System Peak Period Operating Plan



The Link system uses a fleet of light rail vehicles (LRVs), or cars. The Link LRV is shown in Figure 3.1-2. Each LRV is 95 feet long and can be operated independently or with other LRVs in a multi-car train. The Link system can accommodate trains with up to four LRVs.

Figure 3.1-2. Link Light Rail Vehicle (LRV)

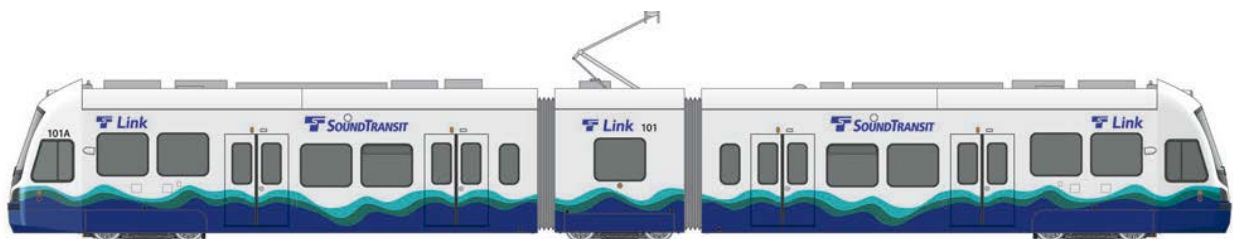


Table 3.1-1 shows key operational characteristics of the planned ST2 Link system. The anticipated headways, hours of operation, travel times, and train lengths are developed for planning purposes based on build-out of the ST2 system and projected ridership demand. Actual operations when service opens on each Link extension (north, east, and south) could differ or be adjusted (e.g., shorter train lengths) from what is shown in Table 3.1-1. The Lynnwood/Kent Des Moines line is planned to operate with 20 trains, which includes one “gap train”, or ready reserve train, that is off line but ready for service in case of a disabled train or other disruption on the line. The Lynnwood–Overlake TC line is planned to operate with 19 trains, including one gap train. The fleet also includes a number of spare vehicles that are assumed to be out of service for scheduled and unscheduled maintenance activities.

Table 3.1-1. Link Operational Characteristics

Hours of Operation	Weekdays and Saturdays Sundays and holidays	5:00 a.m. to 1:00 a.m. 6:00 a.m. to 12:00 a.m.
Headways	Peak (6:00–8:30 a.m. & 3:00–6:30 p.m.)	8 minutes (4 min. on combined section)
	Off-Peak (8:30 a.m.–3:00 p.m. & 6:30–10:00 p.m.)	10 minutes (5 min. combined)
	Early/Late (5:00–6:00 a.m. & 10:00 p.m.–1:00 a.m.)	15 minutes (7.5 min. combined)
Estimated Travel Times (one-way)	Lynnwood – Overlake TC	61 minutes
	Lynnwood – Kent/Des Moines	66 minutes
	Lynnwood – Int’l Dist./Chinatown	32 minutes
	Overlake TC – Int’l Dist./Chinatown	30 minutes
	Kent/Des Moines – Int’l Dist./Chinatown	34 minutes
LRV Fleet	Lynnwood – Kent/Des Moines	
	# Trains	20
	Train Length	4-car
	Service LRVs	80
	Lynnwood – Overlake TC	
	# Trains	19
	Train Length	4-car
	Service LRVs	76
	Total Service LRVs	156
	Spare LRVs (15%)	24
	Total Fleet Size	180
Maximum Passenger Load (2030)	Maximum Load Point	Pioneer Square→Int’l Dist./Chinatown
	Passengers per Hour at Max. Load Point	8,680
	Peak Period Capacity per Hour	8,880 (148 passengers per car)

The operation of the Link system is constrained by the following considerations.

- Due to the capacity of lead tracks to deploy trains onto the system, LRVs for the Lynnwood–Kent/Des Moines line would be stored and deployed from the Forest Street OMF. LRVs for the Lynnwood–Overlake TC line would be stored and deployed from the OMSF in Lynnwood and the BNSF Storage Tracks (Lynnwood Alternative) or Bellevue (BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative).
- The light rail guideway and systems (i.e., trackway, signals, and overhead wire) require an overnight time period for maintenance between 1:00 a.m. and 5:00 a.m. Trains generally cannot operate during this period.
- The tunnel between Northgate and International District/Chinatown is closed from 1:00 a.m. to 5:00 a.m. to allow for maintenance activities.
- The signaling system in the light rail tunnel between Northgate and International District/Chinatown is designed to accommodate a 3-minute scheduled headway in the tunnel.
- The tunnel between downtown and Northgate has special operating restrictions near scientific research buildings on the University of Washington (UW) campus related to electromagnetic interference and vibration. Sound Transit entered into a Memorandum of Understanding (MOU) with the UW which creates limitations on moving some disabled trains through this portion of the tunnel.

3.1.1.2 Impacts

Impacts on the operation of the light rail transit system evaluated for each alternative are focused on effects on system-wide operations and service associated with serving the system from each build alternative site.

No Build Alternative

Without the proposed project, the Forest Street OMF would be expected to serve the entire Link light rail system, including the existing Central Link system and extensions to Lynnwood, Overlake Transit Center, and Kent/Des Moines. With this alternative, Sound Transit would be constrained to a fleet of 104 vehicles—the current storage, service and maintenance capacity of the Forest Street OMF. Based on that constraint, Sound Transit developed a “least-worst” light rail operating scenario with a 104-vehicle system, which would consist of the following.

- 3-car trains.
- 11-minute peak headways on each operating line.
- Passenger load factor at maximum passenger load point in 2035 of 4.0 (4 passengers per seat).

With this operating scenario, passenger overcrowding on trains and station platforms would be expected during peak periods at locations with the greatest passenger loads (e.g., downtown Seattle and/or the University of Washington). Under the No Build Alternative, trains would be deployed

from the Forest Street OMF and the storage tracks in the Eastside Rail Corridor, which can accommodate four trains (16 LRVs or cars), as planned under Sound Transit's East Link project. To establish full morning service on the Eastside, it is likely some trains would need to be deployed from Forest Street OMF and turn back south at the Northgate Station to reach the east line, creating operational disruptions and inefficiency. This alternative could result in secondary impacts on bus transit service in those corridors planned to be served by Link light rail. This alternative could result in fewer commuters using transit and instead continuing to use automobiles. Without an OMSF, Sound Transit would have to operate the expanded system at a lower level of service than planned, or delay some or all of the planned ST2 light rail extensions, until it developed additional operations and maintenance capacity.

Lynnwood Alternative

The Lynnwood Alternative would result in 15-minute headways after 6:30 p.m. on the Lynnwood to Overlake TC operating line. This would result from the need for daily inspection and interior cleaning of 32 LRVs at the BNSF Storage Tracks to ready those vehicles for the next morning's deployment. The time needed to complete these functions at the BNSF Storage Tracks would require that these vehicles be removed from service earlier in the evening, resulting in longer headways after 6:30 p.m. This headway does not meet Sound Transit's planned off-peak headway of 10 minutes until 10:00 p.m. as shown in Table 3.1-1. Less frequent headways after the evening peak period would not measurably affect system ridership levels or the ability to meet ridership demand, which is driven by peak period trips.

BNSF Alternative and BNSF Modified Alternative

The BNSF Alternative and BNSF Modified Alternative would operate similarly because the OMSF would be located in the Bel-Red area of Bellevue along the East Link extension. These alternatives would not affect the key operational characteristics of the planned ST2 Link system shown in Table 3.1-1. Less frequent headways after the evening peak period would not measurably affect system ridership levels or the ability to meet ridership demand, which is driven by peak period trips.

SR 520 Alternative

The SR 520 Alternative would operate similarly to the BNSF Alternative and BNSF Modified Alternative because it would also be located in the Bel-Red area along the East Link extension. This build alternative would modify a portion of East Link to accommodate the lead track connection, resulting in reduced operating speed on the mainline. Reduced operating speed on this portion of East Link could affect the estimated travel times shown in Table 3.1-1.

3.1.2 Traffic and Other Transportation Elements

Analysis of the transportation system considers the following elements:

- Construction traffic impacts
- Transportation network serving each build alternative site
- Traffic volumes
- Traffic safety
- Other modes of transit
- Non-motorized facilities
- Freight mobility and access
- Parking
- Site access and driveway operations

Transportation goals and level of service (LOS) standards are developed as part of each agency's comprehensive planning efforts. LOS is a qualitative measure used to characterize traffic operating conditions. Six designations, A through F, are used to define LOS. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. While each agency accepts different levels of congestion, a delay-based intersection LOS analysis has been preliminarily accepted by each agency. Delay is expressed in terms of average delay per vehicle, in seconds, experienced during an analysis hour. The LOS standards typically apply to the PM peak hour, which is between 4:00 and 6:00 p.m. when weekday traffic is typically highest for the overall roadway network. The LOS standards for the jurisdictions containing the build alternative sites are included in Appendix E.1.

3.1.3 Methods

The study area for the transportation analysis includes the build alternative sites. These study areas were defined based on standard transportation and traffic impact analysis practices, as well as the requirements of the two local jurisdictions where the build alternative sites are located.

The approach to the analysis and study areas for each build alternative site reflects locally adopted impact analysis guidelines. The proposed project is expected to generate lower levels of daily and peak hour traffic than the land uses that would be displaced from each build alternative site. Therefore, the proposed project would result in a net decrease in trips on roadways surrounding each of the sites compared to conditions without the proposed project. As a result, traffic impact analysis standards do not require analysis of off-site intersections, and the operations analyses were limited to the vehicular site access driveways at each build alternative site.

3.1.4 Affected Environment

This section presents a summary of existing conditions at each of the build alternative sites without the proposed project.

3.1.4.1 Transportation Network

Characteristics, such as street classification, speed limits, traffic control, nonmotorized facilities, parking, and other attributes of the key roadways and intersections in the vicinity of the Lynnwood

Alternative site are summarized in Table 3.1-2. Road networks in the City of Lynnwood are illustrated in Chapter 2, Alternatives Considered, Figures 2-4a, 2-4b, and 2-4c.

The *City of Lynnwood Six-Year Transportation Improvement Plan and 20-Year Long Range Transportation Improvement List* (City of Lynnwood 2011) were reviewed to determine if any planned improvement projects would affect study area roadways or intersections. Within the Lynnwood Alternative site, one nonmotorized improvement is included in the *Six-Year Transportation Improvement Plan*, Interurban Trail Improvement in the vicinity of 208th Street SW and 52nd Avenue W. The 20-year list includes bicycle projects along 52nd Avenue W (#B32 from 204th Street SW to the south city limits) and 208th Street SW (#B106 from State Route [SR] 99 to 52nd Avenue W). No other projects were identified that would alter the existing transportation system near the Lynnwood Alternative site.

Table 3.1-2. Roadway Characteristics—Lynnwood Alternative Site

Characteristic	52nd Avenue W/ Cedar Valley Rd	204th Street SW	208th Street SW	120th Avenue NE (Bellevue)
Street Classification	Minor Arterial ^a	Collector Arterial ^a	Collector Arterial ^a	Collector Arterial ^b
Speed Limit (miles per hour)	30	30	30	30
Lanes	3	2	2/3	2 (1 each direction plus turn lanes added at key intersections)
Street-Edge Condition	Curb, gutter, sidewalk, and bike lanes on both sides	Curb, gutter, and sidewalk on both sides	Curb, gutter, sidewalk and bike lanes on both sides	Mostly paved or gravel shoulder with segments of curb, gutter, and sidewalk on west side
Bike Lanes	Both sides	None	Both sides	None
Parking	None	Parallel both sides	Parallel on north side west of 54th Ave W	Along some segments of gravel shoulder
Lane Restrictions	None	None	None	None
Transit Stops	Both sides at 204th St SW and 208th St SW	None	None	None
Traffic Control and Signal Locations	Signal at 200th St SW	Stop signs at 52nd Ave W	Stop signs at 52nd Ave W	Signals at NE 20th St (Northup Way) and NE 12th St

^a Source: City of Lynnwood 2011.
^b Source: City of Bellevue 2009.

Characteristics of the key roadways and intersections in the vicinity of the BNSF Alternative and BNSF Modified Alternative sites, including street classification, speed limits, traffic control,

nonmotorized facilities, parking, and other attributes are summarized in Table 3.1-3. Road networks in the City of Bellevue are illustrated in Chapter 2, Alternatives Considered, Figures 2-5a, 2-6a, and 2-7a. Site access locations for the BNSF Modified Alternative site would be the same as those described for the BNSF Alternative. Therefore, the conditions described for the transportation network, roadway traffic volumes, transit, nonmotorized facilities, parking and site access are also the same.

Table 3.1-3. Roadway Characteristics—BNSF Alternative and BNSF Alternative Sites

Characteristic	120th Avenue NE
Street Classification	Collector Arterial ^a
Speed Limit (mph)	30
Lanes	2 (1 each direction plus turn lanes added at key intersections)
Street-Edge Condition	Mostly paved or gravel shoulder with segments of curb, gutter, and sidewalk on west side;
Bike Lanes	None
Parking	Along some segments of gravel shoulder
Lane Restrictions	None
Transit Stops	None
Traffic Control and Signal Locations	Signals at NE 20th St (Northup Way) and NE 12th St

^a Source: City of Bellevue 2009.

The *City of Bellevue 2013–2018 Transportation Improvement Program* (City of Bellevue 2012a), *2013–2019 Capital Investment Program Plan* (City of Bellevue 2013), and the *2013–2024 Transportation Facilities Plan: Preliminary Project Priority List* (City of Bellevue 2012b) identify the following projects that could alter the existing transportation network near the BNSF Alternative and BNSF Modified Alternative sites before the 2035 design year (more details about these projects are included in Appendix E.1). Several of the projects are listed in more than one plan, but with different identification numbers as noted.

- 120th Avenue NE Improvements (Stage 2 and 3) – NE 8th Street to Northup Way (Transportation Improvement Project [TIP] #15, CIP #R-164; Transportation Facilities Program [TFP] #208)
- 120th Avenue NE (Stages 3 and 4)/ NE 12th Street to 18th Street and to Northup Way (TC #4, Preliminary TFP Map #RI-157, CIP #R-164)
- NE 15th Street Multi-Modal Corridor (Segment I) - NE 12th Street to 124th Avenue NE (TIP #14, CIP #R-163, TFP #209)

The *City of Bellevue 2013-2018 Transportation Improvement Program* (City of Bellevue 2012a) and the *2013-2024 Transportation Facilities Plan: Preliminary Project Priority List* (City of Bellevue 2012b) identify the following projects that could alter the existing transportation network near the SR 520 Alternative site before the 2035 design year (more details about these projects are included in Appendix E.1).

- Northup Way Corridor Improvements (TIP #8, CIP #R-146, TFP #079)
- NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets (TIP #52, TFP #215)
- 130th Avenue NE/NE 20th to NE Bel-Red Road (TIP #55, TFP #218)
- NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets (TC #7, Prelim. TFP Map #RI-135).
- 130th Avenue NE/NE 20th to NE Bel-Red Road (TC #24, Prelim. TFP Map #RI-137).

Characteristics of the key roadways and intersections in the vicinity of the SR 520 Alternative site are summarized in Table 3.1-4.

Table 3.1-4. Roadway Characteristics—SR 520 Alternative Site

Characteristic	NE 20th Street (Northup Way)	130th Avenue NE	136th Place NE
Street Classification	Minor Arterial ^a	Collector Arterial ^a	Collector Arterial ^a
Speed Limit (mph)	35 in site vicinity	30 in site vicinity	25
Lanes	5 (2 each direction plus center turn lane); turn lanes added at some intersections	3 (1 each direction plus center turn lane); turn lanes added at some intersections	2
Street-Edge Condition	Curbs, gutters, and sidewalks on both sides	Curbs, gutters, and sidewalks on both sides	Intermittent gravel shoulder; grass ditch, small segments of curb, gutter, and sidewalk
Bike Lanes	None	None	None
Parking	None	None	Along some segments of gravel shoulder
Lane Restrictions	None	None	None
Transit Stops	Both sides at 136th Pl NE, 132nd Ave NE, and 130th Ave NE	None	None
Traffic Control and Signal Locations	Signals at 130th Ave NE, 132nd Ave NE, 136th Pl NE, 140th Ave NE, 14300 Block, and 148th Ave NE	Signal at NE 20th St (Northup Way)	Signal at NE 20th St (Northup Way)

^a Source: City of Bellevue 2009.

3.1.4.2 Traffic

In Lynnwood, north of 208th Street SW, 52nd Avenue W carries an average of about 6,800 vehicles per day. The highest volume on 52nd Avenue W occurs between 4:00 and 5:00 p.m. (the PM peak hour) with 635 vehicles per hour (305 northbound, 330 southbound); the AM peak-hour flow of about 620 vehicles (180 northbound, 440 southbound) occurs between 7:00 and 8:00 a.m. The Lynnwood Alternative site has six or seven buildings estimated to generate 1,240 trips per day,

166 AM peak-hour trips, and 164 PM peak-hour trips. It is also estimated that the office and warehouse uses (currently vacant) that exist at the BNSF Storage Tracks could generate 650 trips per day, 58 AM peak-hour trips, and 61 PM peak-hour trips.

In Bellevue, the highest volumes on 120th Avenue NE, which carries an average of about 4,800 vehicles per day, occur between 1:00 and 2:00 p.m. and again between 5:00 and 6:00 p.m. (the midday and PM peak hours, respectively), about 410 vehicles travel per hour for both directions. The BNSF Alternative and BNSF Modified Alternative sites contain general office space, retail space, warehouse space and parking associated with the adjacent auto dealership. The BNSF Alternative site is estimated to generate 2,020 trips per day, 183 AM peak-hour trips, and 209 PM peak-hour trips. The BNSF Modified Alternative site is estimated to generate 2,100 trips per day, 188 AM peak-hour trips, and 215 PM peak-hour trips. Traffic counts collected on NE 20th Street (Northup Way) west of 136th Place NE on January 22 and 23, 2013, indicate that the roadway carries an average of about 23,220 vehicles per day. The highest volume on NE 20th Street occurs between noon and 1:00 p.m. (midday peak hour) with about 2,090 vehicles per hour in both directions. The PM peak-hour volume is slightly lower (1,975 vehicles per hour between 5:00 and 6:00 p.m.); the AM peak-hour flow from 7:00 to 8:00 a.m. is about 1,075 vehicles per hour (615 westbound, 460 eastbound).

