

### 3.13 LAND USE

#### 3.13.1 Studies and Coordination

For this programmatic analysis, the land use impacts evaluation required a regional viewpoint. In order to accomplish that, the Puget Sound Regional Council (PSRC) land use forecasting model (DRAM/EMPAL) was used because the study area is located within the four counties covered by the PSRC: Snohomish, King, Pierce, and Kitsap. This forecasting model is used by the PSRC to develop and update its Metropolitan Transportation Plan (MTP). State law requires the transportation elements of local comprehensive plans to be certified as consistent with the MTP. (See the *I-405 Corridor Program Draft Land Use Expertise Report* [DEA, 2001a] herein incorporated by reference, for a more detailed discussion of the assumptions in the modeling process.)

The PSRC model results project employment, population, and household growth in numbers and geographical areas over the next 20 years based on comprehensive plans. Specifically, PSRC prepares regional forecasts of population and employment and allocates them to the Forecast Analysis Zones (FAZs) using the DRAM/EMPAL model. The county forecast totals are not controlled, but are aggregations of the FAZs. The Regional Council's forecasts are consistent with the Office of Fiscal Management's minimum and maximum projections. Applying the I-405 Corridor Program effects to this model necessitated adding the proposed transportation improvements to the DRAM/EMPAL model in the form of increased access and mobility. In addition, King County, Snohomish County, and the PSRC were consulted in order to gain an understanding of issues related to projected growth and planned land use changes. The results of this modeling are discussed in Section 3.23.3.5.

#### 3.13.2 Land Use and Transportation Plans and Policies

Land use in the study area is managed through comprehensive plans prepared for each jurisdiction and guided by countywide planning policies adopted in accordance with the GMA (RCW 36.70A). *VISION 2020* (PSRC, 1995), the *Destination 2030* Metropolitan Transportation Plan, and the countywide and multi-county planning policies are reflective of the GMA mandates and are intended to foster consistency between the local plans. Land use management is accomplished through the development regulations and capital improvement programs of each jurisdiction. The relationship of the proposed action to land use plans and policies is discussed in greater detail in the *I-405 Corridor Program Draft Land Use Plans and Policies Report* (DEA, 2001b) herein incorporated by reference. The key policies are contained in the GMA, Metropolitan Transportation Plan, *VISION 2020*, Sound Move/Sound Transit, King County and Snohomish County countywide planning policies, Puget Sound Regional Council multi-county planning policies, and local comprehensive plans.

The GMA establishes the underlying framework for local governments as well as state and regional agencies to coordinate their respective comprehensive plans and transportation planning efforts. The GMA contains specific provisions to ensure that most of the region's future growth is accommodated in or immediately adjacent to areas that are already urban in character. Existing rural areas, critical areas, and resource lands must be protected. It requires the region's four counties and the local jurisdictions to cooperatively create well-defined urban growth areas (UGAs) for this purpose.

King, Snohomish, Pierce, and Kitsap counties have all complied with GMA requirements to develop and adopt countywide planning policies (CWPPs). These CWPPs provide specific policy direction to the counties and their cities in the creation of UGAs and the preparation of their individual comprehensive plans to accommodate the 20 years' population growth projection allocated to them by OFM. These policies include important provisions that:

- Promote growth and higher development densities in Urban Centers in the UGAs;
- Discourage development and the extension of urban services and/or infrastructure in rural areas; and
- Promote high-capacity multimodal infrastructure that connects Urban Centers.

It is important to realize that there is a distinct difference between the overall Urban Growth Area, which provides the boundary for long-term growth, and the Urban Centers, which are focal points of high density and transportation infrastructure.

The key to the Urban Centers involves strengthening and revitalizing existing centers for new community focus and regional transportation hubs. The *I-405 Corridor Program Draft Land Use Expertise Report* (DEA, 2001a) describes the specific Urban Centers that are within the study area.

