

SR 520, Medina to SR 202: Eastside Transit and HOV Project

Appendix N

Land Use, Economics, and Relocation Technical Memorandum

SR 520, Medina to SR 202: Eastside
Transit and HOV Project
Environmental Assessment

**Land Use, Economics, and
Relocations
Technical Memorandum**



Prepared for
Washington State Department of Transportation
Federal Highway Administration

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Acronyms and Abbreviations

CAVFS	compost-amended vegetative filter strips
FIRES	financial, insurance, real estate, and services sector
FHWA	Federal Highway Administration
GIS	geographic information system
GMA	Growth Management Act
GOV/ED	government and education
HCT	high-capacity transit
HOV	high-occupancy vehicle
HSP	Washington State Highway System Plan
MANU	manufacturing
NEPA	National Environmental Policy Act
OFM	Office of Financial Management
PSRC	Puget Sound Regional Council
RETAIL	retail trade
SMA	Shoreline Management Act
SOV	single-occupancy vehicle
SR	State Route
WSDOT	Washington State Department of Transportation
WTCU	wholesale trade, transportation services, communication, and utilities
WTP	Washington State Transportation Plan



1. Introduction

Why are land use, economics, and relocations considered in an Environmental Assessment?

The land uses of a community indicate where people live, work, shop, and participate in community activities. Local governments plan for land uses according to the community's long-range vision and goals. Among other disciplines, land use, economics, and relocation effects are required under the National Environmental Policy Act (NEPA) to be considered in an environmental assessment. The discussions of land use, economics, and relocations have been combined because they are interrelated.

Transportation projects can have direct, indirect, and cumulative effects on land use and economics. These effects could include, as a result of property acquisition and relocations, changes in mobility and access, and other effects, such as changes in noise, air quality, and visual effects, both during and after construction. This technical memorandum helps decision-makers understand the existing conditions within the study area; potential effects to land use or economics caused by the project; any conflicts with land use plans and development regulations; and any potential mitigation measures for addressing those impacts.

Indirect and cumulative effects of land use, economics, and relocations are analyzed in the Indirect and Cumulative Effects Technical Memorandum (WSDOT 2009a).

What is the project?

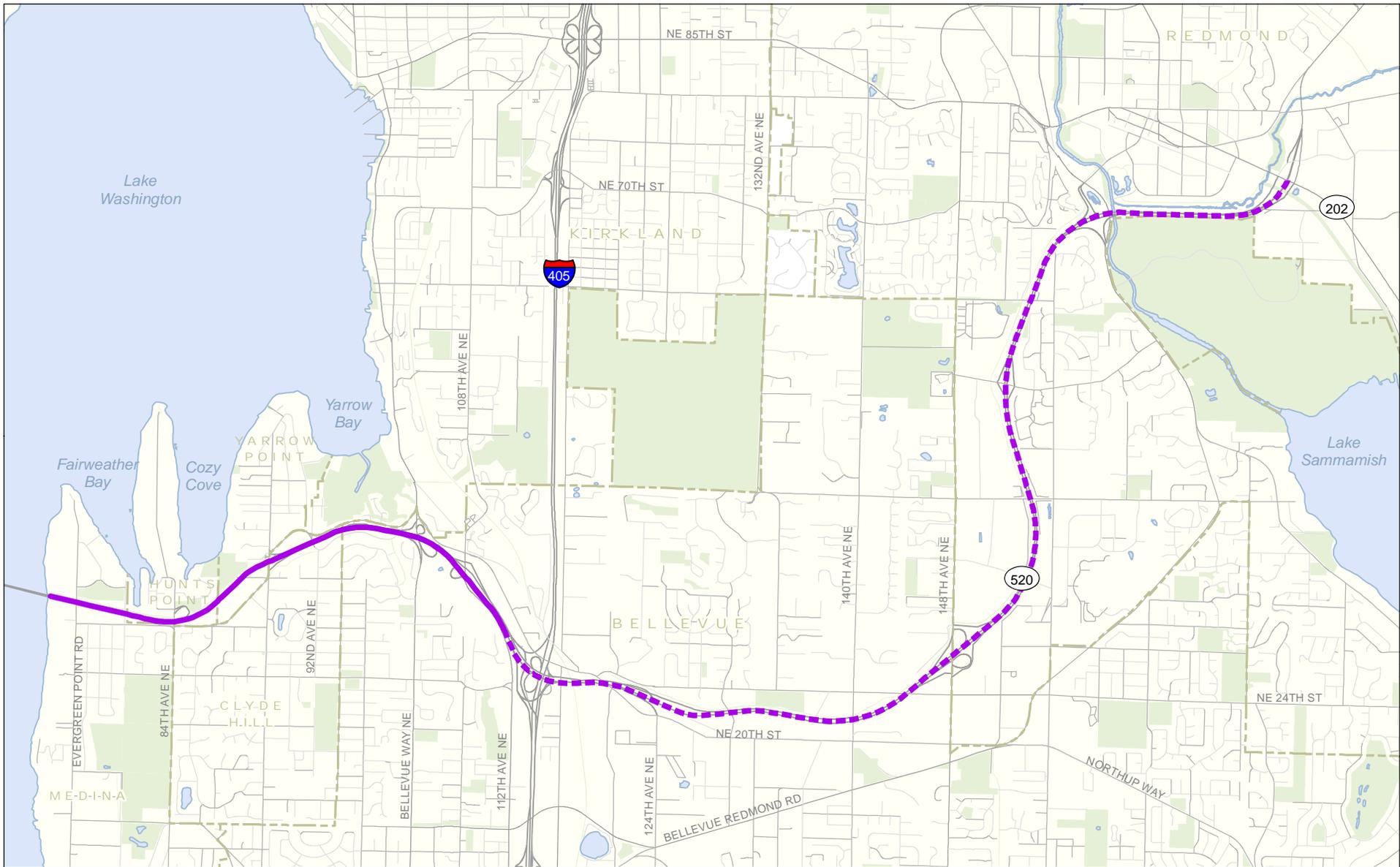
The Washington State Department of Transportation (WSDOT) is proposing to construct the SR 520, Medina to SR 202: Eastside Transit and HOV Project to reduce transit and high-occupancy vehicle (HOV) travel times and to enhance travel time reliability, mobility, access, and safety for transit and HOVs in rapidly growing areas along the State Route (SR) 520 corridor east of Lake Washington. Exhibit 1 shows the project vicinity. Some of the improvements included in this project were originally part of the SR 520 Bridge and HOV Project. On June 18, 2008, the Federal Highway Administration (FHWA) authorized WSDOT to develop the SR 520, Medina to SR 202: Eastside Transit and HOV Project as an independent project. The project includes building a complete HOV system between Lake Washington and 108th Avenue NE and restriping the existing HOV lanes from the outside lanes to the inside lanes between the 108th Avenue NE interchange and SR 202 in Redmond.

Direct Effect - Effect caused by the proposed action or alternative and occurs at the same time and place, most often during construction. Effects may be ecological, aesthetic, historic, cultural, economic, social, or health-related.

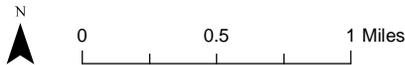
Indirect Effect - Effect caused by the proposed action or alternative and occurs later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include effects related to changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Cumulative Effect - Effect on the environment that results from the incremental effect 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 effects can result from individually minor but collectively significant actions taking place over a period of time.





- Construction Extent
- - - Restriping Extent
- Park
- City Limits



Source: King County (2005) GIS Data (Streets), King County (2007) GIS Data (Waterbody) and CH2M HILL (2008) GIS Data (Parks and Streams). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 1. Project Vicinity

Medina to SR 202: Eastside Transit and HOV Project

The portion of the project between Evergreen Point Road and 108th Avenue NE was previously part of the SR 520 Bridge Replacement and HOV Project. The SR 520, Medina to SR 202: Eastside Transit and HOV Project has been an independent project to address needs specific to the portion of SR 520 east of Lake Washington. The project limits extend approximately 8.8 miles along SR 520 from the east shore of Lake Washington (vicinity of Evergreen Point Road) to the interchange with SR 202 in Redmond.

WSDOT is considering two alternatives for the project: the Build Alternative and the No Build Alternative.

Build Alternative

Under the Build Alternative, the proposed project would include the improvements described below.

SR 520 Improvements from Lake Washington to I-405

The proposed project would reconstruct SR 520 from just west of Evergreen Point Road to just east of 108th Avenue NE. Elements constructed as part of this section include the following:

- Construct a new eastbound HOV lane from Lake Washington to the existing eastbound HOV lane west of the I-405 interchange. This improvement would complete the currently discontinuous HOV network on the Eastside and improve travel time reliability for buses and carpools.
- Relocate the existing westbound HOV lane from the outside lane to the inside lane from Lake Washington to I-405. This change would enhance safety by eliminating the need for merging vehicles to weave across the faster-moving HOV lanes to reach the general-purpose lanes.
- Construct a lid with inside transit stop over SR 520 at Evergreen Point Road.
- Construct a new lid and modify the existing half-diamond interchange at 84th Avenue NE.
- Construct a new lid with inside transit stop over SR 520 at 92nd Avenue NE and modify the existing interchange.
- Reconfigure the existing interchange at Bellevue Way NE.
- Construct new HOV direct access ramps at 108th Avenue NE. This improvement would create a more efficient connection for transit and HOV from SR 520 to the South Kirkland Park-and-Ride via local streets.
- Add a bike/pedestrian path from Lake Washington to approximately 108th Avenue NE. This improvement would facilitate nonmotorized use of SR 520, provide transit connections for bikes and pedestrians, and complement the existing nonmotorized transportation network on the Eastside.

What is a lid?

The term "lid" is short for "lidded highway". Lids are long bridges that cover a length of highway. Lid surface areas can carry paths and trails to connect communities across the highway, landscaping to create open space and places for passive recreation, and items such as pergolas, seating, and transit waiting areas.



SR 520 Improvements from I-405 to SR 202

- Restripe existing eastbound and westbound HOV lanes from the outside to the inside lane. This change would enhance safety by eliminating the need for merging vehicles to weave across the faster-moving HOV lanes to reach the general-purpose lanes.

Other Improvements

- Provide noise walls between Evergreen Point Road and Bellevue Way NE.
- Provide retaining walls and stormwater management system improvements.
- Improve stream habitat by realigning portions of the Yarrow Creek channel and shortening some culverts.
- Improve fish passage culvert crossings to restore fish passage and open up habitat that was previously inaccessible to salmon and other fish species.
- Mitigate the project's effects on wetlands and streams at a site or sites as determined through future negotiations with permitting agencies.

No Build Alternative

Under the No Build Alternative, the project would not be built. Only routine maintenance, repair, and minor safety improvements would take place on SR 520 in the study area over the next 20 years. The No Build Alternative would not improve transit reliability and transit and HOV travel times on SR 520. Also included in the No Build Alternative for traffic modeling purposes is the assumption that the SR 520, Bridge Replacement and HOV Project would not be built until this project is complete.

WSDOT is evaluating the No Build Alternative to provide a reference point for comparing the effects, both positive and negative, associated with the proposed project.

What are the key points of this technical memorandum?

- The amount of land acquisition (full and partial acquisitions) required for the completed SR 520, Medina to SR 202: Eastside Transit and HOV Project is approximately 10 acres.
- The project would fully acquire 10 parcels (5 residences, 4 vacant and one commercial property) and partially acquire 23 parcels.
- Implementing the project would not encourage a change in land uses in the study area. The existing land uses are well established and consistent with zoning and the comprehensive plan land use designations and policies.
- The proposed lids over SR 520 would reconnect land uses and neighborhoods divided by the original SR 520 construction.
- The project would improve transit service and reliability and traffic flow on SR 520 in the study area potentially resulting in the following:



- Potential increase the geographic scope of customers likely to access local businesses
- Shorten the commute time for potential suppliers and employees of businesses within the project area, Seattle, and the eastside communities
- A small improvement in the economic prospects of businesses along the SR 520 corridor
- Increased ability of jurisdictions to accommodate the planned growth identified in their respective comprehensive plans
- The additional right of way needed to construct the project from the taxable property within the jurisdictions of Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, and Bellevue will be removed from the local jurisdictions' tax bases, which will decrease property tax revenues. However, this will not result in a substantial effect on each jurisdiction's overall tax revenues.
- Project construction would temporarily increase congestion and noise and would affect access for businesses and residents in the area.
- Some businesses could experience fluctuations in retail sales as project construction modified access to their business or to those of competitors.
- The project would also create jobs and income.
- It is anticipated that the positive and negative effects of construction would be minimal; therefore, it is unlikely that property values would be greatly affected or that many businesses would experience substantial negative economic effects during construction.
- The proposed project is consistent with applicable state, regional, and local land use and transportation plans. The proposed project would help to meet land use goals and policies by providing greater connections between business centers and encouraging growth within urban areas. The proposed project would be consistent with the development regulations adopted to implement those plans, including zoning regulations, shoreline regulations, and critical area regulations.
- The No Build Alternative would not contribute to the achievement of regional or local goals. The No Build Alternative would not further policies encouraging the completion of the HOV system or the use of transit and HOV, nor would it reduce the effects related to the operation of SR 520. Thus, the No Build Alternative would not encourage growth in urban areas.

2. Affected Environment

How was the information collected?

For the land use and relocation analyses, the team identified the existing land uses using King County Assessor's data, and then verified these land uses by conducting a field survey of the study area. The immediate study area, as defined by the project team, extends one half-mile around SR 520 from the east shore of Lake Washington (Evergreen Point Road) to one mile past the SR 202 interchange. For



the economic analysis, the immediate study area also includes Medina, Hunts Point, Clyde Hill, and Yarrow Point (the Points communities); Kirkland; Bellevue; and Redmond. King County was included because of the project's size and its potential regional effects. In addition, Washington State and the U.S. are included for broader comparison purposes.

The project team gathered information about potential future land uses by reviewing the comprehensive plans and zoning codes for the affected jurisdictions. The team obtained demographic and housing information from the 2000 U.S. Census.

What are the existing land uses and socioeconomic characteristics of communities in the study area?

Much of the study area was developed as residential communities in the mid-twentieth century after the Lake Washington Floating Bridge opened in 1943.