The SR 520 Alternative site contains general office space, retail space, automobile sales space, and automobile care and service space. The site is estimated to generate 6,080 trips per day, 461 AM peak-hour trips, and 638 PM peak-hour trips.

3.1.4.3 Transit

King County Metro Transit (Metro) owns and operates two bus base facilities for dispatch, operations, maintenance, and storage of transit vehicles in the Bel-Red area of Bellevue. Metro's East Base is located between 120th and 124th Avenues NE at approximately NE 18th Place. Metro's Bellevue Base is located on the east side of 124th Avenue NE south of NE 18th Place. Both the East Base and Bellevue Base have primary access from 124th Avenue NE. The East Base also has a secondary gated access on 120th Avenue NE.

3.1.5 Environmental Impacts

This section summarizes the potential transportation impacts that would result from the construction and operation of the proposed project on the surrounding transportation network.

3.1.5.1 No Build Alternative

With the No Build Alternative, the existing land uses would remain at the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites and continue to generate traffic. At the Lynnwood Alternative site, a vacant parcel owned by the Edmonds School District is planned to house the district support center. This facility would provide administrative and training functions, a school bus base and vehicle maintenance facilities, building and facilities maintenance, and district warehouse operations. Under the No Build Alternative, the Edmonds School District would proceed with

construction of a district support center, which would generate traffic at the site associated with approximately 152 school buses, 116 fleet vehicles, and 475 administrative and maintenance personnel (Shockey-Brent, Inc. 2007).

3.1.5.2 Impacts Common to All Build Alternatives

Construction Impacts

Most construction-period traffic would occur during import and export of material to and from the site. All of the build alternatives would require some demolition activities and earthwork that would generate truck trips during the construction effort. The estimated volumes of truck traffic are presented in the following sections for each alternative. The estimates of truck traffic are conservative because at this time it is unknown how much excavated material could be used as fill material elsewhere on the same site. The traffic analysis assumes all excavated material would be transported off site, and all fill material would be imported to the site. Under all build alternatives, the estimated volume of truck traffic represents one truck or less per signal cycle moving through area intersections and would not affect traffic on the surrounding roads. A construction transportation management plan (CTMP) addressing site access, traffic control, hauling routes; construction employee parking, and pedestrian and bicycle control in the area would be prepared for the selected alternative per City of Lynnwood and/or City of Bellevue requirements, as applicable.

Operational Impacts

Transportation Network

None of the build alternatives would change the existing transportation network in their respective site vicinities, and no adverse impacts on the surrounding roadway network are anticipated.

The build alternatives would not result in adverse impacts on the surrounding nonmotorized facilities. Sound Transit would provide frontage improvements along public rights-of-way to meet City of Lynnwood and/or City of Bellevue roadway design standards. Details about the potential frontage improvements are provided in Appendix E.1.

Parking demand models were developed for each build alternative. All build alternatives would satisfy their respective peak parking demand. No parking overspill to on-street or adjacent parking facilities is expected and no adverse parking impacts are expected for any of the build alternatives.

Site Access

The proposed site access driveways that would serve each build alternative site would operate at acceptable levels of service. Details about site access operations are presented in the following sections for each build alternative.

None of the build alternatives would construct any new at-grade crossings of roadways. Lead track configurations for all of the build alternatives would allow LRVs to enter and exit the proposed

project along an exclusive right-of-way. None of the build alternatives would generate additional grade crossings at NE 20th Street in Bellevue because under any alternative, LRVs would be deployed directly into service (no deadheading). Morning deployment would be managed such that LRVs would leave the OMSF and enter service at no greater than peak headway intervals (approximately one train per 8 minutes). In the evening, trains would leave revenue service in stages after the evening peak.

Freight Mobility and Access

All of the build alternatives would result in a net reduction in traffic on study area roadways. None of the build alternatives are expected to result in adverse impacts on freight mobility or access.

Traffic

Sound Transit estimated all vehicle trips expected to be generated by train operators, maintenance employees, visitors, deliveries, and other activities. All of the build alternatives would result in a net decrease in traffic compared to the No Build Alternative. All build alternatives would result in a net decrease in daily and peak-hour traffic on surrounding roadways and would reduce the number of site access driveways serving the sites. Therefore, none of the build alternatives are expected to result in any adverse impacts on traffic.

Traffic Safety

A review of collision data in the vicinities of all build alternative sites (provided in Appendix E.1, *Transportation Technical Report*) did not indicate any unusual traffic safety conditions that would affect or be affected by the proposed project. The proposed OMSF would result in a net decrease in daily and peak hour traffic on roadways surrounding each alternative. Each alternative would also reduce the number of site access driveways that exist along adjacent roadways. As a result, none of the build alternatives are expected to result in any adverse impacts on traffic safety.

Transit

Since all of the build alternatives would generate less traffic than the No Build Alternative, none of the build alternatives would adversely affect bus facilities or operations. Both of Metro's transit bases have primary access on 124th Avenue NE; the small amount of traffic that would enter and exit the OMSF access driveway(s) for any of the build alternatives would not result in any adverse impacts on either base.

3.1.5.3 Lynnwood Alternative

Construction Impacts

Demolition activity would generate about 28 truck trips per day with four truck trips per hour. Up to 19,500 truckloads (39,000 truck trips) could be generated by removal and import of cut and fill material at the Lynnwood site. The excavation and embankment activity is expected to take about 6 months. Assuming an average of about 20 working days in the month and a typical 8-hour construction work day, the excavation and embankment activity could generate about 165

truckloads per day and an average of 21 truckloads per hour. With two truck trips for each truckload (one in and one out), the earthwork activity would generate about 330 truck trips per day with 42 truck trips per hour. Additionally, up to 345 total truck trips could be generated from removal and import of material at the BNSF storage tracks site. Construction haul routes would be determined as part of the CTMP and would depend on the origin and destination of material; however, the routes are likely to include 52nd Avenue W, 200th Street SW, 196th Street SW, 44th Avenue W, 220th Street SW and I-5 in Lynnwood. Routes to and from the BNSF Storage Tracks site are likely to include 120th Avenue NE, Northup Way, and SR 520 in Bellevue.

Operational Impacts

Traffic

A total of 206 employees are expected to work at the Lynnwood Alternative site over three shifts each day. This alternative is expected to result in 520 daily vehicle trips (260 in, 260 out) with 20 trips occurring in the AM peak hour (from 7:00 to 8:00 a.m.), and 15 trips occurring in the PM peak hour (5:00 to 6:00 p.m.). The PM peak hour of the adjacent street occurs from 4:00 to 5:00 p.m.; however, during the 4:00 to 5:00 hour, the proposed project is expected to generate only five trips. Therefore, to provide a worst-case analysis, the higher trip generation from 5:00 to 6:00 p.m. (15 trips) was considered. When compared to the daily and peak-hour traffic estimates for the existing uses at the Lynnwood Alternative site, the Lynnwood Alternative would result in a decrease in daily and peak-hour traffic on the surrounding City of Lynnwood roadway networks.

The BNSF Storage Tracks, with up to 56 employees, is expected to result in 130 daily vehicle trips (65 in, 65 out) with five trips occurring in the AM peak hour (from 7:00 to 8:00 a.m.) and two trips occurring in the PM peak hour (5:00 to 6:00 p.m.). When compared to the daily and peak-hour traffic estimates that could be generated by the existing uses on the site, the proposed project would result in a decrease in daily and peak-hour traffic on the surrounding City of Bellevue roadway network.

Parking

The total peak parking demand could range from 140 to 158 vehicles plus eight maintenance trucks at the Lynnwood site. A total peak parking demand of 44 vehicles is forecast at the BNSF Storage Tracks.

Site Access

The Lynnwood Alternative would eliminate the four existing private site access driveways and the eastern legs of 204th Street SW and 206th Street SW along 52nd Avenue W. This alternative would construct a new primary access driveway on the east side of 52nd Avenue W about 300 feet south of the 206th Street SW intersection. A secondary access would be provided at the northwest corner of the site on Cedar Valley Road about 540 feet north of the 204th Street SW intersection.

LOS analyses were performed for the primary site access driveways that would serve the proposed project (Lynnwood Alternative site and the BNSF Storage Tracks) in accordance with the method outlined in the *Highway Capacity Manual 2010* (Transportation Research Board 2010) using

Trafficware's *Synchro* traffic operations analysis software and the HCM 2010 reporting module. Future year conditions are presented for year 2035, which is the design year for the proposed project. All turning movements at the proposed access are projected to operate at LOS C or better during all peak hours. The BNSF Storage Tracks in Bellevue would be accessed from a single driveway on the west side of 120th Avenue NE at roughly NE 18th Place; all turning movements to and from this driveway are also expected to operate at LOS C or better during all hours (see Appendix E.1 for detailed information on LOS). Therefore, the Lynnwood Alternative is not expected to result in any adverse traffic operational impacts at the site access driveways.

3.1.5.4 BNSF Alternative

Construction Impacts

Demolition activity could generate about 28 truck trips per day with four truck trips per hour. Up to 5,560 truckloads (11,120 truck trips) could be generated from removing and importing cut and fill material at the BNSF Alternative site. The site grading activity is expected to take about 3 months. Assuming an average of about 20 working days per month and a typical 8-hour construction work day, the site grading activity could generate about 95 truckloads per day and an average of 12 truckloads per hour. With two truck trips for each truckload (one in and one out), the earthwork activity would generate about 190 truck trips per day with 24 truck trips per hour. Construction haul routes would be determined as part of the CTMP and would depend on the origin and destination of material; however, the routes are likely to include 120th Avenue NE, Northup Way, and SR 520 in Bellevue.

Operational Impacts

Traffic

Trip generation for the BNSF Alternative is expected to be similar to that presented previously for the Lynnwood Alternative. The BNSF Alternative is expected to employ 230 employees and result in 570 daily vehicle trips (285 in, 285 out) with 20 trips occurring in the AM peak hour (from 7:00 to 8:00 a.m.), and 15 trips during the PM peak hour (5:00 to 6:00 p.m.). When compared to the daily and peak-hour traffic estimates for the existing uses on the BNSF Alternative site, this alternative would result in a decrease in daily and peak-hour traffic on the surrounding City of Bellevue roadway network.

Parking

Parking demand for the BNSF Alternative would be slightly higher than the estimates described for the Lynnwood Alternative. The total peak parking demand could range from 150 to 168 vehicles plus eight maintenance trucks. The BNSF Alternative would be designed to accommodate this parking demand.

Site Access

The BNSF Alternative would eliminate the seven existing private site access driveways along the west side of 120th Avenue NE. A new primary access driveway would be constructed at the northeast corner of the BNSF Alternative site about 820 feet south of the Northup Way intersection. A secondary access would be provided at the southeast corner of the site on 120th Avenue NE about 1,900 feet north of the NE 12th Street intersection.

LOS analyses were performed for the primary site access driveway that would serve the proposed project using the same HCM 2010 method described previously for the Lynnwood Alternative. All turning movements at the proposed access are projected to operate at LOS C or better during all peak hours. Therefore, the BNSF Alternative is not expected to result in any adverse traffic operational impacts at the site access driveway. Since the BNSF Alternative would effectively reduce the volume of PM peak hour traffic generated at the BNSF Alternative site, it would not degrade the mobility management area nor affect the congestion allowance.

3.1.5.5 BNSF Modified Alternative

Construction Impacts

Demolition activity would generate about 28 truck trips per day with four truck trips per hour. Up to 14,155 truckloads (28,310 truck trips) could be generated by removal and import of cut and fill material at the BNSF Modified Alternative site. The site grading activity is expected to take about 5 months. Assuming an average of about 20 working days per month and a typical 8-hour construction work day, the site grading activity could generate about 140 truckloads per day and an average of 18 truckloads per hour. With two truck trips for each truckload (one in and one out), the earthwork activity would generate about 280 truck trips per day with 36 truck trips per hour. Construction haul routes would be determined as part of the CTMP and would depend on the origin and destination of material; however, the routes are likely to include 120th Avenue NE, Northup Way, and SR 520 in Bellevue.

Operational Impacts

Traffic

Trip generation for the BNSF Modified Alternative is expected to be identical to the BNSF Alternative.

Parking

Parking demand for the BNSF Modified Alternative would be identical to the BNSF Alternative.

Site Access

The site access conditions and operations with the BNSF Modified Alternative would be identical to those described for the BNSF Alternative.

3.1.5.6 SR 520 Alternative

Construction Impacts

Demolition activity would generate about 30 truck trips per day with four truck trips per hour. Up to 13,790 truckloads (27,575 truck trips) could be generated by removal and import of cut and fill material at the SR 520 Alternative site. The excavation and embankment activity is expected to take about 5 months. Assuming an average of about 20 working days per month and a typical 8-hour construction work day, the excavation and embankment activity could generate about 140 truckloads per day and an average of 18 truckloads per hour. With two truck trips for each truckload (one in and one out), the earthwork activity would generate about 280 truck trips per day with 36 truck trips per hour. Construction haul routes would be determined as part of the CTMP and would depend on the origin and destination of material; however, the routes are likely to include NE 20th Street (Northup Way), 148th Avenue NE, and SR 520 in Bellevue.

Operational Impacts

Traffic

Trip generation for the SR 520 Alternative is expected to be identical to the BNSF Alternative and BNSF Modified Alternative.

Parking

Parking demand for the SR 520 Alternative would be identical to that described for the BNSF Alternative and BNSF Modified Alternative.

Site Access

The SR 520 Alternative would eliminate the nine existing private site access driveways along the north side NE 20th Street and the two on the east side of 130th Avenue NE. The SR 520 Alternative would include construction of a new primary access driveway on the north side of NE 20th Street about 780 feet west of the 136th Place NE intersection. The secondary access would be provided on the west side of the site on 130th Avenue NE about 180 feet north of the NE 20th Street (Northup Way) intersection.

LOS analyses were performed for the primary site access driveway that would serve the proposed project using the same methodology described previously for the other alternatives. All turning movements at the proposed access are projected to operate at LOS D or better during all peak hours. Since the SR 520 Alternative would effectively reduce the volume of PM peak hour traffic generated at the site, it would not degrade the mobility management area nor affect the congestion allowance. Therefore, the SR 520 Alternative is not expected to result in any adverse traffic operational impacts at the site access driveway.

3.1.6 Indirect and Cumulative Impacts

The proposed project has the potential to result in indirect impacts on transportation. The primary source of potential indirect impacts would likely be related to possible redevelopment of surplus land that would be acquired for the proposed project by Sound Transit but not required for the operation of the OMSF. As outlined in the indirect impacts discussion in Section 3.3, Land Use, all build alternatives, except the SR 520 Alternative, would result in surplus land not required for operation of the proposed project. These surplus lands could be made available for redevelopment consistent with corresponding zoning and/or conditions of the Conditional Use Permit required from the respective local municipality to develop the OMSF. Such future development of surplus property would result in new traffic generation and parking demands that would be evaluated in detail as part of the Washington State Environmental Policy Act (SEPA) review and permitting process at that time.

The transportation access analysis presented in the previous sections reflects conditions with assumed growth between existing conditions and the design year (2035). The traffic growth assumptions also reflect changes in traffic volumes that are projected in the traffic forecasts prepared for the *Lynnwood Link Extension Draft Environmental Impact Statement (Lynnwood Link Extension Draft EIS)* (Sound Transit 2013) and the *East Link Project Final Environmental Impact Statement (East Link Project Final EIS)* (Sound Transit 2011). As a result, the traffic analyses reflect the cumulative impacts of these Link extensions as well as other planned and foreseen development and associated increases in traffic within the study areas for each build alternative. In addition, future trips that would otherwise be generated by the existing uses at the OMSF build alternative sites were not subtracted from the future traffic forecasts; therefore, the analysis represents a worst-case condition in terms of cumulative effects on transportation.

It is possible that construction of the OMSF facility could occur simultaneously with construction of the Lynnwood Link Extension and/or East Link. Construction for the Lynnwood Link Extension is planned to occur from 2018 to 2023 and construction for East Link is planned from 2016 to 2022, both of which would overlap the planned construction period for the proposed OMSF between 2017 and 2020. Based on information from the *Lynnwood Link Extension DEIS* (Sound Transit 2013), potential construction staging areas and truck haul routes for Segments B and C could include the roadway adjacent to the Lynnwood Alternative site (52nd Avenue W) and could include staging areas on the site. Based on information from the *East Link Project Final EIS* (Sound Transit 2011: Appendix H), potential construction impacts within segment D (the segment in which the OMSF build alternatives are located) could include some short-term lane closures, transit route changes, and temporary sidewalk closures near one or more of the OMSF build alternative sites. The haul routes for earthwork and/or construction materials could also be the same as those that could be used for OMSF construction.

3.1.7 Potential Mitigation Measures

With the adherence to permitting requirements and implementation of the CTMP and design standards, impacts on transportation would be avoided. Therefore, no mitigation is required.

Frontage improvements are likely to be required as part of the permitting process. Both the City of Lynnwood and City of Bellevue typically collect transportation impact fees for new development; however, both cities' codes exempt buildings or structures constructed by a regional transit authority pursuant to Revised Code of Washington (RCW) 82.02.090 (Lynnwood Municipal Code [LMC] 3.105.080, Bellevue City Code [BCC] 22.16.070). The proposed facility would be exempt from transportation impact fees.

3.2 Acquisitions, Displacements, and Relocations

This section discusses land that would be acquired to construct the proposed project, existing land uses that would be displaced, and the potential for relocating those uses.

3.2.1 Introduction to Resources and Regulatory Requirements

Sound Transit would obtain the necessary land for the proposed project through either partial or full parcel acquisitions.