The Puget Sound Regional Council has adopted multi-county planning policies as provided by GMA that coordinate and reinforce the CWPPs prepared by the four counties. The PSRC has also adopted *VISION 2020* and the *Destination 2030* Metropolitan Transportation Plan to guide and coordinate the region's growth. *VISION 2020* serves as the regional long-range growth management, economic development, and transportation strategy. It established a multiple-center approach to development that promotes a jobs/housing balance and plans for needed transportation improvements, specifying that transportation improvements should occur at the same time as employment and population growth to implement the concurrency requirements of GMA.

The MTP was initially adopted in 1995. The MTP is a long-range plan to guide transportation investments in the central Puget Sound region. It includes specific provisions relevant to the I-405 Corridor Program, including policies to support development of dense centers and a greater mix of land uses connected by a network of transit and non-motorized modes of travel. *Destination 2030* is the 2001 update to the MTP. *Destination 2030* is focused on implementation options and is intended to be consistent with the multi-county planning policies. The MTP focuses growth into the UGA, which is consistent with *VISION 2020*, the I-405 Corridor Program objectives, and the Trans-Lake Washington Project objectives. Key components of the MTP that tie into these objectives include regional transportation pricing strategies, expansion of the freeway HOV lane system, development of arterial HOV systems, facilities for pedestrians and bicycles, travel demand management actions, and establishment of a high-capacity transit system within congested corridors that connect Urban Centers.

In association with local jurisdictions and the state, King County is in the process of identifying and developing a regional arterial network (RAN) system connecting urban corridors. The RAN would consist of a system of regionally important arterials that serve as major transit, freight, and/or general mobility corridors. Twenty-eight RAN corridors are included in the I-405 study area.

All of the local jurisdictions in the I-405 Corridor Program study area have adopted comprehensive plans in accordance with requirements of GMA, their respective CWPPs, and the PSRC multi-county planning policies. These comprehensive plans include a transportation element that has been reviewed and certified by the PSRC as conforming to the transportation planning elements of the GMA, *VISION 2020*, and *Destination 2030*. There are 80 adopted comprehensive plans in the Puget Sound region, 74 of which have certified transportation elements. The transportation elements require that key infrastructures be built or planned for within a 6-year time frame. The I-405 Corridor Program alternatives are generally consistent with the MTP and supportive of the applicable jurisdictional local transportation plans.

### **3.13.3 Methodology**

To evaluate each alternative's potential effects on growth and development, projected future land use was examined based on year 2020 PSRC forecasts and comprehensive plans for jurisdictions in the study area. Since some of the proposed transportation improvements would affect more than one land use type, the most environmentally sensitive land use types were used to characterize impacts.

In order to provide a programmatic analysis for the potential effects on adjacent land uses, a table of projected 2020 land uses (Appendix C) was generated that lists the proposed projects and the adjacent land uses. The land use types closest to an undisturbed natural setting were considered most sensitive, followed by residential uses, and then commercial and industrial uses.

Direct impacts to land use are those land use changes that would occur as a localized effect of construction and operation of proposed transportation improvements. These impacts, including right-of-way acquisition, displacements, and proximity effects, were evaluated by comparing individual transportation improvements with generalized future land use types compiled and mapped in the geographic information system (GIS). Acquisition of land for right-of-way when surrounding land uses would not be changed was not considered a substantial land use impact. Analyses of right-of-way acquisitions and displacements are presented in detail in the *I-405 Corridor Program Draft Right-of-Way and Displacement Expertise Report* (DEA, 2001c) and in Section 3.14.

### **3.13.4 Affected Environment**

Land use in the study area has undergone substantial change as transportation has improved accessibility. In the past 50 years there has been a steady transition from forest agriculture to rural/suburban and then to suburban and urban with identifiable Urban Centers. What were once "bedroom" communities, such as Bellevue and Redmond, have been transformed into major employment and commercial centers. The long-term growth trend has been population dispersion outward from Seattle and, later, from Eastside (east of Lake Washington) cities eastward into agricultural and forested areas. Growth has also taken place throughout the I-405 corridor due to businesses' accessibility to the transportation system and workers' accessibility to residential areas.