Medina

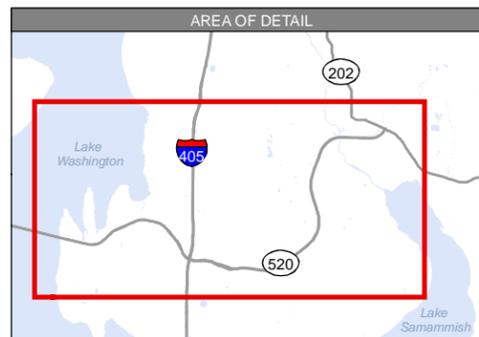
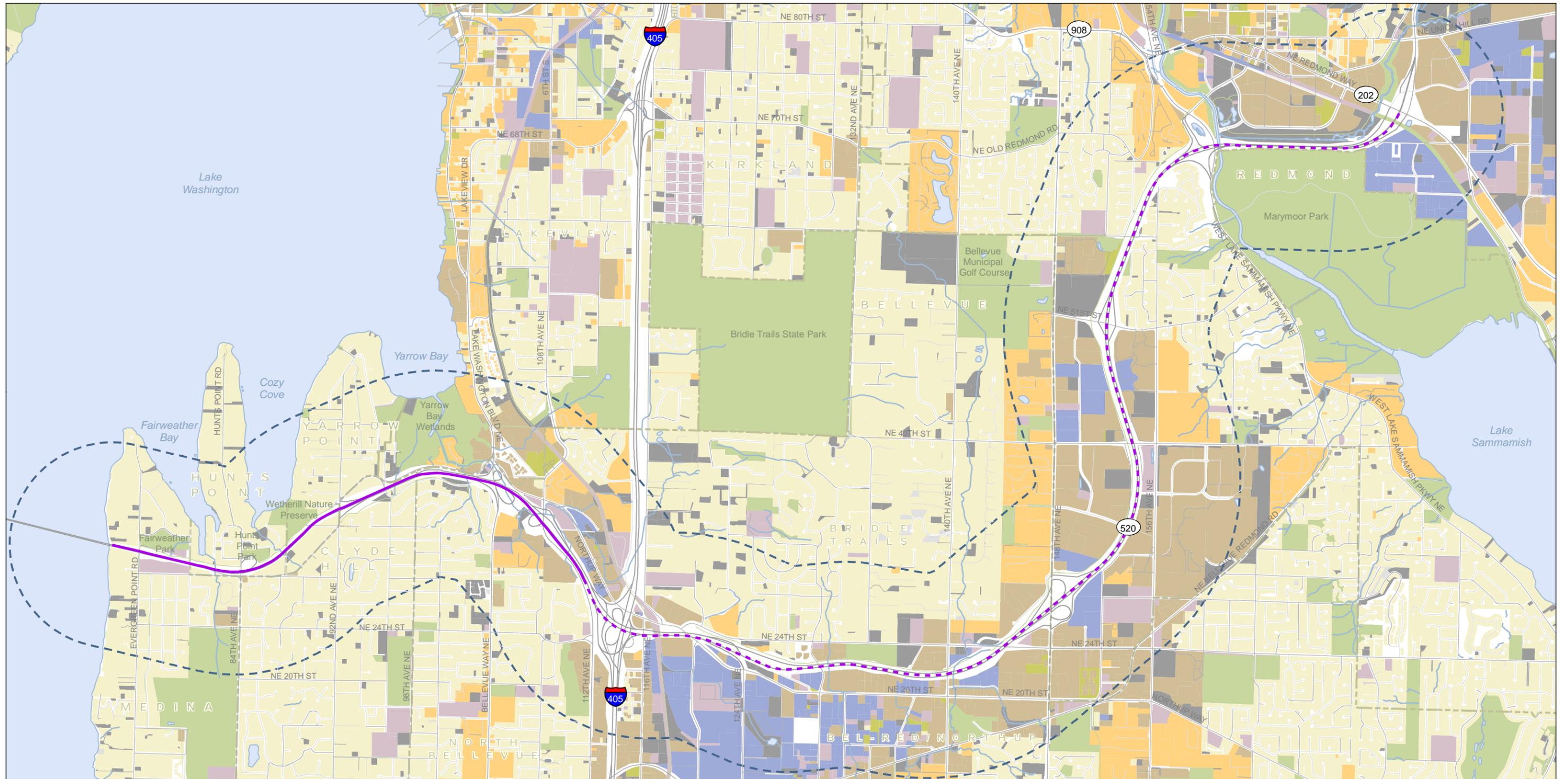
Medina occupies a peninsula projecting into Lake Washington. The lake borders Medina to the south, west, and north; 84th Avenue NE borders Medina to the east. Built out during the 1950s and 1960s, Medina consists of single-family homes and a few commercial businesses. Most properties in Medina are semi-wooded and heavily landscaped. Residential densities range from approximately five units per acre in the area between NE 24th Street and NE 28th Street to less than one unit per acre along sections of the Lake Washington shoreline. See Exhibits 2 and 3 for the existing land uses and the zoning in the study area.

Construction of SR 520 in the 1960s split Medina into two portions. The highway separates the north portion from the larger southern portion except for a single bridge over SR 520 at Evergreen Point Road. The only other north-south arterial, 84th Avenue NE, provides direct access to westbound SR 520. NE 12th Street and NE 24th Street carry traffic east and west and connect Medina to neighboring Clyde Hill and to downtown Bellevue.

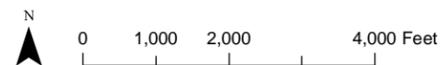


View from Evergreen Point Bridge Looking East Toward Medina. Many single-family homes in Medina are waterfront or view properties, like those elsewhere in the Points communities.





- | | | |
|------------------------|------------|---------------------|
| Land Use | | Construction Extent |
| Single Family | Industrial | Restriping Extent |
| Multi-Family | Parking | City Limits |
| Parks/Open Space | Vacant | Study Area |
| Civic and Quasi-Public | Unknown | |
| Commercial | | |

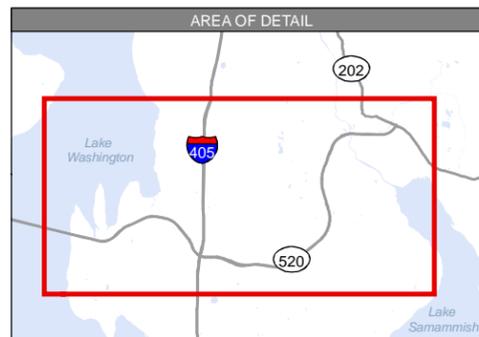
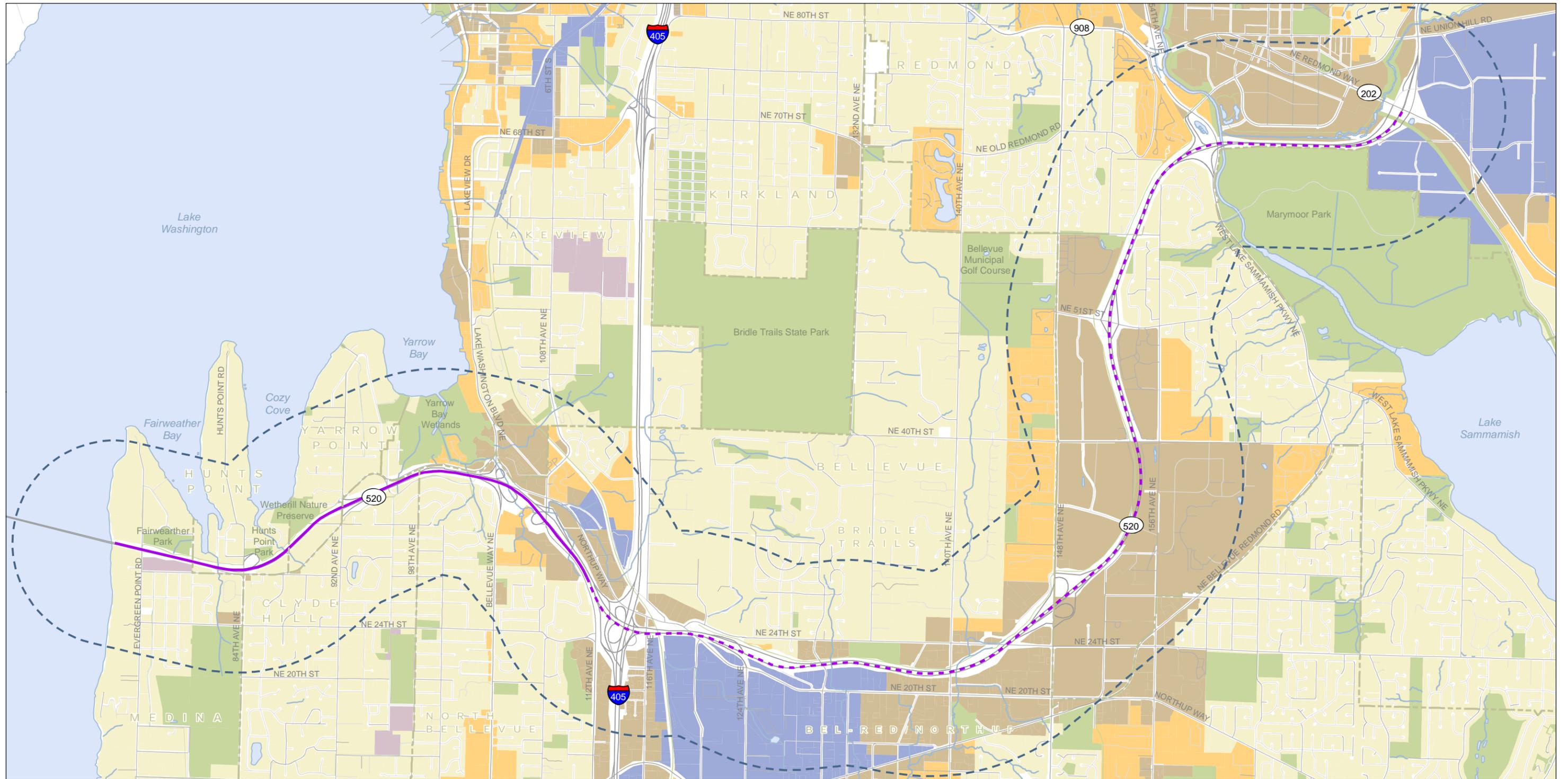


Source: King County (2005) GIS Data (Stream and Street), King County (2007) GIS Data (Waterbody), King County (2008) GIS Data (Parcel), and CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 2. Existing Land Use

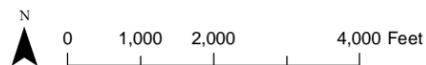
Medina to SR 202: Eastside Transit and HOV Project



Existing Zoning

- Single Family
- Multi-Family
- Parks/Open Space
- Civic and Quasi-Public
- Commercial
- Industrial

- Construction Extent
- Restriping Extent
- City Limits
- Study Area



Source: City of Bellevue (2008) GIS Data (Zoning), City of Kirkland (2000) GIS Data (Zoning), City of Clyde Hill (1999) GIS Data (Zoning), City of Yarrow Point (2003) GIS Data (Zoning), King County (2005) GIS Data (Zoning, Stream, and Street), King County (2007) GIS Data (Waterbody), and CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 3. Existing Zoning

Medina to SR 202: Eastside Transit and HOV Project

Hunts Point

Hunts Point is east of Medina on another peninsula extending into Lake Washington. NE 28th Street is its southern boundary; Fairweather Bay and Cozy Cove define its east and west boundaries. Like Medina, Hunts Point consists mainly of single-family homes on large lots—in fact, it contains no commercial establishments and no multi-family dwellings. See Exhibits 2 and 3 for the existing land uses and zoning in the study area. Hunts Point Road is the town’s single arterial street, traveling the length of the peninsula and connecting to 84th Avenue NE and SR 520. As in Medina, SR 520 construction split Hunts Point, stranding 14 parcels within the town limits on the south side of the highway. Wetherill Nature Preserve covers 16 acres between Lake Washington and the SR 520 right of way in the southeast portion of Hunts Point. Most of the preserve falls within the Town of Yarrow Point, with 4.57 acres located within Hunts Point.

Clyde Hill

Clyde Hill encompasses nearly a square mile of a hilltop that overlooks Lake Washington and Bellevue, and is almost exclusively residential. Like other Points communities, Clyde Hill was split into two portions when SR 520 was constructed. A small area of commercial development is located on Points Drive NE near SR 520, but the busiest street is 84th Avenue NE, which leads to the westbound on-ramp of the freeway. See Exhibits 2 and 3 for land uses and zoning in the study area. NE 24th Street connects Clyde Hill to Medina and Bellevue; 92nd Avenue NE connects the city to Yarrow Point and eastbound SR 520.

Yarrow Point

Located on the peninsula just east of Hunts Point, Yarrow Point was incorporated in response to impending commercial development at the head of Yarrow Bay. Yarrow Point has a residential character similar to the surrounding communities of Hunts Point and Clyde Hill, with large houses on large lots. Yarrow Point includes only single family residential land uses. See Exhibits 2 and 3 for land uses and zoning in the study area. The only arterial is 92nd Avenue NE, also known as Yarrow Point Road. This road runs north and south through town and provides access to the eastbound on-ramp of SR 520 and to Clyde Hill farther south. Wetherill Nature Preserve (discussed above under Hunts Point) is located partly within Yarrow Point, and a branch of the Points Loop Trail runs the length of the Yarrow Point peninsula.



View Looking East from the 92nd Avenue NE Bridge. Trees buffer single-family homes from the highway.



Kirkland

One of the oldest cities on the Eastside, Kirkland is primarily a residential community, although its downtown (located north of the study area) is a lively arts and shopping district. The Kirkland neighborhood within the study area is known as Lakeview. See Exhibits 2 and 3 for land uses and zoning in the study area. The Lakeview neighborhood has a mix of uses, including single-family and multi-family housing, businesses, parks, and marinas. Lakeview Drive NE and Lake Washington Boulevard NE are the primary streets in the neighborhood; the latter carries heavy commuter traffic between Kirkland and destinations south, and affords access to SR 520. The Yarrow Bay Wetlands is a large wildlife conservancy that covers 66 acres at the south end of Yarrow Bay. It provides recreation for non-motorized boats such as canoes and kayaks.