- **Partial Acquisition.** Sound Transit would acquire only part of a parcel and would not generally displace the existing use; in limited occurrences, some businesses on a partial acquisition parcel may be displaced.
- **Full Acquisition.** Sound Transit would acquire the entire parcel and displace the current use. Full acquisitions may include parcels that would not be fully needed for the proposed project, but would be affected to the extent that the existing use would be substantially impaired (e.g., the loss of parking or access).

The proposed project must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 Code of Federal Regulations [CFR] 24, as amended). The act and its amendments provide guidance on how federal financial assistance for a project compensates for impacts on property owners or tenants who need to relocate due to being displaced by the proposed project. Sound Transit has also adopted the *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* to guide the agency's compliance with Chapter 8.26 Revised Code of Washington (RCW) and Chapter 468-100 Washington Administrative Code (WAC). All property acquisitions would be completed consistent with these policies to ensure that property owners are treated uniformly and equitably.

3.2.2 Methods

The study area for acquisitions, displacement, and relocations includes those parcels that would contain elements of the OMSF, or would be necessary for access to construct the OMSF, at the build alternative sites, as well as the land required to develop the lead tracks from the light rail guideway to each alternative site. In addition to the potential property acquisitions described in this section, the OMSF could require permanent easements, temporary construction easements, and the use of public rights-of-way. The area of these easements is not included in the data presented in this section.

The acquisitions analysis involved reviewing the proposed rights-of-way boundaries and parcel data from the King County and Snohomish County Assessors' Offices to identify parcels of property with the potential to be affected by the proposed project. This section summarizes likely property acquisitions based on current conceptual designs and their impacts. The list of acquisitions is representative and should not be considered the final determination regarding property acquisition;

the list could be updated as the project design is refined. Furthermore, the estimates described here reflect the existing conditions at the time the analysis was conducted. Because properties that are currently underdeveloped or vacant could be developed between completion of this Draft EIS and the time of construction, the number and/or type of displacements could vary between what is disclosed in the Draft EIS and what would be actually acquired.

3.2.3 Affected Environment

All build alternative sites are located within the jurisdictions of the Cities of Lynnwood and Bellevue. Figures 3.2-1 through 3.2-4 illustrate the affected environment of the build alternatives. Specific parcels and their existing uses are identified in Appendix F.2, *Land Acquisition Data*.

In April 2012, Sound Transit acquired a 1.1-mile segment of the Eastside Rail Corridor (formerly the BNSF railway corridor) in Bellevue from the Port of Seattle. At the same time, Sound Transit acquired high-capacity transportation easements over other portions of the corridor. With the Federal Transit Administration's (FTA's) approval, Sound Transit acquired the 10.5-acre former International Paper facility parcel in Bellevue as a protective acquisition. The purpose of a protective acquisition is to prevent the imminent development of a parcel that may be needed for a proposed transportation use. Protective acquisitions do not limit the evaluation of alternatives required by the National Environmental Policy Act (NEPA) process. Sound Transit-owned properties, including portions of the Eastside Rail Corridor, a former rail spur, and the former International Paper facility are shown on Figures 3.2-1b, 3.2-2, and 3.2-3.

3.2.4 Environmental Impacts

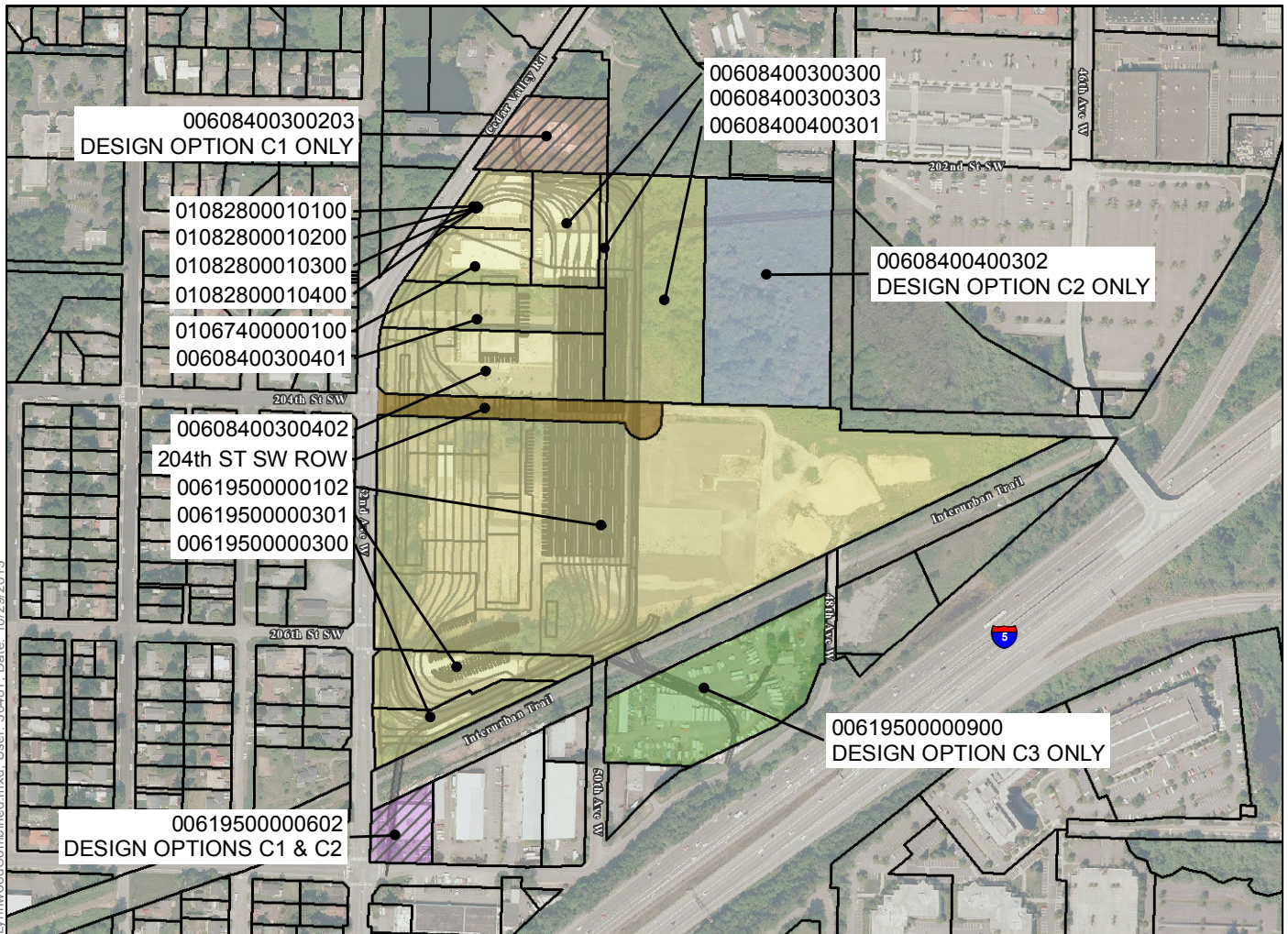
Potential impacts on each parcel have been evaluated to determine if the parcel would need to be fully or partially acquired. Current land use, including the number of existing uses that would be displaced on affected parcels is presented in Table 3.2-1. Other impacts associated with acquisitions and displacements are discussed in Section 3.3, Land Use; Section 3.4, Economics; and Section 3.5, Social Impacts, Community Facilities, and Neighborhoods.

Table 3.2-1. Affected Parcels and Displacements by Generalized Land Use Classification

Alternative	Affected Parcels	Displacements by Land Use Type				
		Commercial – Retail/Service	Commercial - Office	Industrial	Vacant	Total
Lynnwood Alternative ^a						
Design Option C1	15	0	9	2	4	11
Design Option C2	15	0	9	2	5	11
Design Option C3	14	2	9	3	4	14
BNSF Alternative	6	3	5	6	0	14
BNSF Modified Alternative	14	5	13	7	2	25
SR 520 Alternative	13	58	43	0	0	101

^a Includes one vacant Sound Transit-owned parcel in Bellevue to accommodate the BNSF Storage Tracks.

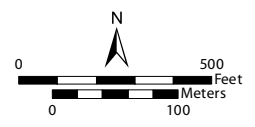
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Parcel Number	608400300203*	Parcel Number	608400300402	Parcel Number	608400400301
Land Use	Partial - No Displacement	Land Use	Commercial - Office	Land Use	Vacant
Parcel Size	1.36 AC	Parcel Size	2.79 AC	Parcel Size	4.12 AC
Parcel Number	1082800010100	Parcel Number	619500000102	Parcel Number	608400400302*
Land Use	Commercial - Office	Land Use	Vacant	Land Use	Vacant
Parcel Size	0.77 AC	Parcel Size	20.68 AC	Parcel Size	4.12 AC
Parcel Number	1082800010200	Parcel Number	619500000301	Parcel Number	619500000900*
Land Use	Commercial - Office	Land Use	Industrial	Land Use	Commercial - Retail/Service & Industrial
Parcel Size	0.77 AC	Parcel Size	1.34 AC	Parcel Size	3.90 AC
Parcel Number	1082800010300	Parcel Number	619500000300	*Parcel 608400300203 is part of Design Option C1 only.	
Land Use	Commercial - Office	Land Use	Industrial	*Parcel 608400400302 is part of Design Option C2 only.	
Parcel Size	0.77 AC	Parcel Size	1.08 AC	*Parcel 619500000602 is part of Design Options C1 and C2.	
Parcel Number	1082800010400	Parcel Number	619500000602*	*Parcel 619500000900 is part of Design Option C3 only	
Land Use	Commercial - Office	Land Use	Partial - No Displacement		
Parcel Size	0.77 AC	Parcel Size	0.76 AC		
Parcel Number	1067400000100	Parcel Number	608400300300		
Land Use	Commercial - Office & Vacant	Land Use	Industrial		
Parcel Size	1.06 AC	Parcel Size	1.40 AC		
Parcel Number	608400300401	Parcel Number	608400300303		
Land Use	Commercial - Office	Land Use	Vacant		
Parcel Size	1.79 AC	Parcel Size	0.14 AC		

Affected Parcels

- All Lynnwood Design Options
- Design Option C1 Only
- Design Option C2 Only
- Design Option C3 Only
- 204th St. SW ROW
- Partially Affected Parcel



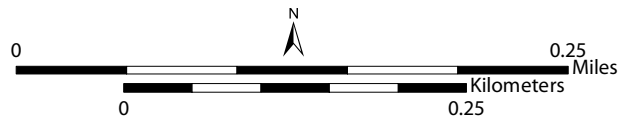
Sources: Parcels, Snohomish County, 2013; Site plans, Huit Zollars, 2013

Figure 3.2-1a: Lynnwood Alternative—Affected Parcels
Sound Transit Link Light Rail OMSF Draft EIS

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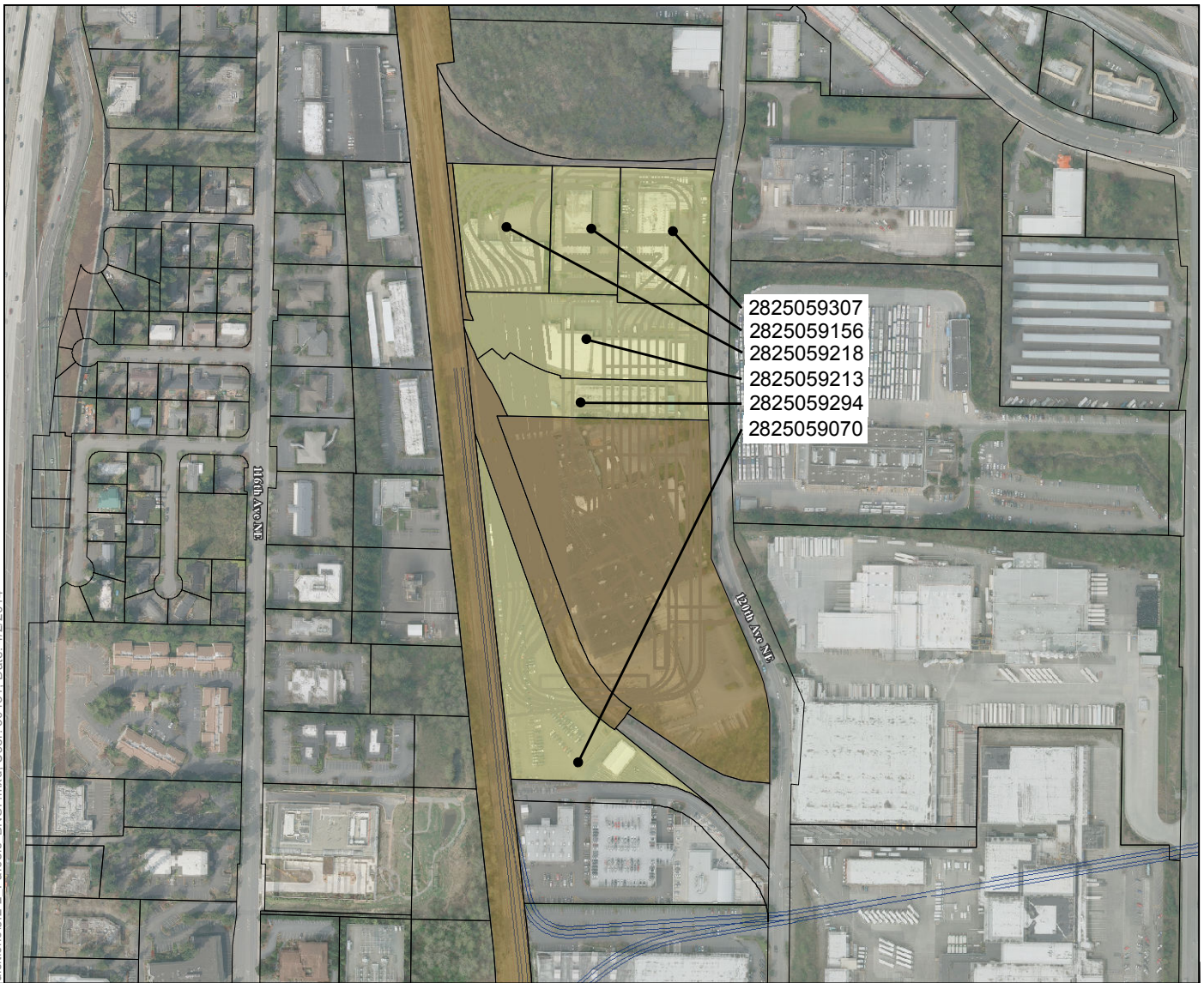
- Sound Transit Owned
- Parcel
- Site Plan
- East Link Light Rail



Source: Parcels and Aerial Imagery, City of Bellevue, 2013; Site Plans, Huilt Zollars, 2013

Figure 3.2-1b: Lynnwood Alternative, BNSF Storage Tracks*—Affected Parcels
Sound Transit Link Light Rail OMSF Draft EIS
*The BNSF Storage Tracks are Located in Bellevue
* No Affected Parcels

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Parcel Number	2825059307
Land Use	Commercial - Office
Parcel Size	2.20 AC

Parcel Number	2825059213
Land Use	Commercial - Office & Industrial
Parcel Size	3.22 AC

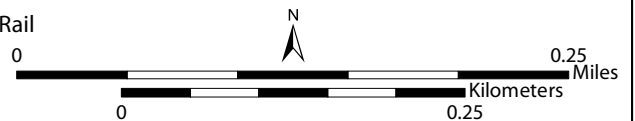
Parcel Number	2825059156
Land Use	Commercial - Retail/Service, & Industrial
Parcel Size	1.55 AC

Parcel Number	2825059294
Land Use	Industrial
Parcel Size	1.67 AC

Parcel Number	2825059218
Land Use	Commercial - Retail/Service, Commercial - Office, & Industrial
Parcel Size	2.10 AC

Parcel Number	2825059070
Land Use	Commercial- Retail/Service
Parcel Size	3.42 AC

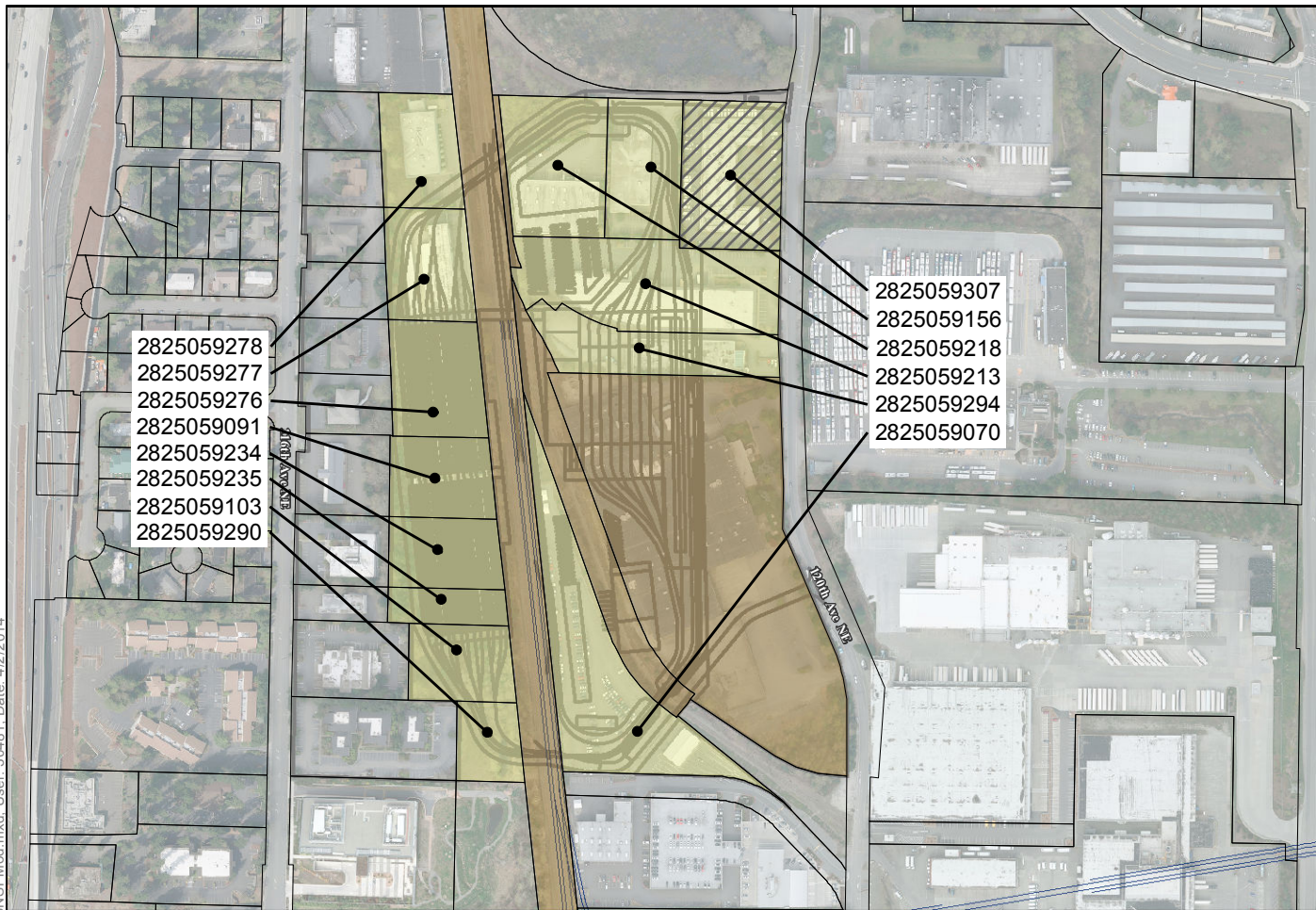
- Affected Parcel
- Sound Transit Owned
- Parcel
- Site Plan
- East Link Light Rail