At the regional level, the counties in the central Puget Sound region (King, Kitsap, Pierce, and Snohomish counties) have coordinated planning activities through the Puget Sound Regional Council. Passage of the GMA in 1990 brought about the designation of UGAs, areas where growth was to be concentrated as a means of controlling urban sprawl. The GMA directs local jurisdictions to develop plans to accommodate the 20-year population growth projected by OFM and allocated to each jurisdiction. The intent of the UGA is to channel investments in infrastructure within the already built-up areas, especially cities, and discourage growth in rural

areas. Generally, growth outside the UGA boundaries is constrained by very low-density zoning and restrictions on the extension of urban utilities and services. Growth management planning in the study area and the region is discussed in detail in the *I-405 Corridor Program Land Use Plans and Policies Report* (DEA, 2001b).

Several sources were examined to determine whether or not there is land capacity within the study area to contain employment and population growth to at least the year 2020 within the current UGA boundary. In consultation with PSRC, it was determined that designated UGAs within King County could absorb all of the growth forecasted to take place until at least 2020 (Blain, 2000). Similarly, it was determined that designated UGAs within Snohomish and Pierce counties have the capacity to absorb their forecasted growth.

King County government and other local jurisdictions within the county monitor land capacity for residential land development (Growth Management Planning Council, April 1997) as part of their long range planning process. The most recent residential land capacity analysis (King County, 2000) indicated that there is land available for 120,000 new residential units and 200,000 multifamily units. During the period from 1997 to 2020, the projected demand for single-family units is 113,000 and for multi-family units is 145,000. These numbers indicate that the study area can absorb the growth. Some potential capacity constraints may be relieved by redevelopment of some areas at higher densities or increasing the densities where properties are currently underutilized. Residential land availability is substantially greater relative to demand in Snohomish County.

### **3.13.5 Direct Impacts**

Analysis of direct land use impacts (right-of-way acquisitions and displacements) is presented in Section 3.14 and is briefly summarized for each action alternative below. This report acknowledges the potential for direct impacts on some existing land uses; however, until the project-level design and environmental analysis, documentation, and review are accomplished, the specific direct impacts cannot be known. The direct impacts of the No Action Alternative projects are, or will be, addressed in the environmental analysis, documentation, and review conducted for those projects.

#### **3.13.5.1 Alternative 1: HCT/TDM Emphasis**

This alternative emphasizes reliance on fixed-guideway high-capacity transit (HCT) within the study area and substantial expansion of bus transit service. Alternative 1 includes 109 projects ranging from basic improvements on I-405 to HCT. Many of the projects in Alternative 1 require purchase of land for new right-of-way. Forty-eight of the Alternative 1 projects may have some impacts during construction activities. Please refer to Section 3.14 and the *I-405 Corridor Program Draft Right-of-Way and Displacements Expertise Report* (DEA, 2001c) for a more detailed description. The localized potential direct impacts are generally limited to the HCT, I-405 improvement projects, arterial HOV improvements, and park-and-rides. Table C.2 in Appendix C shows the types of land uses that could experience localized direct impacts.

#### **3.13.5.2 Alternative 2: Mixed Mode with HCT/Transit Emphasis**

Alternative 2 emphasizes a fixed-guideway HCT system and substantial expansion of bus transit service, similar to Alternative 1. It also emphasizes improved mobility for other travel modes by providing HOV and general purpose roadway improvements on I-405 and connecting arterials.

Alternative 2 includes 162 projects ranging from basic improvements to I-405 to HCT and a number of arterial projects. Many of the projects in Alternative 2 require purchase of land for new right-of-way, and 63 of the Alternative 2 projects may have impacts on existing or future land use activities. The localized potential direct impacts are generally limited to the HCT, I-405 improvement projects, arterial HOV improvements, arterial projects, and park-and-rides. Table C.3 in Appendix C details by project the type of land use that could experience localized direct impacts.