Bellevue

The fifth largest city in Washington, Bellevue is the financial, retail, and office center of the Eastside. Three Bellevue neighborhoods, North Bellevue, Bridle Trails, and Bel-Red/Northup, are located in the study area.

Bridle Trails is a neighborhood of single-family homes on large lots, bordered by I-405 on the west and SR 520 on the south. Bridle Trails is distinguished by its wooded character—some two-thirds of the area is covered by second-growth timber. As the neighborhood's name suggests, many people regularly enjoy riding horses in Bridle Trails State Park, located in the northern portion of the neighborhood. Bridle Trails residents access SR 520 from 108th Avenue NE, 124th Avenue NE, or 148th Avenue NE.



Commercial Development in Kirkland near the Bellevue Way On-Ramp to SR 520

The Bel-Red/Northup neighborhood, unlike other Eastside study area neighborhoods, is largely commercial. Light industrial and commercial businesses line its major arterial streets, which include NE 20th Street; NE Bel-Red Road; and 116th, 124th, 140th, and 148th Avenues NE. Although the area contains a 1950s-era residential area known as Dogwood Park, housing is generally being phased out in this neighborhood in favor of commercial redevelopment. There is a community center on NE Bel-Red Road near 140th Avenue NE. Residents and employees can gain access to SR 520 from 124th Avenue NE and 148th Avenue NE.



The Bel-Red/SR 520 area encompasses a much larger geographic area and provides more jobs than downtown Bellevue. Historically, the Bel-Red area was the city's warehouse and manufacturing district, but has become an area in transition due to the departure of many of these traditional uses and the introduction of more retail shops, auto dealerships, and office developments. The Bel-Red/SR 520 area is also close to Microsoft's main campus in Redmond. High technology jobs in this area increased rapidly in the late 1990s through 2001.



Commercial Development in Bellevue on NE 20th Street Adjacent to SR 520

Redmond

Redmond is a major employment center, ranking fourth in the central Puget Sound region. The Overlake, Grass Lawn, and Southeast Redmond neighborhoods and downtown Redmond lie in the study area.

The Overlake neighborhood consists of corporate campuses, shopping, and residential areas. The area east of SR 520 is home to major corporations, offices, and high technology research and development businesses. West of SR 520 there are corporate offices, research, development, light manufacturing, and distribution uses. The buildings are low- to mid-rise in scale. Small-scale shopping and services are available to serve the area's employees and nearby residents. See Exhibits 2 and 3 for land uses and zoning in the study area. Two north-south corridors serve the Overlake neighborhood. The 148th Avenue NE corridor connects to SR 520 and provides access to a mix of moderate-density residential and campus-style office parks. The 156th Avenue NE corridor is mostly campus-style office parks with some low- and moderate-density residential areas. Residents and employees can gain access to SR 520 from the NE 40th Street and NE 51st Street interchanges.

The Grass Lawn Neighborhood is an established residential neighborhood. Most of the residential area is low to medium density in character, with the exception of multi-family housing in the eastern part of the neighborhood. The area just west of SR 520 is designated for single family residential, with multifamily residential and a small commercial area adjacent to the West Lake Sammamish Parkway NE interchange. The 28.5-acre Grass Lawn Park is located in the center of the neighborhood.

The Southeast Redmond neighborhood is largely designated for commercial and industrial uses in its western edge along SR 520 and near the SR 202 interchange as well as in its central area. The



neighborhood is envisioned as an employment center that transitions to residential development to the east and south. The eastern area of the neighborhood is developed with single-family and multi-family housing. The 640-acre Marymoor Park is located along SR 520 in this neighborhood and extends to Lake Sammamish.

The downtown neighborhood is one of Redmond's primary centers of activity which is expected to continue attracting growth in housing and employment over the next 20 years. Redmond Town Center is one of the city's primary gathering places. It offers a mix of shops, restaurants, offices, hotel rooms, and residences in the heart of the city. The SR 520/SR 202 interchange is one of the major entrances into the downtown area. SR 202/NE Redmond Way west of the interchange provides access to high-density residential areas and a variety of commercial uses. Shopping near the interchange is intended to provide for everyday, basic shopping needs and services such as groceries, and other convenience retail goods and services. Downtown is gradually becoming more active with the inclusion of more residences, as well as shopping, entertainment, and cultural attractions.

What are the population and housing trends?

Exhibit 4 presents historical and forecasted population data for the Points communities, Kirkland, Bellevue, Redmond; and King County. The Puget Sound Regional Council (PSRC) estimates that between 2000 and 2030, the Eastside community and county populations will grow at similar average annual rates of 1.0 and 0.8 percent, respectively (PSRC 2006). In addition, Bellevue is forecasted to have the largest 2030 population of the Eastside communities (137,692).

Exhibit 4 also presents historical and forecasted household data for the Eastside communities and King County. The PSRC expects a higher average annual growth in the rate of household formation between 2000 and 2030 in the Eastside communities and King County than the annual rate of population growth (PSRC 2006). This means that the number of persons per household is expected to decline. This is important because travel demand typically relates more closely to household formation than to population.



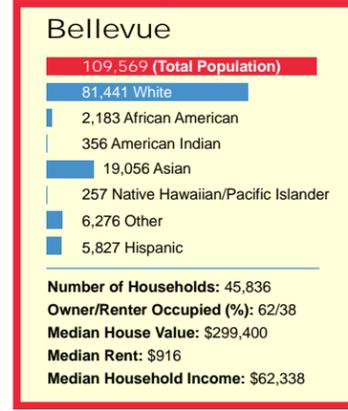
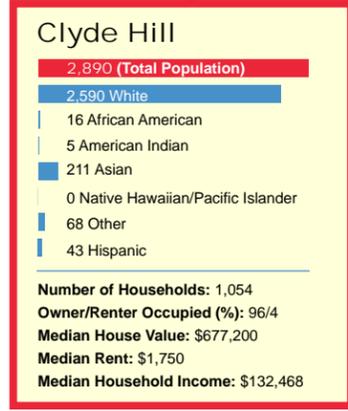
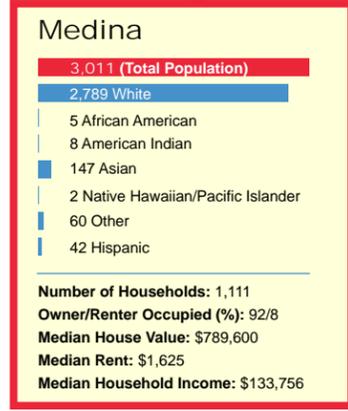
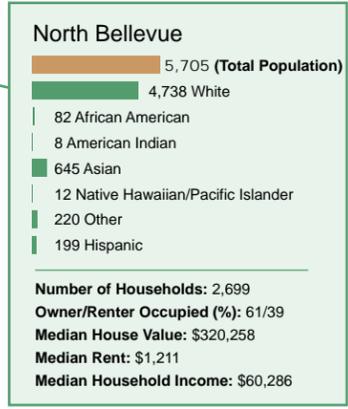
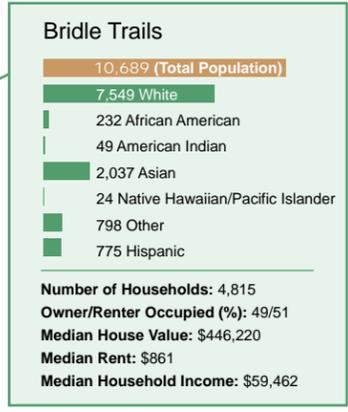
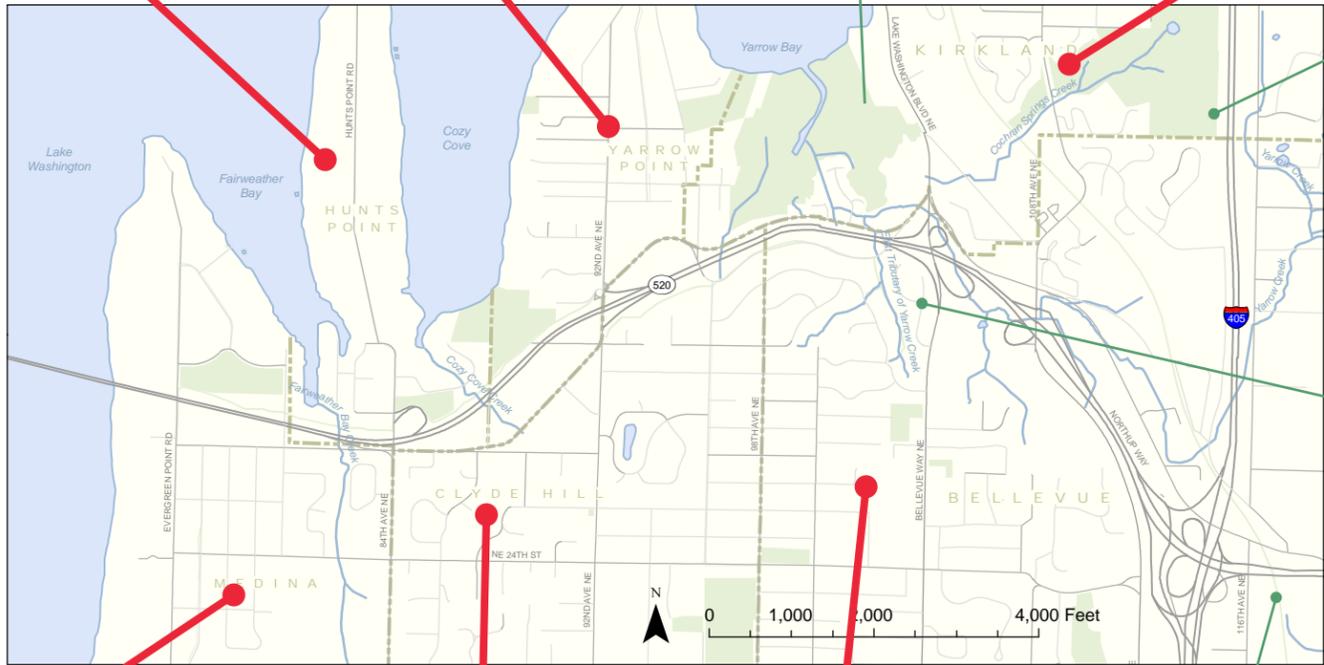
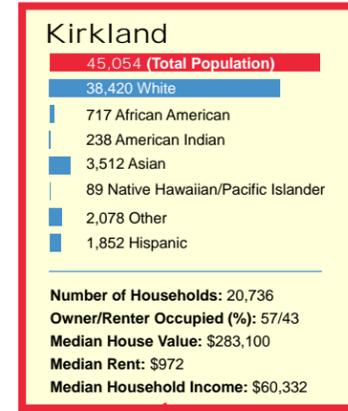
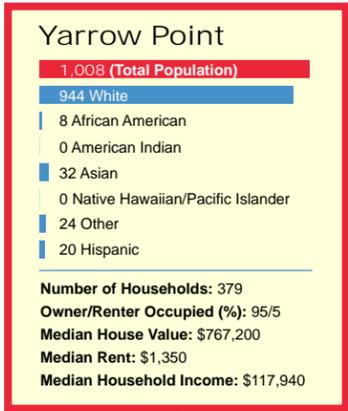
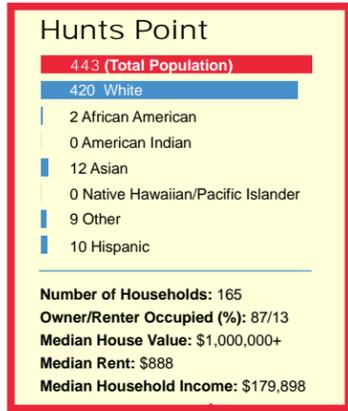
Exhibit 4. Historical and Projected Population and Households in the Study Area

Parameter	2000	2030	Average Annual Growth Rate (percent)
Population			
Points Communities Area	7,342	7,448	0.0
Kirkland Area	44,009	54,848	0.7
Bellevue Area	104,033	137,692	0.9
Redmond Area	71,726	104,721	1.3
Total Eastside	227,110	304,709	1.0
King County	1,737,034	2,234,775	0.8
Households			
Points Communities Area	2,704	3,013	0.4
Kirkland Area	19,658	26,425	1.0
Bellevue Area	43,779	66,831	1.4
Redmond Area	27,917	44,288	1.6
Total Eastside	94,058	140,557	1.3
King County	710,916	997,326	1.1

Source: PSRC (2006).

Exhibit 5 provides housing and population characteristics of cities and neighborhoods in the project area. The majority of the population within the Eastside communities is white, with Bellevue the most diverse with approximately 75 percent white, similar to King County as a whole. Most of the housing in the Eastside communities is owner occupied, ranging from as much as 96 percent owner occupied in Clyde Hill to 57 percent owner occupied in Kirkland, which is similar to King County’s ratio of 60 percent owner occupied. Median house values in the Eastside communities in 2007 ranged from almost two million dollars in Hunts Point to \$490,000 in Redmond which was slightly higher than King County’s median house value of \$430,000.





— Stream
 — Park
 - - - City Limits

Source: 2000 U.S. Census



Exhibit 5. Housing and Population Characteristics of Cities and Neighborhoods in the Study Area

Medina to SR 202: Eastside Transit and HOV Project

What is the income level in the study area?

Yarrow Point, Hunts Point, Medina, and Clyde Hill are the four cities with the highest per capita income in the state according to the 2000 US Census. Median household income in Eastside communities is higher than the county and state averages. According to the U.S. Bureau of the Census (2008) and City data (2008a, 2008b), average median household income for the Eastside communities was \$135,720 in 2007. Median household income was \$67,010 in King County and \$55,591 statewide in 2007. Average income levels in the Eastside communities, county, and state increased by 26, 26, and 21 percent by 2007, respectively, compared to 1999 levels.

What are the existing and projected employment trends?