Source: Aerial Imagery and Parcels, City of Bellevue, 2013; Site plans, Huit Zollars, 2013

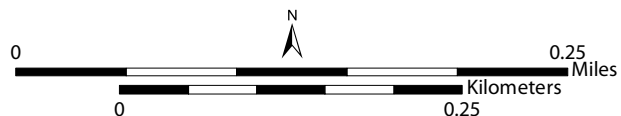
Figure 3.2-2: BNSF Alternative—Affected Parcels
Sound Transit Link Light Rail OMSF Draft EIS

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Parcel Number	2825059278	Parcel Number	2825059235	Parcel Number	2825059218
Land Use	Commerical- Retail/Service	Land Use	Industrial	Land Use	Commercial - Retail/Service, Commercial - Office & Industrial
Parcel Size	1.32 AC	Parcel Size	0.62 AC	Parcel Size	2.10 AC
Parcel Number	2825059277	Parcel Number	2825059103	Parcel Number	2825059213
Land Use	Commerical- Retail/Service	Land Use	Vacant	Land Use	Commercial - Office & Industrial
Parcel Size	1.40 AC	Parcel Size	1.17 AC	Parcel Size	3.22 AC
Parcel Number	2825059276	Parcel Number	2825059290	Parcel Number	2825059294
Land Use	Commercial - Office & Industrial	Land Use	Vacant	Land Use	Industrial
Parcel Size	1.58 AC	Parcel Size	0.76 AC	Parcel Size	1.67 AC
Parcel Number	2825059091	Parcel Number	2825059307	Parcel Number	2825059070
Land Use	Industrial	Land Use	Partial - No Displacement	Land Use	Commercial- Retail/Service
Parcel Size	1.22 AC	Parcel Size	2.20 AC	Parcel Size	3.42 AC
Parcel Number	2825059234	Parcel Number	2825059156		
Land Use	Industrial	Land Use	Commercial - Retail/Service, & Industrial		
Parcel Size	1.17 AC	Parcel Size	1.55 AC		

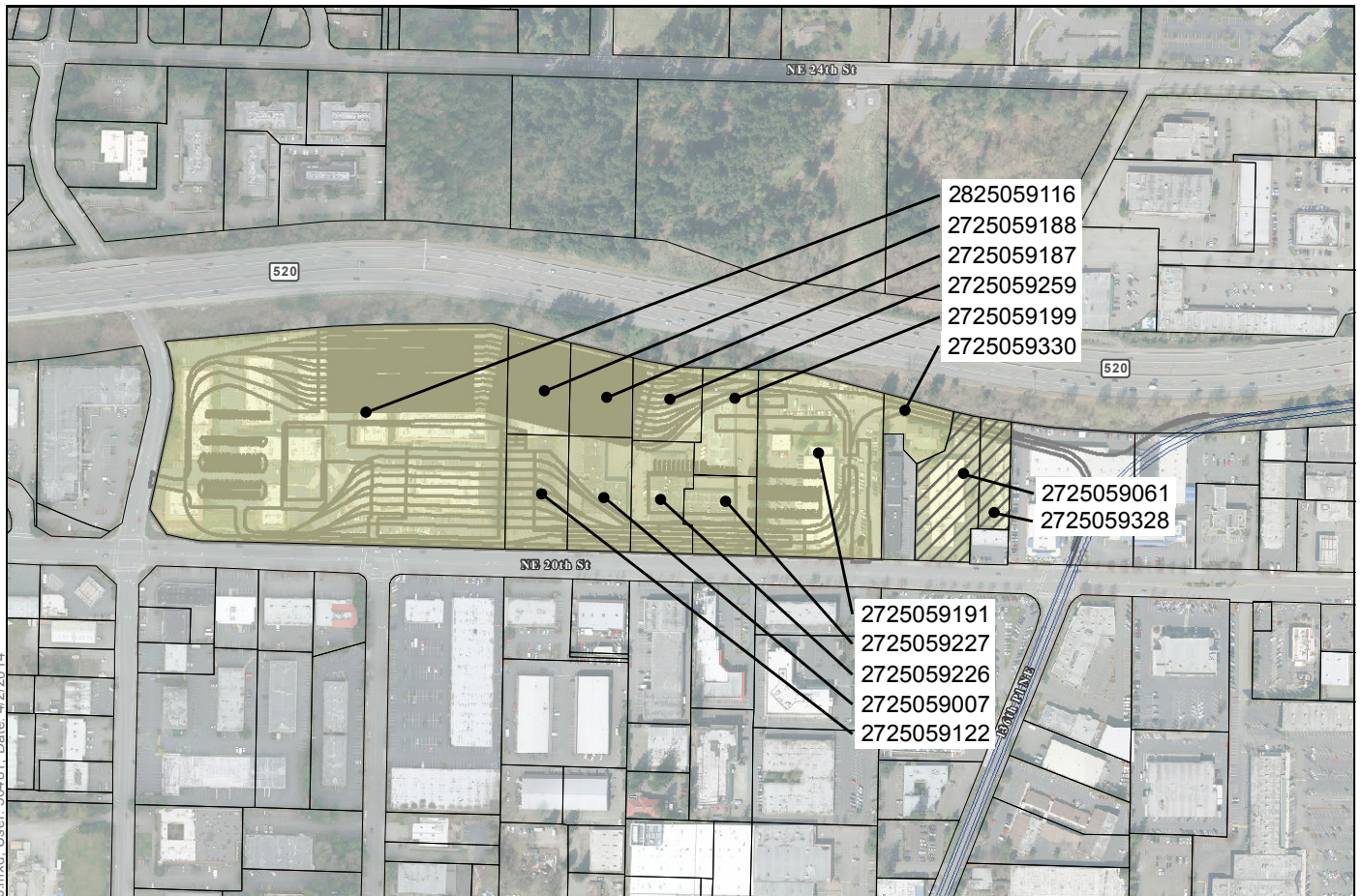
- Affected Parcel
- Sound Transit Owned
- Parcel
- Partially Affected Parcel
- Site Plan
- East Link Light Rail



Source: Aerial Imagery and Parcels, City of Bellevue, 2013; Site plans, Huit Zollars, 2013

Figure 3.2-3: BNSF Modified Alternative—Affected Parcels Sound Transit Link Light Rail OMSF Draft EIS

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Parcel Number	2825059116
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	11.60 AC

Parcel Number	2725059227
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	0.85 AC

Parcel Number	2725059188
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	0.99 AC

Parcel Number	2725059226
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	1.04 AC

Parcel Number	2725059187
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	0.85 AC

Parcel Number	2725059007
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	1.14 AC

Parcel Number	2725059259
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	0.84 AC

Parcel Number	2725059122
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	1.14 AC

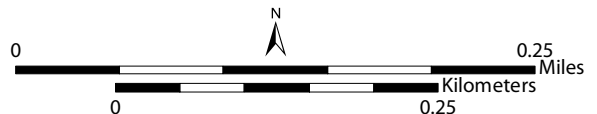
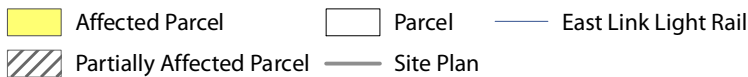
Parcel Number	2725059199
Land Use	Commercial - Retail/Service & Commercial - Office
Parcel Size	0.99 AC

Parcel Number	2725059061
Land Use	Partial - No Displacements
Parcel Size	1.20 AC

Parcel Number	2725059330
Land Use	Commercial - Office
Parcel Size	0.50 AC

Parcel Number	2725059328
Land Use	Partial - No Displacements
Parcel Size	0.53 AC

Parcel Number	2725059191
Land Use	Commercial - Retail/Service
Parcel Size	3.54 AC



Source: Aerial Imagery and Parcels, City of Bellevue, 2013; Site plans, Huit Zollars, 2013

Figure 3.2-4: SR 520 Alternative—Affected Parcels
Sound Transit Link Light Rail OMSF Draft EIS

3.2.4.1 No Build Alternative

Under the No Build Alternative, Sound Transit would not acquire any parcels that would result in displacing existing land uses.

3.2.4.2 Impacts Common to All Build Alternatives

All build alternatives would require the acquisition of properties that are either vacant or developed.

Construction Impacts

All of the acquisitions and displacements summarized in Table 3.2-1 would be required during construction of the proposed project. No additional parcels would be acquired for construction staging areas. No additional displacements or relocations are anticipated to occur associated with easements required to facilitate construction activities under any of the build alternatives.

Operational Impacts

The acquisitions and displacements summarized in Table 3.2-1 would be permanent to accommodate the proposed project; no residential uses would be displaced. The Lynnwood Alternative, BNSF Alternative, and BNSF Modified Alternative would displace a similar number of existing uses (between 11 and 25). All alternatives, except for the SR 520 Alternative, would have surplus property that could be sold and redeveloped after construction of the proposed project; this is discussed in greater detail in Section 3.3, Land Use. Additional impacts associated with all build alternatives are described in the following sections.

Adequate, decent, safe, and sanitary replacement facilities would be available at market rates in the area around each build alternative site. Relocation assistance would be available to all relocated persons without discrimination following the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 49 CFR Part 24, as amended, and Sound Transit's *Real Property Acquisition and Relocation Policy, Procedures, and Guidelines* (Sound Transit 2013).

3.2.4.3 Lynnwood Alternative

Construction Impacts

The Lynnwood Alternative may require a temporary construction easement over and adjacent to the Interurban Trail to accommodate construction of the elevated lead track guideway to the OMSF.

Operational Impacts

The Lynnwood Alternative would require acquisition of up to 15 parcels, and a permanent aerial easement would be necessary to accommodate the elevated guideway. These acquisitions would displace industrial and commercial land uses. Use or acquisition of the property owned by the Edmonds School District would affect the district's ability to develop the district support center as planned. The property is currently vacant, but the Edmonds School District has received building permits for the facility. The BNSF Storage Tracks site is currently vacant.

There is currently adequate vacant office space in Lynnwood to accommodate the office uses that would be displaced. The vacancy rate for office uses in Lynnwood was 17.8% in the second quarter of 2012 (Kidder Mathews 2013). It may be difficult to relocate the displaced industrial uses in the vicinity of the site, but there are approximately 104 acres of industrial lands and an estimated 904,145 square feet of industrial building space in the City of Lynnwood. The vacancy rate in Snohomish County for industrial properties was reported as being approximately 12.4% in the third quarter of 2013 (CBRE, Inc. 2013a).

3.2.4.4 BNSF Alternative and BNSF Modified Alternative

Construction Impacts

No construction impacts other than those identified as common to all build alternatives have been identified.

Operational Impacts

The BNSF Alternative would require acquisition of 6 parcels, which would displace 14 industrial and commercial uses. The BNSF Modified Alternative would require acquisition of 14 parcels, which would displace 25 industrial and commercial uses, including the City of Bellevue's Public Safety Training Center, located on three parcels on the west side of the Eastside Rail Corridor.

There is currently adequate vacant office space in Bellevue to accommodate office uses that would be displaced by the BNSF Alternative and BNSF Modified Alternative. The BNSF Alternative and BNSF Modified Alternative sites are located within the SR 520 submarket. In the third quarter of 2013 the SR 520 submarket had a vacancy rate of about 11.2% for office space (CBRE, Inc. 2013b).

It would be difficult to relocate industrial land uses close to the BNSF Alternative and BNSF Modified Alternative sites. While the sites are currently characterized by industrial and commercial uses, the area is zoned for higher density, mixed-use office, retail, and residential development. The Public Safety Training Center would also require identifying a suitable alternative site, which may be difficult due to the unique operations carried out on the property by the Bellevue Fire Department. The vacancy rate for industrial properties in King County was approximately 11.6% in the third quarter of 2013 (CBRE, Inc. 2013a).

Other relocation opportunities exist outside the Bel-Red Subarea. There are approximately 1.8 million square feet of commercial building space over 246 acres and approximately 1.3 million square feet of industrial building space over 175 acres in Bellevue.

3.2.4.5 SR 520 Alternative

Construction Impacts

Construction of this alternative may require a temporary construction and permanent easement within the Washington State Department of Transportation (WSDOT)-owned SR 520 right-of-way to accommodate construction access for OMSF features along the northern side of the facility such as retaining walls and fencing.

Operational Impacts

The SR 520 Alternative would result in the highest number of displacements out of all four build alternatives. Thirteen parcels would be acquired, which would displace approximately 101 commercial land uses. Two of the 13 parcels that would be acquired would be partial acquisitions required for the development of a lead track to the OMSF. The lead track would be located behind the buildings and businesses on these two parcels and would not displace businesses. Some of the displaced uses, while occupying space traditionally used for commercial services, include spaces occupied by congregations for religious practices. However, these spaces house administration offices or weekend youth activities and are not primary places of worship. A permanent easement within the WSDOT-owned State Route (SR) 520 right-of-way may also be required to accommodate subsurface site features such as tiebacks associated with retaining walls. Any easements accommodating subsurface tiebacks would remain through the operation of the proposed project.

The SR 520 Alternative site is located within the SR 520 submarket. There is adequate vacant office space in the SR 520 submarket to accommodate office uses that would be displaced. The vacancy rate for office uses in the SR 520 submarket were approximately 11.2% in the third quarter of 2013 (CBRE, Inc. 2013b). Vacancy rates for retail uses in the SR 520 submarket were approximately 1.6% in the first quarter of 2013 (Kidder Mathews 2013). The Bellevue primary retail market area, consisting of the Bellevue central business district, SR 520 corridor, and suburban Bellevue, had a retail vacancy rate of about 2% in the first quarter of 2013 representing approximately 200,000 square feet of space (Kidder Mathews 2013). Low retail vacancy rates in the SR 520 submarket and Bellevue primary retail market may make it difficult to relocate displaced retail uses in these areas. Retail space users often have specific relocation requirements that must be met to ensure success. Sound Transit would perform a case-by-case assessment to understand how the available inventory could meet the displaced retailer's needs.

3.2.5 Indirect and Cumulative Impacts

The proposed project's impacts resulting from acquisitions, displacements, and relocations would be direct. There could be indirect impacts associated with the change in land use at the build alternative sites to a transportation-related land use; these indirect impacts are discussed in Chapter 3.3, Land Use.

Cumulative impacts would result from acquisition of properties and displacement of existing businesses associated with the Lynnwood Link Extension and East Link projects, along with the development of an OMSF. The greatest potential for cumulative impacts related to acquisition of properties at the Lynnwood Alternative site for the proposed OMSF project would be from the Lynnwood Link Extension. Lynnwood Link Extension Alternative C1 would affect the most properties. Specifically, it would affect the Cedar Creek Condominiums, requiring up to 76 residential relocations. Lynnwood Link Extension Alternative C1 would also fully acquire two properties that both contain an office park; these acquisitions would displace 31 businesses. Lynnwood Link Extension Alternatives C2 and C3 would affect mostly commercial and industrial properties, although only three businesses would be displaced by Lynnwood Link Extension Alternative C2 and one for Alternative C3. There would be no public, institutional, or vacant land displacements in

Segment C. During construction of the Lynnwood Link Extension, properties would be affected by staging area acquisitions and temporary construction easements. In Segment C, staging areas would be in the center median of I-5, on the west side of I-5, and near or within the Lynnwood Transit Center.

In the vicinity of the BNSF Storage Tracks component of the Lynnwood Alternative, BNSF Alternative, BNSF modified Alternative and SR 520 Alternative, acquisitions required for East Link would result in displacements. Eight properties would be fully acquired displacing 34 businesses, most of which are industrial and commercial businesses along NE 15th Street, 130th Avenue NE, and 136th Place NE. The 120th Station would displace one business, and 14 businesses would be displaced by the Overlake Village Station. Temporary construction easements would also be needed along the project corridor on each side of the route.

The City of Bellevue is currently designing improvements to 120th Avenue NE from NE 12th Street to NE 16th Street (and eventually from NE 16th Street to Northup Way), along the eastern-most boundary of the BNSF Alternative and BNSF Modified Alternative sites. Based on preliminary information, this planned project could require approximately 20 feet on the east and west side of 120th Avenue NE, potentially resulting in acquisition of properties. Final design of the 120th Avenue NE improvements is anticipated to be completed by the end of 2015 at which time the acquisitions and displacement as a result of the project would be finalized.