### **3.13.5.3      *Alternative 3: Mixed Mode Emphasis***

Alternative 3 emphasizes mobility improvements for all travel modes through implementation of a bus rapid transit system, substantial expansion of bus transit service and HOV facilities, and two general purpose lanes on I-405 in each direction and associated arterial improvements.

Many of the projects in Alternative 3 require acquisition of land for new right-of-way, and 56 of the Alternative 3 projects may support focusing growth within the local Urban Centers. The localized potential direct impacts are generally limited to the I-405 improvement projects, arterial HOV improvements, and park-and-rides. Table C.4 in Appendix C details by project the type of land use that could experience localized direct impacts.

### **3.13.5.4      *Alternative 4: General Capacity Emphasis***

Alternative 4 emphasizes general purpose and HOV capacity by providing one additional lane in each direction on I-405 and a four-lane express roadway.

Many of the projects in Alternative 4 require purchase of land for new right-of-way, and 27 of 116 projects in Alternative 4 may impact existing or future land use activities. The localized potential direct impacts are generally limited to the I-405 improvement projects, arterial HOV improvements, and park-and-rides. Table C.5 in Appendix C details by project the type of land use that could experience localized direct impacts.

### **3.13.5.5      *Preferred Alternative***

The Preferred Alternative, similar to Alternative 3, is a multimodal solution that emphasizes development of a bus rapid transit system, substantial expansion of transit service and station capacity, improved arterial HOV capacity for transit, additional park-and-ride capacity, new transit centers and capacity improvements, freeway HOV and BRT direct access ramps, completion of the HOV freeway-to-freeway ramps along I-405, a variety of pedestrian and bicycle connections, addition of up to two general purpose lanes in each direction on I-405, and connecting arterial improvements.

Alternative 3 is the basis for the Preferred Alternative, and the land use modeling results of Alternative 3 reflect those expected under the Preferred Alternative. Thus, the Preferred Alternative would support planned growth in the Urban Centers by providing the necessary infrastructure to enhance planned connectivity and concentration of growth.

This growth is:

1. Projected by PSRC;
2. Planned by the regional and local jurisdictions under state and regional GMA polices; and
3. Supported by PSRC's certification of the county and local transportation plans.

Additionally, the multimodal elements of the Preferred Alternative exemplify the regional multimodal approach called for in the Multicounty Planning Policies. These elements include general purpose lanes, HOV lanes, a bus rapid transit system, direct access ramps for HOV and BRT, pedestrian connections and overpasses, bicycle lanes, and TDM strategies.

The expansion of I-405 capacity would draw the regional traffic from the arterials back to I-405. It provides a regional accessible corridor that supports the PSRC forecasted growth without adverse impacts to the rural areas. The Preferred Alternative would be an important catalyst to obtain regional goals emphasizing density and transit supportive land use in the Urban Centers.

### **3.13.6 Consistency with Key Land Use and Transportation Plans and Policies**

The following section summarizes and expands the review of consistency with adopted plans and policies. The *I-405 Corridor Program Draft Land Use Plans and Policies Expertise Report* (DEA, 2001b) provides further analysis regarding the county and city policies.

#### **3.13.6.1 Regional Consistency – *VISION 2020 and Destination 2030 Metropolitan Transportation Plan (Update)***

All of the action alternatives, including the Preferred Alternative, contain transportation improvements that are consistent with and support the intent of *VISION 2020* and *Destination 2030*, the Metropolitan Transportation Plan. Specifically, as a comprehensive and long-range program of regional transportation investments, the I-405 Corridor Program Preferred Alternative typifies the response called for in the transportation and land use policies. *VISION 2020* and *Destination 2030* include policies that support the development of dense Urban Centers and a greater mix of land uses with a multimodal transportation system. The I-405 Corridor Program action alternatives support a focused growth pattern within the urban growth area through enhancement of the multimodal transportation system and improved mobility within and between designated Urban Centers.