The Eastside communities represent areas of current and projected job growth, with employers who require efficient transportation systems for the movement of goods, services, and employees to and from their places of business. Exhibit 6 presents the historical and projected percent of total employment in the Eastside communities by industry sector for 2000 and 2030. For this analysis, the Eastside communities include the Points communities, Kirkland, Bellevue, and Redmond. As shown in Exhibit 6, total jobs on the Eastside are predicted to increase from 239,344 jobs in 2000 to 375,274 jobs in 2030 (PSRC 2006).

The sector with the largest share of total employees is the finance, insurance, real estate, and services (FIRES) sector. In 2000, this sector accounted for 52 percent of all jobs on the Eastside. By 2030, the forecast suggests that it will account for 66 percent. As presented in Exhibit 7, King County is experiencing the same type of growth in the FIRES sector as the Eastside communities. All other sectors are projected to have a smaller share of total jobs in 2030 compared to 2000. With the exception of FIRES, King County is expected to have a larger percentage of jobs in each sector by 2030.

The Eastside trend toward increased service employment at the expense of manufacturing is also evident throughout the region and is consistent with national trends. This has implications for travel demand, because retail and service businesses usually generate more trips per employee than manufacturing facilities. In recent years, the regional economy has diversified, resulting in an economy less affected by downturns in a single industry such as manufacturing. One of the primary sectors responsible for this diversification is the high-tech sector.



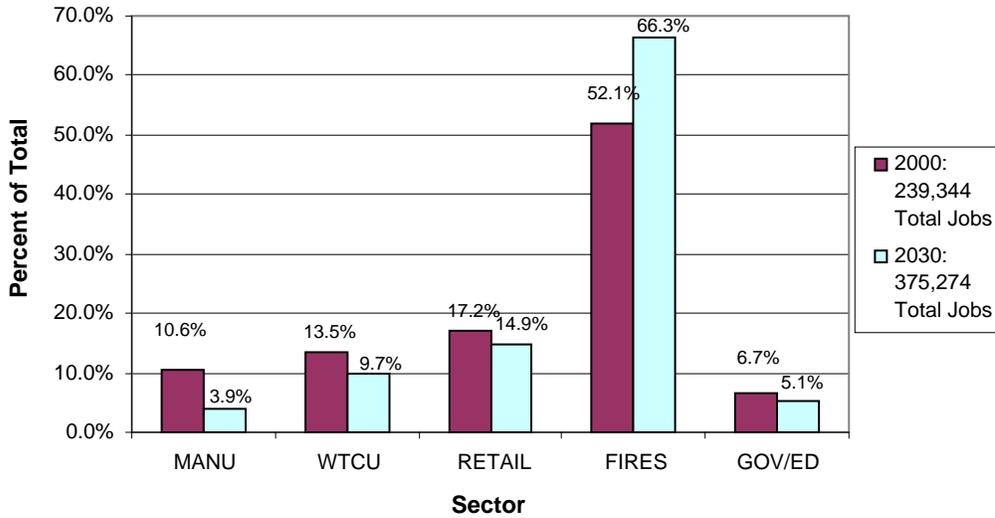


Exhibit 6. Percent of Total Employment by Industry Sector, Eastside

Source: PSRC (2006).

Notes: FIRES = finance, insurance, real estate, and services; GOV/ED = government/education; MANU = manufacturing; RETAIL = retail trade; WTCU = wholesale trade, transportation services, communication, and utilities

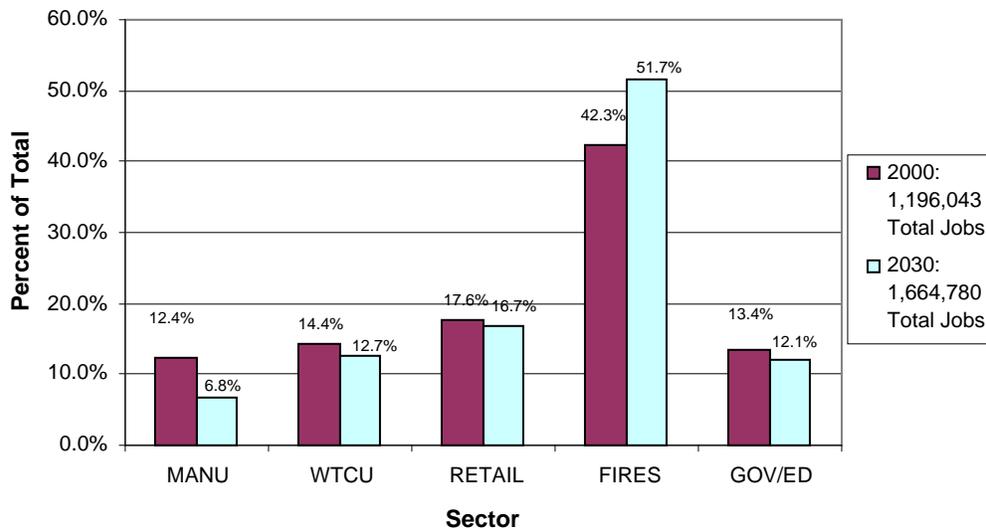


Exhibit 7. Percent of Total Employment by Industry Sector, King County

Source: PSRC (2006).

Notes: FIRES = finance, insurance, real estate, and services; GOV/ED = government/education; MANU = manufacturing; RETAIL = retail trade; WTCU = wholesale trade, transportation services, communication, and utilities



What is the unemployment trend in the economics study area?

Exhibit 8 shows unemployment rates for King County, Washington state, and the U.S. The economic growth experienced toward the end of the 1990s dropped the unemployment rate in both the county and the nation. In 2001, unemployment rates in the study area increased because of the slowdown in the regional and national economies. Slow job growth continued through 2003. Unemployment rates began to drop by 2004, and the decline continued through 2007. However, in 2008 the unemployment rate in the county, state, and nation increased sharply because of the downturn in the global economy. The economic downturn experienced around the world continued to impact the region, state, and nation through January 2009.

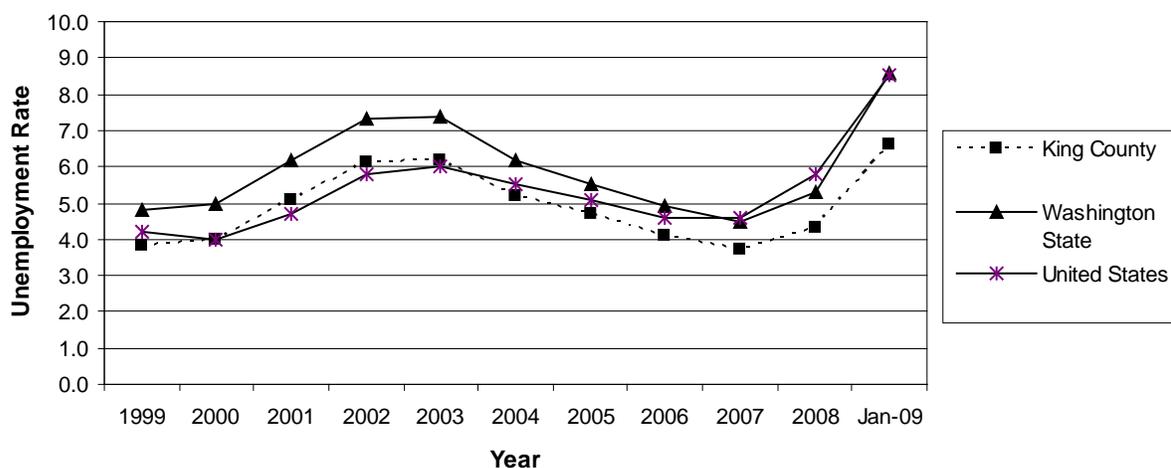


Exhibit 8. Unemployment Trends

Source: U.S. Bureau of Labor Statistics (2008a, 2008b).

Who are the major employers?

Exhibit 9 lists the largest 20 employers in King County. The diversity of these companies is representative of the region's economy. Each business depends on the region's transportation system to provide reliable movement of goods and services, customers, and employees to and from their business locations. SR 520 is a critical component of the region's transportation system.

What are the main tax revenues for the jurisdictions in the study area?

City governments rely on tax revenues to fund general services for their communities. The project could affect property tax and retail sales revenues for jurisdictions in the study area. The largest sources of tax revenues are sales taxes, property taxes, and other taxes (business and occupation, utility, and miscellaneous taxes). Exhibit 10 presents the percent of total general fund revenues for each of the Eastside cities by source.



Exhibit 9. Top 20 Employers in King County

Company	Employees
The Boeing Co.	71,353
Microsoft	33,053
University of Washington	24,443
Paccar, Inc	22,000
Providence Health and Services	14,838
Amazon.com Inc.	13,900
King County Government	12,678
City of Seattle	9,798
Eddie Bauer Holdings Inc.	9,613
Savers Inc.	9,500
Alaska Air Group	8,030
Costco Wholesale Corp.	7,416
Weyerhaeuser Co.	7,077
Washington Mutual Inc.	7,000
Expedia Inc.	6,600
Group Health Cooperative	5,732
Nordstrom Inc.	5,437
Quality Food Centers (QFC)	5,400
Seattle School Dist.	5,072

Source: Enterprise Seattle (2008).

What are the plans and policies that guide land use and transportation decisions within the study area?

State, regional, county, and local plans provide guidance for land use and transportation decisions. Washington State's Growth Management Act (GMA) is a comprehensive framework for managing growth and coordinating land use planning with infrastructure improvements. The planning goals outlined in the GMA guide development of county-wide planning policies, local comprehensive plans, and development regulations, such as directing growth to urban areas, reducing sprawl, and encouraging efficient transportation systems. Local, county, and regional plans must be consistent with the GMA. *Vision 2040*, PSRC's regional plan, King County's comprehensive plan, and local comprehensive plan policies that apply to the Eastside are discussed below by jurisdiction (PSRC 2008).



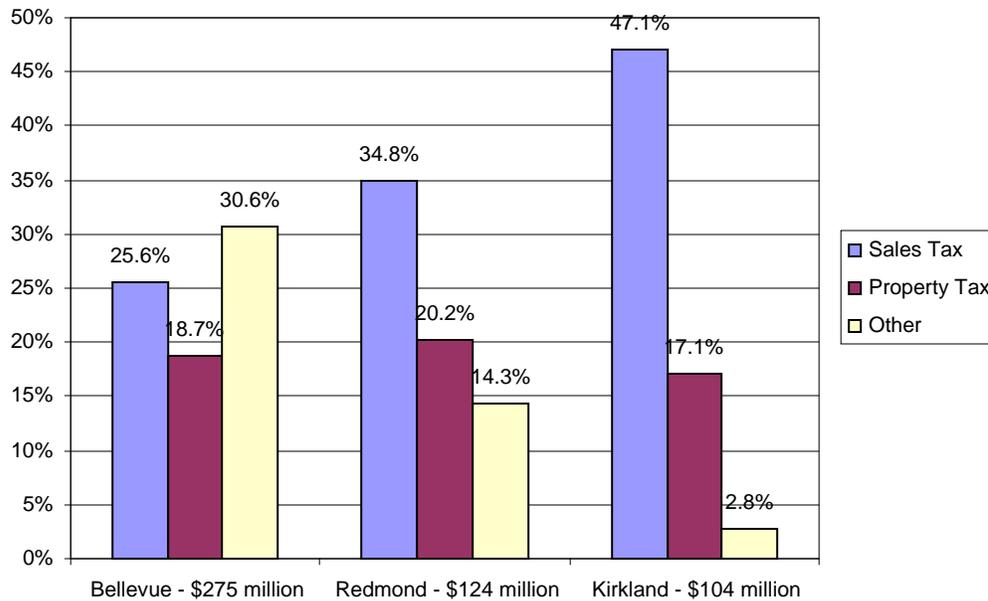


Exhibit 10. General Fund Tax Revenue Sources

Sources: City of Bellevue (2008); City of Kirkland (2008); City of Redmond (2008).

State Plans

The *2007-2026 Washington Transportation Plan* (WTP; WSDOT 2006) guides transportation policy and investment decisions at all levels throughout the state and meets federal and state planning requirements. The development of the WTP was a collaborative effort involving transportation interests. The WTP addresses the state’s transportation challenges by making targeted, prioritized investments to achieve the greatest benefit with limited funding. The WTP:

- Offers policy guidance on matters related to the transportation system over the next 20 years
- Provides a guide to transportation priorities that reflects input from the public and the Transportation Commission
- Identifies the top transportation investment priorities in the areas of: (1) preservation; (2) safety; (3) economic vitality; (4) mobility; and (5) environmental quality and health

The *2007-2026 Washington State Highway System Plan* (HSP; WSDOT 2007) is the element of the WTP that addresses current and forecasted state highway needs. The HSP assesses current and future transportation needs through a collaborative planning process with local governments, regional planning agencies, and private transportation providers. This process ensures that the state’s transportation network functions safely, efficiently, reliably and cost effectively. The HSP, which is updated every 2 years, guides WSDOT in development and project prioritization. HSP transportation policies include the following:



- **Preservation.** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety.** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility.** To improve the predictable movement of goods and people throughout Washington State.
- **Environment.** To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship.** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The “HSP Implementation Strategies” appendix of the HSP identifies projects in the SR 520 corridor.

Regional Plan

Vision 2040 is PSRC’s long-range growth management, economic, and transportation strategy for the central Puget Sound region, which encompasses King, Kitsap, Pierce, and Snohomish counties. *Vision 2040* contains numerous land use and transportation policies that support:

- Concentrating growth in urban centers and connecting those centers with an efficient, transit-oriented, multi-modal transportation system. Designated urban centers near the study area are downtown Bellevue, downtown Redmond, and Overlake Center in Redmond
- Supporting the development of a transportation system that connects urban centers with frequent service, convenient connections, and easy transfers between modes
- Maintaining existing transportation systems and for providing improvements to the regional HOV system that decrease travel time for HOVs and transit
- Maximizing transportation system continuity and regional economic development and growth management objectives

Attachment 1 lists the pertinent *Vision 2040* land use and transportation policies.