Other development projects such as the Spring District project in the project vicinity of the build alternative sites would acquire properties and displace existing uses. Changes in property ownership due to other developments would be more likely to occur over time as market-driven transactions occur.

3.2.6 Potential Mitigation Measures

As part of the proposed project, Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted *Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines* (Resolution #R98-20-1). Sound Transit would comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24, as amended), and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary depending on the level of impact, available relocation options, and other factors.

3.3 Land Use

This section discusses existing land uses and current zoning, describes potential changes in land use that could occur as a result of the proposed project, and evaluates the consistency of the proposed project with local and regional planning policies.

3.3.1 Introduction to Resources and Regulatory Requirements

Development of the proposed project could result in direct changes to land use on the build alternative sites, and could indirectly influence changes in land use and land use patterns in the surrounding area. The documents and policies governing land use are listed below.

- State and Regional
 - Washington State Growth Management Act (GMA) 1990, as amended
 - Puget Sound Regional Council (PSRC) *VISION 2040*, 2008
- City of Lynnwood
 - *City of Lynnwood 2020 Comprehensive Plan*, adopted April 10, 1995, amended through July 11, 2011
 - City of Lynnwood Generalized Zoning Map, August 24, 2012
 - City of Lynnwood Detailed Zoning Maps, 2012
 - City of Lynnwood Municipal Code, 2013
 - *City Center Sub-Area Plan*, September 2007
- City of Bellevue
 - City of Bellevue, *Bel-Red Subarea Plan*, February 17, 2009
 - *City of Bellevue Comprehensive Plan*, November 2004 updates and subsequent amendments through December 2012
 - *City of Bellevue Comprehensive Plan Future Land Use Map*, August 2008
 - City of Bellevue Detailed Zoning Maps, 2012
 - City of Bellevue Generalized Zoning Map, July 2012
 - City of Bellevue Municipal Code, 2012
 - City of Bellevue, *130th Station Area Plan Report*, March 2012
 - City of Bellevue, *Pedestrian & Bicycle Transportation Plan Report*, 2009

3.3.2 Methods

The land use study area consists of land within a 0.5-mile radius of the build alternative sites.

To assess the environmental impacts related to land use, data were collected from local municipalities, including local and regional land use plans, relevant planning documents, and electronic information from geographic information system (GIS) databases populated from local and regional government sources. Site visits and aerial photographs were used to assess land use compatibility and to identify sensitive land uses such as single-family residences and schools. The quantitative analysis used GIS tools to determine direct impacts related to the conversion of land uses to a transportation-related use and the required property acquisitions for the proposed project. Local plans and zoning were reviewed to determine consistency with plans and policies.

3.3.3 Affected Environment

The build alternative sites for the proposed project are located in King and Snohomish Counties, in the Cities of Lynnwood and Bellevue. They are located along the future Lynnwood Link and East Link light rail guideways. Existing land uses on and in the immediate vicinity of the build alternative sites are urban in nature, composed of a mix of industrial, institutional, commercial, and residential uses, along with some vacant tracts. Parklands, multiuse trails, and a planned multiuse trail are located adjacent to some of the build alternative sites; these are discussed generally here and in detail in Section 3.18, Parklands and Open Space.

Development in the Puget Sound region is strongly influenced by the GMA, adopted by the state legislature in 1990 (Revised Code of Washington [RCW] 36.70 AW). The GMA requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource land, designating urban growth areas, and preparing and implementing comprehensive plans through capital investments and development regulations. The proposed project is within the urban growth boundaries of the Cities of Lynnwood and Bellevue.

The GMA requires that zoning be consistent with comprehensive plans; it also prohibits local governments from precluding the siting of essential public facilities either through comprehensive plans or zoning. The proposed project would be a "regional transit authority facility" and is, therefore, explicitly recognized as an essential public facility by the GMA (RCW 36.70A.200). Once Sound Transit selects the alternative to be built, the local jurisdictions would have a "duty to accommodate" the proposed project in their respective land use plans and development regulations.

Generally, patterns of existing land uses in the study area are typical of urban environments influenced by proximity to high-capacity highways. All build alternative sites are located within 0.5 mile of a future light rail station. In anticipation of the Lynnwood Link Extension and East Link project, both cities have adopted land use regulations and undertaken subarea planning efforts to facilitate higher-density, transit-oriented development adjacent to their future light rail stations.

The following subsections describe existing and future land uses for each build alternative site and land uses within 0.5 mile of the sites, based on the comprehensive plan and zoning maps of corresponding jurisdictions (Figures 3.3-1 through 3.3-4). All land uses have been aggregated into dominant land use categories to present land use consistently across jurisdictions: single-family, multifamily, commercial, office, mixed use, industrial, public/institutional, and parkland.

A discussion on each of the build alternatives sites follows, describing the affected environment, existing land uses at the site and within 0.5 mile, and relevant land use plans and zoning designations.

The Lynnwood Alternative site is located west of the City Center Subarea in Lynnwood. The BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites, along with the BNSF Storage Tracks (part of Lynnwood Alternative) off the East Link guideway are located within the Bel-Red Subarea in Bellevue. Provided below is a summary of pertinent subarea plans.

3.3.3.1 City of Lynnwood: City Center Subarea Plan

The City Center Subarea, as documented in the *City of Lynnwood 2020 Comprehensive Plan*, is located northeast of the Lynnwood Alternative site, bounded by 194th Street SW on the north, 33rd Avenue W on the east, Interstate 5 (I-5) on the south, and 48th Avenue W on the west close to the Lynnwood Link Extension guideway alternatives. The City Center Subarea is intended to serve as one of the region's urban growth centers. The Lynnwood Alternative site is located outside of but adjacent to the boundaries of the subarea.

The goal of the *City of Lynnwood City Center Sub-Area Plan* is to create a regulatory framework to change land use patterns and restructure the City's growth in a more concentrated, mixed-use, and pedestrian and transit-supported area (City of Lynnwood 2007). The City is to be served by multimodal transit opportunities that include the Lynnwood Transit Center, the Lynnwood (light rail) Station, future bus rapid transit on 196th Street SW, and the Interurban Trail. The City Center Subarea is located east of the future Lynnwood Link Station. The Lynnwood Transit Center/Park and Ride, while in the *City of Lynnwood City Center Sub-Area Plan*, is envisioned to continue to function as a transit center.

The City Center Subarea encompasses a large area with the plan designating districts, each intended to have its own emphasis and character. The West End district is the closest to the Lynnwood Alternative site. The West End district is west of 44th Avenue W, stretching from the current City Center campus on the north, to the Park and Ride facility on the south. Within this district the City has created a regulatory framework to facilitate development of a mixed-use urban neighborhood containing multistory housing, including condominiums, apartments, and townhouses, along with offices, retail shops, and services.

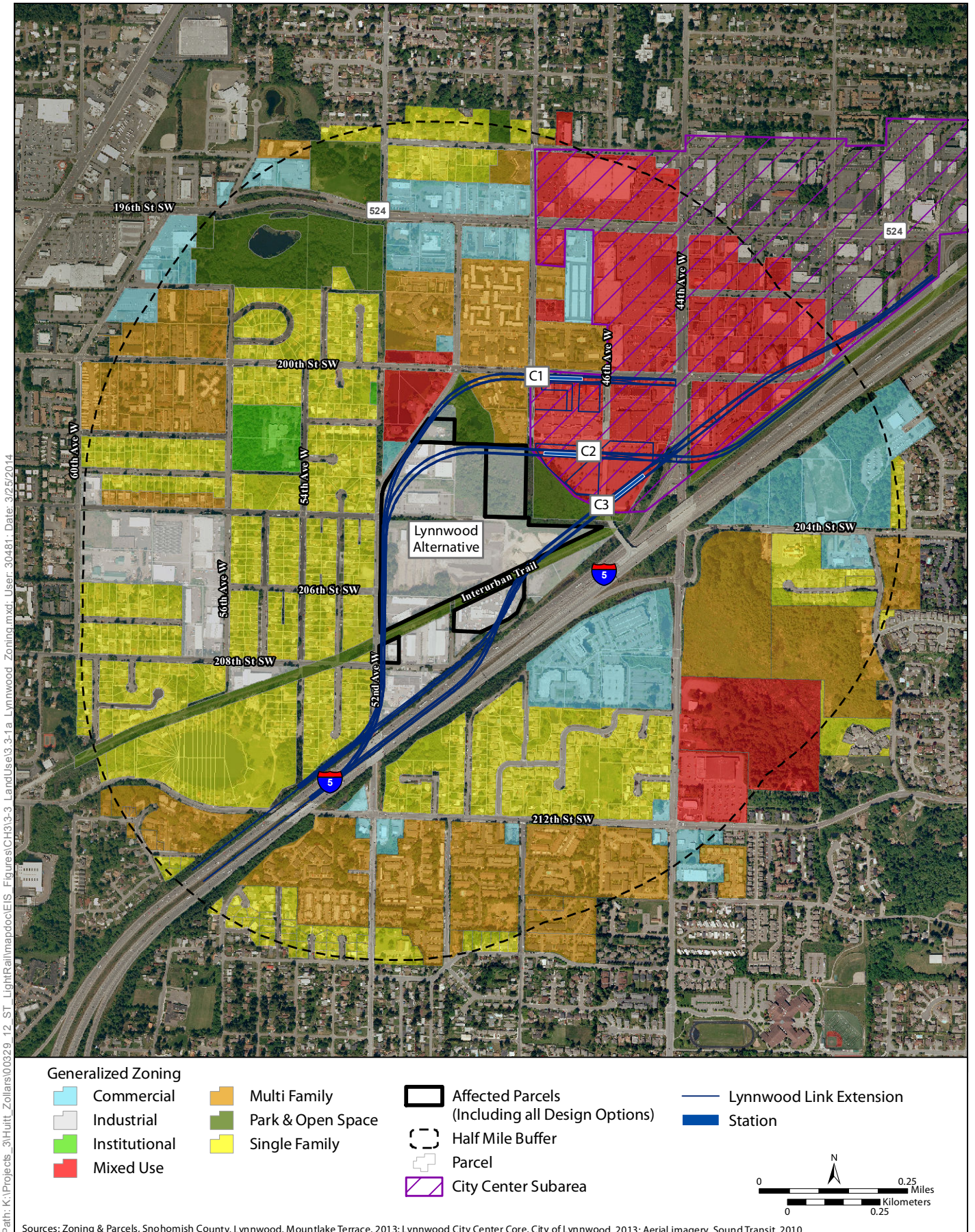
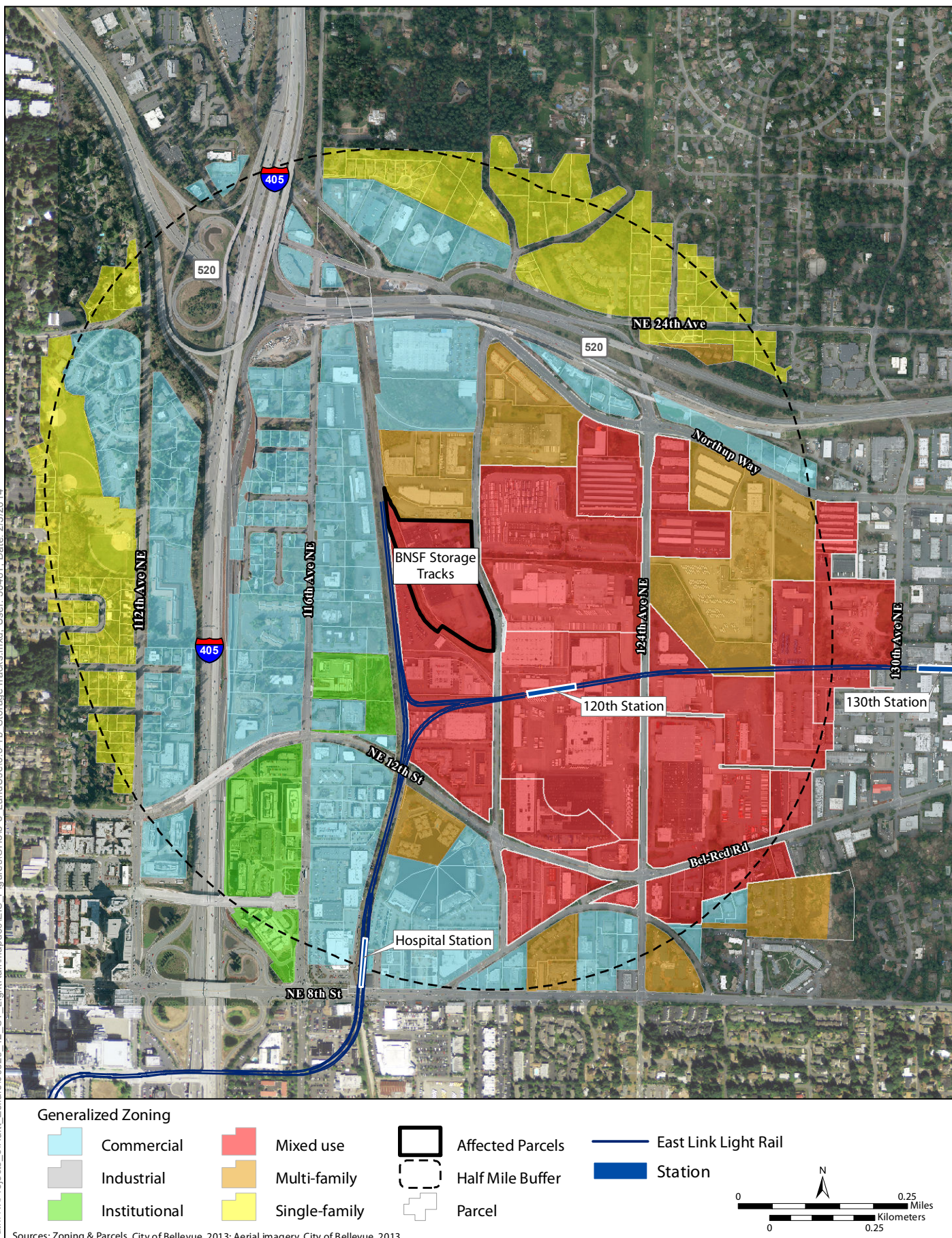


Figure 3.3-1a: Lynnwood Alternative—Zoning
Sound Transit Link Light Rail OMSF Draft EIS

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Sources: Zoning & Parcels, City of Bellevue, 2013; Aerial imagery, City of Bellevue, 2013

Figure 3.3-1b: Lynnwood Alternative, BNSF Storage Tracks*—Zoning
 Sound Transit Link Light Rail OMSF Draft EIS
 *The BNSF Storage Tracks are located in Bellevue

Path: K:\Projects_3\Huitl_Zollars\00329_12_ST_LightRail\mapdoc\EIS_Figures\CH3\3.3_LandUse\3.3.2_BNSF_LandUse.mxd; User: 30481; Date: 2/3/2014

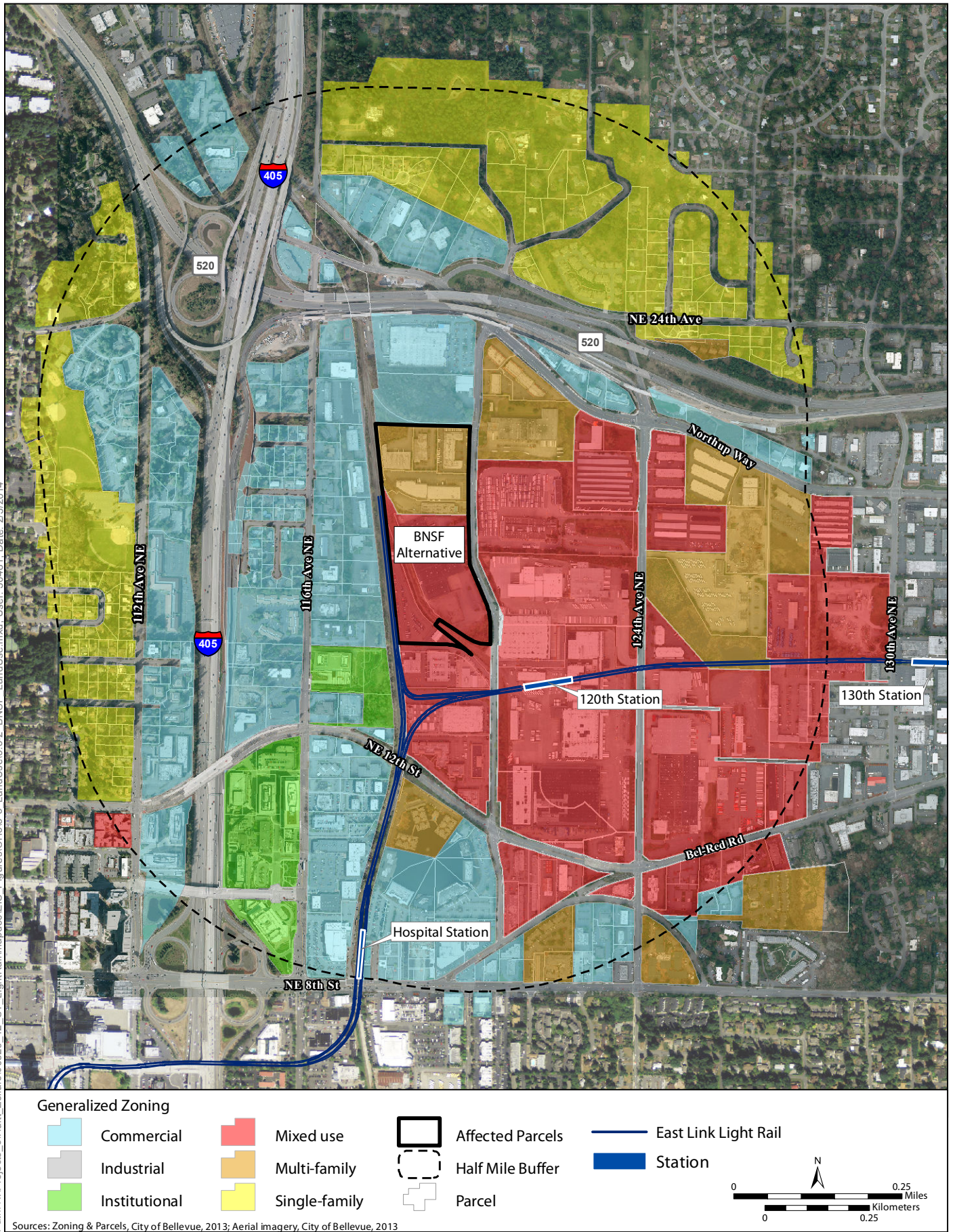


Figure 3.3-2: BNSF Alternative—Zoning Sound Transit Link Light Rail OMSF Draft EIS