The transportation improvement projects and strategies contained in the Preferred Alternative respond to projected and planned growth under *VISION 2020* and *Destination 2030*. With the Spring 2002 update of the MTP, the PSRC refined *Destination 2030* to fully reflect and incorporate the transportation improvements contained in the I-405 Corridor Program Preferred Alternative. The following discussion examines consistency of the Preferred Alternative with the Multicounty Planning Policies.

The Preferred Alternative has the highest level of consistency among the action alternatives with the following primary policy areas:

1. Regional (*VISION 2020* and *Destination 2030*) and local comprehensive land use and transportation plans;
2. Providing the transportation infrastructure to Urban Centers as the core elements of the UGA; and
3. Consistency and support of overall GMA policies.

**RG-1 Urban Growth Areas – *Locate development in urban growth areas to conserve natural resources and enable efficient provision of services and facilities. Within urban growth areas, focus growth in compact communities and centers in a manner that uses land efficiently, provides parks and recreation areas, is pedestrian-oriented, and helps strengthen communities. Connect and serve urban communities with an efficient, transit-oriented, multimodal transportation system.***

The transportation investments proposed by the Preferred Alternative are focused exclusively within the urban growth area to support efficient access and improved mobility within and between the designated Urban Centers, Activity Centers, and Industrial/Manufacturing Centers. Development of a new bus rapid transit system is a key element of this investment package. This is supported by a substantial increase in local bus transit service (approximately 75 percent above the current King County 6-Year Pplan), improved arterial HOV priority for transit, additional park-and-ride capacity, new transit centers and capacity improvements, freeway HOV and BRT direct access ramps, completion of the HOV freeway-to-freeway ramps along I-405, and a variety of pedestrian and bicycle connections. This combination of investments will advance the Eastside transportation system and land use patterns toward a much more efficient, transit-oriented, and multimodal emphasis as envisioned by VISION 2020, Destination 2030, and the Multicounty Planning Policies.

This multimodal emphasis, combined with an expanded package of aggressive TDM measures, intelligent transportation system improvements, truck freight traffic improvements, and general purpose improvements on I-405, SR 167, and adjoining segments of freeways that connect to I-405 will provide the mobility improvements needed to help accommodate planned growth and development within the urban areas consistent with adopted regional and local land use plans. These focused investments inside the urban growth area will also help local jurisdictions and the designated Urban Centers to absorb growth and increase density of households and employment while meeting their requirements under the GMA's concurrency guidelines, rather than allowing pressure to increase for unplanned development at the urban fringe or in rural areas outside the urban growth boundary.

**RC-2 Contiguous and Orderly Development Policy – *Coordinate provision of public facilities and services to support development and to implement local and regional growth planning objectives. Provide public facilities and services in a manner that is efficient, cost-effective, and conserves resources. Emphasize inter-jurisdictional planning to coordinate plans and implementation activities to achieve consistency.***

The action alternatives were generally based on the priorities of VISION 2020, Destination 2030, and the Multicounty Planning Policies. The proposed freeway lanes and adjacent arterial elements contained in Alternatives 2, 3, and 4, and the Preferred Alternative provide improved access and reduced congestion for local and regional trips. The substantial new investment in high-capacity transit contained in Alternatives 1, 2, and 3, and the Preferred Alternative, coupled with proposed arterial HOV lanes and the addition of direct access and queue bypasses for the buses, improve the reliability and travel time for the transit users.

In particular, the combination of freeway and arterial improvements, HOV improvements, TDM programs, BRT high-capacity transit, and HOV and BRT direct access ramps contained in the Preferred Alternative provides a well-integrated system of cost-effective public facilities that support regional and local planning objectives.

Facilities and services in the I-405 Corridor Program alternatives can reduce or eliminate anticipated local roadway “concurrency” deficiencies under the GMA. Alternatives 1 and 2 are likely not sufficient to fully offset future needs for mobility improvement and congestion relief. The Preferred Alternative provides the highest level of benefit in accommodating continuous and orderly development by congestion reduction, air quality improvement, HOV reliability, and improved urban accessibility of the action alternatives analyzed.