Destination 2030 (PSRC 2007) is the regional transportation planning document that serves as the basis for state and federal transportation expenditures within the region. It translates the policies of *Vision 2040* into implementation strategies, providing a guide for large regional projects and important local solutions for a 30-year period. The primary priority of the plan is to maintain, preserve, make safe and secure, and optimize existing transportation infrastructure and service. The plan calls for coordinating transportation and land use decisions to support transit- and pedestrian-oriented land use patterns. High priorities are high-capacity transit (HCT) station areas that reinforce urban design characteristics and promote mobility and access. *Destination 2030* supports priority treatment for HOVs through investment in a core HOV network on regional freeways and direct access for more efficient use of HOV facilities. The “Projects” appendix (updated March 12, 2009) of



Destination 2030 identifies projects in the SR 520 corridor. *Destination 2030* is currently being updated. It is anticipated that this plan update, called Transportation 2040, will be adopted in 2010.

Sound Transit's High Capacity Transit Plans

The Sound Transit Board adopted the Regional Transit Long-Range Vision in 1996, which was the blueprint for the Sound Move plan, which was adopted by the Sound Transit Board and approved by voters in November 1996 (Sound Transit 1996). High capacity transit service connecting regional centers on key travel corridors is a critical component of the Destination 2030 Plan. Elements of the 2030 Sound Move plan included:

- Regional Express bus routes connecting centers on the HOV lane system
- A program of HOV direct access ramp projects to improve access to the HOV system as well as park and rides and transit centers
- Light rail service between SeaTac airport, downtown Seattle and the University of Washington
- Sounder Commuter rail service between Everett and Seattle and Tacoma and Seattle

In 2005, the Sound Transit Board adopted an updated Regional Transit Long-Range Plan and directed staff to initiate the process to develop the next phase of high capacity transit improvements for the region to take to voters for their approval (Sound Transit 2005). The Sound Transit 2 Plan approved by voters in November 2008 includes (Sound Transit 2008):

- Extension of the light rail system north to Lynnwood, east across I-90 to downtown Bellevue and Overlake, and south to Star Lake/ South 272nd Avenue
- Additional ST Express bus service in the region, including Bus Rapid Transit level service in the SR 520 corridor that is planned in conjunction with the proposed HOV improvements.
- Additional Sounder commuter rail service and station improvements
- Light rail planning studies in several corridors, including SR 520, to evaluate potential routes, stations and terminals to provide information to the Sound Transit Board about potential light rail corridors for consideration as part of future phases of high capacity transit investments in the region
- Other programs and projects to improve regional mobility

County Plan

Consistent with the provisions of the GMA and *Vision 2040* (PSRC 2008), King County's Countywide Planning Policies (King County 2007) serve as the vision and framework for the comprehensive plans of King County and its cities. King County and its cities developed the countywide policies to meet GMA requirements and to coordinate planning among all of the jurisdictions. These policies establish an urban growth area in the western one-third of King County, where most growth and development is projected to occur, and support this land use pattern with a



balanced transportation system including HCT and an extensive HOV system. The policies address reducing urban sprawl; protecting rural areas; and providing more efficient roads, parks, and other services.

Local Comprehensive Plans

Growth management provides a clear link between transportation and land use planning. The true benefits of this linkage occur at the local level when comprehensive plans are carried out. By developing a comprehensive plan, communities decide their land use and community vision for the future and the part played by transportation. The comprehensive plan is the starting point for any planning process and the centerpiece of local planning. Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, Bellevue, and Redmond all have comprehensive plans consistent with the GMA. These plans provide the overall policy guidance for future development, and they describe how the communities should evolve. Exhibit 11 summarizes each jurisdiction's planned growth and expected land use changes as described in their comprehensive planning documents. Exhibit 12 shows the comprehensive plan planned land uses in the study area. Attachment 1 lists the pertinent land use policies.

Shoreline Master Program

Under Washington State's Shoreline Management Act (SMA), each city and county adopts a shoreline master program based on state guidelines, but tailored to its specific needs to guide development. The Shoreline Management Act and implementing regulations establish the foundation of the Washington State Coastal Zone Management Program. Based on the SMA, preference is given to uses that protect water quality and the natural environment, depending on proximity to the shoreline, and uses that preserve and enhance public access or increase recreational opportunities. Local shoreline master programs combine both plans (the vision and policies for shoreline's use and development) and regulations (the standards that shoreline projects must meet). Exhibit 13 depicts the shoreline designations in the study area. Attachment 1 lists the pertinent policies of the applicable shoreline master programs. The following bullets summarize the shoreline designations within the project area:

- Medina's Shoreline Management Master Program (Municipal Code 18.08.010) regulates development activities within 200 feet of the shoreline. The shoreline designation within the study area is urban (Exhibit 13). Utilities and government facilities are allowed within this shoreline designation.
- The Hunts Point Shoreline Master Program (Municipal Code 16.10.010) regulates development activities within 200 feet of the shoreline. Hunts Point identifies the designated shoreline in the study area as urban residential (Exhibit 13). Its shoreline master program (1975) does not address roads and bridges. A conditional use permit would likely be required because single-family residences are the only allowed primary use.
- No water bodies in Clyde Hill are subject to the Shoreline Management Act; therefore, Clyde Hill has no shoreline designations.



Exhibit 11. Local Jurisdiction Planned Growth and Expected Land Use Changes

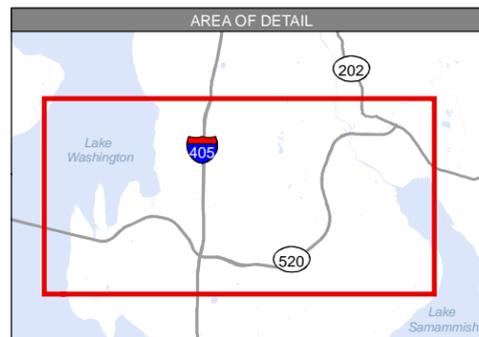
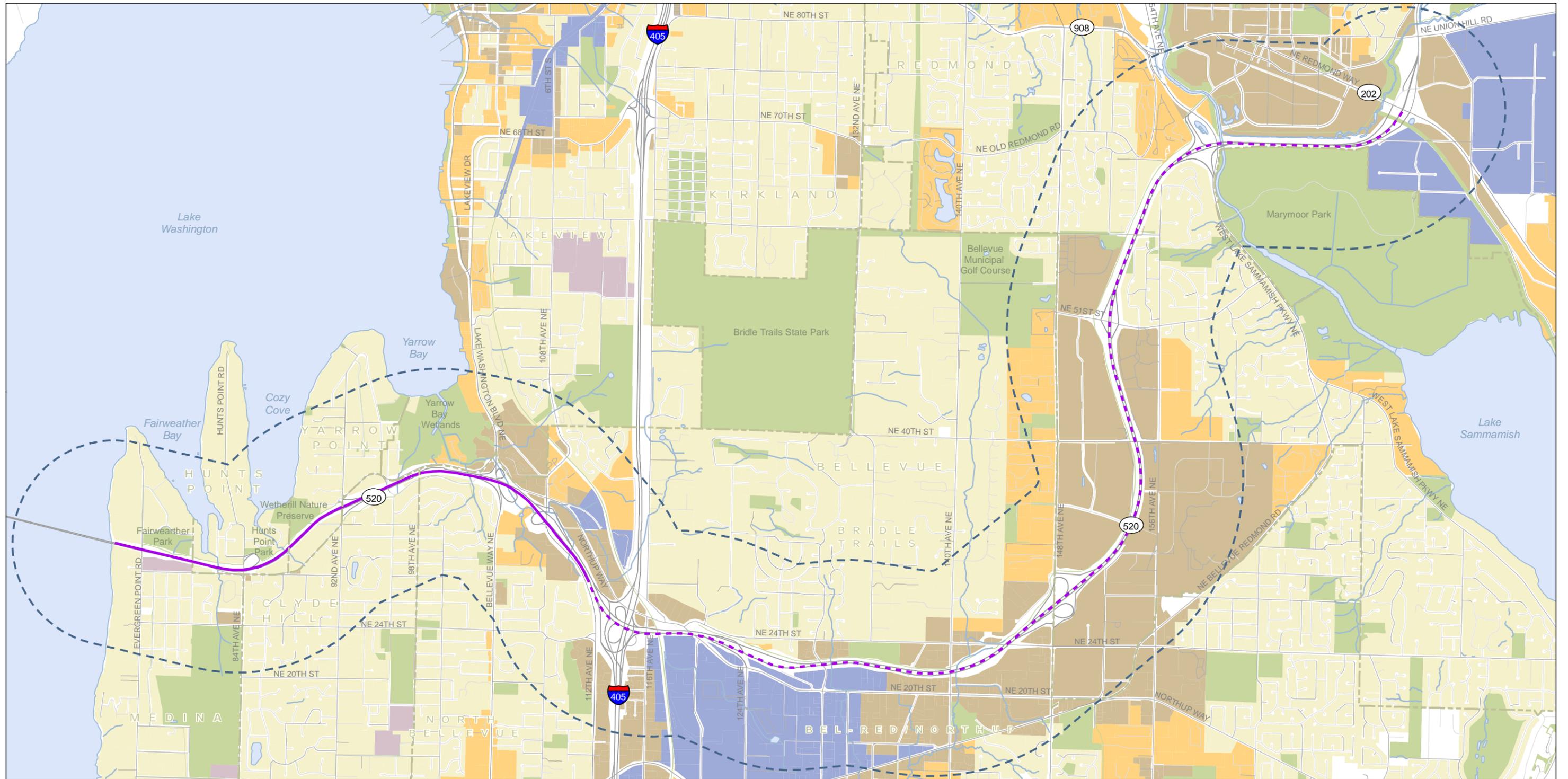
Jurisdiction	Land Use Policies	Transportation Policies
Medina	<p>Medina has developed and matured into the type of community envisioned at the time of its incorporation. Medina will continue to maintain its residential quality and character through development ordinances and regulations. The land uses identified by the City of Medina Comprehensive Plan (1999) do not differ from existing uses, and no substantial changes in land use patterns are planned for the community.</p>	<p>Medina’s Comprehensive Plan policies support developing a bicycle path along SR 520 and across the Evergreen Point Bridge, improving access to transit and pedestrian facilities, increasing public transit and HOV use within the SR 520 corridor, retaining transit stops at 92nd Avenue NE and Evergreen Point Road, and mitigating the noise and appearance of SR 520.</p>
Hunts Point	<p>Hunts Point is a mature, fully developed community; the land use pattern is expected to remain stable with few changes. The primary goal of the Town of Hunts Point is to maintain the existing residential land use pattern. The Comprehensive Plan (2004) land uses identified by Hunts Point do not differ from existing uses, and no substantial changes in land use patterns are planned for the community.</p>	<p>Hunts Point’s Comprehensive Plan lists one policy applicable to the proposed project: the plan calls for the installation of noise baffling or construction of a lid over SR 520.</p>
Clyde Hill	<p>Clyde Hill was formed as a low-density residential community and over the years developed an established large lot residential development pattern. Today Clyde Hill’s philosophy is to retain and maintain the original spacious and wooded character of the community and to remain relatively small, simple, and intimate. The amenities, the quality residential areas, the parks, the views, and natural landscape are all items the community intends to maintain. The Comprehensive Plan land uses identified by Clyde Hill do not differ from existing uses, and no substantial changes in land use patterns are planned (City of Clyde Hill 2002).</p>	<p>Clyde Hill’s Comprehensive Plan presents policies aimed at encouraging alternative modes of travel, increasing transit accessibility, developing a bicycle and pedestrian path that connects Seattle and the Eastside, and decreasing through-traffic on local streets.</p>
Yarrow Point	<p>The Comprehensive Plan land uses identified by Yarrow Point do not differ from existing uses and no substantial changes in land use patterns are planned for the community (Town of Yarrow Point 1994).</p>	<p>Yarrow Point’s Comprehensive Plan calls for transportation capabilities ranging from single-occupant vehicles to HOVs to regional transit that would provide an efficient system, minimizing the demand for new streets and highways. The plan encourages pedestrian and bicycle travel. The plan advocates retaining a connection across SR 520 via 92nd Avenue NE for vehicles and pedestrians, developing a new pedestrian access linking north and south portions of Yarrow Point, and reducing the effect of noise, air, and water pollution from SR 520.</p>



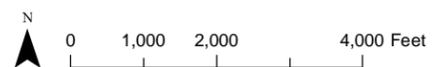
Exhibit 11. Local Jurisdiction Planned Growth and Expected Land Use Changes

Jurisdiction	Land Use Policies	Transportation Policies
Kirkland	<p>The Comprehensive Plan land uses identified by Kirkland (City of Kirkland 2002) are similar to existing uses, with a slight shift of use from commercial to office in the area east of Lake Washington Boulevard and adjacent to SR 520.</p>	<p>Kirkland's Comprehensive Plan policy pertaining to transportation emphasizes development of pedestrian and bicycle facilities, linking to a future regional HCT system, and working with Metro Transit to provide local bus service and connections to the regional transit system. The transportation element of Kirkland's Comprehensive Plan also supports the promotion of local and regional transit and ride sharing.</p>
Bellevue	<p>While downtown Bellevue is slated to receive the city's most intense new development, there is potential for redevelopment in the Bel-Red area, driven by businesses' desire to develop mid-rise office complexes and meet the increasing demand for health care in the area near Overlake Hospital.</p> <p>Bellevue's Comprehensive Plan (City of Bellevue 1993) land uses do not differ from existing uses, except that a larger area is planned for industrial use between Bel-Red Road and SR 520 near I-405. No substantial changes in land use patterns are planned for the Bellevue neighborhoods in the study area.</p>	<p>Bellevue's Comprehensive Plan policies relating to highways and transit support adequate highway capacity for general-purpose and HOV traffic, downtown Bellevue as a major urban center with multi-modal transit facilities, and local and regional transit services.</p>
Redmond	<p>As stated in its comprehensive plan, the City of Redmond (2009) anticipates residential and employment growth and directs most of this growth to the downtown and Overlake urban centers. The plan policies link land use and transportation planning by encouraging the provision of public facilities such as transportation compatible with the City's preferred land use pattern and emphasizing support for transit use, pedestrians, and bicycling.</p>	<p>Redmond's Comprehensive Plan policies encourage transportation projects that achieve the City's preferred land use pattern by focusing on growth targets in the downtown and Overlake urban centers, including high capacity transit on SR 520. Policies support the improvement of transit services in neighborhoods.</p>