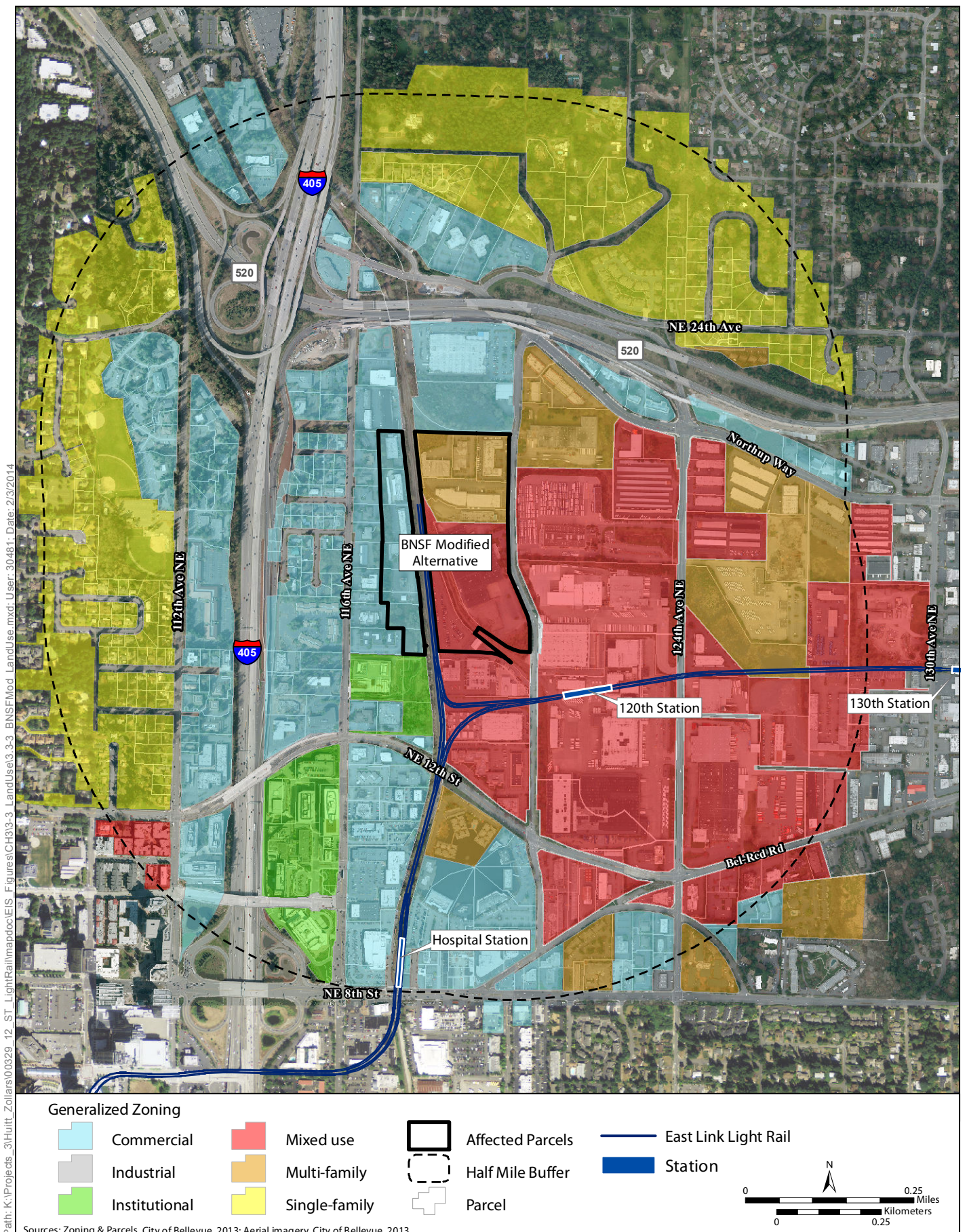
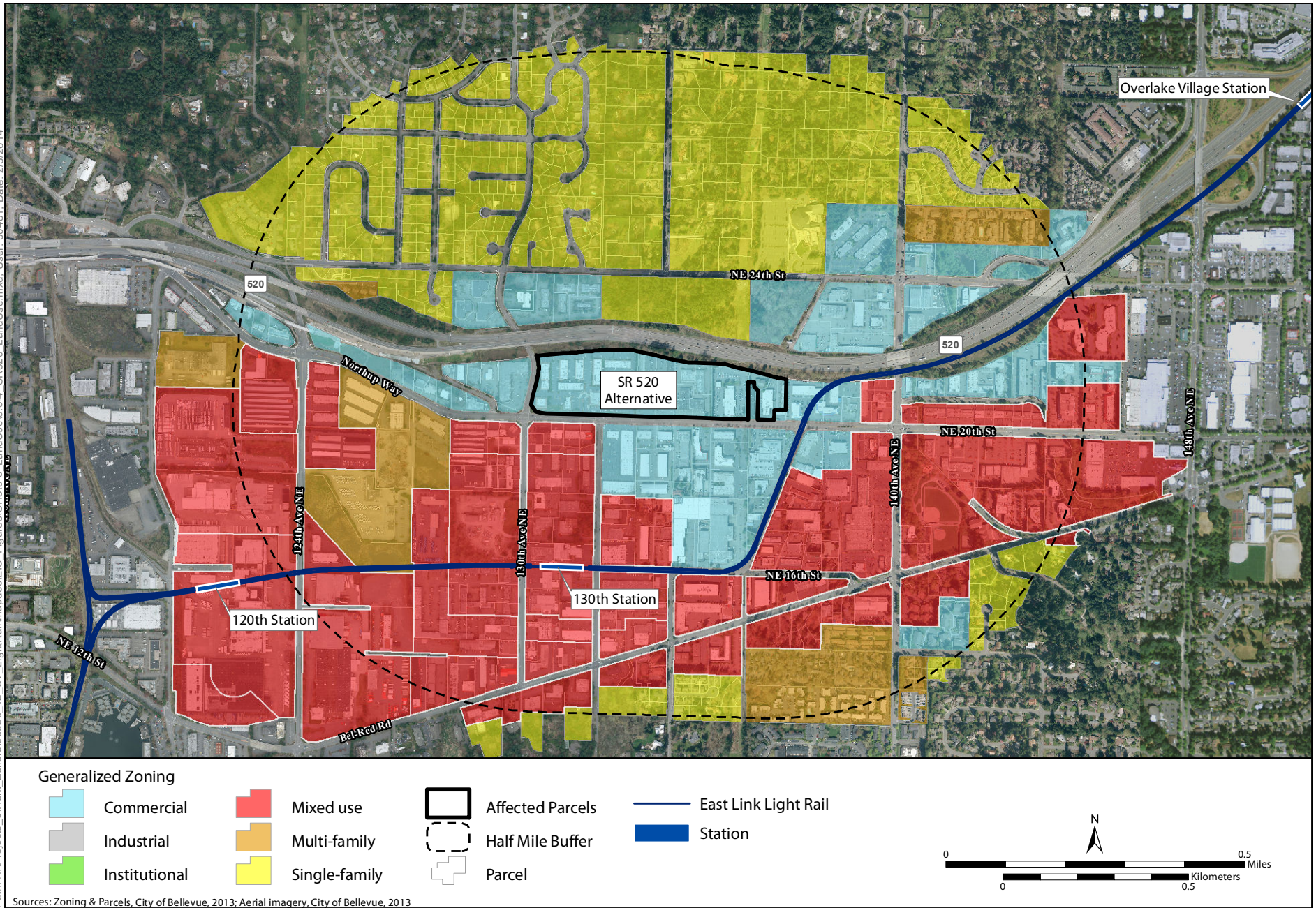


Figure 3.3-3: BNSF Modified Alternative—Zoning Sound Transit Link Light Rail OMSF Draft EIS



Sources: Zoning & Parcels, City of Bellevue, 2013; Aerial imagery, City of Bellevue, 2013

Figure 3.3-4: SR 520 Alternative—Zoning
Sound Transit Link Light Rail OMSF Draft EIS

Over time, it is the City's expectation that land uses oriented to servicing and repairing automobiles will be greatly diminished in this area. The West End district plans for public spaces, at least one of which could be a public square. The square would be linked to the City Center Core on the east and Scriber Lake on the west by a promenade or pedestrian corridor. There will also be connections to the Interurban Trail. Circulation within this area is to be enhanced through the addition of new streets, some of which are to be created as a part of private redevelopment.

3.3.3.2 City of Bellevue: Bel-Red Subarea Plan

The Bellevue City Council adopted a new set of zoning and development regulations for the Bel-Red Subarea on February 17, 2009. The Bel-Red Subarea is 900 acres that stretch between State Route (SR) 520 and Bel-Red Road, extending from Interstate 405 (I-405) to 148th Avenue NE. The Bel-Red Subarea is a major employment area for Bellevue, but some large employers have moved out or reduced operations, in part due to changing market conditions. Historically home to many of Bellevue's light industrial and service businesses, the subarea has been planned for transition to a major mixed-use employment and residential area, partly because of Sound Transit's plans to build a new light rail line through the area. Two of the future East Link Stations will be located in the Bel-Red Subarea.

The *Bel-Red Subarea Plan* contains regulations of the built and natural environment intended to establish the City of Bellevue's vision for new mixed use neighborhoods supported by light rail, new streets, parks and open space. The Bel-Red Subarea is intended to be a major mixed-use employment and residential area of the City of Bellevue characterized by a transit-oriented, nodal development pattern. The City's intent is that over time, the area's existing low-intensity light industrial and commercial land uses will transition to higher density, mixed-use commercial and residential transit-oriented development. It is the City's intent to encourage land uses in the Bel-Red Subarea that promote employment, retail and residential opportunities. New development in Bel-Red Subarea is expected to have a transit-supported and pedestrian-friendly form. The entire subarea is planned to be distinguished by environmental and community amenities that serve residents and employees in the area, as well as nearby neighborhoods and the entire city. New development is expected to make contributions to these amenities, and to the infrastructure needed to support redevelopment. Land Uses in the Bel-Red Subarea are governed by a specific section of the City of Bellevue's Land Use Code.

A major theme of the *Bel-Red Subarea Plan* is the "nodal" development pattern, which concentrates future development in the vicinity of potential future light rail stations. Nodes are envisioned to be areas of sufficient development intensity, amenities, recreational opportunities, and a mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south, and east of the corridor from cut-through traffic. Land uses within nodes can reach higher development intensity levels and heights than in the surrounding parts of the subarea. Buildings that are

larger and higher than what the base zoning would allow, both inside and outside of nodes, can only be achieved through participation in an incentive system that will provide a range of public amenities.

The BNSF Storage Tracks, BNSF Alternative site, and BNSF Modified Alternative site are located partly within the Bel-Red Office/Residential Node 2 (BR-OR-2). The purpose of BR-OR-2 zoning designation is to provide a mix of office, housing and retail uses, with office as the predominant use. The area zoned BR-OR-2 is located within a higher land use intensity development node but outside of the node's core; building heights provide for the transition between the node's core and areas outside the node. Bel-Red-OR-2 is located immediately north of the Bel-Red Office/Residential Node 1 (BR-OR-1) where the future East Link 120th Avenue NE light rail station is planned. While the allowed building heights are greater in BR-OR-1 (150 feet) than in BR-OR-2 (125 feet), the maximum density and allowed transit-oriented development uses are the same for BR-OR-1 and BR-OR-2 node zoning designations.

The BR-OR-1 district, located southeast of the BNSF Storage Tracks, BNSF Alternative site, and BNSF Modified Alternative site, is intended to provide the level of intensity appropriate for areas close to the highest levels of transit service within the Bel-Red area. In May 2012, the City of Bellevue approved the Spring District Master Plan, which provides regulatory framework for future development of 36 acres of existing industrial uses to a transit-oriented urban village. The Spring District is planned to contain office space, neighborhood retail space, housing units, a hotel, parks, new roads, and infrastructure facilities. Development of the site is anticipated to occur in seven phases over the next 15 years. Approximately 5.4 million square feet of space in 11- to 14-story buildings and 10,000 parking spaces are planned.

3.3.3.3 Lynnwood Alternative

The Lynnwood Alternative site consists of 14 to 15 parcels depending on the design alternative. The three design options require acquisition of 37 to 41 acres. Existing land uses at the Lynnwood Alternative site include a mix of auto-oriented industrial and commercial developments along with office buildings, including a mid-rise office building that is host to Washington State Department of Social and Health Services offices. The Edmonds School District owns the largest parcel at the site, a 21-acre undeveloped industrial-zoned site. The school district's plan for the site, as documented in its Capital Improvement Program, includes development of a district support center, which would include administrative offices, a school bus base and maintenance facilities, a warehouse, and a fuel and wash island on this parcel. As of early 2014, the Edmonds School District had completed environmental review and obtained land use approvals from the City of Lynnwood for its district support center. The school district, however, has not identified alternative locations for this facility.

Existing land uses within 0.5 mile of the Lynnwood Alternative site include commercial uses such as auto-oriented businesses. There are single-family residential areas located west of the site across 52nd Avenue W and south of the site across I-5. Scriber Creek Park is north of the site; the Interurban Trail (linear parklands) is located immediately to the south. The Lynnwood

Transit Center/Park and Ride is located northeast of the site. Parcels within 0.5 mile of the site are generally zoned as residential, commercial, mixed use, parks and open space, and some industrial use. Single-family and multifamily zones are located primarily south of the site (across I-5) and west of the site. Open space at Scriber Creek Park buffers the Lynnwood Alternative site from the boundaries of the City Center Subarea.

The Comprehensive Plan Map land use designations correspond with the zoning designations at the site. The affected parcels are designated and zoned as Business/Technical Park (BTP) on the northern half of the site and Light Industrial (LI) on the southern half of the site. BTP is intended for business and technical parks and the LI designation is intended for light manufacturing and wholesale operations.

BNSF Storage Tracks

The BNSF Storage Tracks component of the Lynnwood Alternative is located within the Eastside Rail Corridor and on the 11-acre former International Paper facility parcel. Existing land uses adjacent to the proposed BNSF Storage Tracks include various institutional, industrial, and commercial uses. The City of Bellevue's Public Safety Training Center is located immediately west of the site, along with several offices, businesses, and medical services. Seattle Children's Hospital: Bellevue Clinic and Surgery Center and the Overlake Obstetricians and Gynecologists facility are located southwest of the site within the 0.5-mile radius. Single-family and multifamily housing are located on the periphery of the 0.5-mile radius, primarily beyond SR 520 and I-405. The site is within the Bel-Red Subarea and is zoned BR-OR-2. The single parcel of land that makes up the BNSF Storage Tracks is also a component of the BNSF Alternative and BNSF Modified Alternative sites.

3.3.3.4 BNSF Alternative

The BNSF Alternative site is located in the City of Bellevue, approximately 450 feet northwest of the future East Link 120th Avenue Station along the Eastside Rail Corridor west of 120th Avenue NE. The site is situated on 27 acres, 2 of which are right-of-way under ownership of Sound Transit. The largest parcel within the site is the 11-acre parcel previously occupied by the International Paper facility. Other land uses include industrial and commercial uses on adjacent parcels to the north. Existing land uses within a 0.5-mile radius are largely commercial and industrial in nature with single-family residential and multifamily residential areas at the periphery of the study area west of I-405 and north of SR 520. Overlake Hospital and Medical Center and Seattle Children's Hospital are located southwest of the site. The planned NE 15th/16th Avenue corridor is south of the site.

Eleven acres (the former International Paper facility) are zoned BR-OR-2 and 14 acres are zoned Bel-Red Residential (BR-R). The purpose of the Bel-Red-R district is to provide an area for residential uses; limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

3.3.3.5 BNSF Modified Alternative

The BNSF Modified Alternative would require 34 acres across 15 parcels. Similar to the BNSF Alternative site, existing uses are generally commercial and industrial in nature. However, approximately 3 acres at the BNSF Modified Alternative site are developed with the City of Bellevue's Public Safety Training Center. The additional 9 acres of land, west of the Eastside Rail Corridor, are designated Bel-Red Medical Office (BR-MO); this land use designation is intended for development of office space, with an emphasis on medical office space.

3.3.3.6 SR 520 Alternative

The SR 520 Alternative site is located in the City of Bellevue, immediately south of SR 520 and north of Northup Way/NE 20th Street. The site encompasses 25 acres consisting of 13 parcels developed with a broad range of auto-oriented commercial uses. The site is located approximately 0.25 mile north of the future 130th Avenue East Link Station outside of the Bel-Red's higher-density nodal development areas.

Existing land uses at the site include various commercial and retail businesses. Existing land uses within a 0.5-mile radius include mostly commercial and industrial uses south of the site, with residential (primarily low density, single-family residential concentrated north of SR 520) and some commercial uses (north of the site across SR 520).

While industrial and auto-oriented commercial uses exist within 0.5 mile of the site, with the adoption of the *Bel-Red Subarea Plan*, a large concentration of mixed-use zoning designations are planned within 0.5 mile of the SR 520 Alternative site. The *Bel-Red Subarea Plan* includes future development of a multiuse trail along 130th Avenue NE that correlates with plans to improve the riparian area and waterway (Goff Creek) that runs north-south in a constructed covered and open channel through the site east of 130th Avenue NE. All parcels on the site are zoned Bel-Red General Commercial (BR-GC). The BR-GC supports a wide variety of business activities that provide goods and services to other businesses and the public.