**RF-3 Regional Capital Facilities Policy** – *Strategically locate public facilities and amenities in a manner that adequately considers alternatives to new facilities (including demand management), implements regional growth planning objectives, maximizes public benefit, and minimizes and mitigates adverse impacts.*

The action alternatives were generally designed to advance the objectives of PSRC policies, countywide planning policies, Destination 2030, and local comprehensive transportation plans. Some of the key components of the MTP related to I-405 are direct access ramps to existing freeway HOV lanes, development of arterial HOV systems, facilities for pedestrians and bicycles, travel demand management actions, intelligent transportation system improvements and establishment of a high-capacity transit system along congested corridors that connect the designated Urban Centers.

Regional capital facilities and the overall development of the core Urban Centers are called for in the Multicounty Planning Policies. A specific example of a city undertaking capital improvements to emphasize its Urban Center is the City of Renton. The City is partnering with transit agencies and private developers to construct mixed-use developments, which are transit-supportive land in the City’s designated Urban Center. However, these initiatives may not adequately respond to market demand and could be less successful if the local and regional users do not have effective and reliable access to the center. The I-405 Corridor Program Preferred Alternative’s transit emphasis coupled with improvements to SR-167 and local arterials are necessary to improve such access and mobility to complement the transportation needs of this high density, mixed-use development.

The capacity of the existing transportation network within the study area is a limiting factor when considering increased development densities. Furthermore, GMA’s concurrency requirements mandate adequate infrastructure be in place within six years of any new development that increases traffic congestion to unacceptable levels as defined by the level of service adopted by each jurisdiction. The Preferred Alternative includes the balanced system of multimodal transportation improvements that best accommodates the projected growth in the UGA. The BRT system proposed in Alternative 3 and the Preferred Alternative is expected to provide ridership and mobility benefits similar to the fixed-guideway HCT system in Alternatives 1 and 2, but at a substantially lower cost.

**RH-4 Housing Policy** – *Provide a variety of choices in housing types to meet the needs of all segments of the population. Achieve and sustain an adequate supply of low-income, moderate-income and special needs housing located throughout the region.*

The action alternatives would not improve the housing supply; however, they would expand and improve the range of multimodal options providing access to existing and planned residential and mixed-use areas in the I-405 corridor. The transportation investments contained in the Preferred Alternative are expected to encourage and accommodate greater density within the UGA and designated Urban Centers. This is necessary to justify greater levels of transit service and higher-order HCT technologies in the long term, which can also support improved supplies of low-income, moderate-income, and special needs housing. In the nearer term, the BRT system proposed in the Preferred Alternative is more flexible than the fixed-guideway HCT systems; thus it can provide greater responsiveness to the needs of emerging residential areas, especially those providing affordable housing at higher densities. Additionally, there are bicycle

and pedestrian crossings in all of the alternatives that focus on promoting connectivity and preventing isolation of neighborhoods within the corridor program.

**RR-5 Rural Areas Policy** – *Preserve the character of identified rural areas by protecting and enhancing the natural environment, open space and recreational opportunities, and scenic and historic areas; supporting small-scale farming and forestry uses; and permitting low-density residential living and cluster development maintained by rural levels of service. Support cities and towns in rural areas as locations for a mix of housing types, urban services, cultural activities, and employment that serves the needs of rural areas.*

PSRC and GMA policies generally do not support additional growth in the designated rural areas, but direct higher densities within much of the I-405 corridor study area and its Urban Centers, Activity Centers, and Industrial/Manufacturing Centers.