- Comprehensive Plan Land Use**
- Single Family
 - Multi-Family
 - Parks/Open Space
 - Civic and Quasi Public
 - Commercial
 - Industrial
- Construction Extent
 - Restriping Extent
 - City Limits
 - Study Area

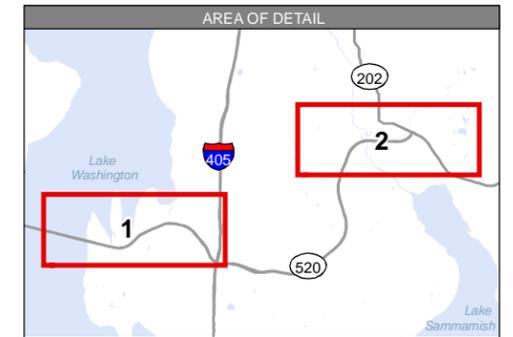
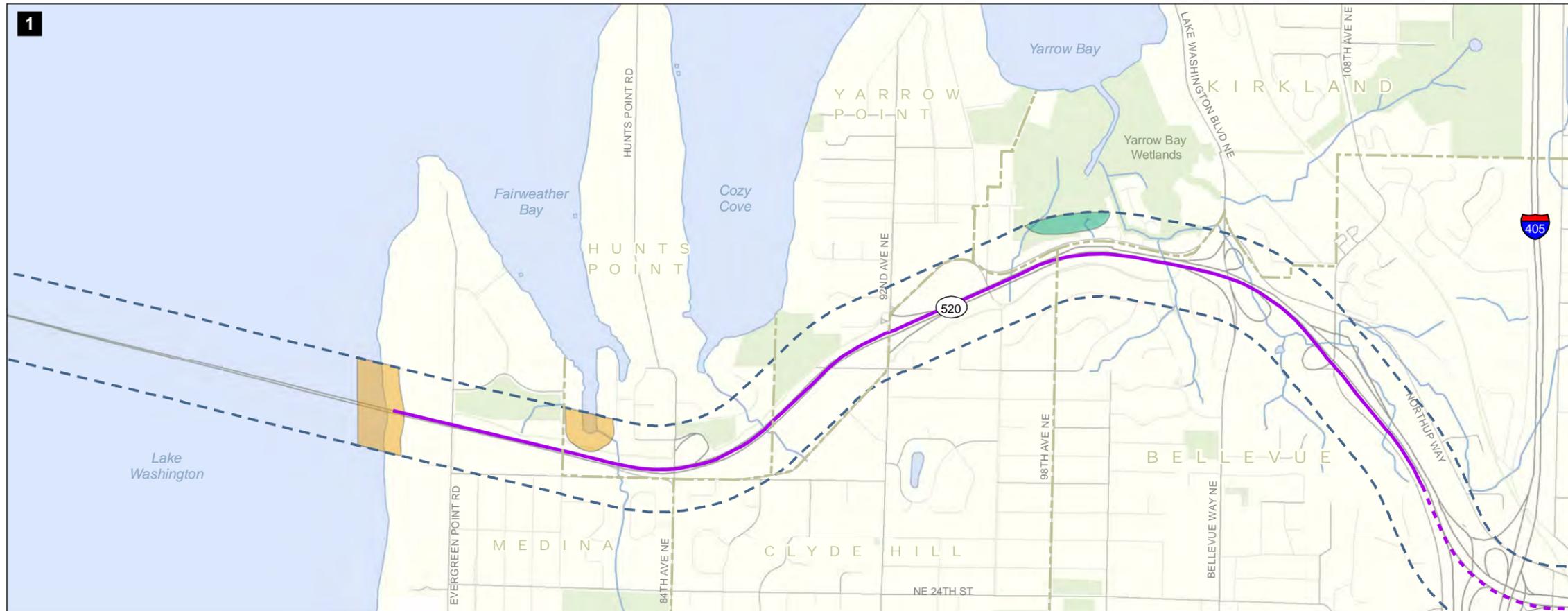


Source: City of Bellevue (1995) GIS Data (Comprehensive Plan), City of Clyde Hill (2002) GIS Data (Comprehensive Plan), City of Medina (2002) GIS Data (Comprehensive Plan), King County (2005) GIS Data (Stream and Street), King County (2007) GIS Data (Waterbody), King County (2008) GIS Data (Parcel), and CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 12. Comprehensive Plan Land Use

Medina to SR 202: Eastside Transit and HOV Project



- Shoreline Designation**
- Conservancy
 - Conservancy Environment
 - Rural
 - Urban
 - Urban Residential
 - Construction Extent
 - Restriping Extent
 - Study Area
 - Park
 - City Limits



Source: City of Medina (1994) Comprehensive Plan (Shoreline Designations), City of Hunts Point (1975) Municipal Code (Shoreline Designations), City of Kirkland (1989) Municipal Code (Shoreline Designations), City of Redmond (1997) 20B.95 Shoreline Master Program (Shoreline Designations), King County (2005) GIS Data (Stream and Street), King County (2007) GIS Data (Waterbody), and CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 13. Shoreline Designations in the Study Area

Medina to SR 202: Eastside Transit and HOV Project

- The proposed project is farther than 200 feet from the shoreline management areas in Yarrow Point; therefore, shoreline management requirements would not be triggered.
- The City of Bellevue does not have any shorelines within the study area.
- The Kirkland Shoreline Master Program (Municipal Code 24.05) regulates development activities within 200 feet of the shoreline. Kirkland has a shoreline within the study area: the Yarrow Bay wetlands, designated as a Conservancy Environment 2 (Exhibit 13). Utilities, government facilities, and transportation systems are permitted uses.
- The Redmond Shoreline Master Program (Ordinance 2221) regulates development activities 200 feet within the shoreline. The shoreline designations in the study area are Urban, Rural, and Conservation (Exhibit 13), which allow road construction. However, the proposed project would not affect shorelines in Redmond; only restriping of SR 520 would occur in the study area.

Environmentally Critical Areas

Environmentally Critical Area development regulations in the study area help to ensure safe, stable, and compatible development that avoids adverse environmental effects and potential harm to properties, neighborhoods, and drainage basins. The following identifies the environmentally critical area regulations for the jurisdictions within the study area.

- Medina Environmentally Sensitive Areas Code (Medina Municipal Code Chapter 18.12)
- Hunts Point Sensitive Areas Code (Hunts Point Municipal Code Chapters 16.05.330 and 16.15)
- Clyde Hill Sensitive Areas Code (Clyde Hill Municipal Code Chapter 18.04.300)
- Yarrow Point Critical Areas Ordinance (Ordinance No. 387)
- Kirkland Sensitive Areas Code (Kirkland Municipal Code Chapter 24.02.130)
- Bellevue Critical Area Overlay District (Ordinance 5680)

The Ecosystems Discipline Report (WSDOT 2009b) and Geology and Soils Technical Memorandum (WSDOT 2009c) provide more information related to these critical areas in the study area.

Is the project consistent with state, regional, and local plans, and development regulations?

The plans discussed above present common policies regarding urban growth and transportation system development, which are summarized as follows:

- Maximize transportation system continuity
- Develop a regional HOV system
- Promote alternatives to single-occupancy vehicles (SOV)
- Concentrate growth in urban centers



- Connect urban centers with alternative modes to the SOV
- Provide HCT

Build Alternative

The proposed project is consistent with applicable state, regional and local plans, and development regulations. Attachment 1 lists the pertinent countywide and local land use and transportation policies. The project team determined the project's consistency with the applicable plans by evaluating the Build Alternative and by assessing whether these changes would support the policies that guide land use and transportation decisions within the study area.

The Build Alternative would be consistent with these policies. The Build Alternative would maintain the existing transportation system, improve the regional bicycle system, and improve the continuity of the HOV system along the SR 520 corridor. The continuity of the HOV system would be considerably enhanced. The project would improve HOV and transit access to SR 520 and improve the continuity of the system by extending HOV lanes east to just west of I-405, improving four SR 520 interchanges, expanding the Evergreen Point Park-and-Ride lot, constructing HOV direct access ramps at 108th Avenue NE, and restriping to shift the HOV lanes to the inside between I-405 to SR 202. HOV and transit connectivity and travel time reliability would increase, encouraging an increase in HOV and transit use. By constructing HOV lanes, the project would facilitate the provision of future HCT in the corridor. The project would also facilitate bicycle and pedestrian circulation with new facilities in the corridor. Specifically, the project would be consistent with the:

- Washington Transportation Plan and Washington State Highway Systems Plan because it would improve mobility, safety, and modernize SR 520 within its existing corridor. (The HSP identifies projects within the SR 520 corridor.)
- Vision 2040 and Destination 2030 plans because it would support priority treatment for HOVs through investment in a core HOV network on regional freeways, and direct access for more efficient use of HOV facilities. (Destination 2030 lists widening SR 520 from the Evergreen Point Bridge to Redmond for HOV facilities as an approved project.) The project would also encourage development in existing urban areas and encourage alternatives to SOV travel.
- King County Plan because it would establish urban growth areas and supports this land use pattern with a transportation system that includes HCT and HOV.
- Sound Transit's high capacity transit plans because it would expand the capacity of the regional transportation corridors by adding high-capacity facilities to link regional growth centers. The project would provide for the development of bus rapid transit in the SR 520 corridor as well as other planned HOV improvements.
- Applicable development regulations (shoreline master programs and environmentally sensitive areas) by acquiring the necessary permits and approvals as required prior to construction.

Exhibit 14 illustrates the consistency of the project with the local jurisdiction comprehensive plans. As shown in this exhibit, the project would be consistent with all local jurisdiction comprehensive



plans. Attachment 1 lists the pertinent land use and transportation policies from these comprehensive plans.

Exhibit 14. Consistency with Local Jurisdiction Comprehensive Plans

Jurisdiction	Build Alternative
Medina	The project is consistent with the City of Medina Comprehensive Plan, because it would build transit stops to serve the inside HOV lanes at 92nd Avenue Northeast and Evergreen Point Road and construct noise walls along SR 520, which would reduce noise from the roadway. In addition, the project would include a lid at Evergreen Point Road, improving the visual quality of SR 520.
Hunts Point	The proposed project is consistent with the Town of Hunts Point Comprehensive Plan (2004) because it would construct noise walls along SR 520 and a lid over 84th Avenue NE, reducing noise and improving the visual quality of SR 520.
Clyde Hill	The proposed project would encourage alternative modes of travel by improving HOV and transit connectivity and travel time reliability, and encouraging an increase in HOV and transit use. The project would also include facilities to improve bicycle and pedestrian connections.
Yarrow Point	The project is consistent with the Town of Yarrow Point Comprehensive Plan because it would construct noise walls along SR 520 and a lid over 92nd Avenue NE, reducing noise effect from SR 520. The project would also improve facilities for SOVs, HOVs, and transit, increasing system efficiency.
Kirkland	The project is consistent with the Kirkland Comprehensive Plan (2002) because it would improve HOV and transit connectivity and travel time reliability, encouraging an increase in HOV and transit use. The project also would include bicycle and pedestrian facilities.
Bellevue	The project would directly increase HOV capacity by providing an HOV lane and moving the existing HOV lane to the center. General-purpose capacity would also indirectly increase with the addition of HOV lanes. By improving HOV and transit connectivity and travel time reliability, the project would encourage the use of HOV and transit.
Redmond	The Build Alternative would improve HOV and transit access to SR 520 and improve the continuity of the system by extending HOV lanes east to just west of I-405, improving four SR 520 interchanges, and restriping to shift the HOV lanes to the inside between I-405 to SR 202. HOV and transit connectivity and travel time reliability would increase, encouraging an increase in HOV and transit use. Increasing the person-carrying capacity of the roadway via HOV and transit would facilitate continued development in the urban centers such as downtown Redmond and the Overlake neighborhood, consistent with the Redmond Comprehensive Plan (2004)

No Build Alternative

The No Build Alternative would provide for maintenance of the existing infrastructure. However, the No Build Alternative would be inconsistent with the following common policies regarding urban growth and transportation system development:

- By not investing in an HOV system in the study area, the No Build Alternative would neither maximize transportation continuity nor promote the development of a regional HOV system
- By not providing HCT in the study area, the No Build Alternative would not promote transit use by improving transit mobility and reliability



- By not concentrating growth in urban centers (such as downtown Bellevue, downtown Redmond, and Overlake Center in Redmond) and connecting those centers with a multi-modal transportation system.
- By not constructing pedestrian or bicycle facilities, the No Build Alternative would not promote alternatives to SOVs

In summary, the No Build Alternative would not contribute to achieving regional or local goals.

3. Potential Direct Effects of the Project

This section is an analysis of the direct potential effects of the project on land use, economics, and relocations. Indirect and cumulative effects on land use, economics, and relocations are analyzed in the Indirect and Cumulative Effects Discipline Report (WSDOT 2009a).

How were the direct effects determined?

The land use, economics, and relocations project team used the following guidance to prepare this report:

- U.S. Department of Transportation, FHWA, *Community Impact Assessment, A Quick Reference for Transportation* (1996)
- WSDOT, *Environmental Procedures Manual* (2008a)
- FHWA Technical Advisory 6640.8A (1987)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in 1987

Land Use and Relocation

General requirements for right of way for the project were determined by the project team during the conceptual engineering phase. The project team identified and mapped the boundaries of the right of way based upon the conceptual designs. Project staff then determined the general dimensions of the required right of way to identify the extent of the potential effects and determine the type of acquisitions (full or partial acquisitions, construction easements, and permanent easements) that may be required for both construction and permanent operations. The team also assessed whether land uses would be directly affected based on the right of way needs.

Economics

The method used to determine the economic effects of the Build Alternative varied depending on the economic effect assessed. These effects are discussed below.

Property Tax Revenue Changes—The project team estimated the loss of taxable property for project right of way. Assessed property values reported by the King County Assessor were used to estimate



the assessed value of lost property. Each property (or portion of a property) in a jurisdiction and average property tax levies for that jurisdiction were used to estimate the amount of property tax revenue that would be affected by the project. Total parcel area and the estimated acquired area were obtained from geographic information system (GIS) analysis. These effects are called *direct property tax effects*.