3.3.4 Environmental Impacts

This section discusses potential construction and operational impacts of the proposed project on the existing land use patterns and the consistency of build alternatives with local land use policies. Each of the build alternatives and No Build Alternative are discussed regarding construction impacts and operational impacts.

- **Construction Impacts.** These impacts include temporary construction activities and/or use of staging areas that could affect current land uses.
- **Operational Impacts.** Direct land use impacts result from project operations where property acquisition is needed. These property acquisitions would displace existing land uses and convert the sites to a transportation-related use. Indirect land use impacts involve impacts to development and/or redevelopment of land in the vicinity of the proposed project.

Property acquisitions are detailed in Section 3.2, Acquisitions, Displacements, and Relocations. The economic effects of acquisitions and land use conversion are described in Section 3.4, Economics.

3.3.4.1 No Build Alternative

Under the No Build Alternative, the proposed project would not be built and no changes to existing land uses would occur. The Edmonds School District anticipates developing a district support center that would include administrative offices and bus maintenance and storage on a portion of the Lynnwood site. Future population and employment growth would proceed as described in the City's adopted plans.

The Cities of Lynnwood and Bellevue have developed land use plans and regulatory frameworks to foster transit-oriented development near stations. However, without the proposed project the resulting level of service across the entire light rail system would potentially be lower than planned under *Sound Transit 2: Making Connections, The Regional Transit System Plan for Central Puget Sound (ST2)*. This could potentially limit one of the driving factors behind land use conversion from existing lower density auto-oriented uses to transit-oriented or higher density uses near light rail stations.

3.3.4.2 Impacts Common to All Build Alternatives

Construction Impacts

Construction activities would not affect land use patterns as all staging and construction activities would occur within the parcels identified for acquisition for the proposed project. During construction, Sound Transit would implement public outreach measures (advertisements and signage, public involvement meetings, and website and telephone communications) to inform and allow residents and businesses to voice their concerns. Additional measures would be implemented to maintain access and reduce potential for construction-related impacts.

Operational Impacts

Consistency with Land Use Plans and Policies

The OMSF, in conjunction with the existing Forest Street OMF, must be capable of supporting the ST2 system build-out in its entirety, in terms of storage capacity, maintenance, and efficient deployment of vehicles. At the regional level, all build alternatives would support the long-range planning and growth management efforts associated with the development of the light rail system and are consistent with regional land use plans and policies. However, use of the build alternative sites for the proposed project would be generally inconsistent with the corresponding local jurisdiction's adopted plans. The proposed project would be a "regional transit authority facility" and, therefore, would be recognized as an essential public facility (EPF) in the GMA (RCW 36.70A.200). Both the Cities of Lynnwood and Bellevue have adopted processes and regulations to facilitate the development of EPF's within their jurisdictional authority. Development of the OMSF would require Sound Transit to obtain a Conditional Use Permit (CUP) from the respective local jurisdiction to ensure that design criteria are established in collaboration with the affected jurisdiction. The use of the build alternative sites for the proposed project and the

consistency with the corresponding local jurisdiction's adopted plans is discussed in greater detail for each build alternative below.

Conversion of Land Use to Public Transportation Use

All build alternatives would convert existing non-transportation land uses to transportation-related land uses for construction and operation of the proposed project. Section 3.2, Acquisitions, Displacements, and Relocations, identifies the number of parcels that would be acquired and converted to transportation-related land use. These totals are estimates based on the current conceptual engineering for the build alternatives.

Throughout the United States, in cities large enough to support light rail infrastructure and operations, maintenance facilities have been woven into various land use patterns. Facilities are typically located close to rail lines to avoid long lead tracks and improve the overall efficiency of the system. Some OMF sites, such as Boston's Massachusetts Bay Transportation Authority Riverside Yard, are developed in low density residential urban conditions. The Riverside Yard is located adjacent to a river and private golf club. Other facilities, such as the Los Angeles Metro Santa Fe Yard, are located in dense urban downtown areas adjacent to commercial and industrial land uses. The Minneapolis Metro Transit Operations and Maintenance Facility is situated adjacent to the city's Hiawatha Bike Trail and a 30,000-square-foot Community Peace Garden cultivated by the Minneapolis Korean community.

The proposed project would incorporate context-sensitive design considerations. Architectural design for the OMSF would be developed in response to Sound Transit's system-wide design goals and criteria, and the design goals, criteria, and development patterns of the local municipality where it is sited. Community design context would vary according to local comprehensive plans, overlay zones, and development standards that govern items such as, but not limited to, building setbacks, heights and massing, landscaping, facade treatment, and urban design character. All build alternative sites are located near future light rail lines and within 0.5 mile of a future light rail station where the Cities of Lynnwood and Bellevue have planned for higher-density, transit-oriented development. Although light rail transit stations alone do not create new development, with transit-supporting plans and policies in place, the stations can influence the type and location of nearby development and redevelopment.

Both the Cities of Lynnwood and Bellevue have adopted plans to accommodate transit-oriented redevelopment at higher densities adjacent to the future light rail stations. Therefore, developing the proposed project on land envisioned for transit-oriented development would reduce the total amount of land available for such development.

Tables 3.3-1 and 3.3-2 show the amount of land within 0.25 mile and 0.5 mile of a light rail station that would be used by development of each of the build alternatives, respectively. Public right-of-way was excluded from land considered available for redevelopment. Impacts unique to each of the build alternatives are discussed in the subsection corresponding to the build alternative.

Table 3.3-1. Land Occupied by OMSF within 0.25 Mile of a Light Rail Station

Build Alternative	Future Light Rail Station^b	Total Acres within 0.25-Mile Radius^a	Total Acres Occupied by OMSF within 0.25 Mile	Percentage (%) of Land Occupied by OMSF within 0.25 Mile
Lynnwood Alternative				
Design Option C1	52nd Ave W to 200th St Station	109	3	3
Design Option C2	52nd Ave W to Lynnwood Transit Center Station	96	8	8
Design Option C3	52nd Ave W to Lynnwood Transit Center Station	84	0	0
BNSF Storage Tracks	120th Station	113	0	0
BNSF Alternative	120th Station	113	5	4
BNSF Modified Alternative	120th Station	113	4	4
SR 520 Alternative	130th Station	114	0	0
^a Public right-of-way excluded from total acres.				
^b Buffer area configured from center of future Lynnwood Link Extension and East Link rail stations.				

Table 3.3-2. Land Occupied by OMSF within 0.5 Mile of a Light Rail Station

Build Alternative^a	Future Light Rail Station^b	Total Acres within 0.5 Mile^a	Total Acres Occupied by OMSF within 0.5 Mile	Percentage (%) of Land Occupied by OMSF within 0.5 Mile
Lynnwood Alternative				
Design Option C1	52nd Ave W to 200th St Station	394	26	7
Design Option C2	52nd Ave W to Lynnwood Transit Center Station	390	24	6
Design Option C3	I-5 to Lynnwood Park & Ride Station	394	24	6
BNSF Storage Tracks	120th Station	435	5	1
BNSF Alternative	120th Station	435	23	5
BNSF Modified Alternative	120th Station	435	26	6
SR 520 Alternative	130th Station	432	25	6
^a Public right-of-way excluded from total acres.				
^b Buffer area configured from center of future Lynnwood Link Extension and East Link rail stations.				

3.3.4.3 Lynnwood Alternative

Construction Impacts

For all the Lynnwood Alternative design options, an aerial easement over the Interurban Trail would likely be required during construction for the development of the lead track from the guideway. This could temporarily affect the use of the trail but would not result in long-term land use changes. Sound Transit would work with the City to develop and implement an effective alternative route prior to construction efforts over the trail to mitigate potential impacts to trail users. Construction impacts for the BNSF Storage Tracks would be the same as those stated in Section 3.3.4.2, Impacts Common to All Build Alternatives.

Operational Impacts

All design options of the Lynnwood Alternative would occupy 24 acres zoned Light Industrial (LI) and Business/Technical Park (BTP). Approximately 9 to 13 acres of surplus lands would be available for redevelopment subsequent to construction of the OMSF. Existing land uses at the site include social service offices and industrial land use operations. The Lynnwood Alternative would affect development of the planned district support center by the Edmonds School District on a vacant industrial tract. For information regarding required parcel acquisitions under each design option for the Lynnwood Alternative, refer to Section 3.2, Acquisitions, Displacements, and Relocations.

The *City of Lynnwood Comprehensive Plan* (City of Lynnwood 1995) and the City's Zoning Map show parcels on the Lynnwood Alternative site are designated with two industrial zoning designations. A mass transit storage and maintenance facility is an allowable use on land designated as LI subject to issuance of a CUP by the City of Lynnwood. A mass transit storage and maintenance facility is not an allowable use in the BTP zoning designation. An amendment to the *City of Lynnwood Comprehensive Plan* (1995) and a change to the city's official zoning map would be required. Parcels within the Lynnwood Alternative site designated BTP would need to undergo a zoning change to the LI designation. Approval of the facility on land zoned LI would then be contingent on Sound Transit obtaining a CUP from the City of Lynnwood.

Approximately 1 acre of the 10-acre parcel for the BNSF Storage Tracks would be used for the development under this build alternative. Following construction, remnant land (approximately 9 acres) not required for project operations could be made available for redevelopment consistent with Bel-Red Office/Residential mixed-use zoning designation. The BNSF Storage Tracks would not be consistent with the *Bel-Red Subarea Plan* land use policies in general and would not be permitted outright under the zoning designations. The OMSF would be required to obtain a CUP from the City of Bellevue to ensure compatibility with adjacent land uses. No amendments to the *City of Bellevue Comprehensive Plan* would be required under this build alternative.

3.3.4.4 BNSF Alternative

Construction Impacts

Construction impacts of the BNSF Alternative would be the same as those stated in Section 3.3.4.2, Impacts Common to All Build Alternatives.

Operational Impacts

The BNSF Alternative would occupy 23 acres zoned BR-OR-2 and BR-R, leaving approximately 4 acres of land available for redevelopment in accordance with the existing BR-OR-2 zoning designation. Properties at the BNSF Alternative site are zoned BR-R and BR-OR-2. The OMSF is generally not consistent with the *Bel-Red Subarea Plan* land use policy. However, the Bel-Red Subarea Plan Policy S-BR-70 states that the City would “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” (City of Bellevue 2009a). The OMSF is not a permitted use in any of the Bel-Red zoning designations. However, the zoning designations conditionally allow “Rail Transportation: right-of-way, yards, terminals, and maintenance shops” subject to Sound Transit obtaining a CUP from the City of Bellevue. The CUP is the mechanism by which the City of Bellevue can require special conditions on development or on the use of the land to ensure that designated uses or activities on the site are compatible with other uses in the same land use district near the proposed project. No amendments to the *City of Bellevue Comprehensive Plan* would be required under this build alternative.

3.3.4.5 BNSF Modified Alternative

Construction Impacts

Construction impacts of the BNSF Modified Alternative would be the same as stated in Section 3.3.4.2, Impacts Common to All Build Alternatives.

Operational Impacts

The BNSF Modified Alternative would occupy 24 acres zoned BR-OR-2, BR-R, and BR-MO. Approximately 8 acres of surplus land zoned BR-OR-2 would be available for redevelopment. As with the BNSF Alternative, the OMSF would not be consistent with the *Bel-Red Subarea Plan* land use policies in general and would not be permitted outright under the zoning designations. The OMSF would be required to obtain a CUP from the City of Bellevue to ensure compatibility with adjacent land uses. No amendments to the *City of Bellevue Comprehensive Plan* would be required under this build alternative.

3.3.4.6 SR 520 Alternative

Construction Impacts

For the SR 520 Alternative, temporary construction easements from Washington State Department of Transportation (WSDOT) may be required; no long-term land use impacts are anticipated.

Operational Impacts

The SR 520 Alternative would occupy approximately 25 acres zoned BR-GC which are currently developed with commercial uses. Following construction, no surplus land would be available for redevelopment. Parcels contained within this site are zoned BR-GC as part of the *Bel-Red Subarea Plan*. Like the other build alternative sites in the Bel-Red Subarea, the proposed project is not consistent with land use or zoning designations, but is conditionally allowed on land zoned BR-GC subject to Sound Transit obtaining a CUP. No amendments to the *City of Bellevue Comprehensive Plan* would be required under this alternative.

3.3.5 Urban Land Institute Analysis

In March 2014, Sound Transit sponsored an Urban Land Institute (ULI) Advisory Services Panel in Seattle. The panel worked over 3 days to identify and document transit-oriented and economic development opportunities and strategies around each build alternative site. The panel's work involved tours of each site and surrounding area and interviews with Sound Transit and city staff from Lynnwood and Bellevue, as well as other stakeholders. The panel was asked to address four questions.

1. What strategies could Sound Transit consider to help integrate an OMSF into the surrounding land use at each location?
2. Please identify potential opportunities for transit-oriented development and/or economic development using surplus property associated with each of the build alternative sites.
3. What insights and suggestions does the ULI panel have regarding the potential for constructing housing or commercial uses over a public facility?
4. What options or strategies should Sound Transit consider to encourage transit-oriented development or other economic development opportunities adjacent to a light rail operations and maintenance facility and nearby station areas?

In preparation for the ULI study, Sound Transit developed a transit-oriented development assessment that considers the physical capacity of surplus lands at each alternative (Table 3.3-3) (Kidder Matthews 2013) and the market potential for such development given current market conditions. Sound Transit also prepared an initial assessment of the feasibility and cost of providing infrastructure at the OMSF up front to accommodate future development on top of the facility (i.e., shared use). The assessment used the SR 520 Alternative site as a representative site for purposes of the assessment, although similar infrastructure could be developed at any of the build alternative sites. The assessment evaluated creating an approximately 5.5-acre building podium over a portion

of the OMSF (e.g., columns, foundation footings, and deck structure plus associated access ramps to the street). The assessment considered the potential for a podium to support development of a car dealership, but it could also accommodate some level of residential or commercial office development. Initial costs to develop a podium and access ramp range between \$100 and \$125 per square foot (KPFF Consulting Engineers 2014). Based on current market conditions, land in proximity to the Lynnwood Alternative site is assessed at between \$10 and \$30 per square foot, and land in proximity to the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites in Bellevue is selling for between \$50 and \$80 per square foot (Kidder Matthews 2013, 2014). This suggests that overbuilding the build alternative sites for potential joint development may be physically possible, but the market feasibility of such development may not materialize until the surrounding land values equal or exceed the additional foundation or podium costs at the OMSF.

The ULI panel provided several observations and recommendations at the conclusion of its work, including identifying opportunities for design modifications at each build alternative site. Suggested modifications were primarily focused on creating more space along street frontages, which would allow for either redevelopment and/or site screening from adjacent properties through preservation of existing vegetation or creation of landscaped area. The panel addressed the potential for joint development, through either public-public or public-private partnerships. Consideration of joint development opportunities addressed overbuilding and decking at the OMSF to create a podium to support future development over portions of the facility. The panel noted that overbuilding may not be financially feasible, although could be considered where the zoning would allow for sufficient height and density to recoup the initial investment in additional costs to construct or allow for a podium. Any future development on the OMSF site or on surplus land not required for the OMSF would undergo a separate environmental review process. The panel noted common community concerns and misperceptions regarding light rail maintenance facilities, such as noise, light, traffic, and 24-hour activity. It also noted the key to addressing these concerns is through collaboration with the community and design strategies such as site orientation and layout, setbacks and landscaping, and architectural materials for buildings. Additional information on the ULI panel findings is available on Sound Transit's OMSF project website.

3.3.6 Indirect and Cumulative Impacts

3.3.6.1 Indirect Impacts

All build alternatives, except the SR 520 Alternative site, would have surplus land not required for operation of the proposed project. These surplus lands could be made available for redevelopment consistent with corresponding zoning ordinance and/or the conditions of the CUP required for the development of the proposed project. Redevelopment of surplus land initially acquired as part of the proposed project would be considered an indirect land use impact, because development would likely occur sometime after the OMSF is built. Development of surplus lands associated with the site alternatives could help serve as a catalyst for other redevelopment efforts in the general vicinity of the proposed project.

Table 3.3-3. Development Potential of Surplus Land

Build Alternative	Assumed Surplus Land (Acres)	Zoning Designation of Surplus Land	Potential Office Development (sq. ft./bldg. height) ^a	OR	Potential Residential Development (units /bldg. height) ^a
Lynnwood Alternative					
Design Option C1			300,000–		
Design Option C2	9	LI ^b	800,000/ 6 stories		0
Design Option C3	13	LI ^b	425,000– 1,100,000/ 6 stories		0
BNSF Alternative	4	BR-OR-2	175,000–350,000/ 6 stories		300–400/5 stories
BNSF Modified Alternative	8	BR-OR-2 and BR-R	325,000–730,000/ 6 stories		575–850/5 stories
SR 520 Alternative	0	BR-GC	0		0

Source: Kidder Matthews 2013.

^a Range of density represents alternate assumptions of surface parking (low end) and structured parking (high end). In the City of Lynnwood, residential development is not an allowed use on lands zoned LI.

^b Lynnwood zoning: would allow office development but would need zoning changes to allow residential uses.

LI = Light Industrial; BR-OR-2 = Bel-Red Office Residential Node 2; BR-R = Bel-Red Residential; BR-GC = Bel-Red General Commercial.

Table 3.3-3 summarizes development potential of surplus land associated with each build alternative site. Development potential was estimated as part of a transit-oriented development assessment, which considered each alternative's amount of surplus land, local jurisdictions' zoning regulations, and present-day market conditions (Kidder Matthews 2013). Present day market conditions and site capacity studies were used to estimate the potential of each site to accommodate residential or office space in the future. Densities and uses shown in Table 3.3-3 represent an initial assessment of the physical capacity and feasibility of future development based on the amount of land available, present-day market conditions, and existing zoning that is supportive of transit-oriented development. The market conditions analysis (Kidder Matthews 2013) contains estimates for potential residential development at the Lynnwood Alternative; however, these estimates are not provided in Table 3.3-3 as the current industrial zoning designation does not allow for residential development.

A discussion of indirect land use impacts for each of the build alternative sites is provided below.