Alternative 3 and the Preferred Alternative provide the best opportunities to preserve the character of the rural areas by focusing multimodal transportation investments well within the UGA to increase connectivity and mobility within and between the designated centers. This helps reduce pressure for unplanned development at the urban fringe or in rural areas outside the urban growth boundary. These targeted transportation investments also help local jurisdictions and the designated Urban Centers to accommodate planned growth and increase density of households and employment while meeting their requirements under the GMA’s concurrency guidelines.

**RO-6 Open Space, Resource Protection, and Critical Areas Policy** - *Use rural and urban open space to separate and delineate urban areas and to create a permanent regional greenspace network. Protect critical areas, conserve natural resources, and preserve lands and resources of regional significance.*

The Preferred Alternative has fewer overall wetlands impacts than Alternatives 2, 3, and 4, and fewer stream encroachments than Alternatives 2 and 4. The protection and preservation of these critical areas are a high priority of all the action alternatives. As the I-405 Corridor Program progresses, project designs will be completed with avoidance as a priority, and mitigation measures could include enhancement or consideration of additional passive open space uses.

**RE-7 Economics** – *Foster economic opportunity and stability, promote economic well being, and encourage vitality and family wage jobs while managing growth. Support effective and efficient mobility for people, freight, and goods that is consistent with the region’s growth and transportation strategy. Maintain region-wide information about past and present economic performance. Assess future economic conditions that could affect the central Puget Sound region.*

The Preferred Alternative would foster economic opportunity and stability in the I-405 corridor and region by providing effective and efficient mobility for people, freight, and goods that is consistent with the Multicounty Planning Policies and the region’s growth and transportation strategy. The transportation investments proposed by the Preferred Alternative are focused exclusively within the urban growth area to support efficient access and improved mobility for the identified Urban Centers, Activity Centers, and Industrial/Manufacturing Centers. The strong multimodal emphasis, combined with an expanded package of aggressive TDM measures, intelligent transportation system improvements, truck freight improvements, and general purpose improvements on I-405, SR 167, and connecting freeways will provide the mobility

improvements needed to accommodate planned employment and housing growth within the urban areas consistent with adopted regional and local land use plans and concurrency requirements. These focused investments in the urban growth area will also most satisfactorily address the time-sensitive goods movement, airport access, and commute trip needs of the growing concentration of I-405 corridor high technology businesses and employees that play an increasingly vital role in the region's economy.

**FT-8 Transportation** – *Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods, and freight, and information.*

The Preferred Alternative best meets the directive of this policy to emphasize accessibility and provide a variety of efficient mobility options. It incorporates the most complete array of multimodal elements called for by the Multicounty Planning Policies. These include general-purpose lanes, arterial HOV lanes, a bus rapid transit system, direct access ramps for freeway HOV and BRT, freight mobility improvements, connecting arterial improvements, pedestrian connections and overpasses, bicycle lanes, and TDM strategies. This dual multimodal and aggressive TDM emphasis will provide the mobility improvements needed to help accommodate planned growth and development within the urban areas consistent with adopted regional and local land use plans. It also will provide a high level of transit service to encourage the transit and pedestrian-oriented land uses needed to fully implement the network of Urban and Activity Centers called for in VISION 2020 and local comprehensive plans.

#### **3.13.6.2 Consistency With King County County-Wide Planning Policies**

As an example of one supportive policy, King County County-Wide Planning Policy LU-46 states:

The system of Urban Centers shall form the land use foundation for a regional high-capacity transit system. Urban Centers should receive very high priority for the location of high-capacity transit stations and/or transit service.

The HCT system proposed in the Preferred Alternative and Alternatives 1, 2 and 3 would connect and serve the major Activity Centers in the study area, and would connect west across Lake Washington to Seattle.

There is detailed discussion and review of the regional and local policies in the *I-405 Corridor Program Draft Land Use Plans and Policies Expertise Report* (DEA, 2001b).

#### **3.13.7 Mitigation Measures**

Mitigation measures for direct impacts are identified in Section 3.14 of this EIS. Because the action alternatives would generally support the concentration of employment and household growth within the UGA in support of adopted land use plans and policies, no further mitigation measures are required.