Economic Effects during Operation—The project team estimated localized effects on businesses using the same methods outlined below for construction effects. For broader regional effects, the team reviewed research documentation about the relationship between transportation infrastructure improvements, mobility, congestion, and economic growth, and then used this information to evaluate the Build Alternative. A summary of that research follows.

Investment in transportation infrastructure can be beneficial to businesses and consumers because of a series of interrelated effects that start with improved accessibility (i.e., the ease with which specific locations or activities can be reached). Accessibility depends on travel times, safety, vehicle operating costs, and the transportation choices available to users (Transportation Research Board 2001). Changes in accessibility can, in turn, create new economic development. Economic development is typically defined as the process by which additional income is generated within a region (Eberts 1999). Transportation investments can contribute to growth in three ways:

1. Internal growth, which is an increase in the economic use of resources already in a region; for example, increases in a region's employment rate or labor participation rate.
2. External growth, which is an inflow of labor resources and businesses from other regions.
3. Increased efficiency, or more efficient use of labor and capital resources already in place in the region, thereby resulting in productivity gains.

Researchers generally agree that it is increasingly important to manage existing capacity and sustain proper maintenance of transportation systems, rather than just expanding the capacity of those systems. The value of well-developed and maintained corridor systems is the connectivity offered to consumers and producers within the region (UCLA EPPPASS 1997).

Effects on Residences and Businesses During Construction—Reductions in the gross revenues of firms affected by construction can result from overall congestion that affects freight and worker mobility, and from the localized effects of restricted access, reduced parking, dust, and noise. For this report, the team conducted the analysis of these effects on general roadway construction techniques, a review of aerial photographs, site visits, and information about transportation effects from the Transportation Technical Memorandum (WSDOT 2009d).

Construction Spending Effects— One potential benefit of the proposed project is the possibility of a temporary increase in jobs and income in the region resulting from construction spending. Expenditures during construction would result in demand for construction materials and jobs. These expenditures could lead to an increased output (for example, sand) of firms in other industries, which supplies the demand for inputs (e.g. concrete) to the construction industry. WSDOT has worked with the Washington State Governor's Office of Financial Management (OFM) economists to determine an



appropriate method to estimate job creation for highway construction projects. OFM maintains a nationally recognized model that is based on state data—typically updated every 5-10 years—that can be used to estimate the employment impact of highway construction projects. With OFM guidance, WSDOT has devised a method to estimate job creation for large multi-year projects based on the peak expenditure year and job multipliers from specific to project phase(s) (preliminary engineering, right of way acquisition, construction) in that year. The methodology accounts for anticipated changes in inflation when estimating employment per dollar expenditure.

The multipliers used in preparing this estimate are derived from the OFM’s Washington State Input-Output Model (OFM 2009). Input-output analysis is an analytical framework that allows an analyst to quantify the multiple economic effects that result from a change in final demand for a particular product or service. Note that this framework does not provide an analysis of user costs and benefits, economic development, or other perspectives that could be taken when considering the economics of the project. Expenditures on construction result in demand for construction materials and jobs. These expenditures are referred to as direct impacts. Direct impacts lead to indirect impacts as the output of firms in other industries increases to supply the demand for inputs to the construction industry. Finally, wages paid to workers in construction trades or supporting industries are spent on other goods and services; these are referred to as induced impacts. The sum of direct, indirect, and induced impacts represents the total economic impact of the project to the region.

Construction spending would also generate local and state sales and use taxes over the entire construction period.

How would acquisitions and operation of the project affect existing land uses and relocation?

No Build Alternative

The No Build Alternative would not require acquisition of property and there would be no direct effects on land use. The No Build Alternative would not provide additional roadway capacity. In addition, without completion of HOV lane system (continuous HOV lanes in each direction, inside lane transit stops, HOV direct access ramps, and interchange improvements) transit service travel time and transit service reliability would not improve. As a result, future development in the urban centers along the project corridor consistent with local and regional comprehensive plans could be affected. Without the project noise walls, existing land uses would not experience reductions in roadway noise or changes in the appearance of the roadway.

Build Alternative

Widening of SR 520 would occur mostly within existing WSDOT-owned property. Exhibit 15 summarizes the number of parcels that would be affected by full and partial acquisitions, right of way, and permanent easements within each jurisdiction and Exhibit 16 is a map of those parcels. As shown in Exhibit 17, most acquisitions would be small relative to the total size of the affected properties, and the loss of land would not have an adverse effect on the overall

An easement is an agreement with a property owner that provides a limited right to make use of property.



function or use of the properties. Approximately 10 properties in their entirety would be acquired or have been acquired through early acquisitions.

Exhibit 15. Property Acquisitions within Each Jurisdiction

Jurisdiction	Full Acquisitions		Relocations	Partial Acquisitions		Total
	Parcels	Acres		Parcels	Acres	
Medina	3	2.31	2	4	2.25	4.56
Hunts Point	2	1.98	2	8	0.44	2.42
Clyde Hill	0	0	0	4	0.28	0.28
Yarrow Point	1	0.001	0	3	0.24	0.241
Kirkland	0	0	0	1	0.44	0.44
Bellevue	4	1.74	1	3	0.42	2.16
Total	10	6.031	5	23	4.07	10.101

Totals include both early and planned right of way acquisition and permanent easements.

In total, approximately 10 acres of land would be acquired for right of way and permanent easements. Most of the property would be acquired in Medina, Hunts Point, and Bellevue. Of the approximately 33 parcels that would be affected, most are used for single-family residential purposes (see Exhibit 18). The partial acquisitions will occur as narrow strips of land from the backyards of residences adjacent to SR 520, bringing the right of way closer to the homes. The noise walls included in the project would do much to dampen the noise from the highway and screen the highway from view.

As explained in the Water Resources Discipline Report (WSDOT 2009e), the Washington State Department of Ecology (Ecology) requires that all storm water from new pollution-generating impervious surfaces (such as paved roadway surfaces) added by development projects be treated before it is discharged and, in some cases, to be controlled (detained) before it is treated and discharged. Ecology’s *Stormwater Management Manual for Western Washington* (Ecology 2005) describes how project proponents must design storm water systems that meet the water quality criteria. WSDOT implements this guidance on transportation projects by using the *Highway Runoff Manual* (HRM) to design storm water systems to meet Ecology’s regulations (WSDOT 2008b).

WSDOT’s goal on this project is to create enhanced stormwater treatment where practical. To meet this goal, the project will require large stormwater detention ponds to be constructed as functional wetlands to detain and filter storm water runoff, and some of the property acquisitions, as discussed below, will be required to install these ponds. WSDOT examined many possible basin locations and designs to ensure that the storm water detention ponds would be sited to minimize property acquisition and disturbance to residential neighborhoods, as discussed in the Water Resources Discipline Report (WSDOT 2009e).

A high groundwater table limited stormwater facility options in the Medina and Hunts Point area. Initially, three options were considered in detail: media filter drains; compost-amended vegetative filter strips (CAVFS); and constructed wetlands. Underground vaults were also considered but



dismissed because these facilities would not meet the goal of the project for enhanced stormwater treatment. The project team concluded that media filter drains and CAVFS were not the best stormwater options primarily due to the high groundwater table, but also due to the limited amount of land available within the right of way. Constructed wetlands was the only option that would work with the high groundwater table in the Medina and Hunts Point areas, and these facilities would also meet the project goal for enhanced stormwater treatment. Exhibit 17 shows the property effects in terms of land use and areal extent.

Medina

In Medina, approximately 4.6 acres of property would be acquired for right of way or permanent easement. Three parcels will be acquired in their entirety and would result in the relocation of two single-family residences. These properties are located near the east highrise on the south side of SR 520. WSDOT recently purchased two of the properties.

One other large property, an approximately 2-acre swath of land owned by the Bellevue School District would be acquired. The parcel is located on both sides of SR 520, and the acquired area would come from an undeveloped portion on the north side of SR 520. The Bellevue Christian School/Three Points Elementary School is located on the developed portion of the parcel on the south side of SR 520. The school is not expected to sustain any negative land use effects, because the acquired property does not function as part of the existing school campus, nor does the school have any plans for its future use. The character of the property would change from a natural forested state to a constructed wetland to provide water detention and water quality treatment.

Hunts Point

In Hunts Point, approximately 2.4 acres of property would be acquired. Most of the property would come from two parcels that would be fully acquired for a new stormwater detention pond. This acquisition would affect two single-family residences on large lots (greater than 0.5 acre; see Exhibit 18). The residences on these two lots are larger than the average homes in the area. The affected properties are flanked by single-family residences to the west and north, and SR 520 to the south. The character of these properties would change with the removal of the houses and construction of the detention pond. However, the detention pond would be designed such that the adjacent homeowners would not be affected.

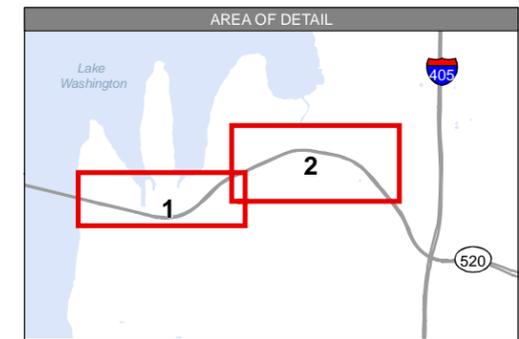
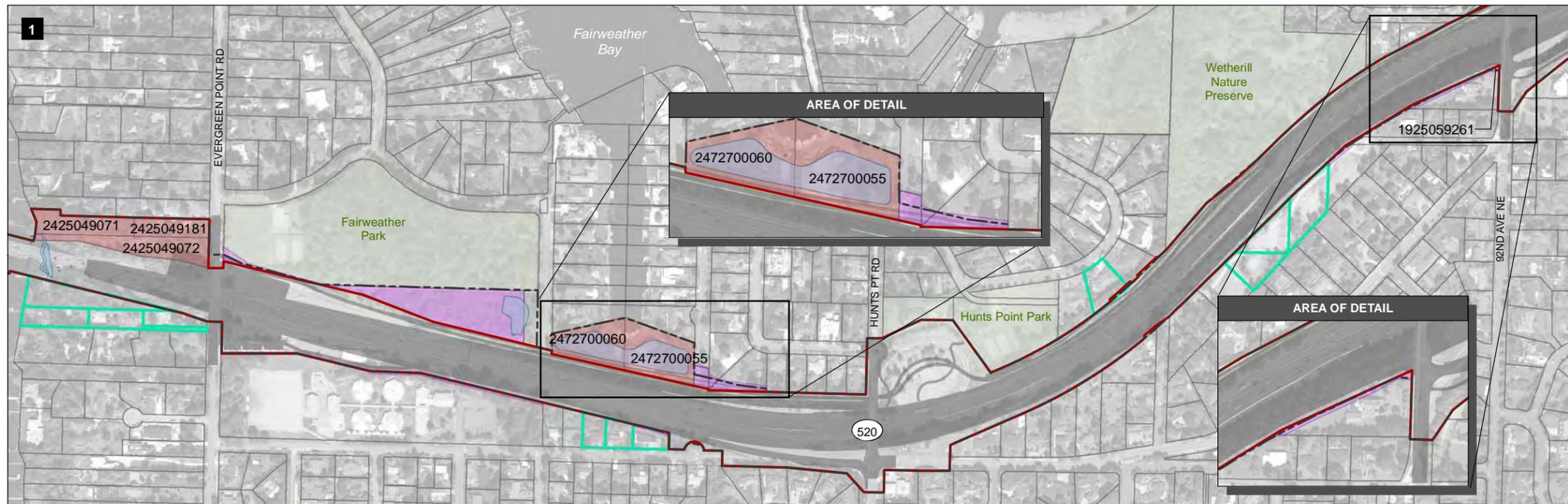
Clyde Hill and Yarrow Point

In Clyde Hill and Yarrow Point, property acquisitions would be limited to narrow strips of land adjacent to the existing WSDOT-owned right of way. No changes in land use or character are anticipated as surrounding land uses are established and consistent with the comprehensive plan.

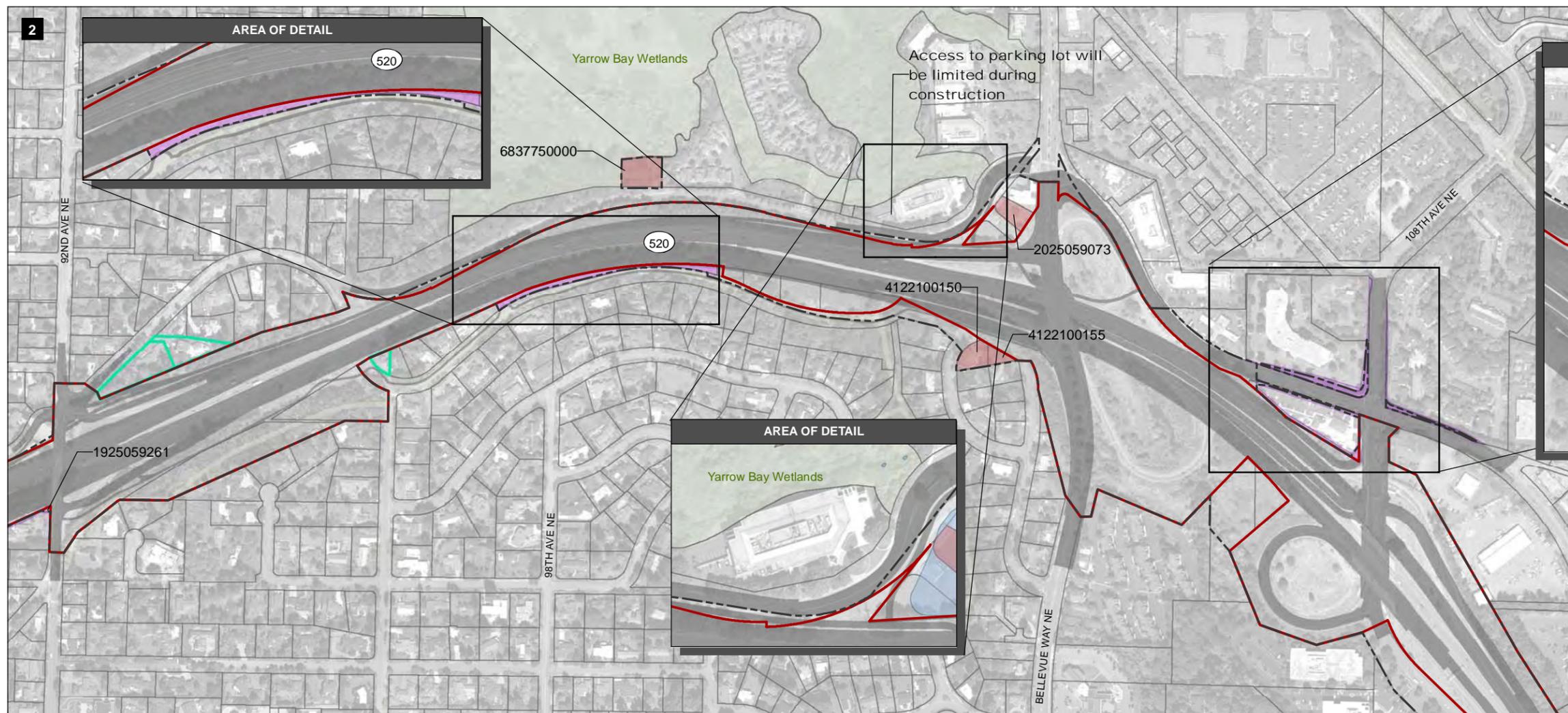
Kirkland

In Kirkland, one vacant property would be affected. The portion of the property, approximately 0.4 acre) proposed for acquisition is undeveloped wooded area. No changes in land use or character are anticipated. This property would be acquired with the intent of developing the site for stormwater purposes.