Lynnwood Alternative

All design options of the Lynnwood Alternative would occupy 24 acres leaving approximately 9 to 13 acres of land that would be available for redevelopment following development of the proposed

project in accordance with the existing industrial zoning designation. The wetlands immediately south of Scriber Creek Park would be left undeveloped except for the lead track to the guideway associated with Design Option C2.

Approximately 1 acre of the 10-acre parcel for the BNSF Storage Tracks would be used for the development of BNSF Storage Tracks. Following construction, remnant land (approximately 9 acres) not required for project operations could be made available for redevelopment consistent with Bel-Red Office/Residential mixed-use zoning designation.

The Lynnwood Alternative would yield the greatest amount of redevelopment potential at the primary facility site, with 9 to 13 surplus acres in Lynnwood, not including surplus acres at the BNSF Storage Tracks. The 9 to 13 acres at the Lynnwood Alternative site is currently zoned for light industrial, where buildable area is largely dependent on the type of use at the site and the setbacks required. The Edmonds School District would have the potential to use some of the surplus land for school bus storage, fueling, and maintenance operations previously anticipated to be developed at the site. If joint development of the site with the school district were not pursued, between approximately 300,000 and 1,100,000 square feet of office development could be accommodated on the 9 to 13 acres of surplus land (Table 3.3-3; Kidder Matthews 2013).

BNSF Alternative

The BNSF Alternative would occupy 23 acres leaving approximately 4 acres of land available for redevelopment following development of the proposed project in accordance with the existing BR-OR-2 zoning designation. Redevelopment of the 4 acres of surplus land could accommodate approximately 175,000 to 350,000 square feet of office development or approximately 300 to 400 residential units (Table 3.3-3; Kidder Matthews 2013).

BNSF Modified Alternative

The BNSF Modified Alternative would occupy 24 acres leaving approximately 8 acres of surplus land zoned for Office/Residential in Node 2. The 8 acres of surplus land could be developed in accordance with existing zoning regulations and/or the conditions of the CUP; it is estimated that the site could be developed with approximately 325,000 to 730,000 square feet of office space or approximately 575 to 850 residential units (Table 3.3-3; Kidder Matthews 2013).

SR 520 Alternative

There are no surplus lands associated with the development of an OMSF at the SR 520 Alternative.

3.3.6.2 Cumulative Impacts

The discussion below describes the cumulative effects on land use with implementation of the proposed project in conjunction with the Lynnwood Link Extension, East Link, and other planned projects located near the proposed build alternatives. Overall, the proposed project and other planned transportation development projects would help achieve local and regional goals that

encourage high-density, transit-oriented development. However, construction of these projects simultaneously could have some limited cumulative effects, as discussed below.

Alternatives C1, C2, and C3 of the Lynnwood Link Extension would acquire parcels in the vicinity of the Lynnwood Alternative for the proposed project (OMSF). If the Lynnwood Alternative is chosen, it would conflict with an existing master plan by the Edmonds School District to develop a district support center. However, as indicated previously, there would be surplus land available for the school district to potentially build some of its facility at the site.

Construction of the Lynnwood Link Extension would likely occur at the same time as the OMSF, and simultaneous construction activity along 52nd Avenue W and Cedar Valley Road could occur. Although construction activities for the proposed project would be contained within the parcels acquired for construction, there is potential for increased dust, noise and presence of construction equipment on local streets. However, these construction-related disturbances would not result in a change in land use.

The BNSF Storage Tracks component of the Lynnwood Alternative, BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites are all located within the Bel-Red Subarea located near the future guideway of the East Link light rail. Therefore, there is a potential for overlap in construction activities for the East Link and OMSF projects. However, these impacts are not anticipated to result in a change in land use.

Construction of the Spring District Master Plan development, located southeast of the BNSF Storage Tracks and BNSF Alternative and BNSF Modified Alternative sites, began in 2013 and is expected to end by 2028. Simultaneous construction activities for the Spring District Master Plan and the OMSF could result in increased construction-period dust, and the presence of construction equipment on local streets in this area. However, these impacts are not anticipated to result in a change in land use.

The proposed project in conjunction with other planned projects near the build alternative sites including the Lynnwood Link Extension and East Link, would cumulatively contribute to conversion of land to transportation uses. However, the land to be acquired by these projects would be negligible when compared to the total residential, commercial, and public land in the project vicinity. Therefore, the cumulative impact of the related projects, when combined with the proposed project, on land use would be limited.

3.3.7 Potential Mitigation Measures

Although disturbances to adjacent land uses cannot be entirely avoided during construction, these impacts are not expected to cause substantial changes in land use. No mitigation related to land use would be required during construction or operation of the proposed project.

3.4 Economics

The analysis of economic resources summarizes the anticipated impacts of the proposed project alternatives on local and regional economies regarding business displacements and changes in tax revenue.

3.4.1 Introduction to Resources and Regulatory Requirements

Maintenance facility projects like the proposed project can affect the size of a region's fleet of transit vehicles, which can change regional and local mobility patterns and access. In turn, changes in these patterns could affect aspects of the regional or local economies such as development patterns, employment opportunities, business accessibility, or retail sales. The economics analysis addresses demographic and economic trends, as well as local revenue sources.

3.4.2 Methods

The study area for the economics analysis includes city and site-specific levels. Site-specific impacts were evaluated for a study area consisting of a 0.5-mile radius around each build alternative site. Economic impacts of the proposed project on the tax revenue were assessed for cities with the potential to experience property acquisition (Lynnwood and Bellevue).

The economics analysis was performed by analyzing assessor's data for each affected parcel (including taxable value, square footage of any structures, and type of land use) and using relevant economic research to then calculate the total impact on tax revenue and employment associated with each alternative. Potential job growth and labor revenue from construction expenditures were estimated using the Washington State Input-Output model. The model represents an estimate of the structure of the Washington economy, one for which economists from participating state agencies helped compile, estimate, and review data and industry information to create (Washington Office of Financial Management 2007).

3.4.3 Affected Environment

Table 3.4-1 shows the population, household, and employment trends for each build alternative site and its surrounding Forecast Analysis Zone (FAZ). FAZs are the units of the geographic boundary system used by Puget Sound Regional Council (PSRC) to model and report its small area forecasts of population, households, and employment. FAZ boundaries generally, with few exceptions, line up with census tract boundaries, with each FAZ containing one to nine census tracts.

Table 3.4-1. Population, Household, and Employment Forecasts by Build Alternative

Build Alternative	2010	2035	Average Annual Growth Rate 2010 to 2035 (%)
Lynnwood Alternative (FAZ 7206)			
Population	17,750	18,979	0.3
Households	7,339	8,364	0.6
Employment	10,809	26,886	5.9
BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative (FAZ 5205)			
Population	12,492	21,345	2.8
Households	5,489	10,749	3.8
Employment	25,913	41,641	2.4

Source: Puget Sound Regional Council 2013.
FAZ = Forecast Analysis Zone.

3.4.3.1 Lynnwood Alternative

Demographic and Economic Trends

The Lynnwood Alternative site is located in FAZ 7206; however, PSRC is currently revising its forecast data. The Lynnwood Alternative site is forecast to experience a higher growth rate in employment than the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites.

Local Revenue Sources

The City of Lynnwood relies heavily on property tax and sales tax revenues to fund general services. Revenues collected other than taxes consist of funding from state and local sources, internal transfers, and various types of fees collected from government-operated facilities and from issuing licenses and permits. In addition to funding city programs, property tax levies also provide funds for county programs, fire prevention, libraries, schools, and other governmental services. Table 3.4-2 breaks down funding sources for the city.

Table 3.4-2. Percent of Total Revenues for the City of Lynnwood

City (Budget Year)	Property Tax	Sales Tax	Other Sources
Lynnwood (2012)	22.0	33.0	45.0

Source: City of Lynnwood 2013.

3.4.3.2 BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative

Demographic and Economic Trends

The BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites are all located in FAZ 5205. Forecasts for total population, total employment, and total households for each relevant FAZ are provided in Table 3.4-1. As shown in Table 3.4-1, by 2035, the BNSF Alternative, BNSF Modified

Alternative, and SR 520 Alternative sites are forecast to have the largest population (21,345), most households (10,749), and most employees (41,641) of the build alternatives, as well as the most rapid growth in population and households.

Local Revenue Sources

The City of Bellevue also relies heavily on property tax and sales tax revenues to fund general services. Other revenue sources also include funding from state and local sources, internal transfers, and various facility, licensing, and permitting fees. In addition to funding city programs, property tax levies also provide funds for county programs, fire prevention, libraries, schools, and other governmental services. Table 3.4-3 lists funding sources for the City of Bellevue.

Table 3.4-3. Percent of Total Revenues for the City of Bellevue

City (Budget Year)	Property Tax	Sales Tax	Other Sources
Bellevue (2013–2014)	20.0	23.0	57.0

Source: City of Bellevue 2013.

3.4.4 Environmental Impacts

The proposed project could cause changes in the local business environment and surrounding neighborhoods. These changes, in turn, could alter the success of existing businesses and influence future economic opportunity in the area. Economic impacts of each alternative could include business and employee displacements and the corresponding potential tax impacts from conversion of land use from commercial and industrial uses to a public transportation use. This section evaluates these impacts for each build alternative as well as for the No Build Alternative.

3.4.4.1 No Build Alternative

The No Build Alternative would consist primarily of continuing existing operations. Under the No Build Alternative, future economic development or redevelopment may not be the same as it would be with the proposed project, because Sound Transit would be constrained to a fleet of 104 light rail vehicles (LRVs). A smaller LRV fleet than planned would cause, by 2035, increases in passenger loads above Sound Transit's passenger load standard and design standard for fire/life safety due to increases in passenger demand. Operational disruptions and inefficiencies would also occur due to fleet constraints, which could reduce employees' and customers' ability to move freely throughout Sound Transit's service area.

3.4.4.2 Impacts Common to All Build Alternatives

All build alternatives would result in roughly the same economic impacts by acquiring parcels and displacing businesses and employees, and would affect taxes similarly in their surrounding city.

Construction Impacts

Construction activity could result in impacts on local businesses because of the associated changes in traffic circulation, noise, and visual effects. All build alternatives are likely to generate a noticeable amount of construction-related traffic on surrounding roadways. However, for all build alternatives, the truck traffic is not expected to degrade operations of study area intersections during off-peak hours, and a construction transportation management plan addressing site access would be prepared. Therefore, no negative economic impacts on local businesses in any of the build alternative sites are anticipated during construction.

Construction would bring revenue into the economy with construction jobs, purchasing of local goods and services for construction, and the money spent by construction crews in the community where construction occurs. The proposed project would result in substantial short-term economic activity in the region during construction.

As shown in Table 3.4-4, employment and spending would increase during construction for any of the build alternatives. The extent of these impacts would depend on the source of project funding and the makeup of work crews used during project construction.

Table 3.4-4. Direct Expenditures and Direct Employment from Construction

Alternative	Total Direct Expenditures^a (million dollars)	Direct Employment (# of jobs)
Lynnwood Alternative		
Design Option C1	219	753
Design Option C2	221	761
Design Option C3	221	761
BNSF Alternative	182	608
BNSF Modified Alternative	223	706
SR 520 Alternative	206	663

^a Direct expenditures include all expenses associated with construction of the proposed project, including labor and materials costs.

In an economic impact analysis, typically only inflows of funds from outside a region are considered “new money” that would lead to new employment and income in that region. Funds from local or regional sources are considered transfers that could be spent by residents and businesses on other economic activities.

Although the typical method for economic impact analysis would count only the federal grant funding as new spending for the purposes of determining economic impacts, the actual benefits would be greater and are difficult to determine precisely. Regardless of the specific method used to quantify economic impacts, the project would result in substantial short-term economic activity in the region during construction.

Some indication of the magnitude of the economic stimulus as a result of the build alternatives is shown in Table 3.4-4. This table provides an estimate range of the direct expenditures and the proportion of project employment as a result of the build alternatives.

Operational Impacts

Table 3.4-5 provides estimates of the number of businesses located on properties that would be acquired by the build alternatives and lists the estimated number of employees at those businesses. The estimates were prepared based on PSRC employment data and square-foot-per-employee estimates (Pflaum et al. 2004), as well as the current use for each displaced building as determined by Sound Transit.

Table 3.4-5. Property Acquisition Impacts on Businesses and Employees

Alternative	Full Displacements ^a	
	Businesses	Employees
Lynnwood Alternative		
Design Option C1	11	390
Design Option C2	11	380
Design Option C3	14	380
BNSF Alternative	14	340
BNSF Modified Alternative	25	420
SR 520 Alternative	101	1,060

^a Estimates are rounded to the nearest 10.

Sound Transit would provide relocation assistance to displaced businesses as described in Section 3.2, Acquisitions, Displacements, and Relocations. Therefore, it is likely that many of the displaced jobs would be relocated and not lost. However, the potential remains for some displaced businesses and jobs to relocate outside the city in which they currently exist. The proposed project would create approximately 230 jobs.

Table 3.4-6 presents the 2012 initial property tax impacts on the Cities of Lynnwood and Bellevue resulting from property acquisitions. Reductions in annual revenue resulting from these property tax impacts are estimates based on 2013 levy rates and assessed values. Under the Lynnwood Alternative and the BNSF Modified Alternative, Sound Transit would acquire tax-exempt properties owned by the Edmonds School District and the City of Bellevue. Acquisition of these publicly owned institutional properties would not cause property tax impacts; only impacts associated with acquisition of commercial and industrial properties are analyzed.

When referring to the property tax impacts of acquisitions, the term *initial property tax impacts* is used because the extent of the long-term fiscal impact of the system is uncertain. Initially, property taxes would no longer be collected from full acquisitions in the build alternative site. As a result, the rates charged to remaining taxpayers could increase slightly to recover budgeted funds, or budgets for essential government services could be reduced accordingly.

Table 3.4-6. Initial Property Tax Impacts for 2012 on Cities by Build Alternative

Alternative	Annual Property Tax Impact (\$)	Budgeted City 2012 Property Tax Revenues (%)
Lynnwood Alternative		
Design Option C1	421,100	3.79
Design Option C2	413,100	3.72
Design Option C3	450,400	4.06
BNSF Alternative	464,200	0.63
BNSF Modified Alternative	572,400	0.78
SR 520 Alternative	630,500	0.86

Sources: King County Department of Assessments 2013; Snohomish County Department of Assessments 2013; City of Lynnwood 2013; City of Bellevue 2012.

3.4.5 Indirect and Cumulative Impacts

Indirect economic effects on businesses or other neighboring properties are disturbances that might change access, traffic flow, business sales, or value of adjacent property. Potential adverse indirect effects on neighboring businesses are not anticipated because all build alternatives would be designed to accommodate their respective peak parking demand, and none would change the existing transportation network or access to nearby businesses.

Indirect benefits would occur when the output of firms in other industries increases to supply the demand for inputs to the construction industry. Wages paid to workers in construction trades or supporting industries would be spent on other goods and services; these are referred to as *induced* impacts. Direct, indirect, and induced impacts would occur in the region from project construction. The indirect and induced impacts are often called *multiplier* impacts. The estimated ripple effects on the state economy resulting from an external change can be summarized into the multiplier concept, and Input-Output models can be used to estimate various types of multipliers. Multiplier estimates based on the Washington State Input-Output model suggest that an additional 1.98 new jobs would be created for every direct job associated with the proposed project, increasing the potential number of jobs generated in the region to approximately 1,204 to 1,507.

The proposed project, the Lynnwood Link Extension and East Link projects, and other reasonably foreseeable future actions near the build alternative sites have the potential to stimulate economic growth and provide a beneficial cumulative impact. Construction of infrastructure and development brings jobs and money to the local economy and offsets temporary adverse construction impacts on adjacent businesses that would occur, including potential reductions in off-street parking, increases in noise and dust, traffic congestion, visual intrusion, and difficulty in accessing properties.

Under the Lynnwood Alternative, construction for the Lynnwood Link Extension would likely occur simultaneously with construction of the proposed OMSF project. There would be simultaneous and cumulative construction activity along 52nd Avenue W and Cedar Valley Road. This would potentially exacerbate the increases in construction noise and dust, traffic congestion, and visual

intrusion. Economic impacts resulting from displacements would increase cumulatively as both projects acquire property within the same area. Some of the acquired parcels would be the same for both projects. Parcels identified as partial acquisitions for the Lynnwood Link Extension that would also be used for the OMSF Lynnwood Alternative would likely become full acquisitions. This would increase the number of business displacements as well as increase the amount of lost property tax revenue from the anticipated \$33,000 to \$66,000.

Coordinating transportation management plans between the two projects during construction would minimize localized impacts on businesses in the area of immediate impact around the projects during concurrent construction periods.

East Link would fully acquire eight to 13 properties in the vicinity of the BNSF Storage Tracks and the BNSF Alternative, BNSF Modified Alternative, and SR 520 Alternative sites, which would add to the property acquisition and land use displacements in the same vicinity. This would further reduce property tax revenue from \$45,000 to \$60,000 anticipated under East Link.

The potential cumulative economic effects of all OMSF build alternatives relative to displacements, development potential, and tax bases would be minor relative to the overall economic conditions in both cities.

3.4.6 Potential Mitigation Measures

Construction might cause adverse impacts on businesses due to reduced access or general construction activity. The Construction Traffic Management Plan (CTMP), to reduce these impacts, is addressed in Section 3.1, Transportation. With implementation of these design measures, mitigation would not be required. Refer to Section 3.8, Noise and Vibration, for design measures that would minimize impacts on adjacent land uses, and Section 3.2, Acquisitions, Relocations, and Displacements, for measures that would minimize impacts associated with required acquisitions, displacements, and relocations.

To minimize or limit impacts, Sound Transit would dedicate staff to work specifically with affected businesses during construction to minimize any associated impacts. Construction mitigation plans would be developed to address the needs of businesses and could include the following elements.

- Provide a 24-hour construction telephone hotline.
- Establish effective communications with the public through measures such as meetings and construction updates, alerts, and schedules.
- Provide a community ombudsman.