- Properties Affected by Full Property Acquisition
- Properties Affected by Partial Acquisition
- Properties Affected by Permanent Easement
- Stormwater Facility
- Parcel
- Proposed Right-of-way
- Existing Right-of-way
- Pavement
- Park



Source: City of Bellevue (2004) GIS Data (Parcel), City of Redmond (2009) GIS Data (Parcel), City of Kirkland (2008) GIS Data (Parcel) King County (2008) GIS Data (Parcel, Stream, Street) King County (2007) GIS Data (Waterbody), CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 16. Acquisitions Map

Medina to SR 202: Eastside Transit and HOV Project

Exhibit 17. Property Acquisition by Existing Land Use

	Commercial (acres)	Residential (acres)	Other (acres)	Vacant (acres)	Total (acres)
Medina		1.57	2.21	0.77	4.55
Hunts Point		2.32		0.1	2.42
Clyde Hill		0.17		0.11	0.28
Yarrow Point		0.13		0.12	0.25
Kirkland		0.44		0	0.44
Bellevue	1.28	0.34		0.52	2.14
Total	1.28	4.97	2.21	1.62	10.08

Exhibit 18. Full Property Acquisitions

	Parcel Number	Owner	Property Address	Existing Land Use	Size (ft ²)	Assessed Value	Jurisdiction
1	2425049072	WSDOT; early acquisition	2879 Evergreen Pt Rd	Single Family (Res Use/Zone)	44,548	\$1,007,000	Medina
2	2425049181	WSDOT; early acquisition	3100 Evergreen Pt Rd	Single Family (Res Use/Zone)	22,380	\$1,194,000	Medina
3	2425049071	WSDOT; early acquisition	3100 Evergreen Pt Rd	Vacant (Single-family)	33,548	\$1,955,000	Medina
4	2472700055	Private	3003 Fairweather Pl	Single Family (Res Use/Zone)	48,787	\$2,963,000	Hunts Point
5	2472700060	Private	2840 80th NE	Single Family (Res Use/Zone)	37,412	\$1,712,000	Hunts Point
6	1925059261	Private	9039 NE 33rd St	Vacant (Single-family)	60	\$500	Yarrow Point
7	4122100150	Private	3240 103rd Pl NE	Single Family (Res Use/Zone)	11,447	\$701,000	Bellevue
8	4122100155	Private	3240 103rd Pl NE	Vacant (Single-family)	5,528	\$150,000	Bellevue
9	20250592545	WSDOT; early acquisition	No address	Vacant (multifamily)	17,063	85,300	Bellevue
10	2025059073	WSDOT; early acquisition	10307 NE Lake Washington Blvd.	Service Building (General Commercial Zone)	10,826	\$542,300	Bellevue

Source: <http://www5.kingcounty.gov/kcgisreports> (2009).



Bellevue

In Bellevue, approximately 2.2 acres of property would be acquired for right of way or a permanent easement. Four parcels would be acquired in their entirety. These properties are located near the near Bellevue Way NE interchange and along Northrup Way and 108th Avenue NE (see Exhibit 16). These full acquisitions would be necessary for stormwater facilities and would result in the relocation of one single-family residence, a storage garage, and a small food retailer. Other property acquisitions would be limited to narrow strips of mostly commercial and multi-family residential land adjacent to the existing local roadways and WSDOT-owned right of way.

Implementing the project would not encourage a change in land uses in the study area. The existing land uses are well established and consistent with existing zoning and comprehensive plan land use designations and policies. The project would reduce the amount of land available for private development in the project corridor. The noise walls included in the project would do much to dampen the noise from the highway and screen the highway from view for existing land uses. The proposed lids over SR 520 would reconnect land uses and neighborhoods divided by the original SR 520 construction.

How would operation of the project affect the economy?

During operation, the Transportation Technical Memorandum concludes that the Build Alternative would improve traffic circulation and access and reduce congestion in the study area (WSDOT 2009d). This would attract customers from a broader geographic area and would shorten the commute time for employees of local businesses. This would likely result in a small improvement in the economic prospects of businesses in the corridor.

Businesses along the corridor might experience a modest increase in retail sales activity because of the improved circulation and access. To the extent that customers spend money that would not otherwise be spent in the area, sales tax revenues in the Eastside communities would increase. However, the overall effect on any of the cities' tax revenues would probably be small.

Exhibit 19 shows the initial property tax decrease for the Eastside communities. The total assessed value of the additional acquired right of way is approximately \$23.6 million. Of this additional right of way, approximately \$15.4 million is taxable. Applying the 2008 tax levy rate for each city's portion of the taxable right of way, the loss of property tax revenue for the Eastside communities is estimated to be approximately \$9,912. Because the initial property tax decrease would be less than 1 percent for Hunts Point and Medina and less than 0.01 percent for Bellevue, Clyde Hill, Kirkland, and Yarrow Point when compared to the 2008 budgeted property tax revenues, the property acquisitions needed to construct the project would not have a substantial effect on each city's overall tax revenues.

The total initial property tax effect includes partial encroachments, and these were calculated by multiplying the actual 2008 property tax collected for the parcel by an estimate of the percentage of the parcel taken for the project.



Exhibit 19. Estimated Property Tax Effect

City	Estimated Assessed Value of Right of way	Estimated Taxable Value of Right of way	Initial Property Tax Impact	Budgeted 2006 Property Tax Revenues (percent)
Bellevue	\$6,819,647	\$4,040,373	\$3,719	Less than 0.01
Clyde Hill	\$1,939,054	\$1,637,747	\$848	Less than 0.01
Hunts Point	\$6,025,421	\$5,288,822	\$1,732	Less than 1
Kirkland	\$110,776	\$109,980	\$140	Less than 0.01
Medina	\$7,757,235	\$4,064,724	\$3,325	Less than 1
Yarrow Point	\$960,591	\$250,654	\$148	Less than 0.01
Total	\$23,612,725	\$15,392,300	\$9,912	

Source: King County Department of Assessments (2008).

What would be the construction effects of the project?

Project construction would require property in addition to that acquired for right of way and permanent easements. Temporary construction easements, generally needed to access some construction areas, would be used only during construction and not permanently acquired. Approximately 1.3 acres would be needed for temporary construction easements. These areas generally consist of relatively small slivers of land along the SR 520 right of way. Most of the easements would total from less than one to up to 15 percent of an individual parcel except for one very small vacant parcel that would be fully utilized.

Properties adjacent to and near construction areas could experience disturbances such as increased noise, dust, and odor due to equipment operations. Additionally, travel through construction zones, intermittent lane closures, and detours could increase travel times within the study area, making it more difficult for people to get from place to place. The severity of these temporary effects on land use and economics would depend on several issues:

- How long construction lasted (duration)
- Whether construction was constant or sporadic (intensity)
- The sensitivity of adjacent land uses to adverse effects (parks, schools, and residences)

The Eastside study area would experience noise, dust, traffic, and glare from nighttime lighting. Certain areas, however, would experience greater effects than others during construction. These areas are located near the bridges crossing over SR 520, which would be demolished and reconstructed. Exhibit 20 summarizes the extent of construction near the cross street bridges and the effects on land uses involved. Although the construction duration at some locations along the corridor could last for approximately 2.5 years, disturbances to residents and businesses would not necessarily occur during the entire construction period and would depend on construction plans and schedules to be prepared during detailed design of the project. As noted later in this technical memorandum, WSDOT would



use best management practices to mitigate construction-related effects and minimize interruptions of access to residential streets and to businesses during the construction period.

Exhibit 20. Anticipated Construction Effects

Location	Approximate Duration	Effects
Evergreen Point Road	2 years	Although Evergreen Point Road provides no access to SR 520, it is the main route to the south peninsula of Medina. Lid construction would result in temporary and minor traffic, noise, air quality, and visual effects noticeable to residents, recreational users of the Fairweather Park, and people traveling to and from the Bellevue Christian School/Three Points Elementary School.
84th Avenue NE	2 years	The 84th Avenue NE interchange provides Hunts Point, Medina, and Clyde Hill access to SR 520. The overcrossing is also the main route into the peninsula portion of Hunts Point. Construction would result in temporary and minor traffic, noise, air quality, and visual effects noticeable to recreational users of Hunts Point Park and for local gas station and convenience store customers.
92nd Avenue NE	2.5 years	The 92nd Avenue NE interchange provides Yarrow Point and Clyde Hill access to SR 520 and a connection to each other. Construction at this interchange would result in temporary and minor traffic, noise, air quality, and visual effects noticeable to residents while traveling through the area.
Bellevue Way	2.5 years	The Bellevue Way interchange provides a main route to many businesses in downtown Bellevue and Kirkland and along Bellevue Way, Lake Washington Boulevard, and Northup Way. Construction at this interchange would result in temporary and minor traffic, noise, air quality, and visual effects noticeable to residents while traveling through the area.
108th Avenue NE	2.5 years	The 108th Avenue NE interchange provides a main route to many businesses and residences in downtown Bellevue and Kirkland and along Northup Way, and 112th Avenue NE. Construction at this interchange would result in temporary and minor traffic, noise, air quality, and visual effects noticeable to residents while traveling through the area.

Land Use and Relocation Effects

Although construction activities would likely not change existing land use patterns, project construction might affect the quality of life at nearby residences and businesses. Such effects could be caused by aspects of construction such as the following:

- Increased noise, dust, changes in visual quality (e.g., glare from nighttime construction lighting or unscreened construction staging areas; over-water construction activity; and equipment), and vibration
- Traffic congestion, changes in access routes, and reduced visibility from the street (for example, establishing a detour that would require customers to take longer or less familiar routes to a business; removing a left-hand turn lane into a shopping center; or eliminating the “street appeal” from a business that depends on drive-by or walk-up sales)



- Elimination of on-street and off-street parking

The duration of construction would vary depending on location. The intensity of construction effects would vary according to the proximity of the property to the construction and the type of construction. These construction effects could make conditions at residential and commercial properties less pleasant than they would be when construction was not occurring, because the occupants would experience more noise or would be exposed to more dust and traffic.

Traffic would increase on the local streets that would be used as haul routes. Properties along these routes would experience dust, truck noise, and traffic congestion. The Transportation Discipline Report contains more information regarding construction traffic. The Recreation Technical Memorandum discusses the effects of construction on parks and recreational facilities in the study area.

Economic Effects

Transportation projects usually result in increased employment and spending in the project vicinity during construction. It should be noted that the long term effects of project spending will depend on how the project is financed. If a project is financed by local taxes or tolls, consumers and businesses will have less discretionary income to spend on other goods and services, which will counteract beneficial effects that may result from increased mobility and access provided by the project. However, if a project is financed by federal or state sources that otherwise would not have been spent in the region, there is not likely to be a noticeable negative effect on economic activity in the region. For the SR 520 Eastside Transportation and HOV Project, the state would provide the majority of funds, resulting in some income and job benefits that would otherwise not occur. It is anticipated that project construction would take 4 years, beginning at the end of 2010 and ending in 2014.

Using the OFM methodology discussed previously, it is estimated that the project would result in 2,480 direct, indirect, and induced jobs during the peak year of construction (FY 2012) and a total of 7,326 person-years of employment (one person employed for one year) over the six years of engineering and construction. Direct jobs are those created directly from project construction (construction workers, for example), and indirect jobs are those created through the purchase of commodities and services that support project construction (for example, concrete suppliers).

Not all of the spending on the project will result in benefits over and above what would have occurred without the project. As stated in a recent guidebook on transportation economic effects, “indirect and induced effects represent additional economic growth to a region only if (1) the labor and facility resources for those additional business activities are available in the region or can come into the region and (2) those additional business activities do not take away jobs or resources from other existing activities in the region” (Forkenbrock and Weisbrod 2001). To the extent those conditions do not exist, the employment estimates provided in this analysis would be overstated.

During construction, some construction products would be purchased locally and some local firms and workers would be employed by the project. Firms located outside the study area, however, would likely provide most of the workers and supplies, thus reducing the beneficial effects in the study area.



Restriping the HOV lanes in the eastbound and westbound directions from 108th Avenue NE to SR 202 would occur at night, outside peak traffic periods, and would take at least five nights. Up to one lane of SR 520 would be closed each night; however, the short and transitory restriping activities would not likely cause any economic effects.

Project construction would temporarily increase congestion, which could change access, and noise for businesses and residents near the construction activities, specifically those located along Points Drive NE, Bellevue Way NE, 108th Avenue NE, and Northup Way. As a result, some businesses in close proximity of construction activities, especially those that rely heavily on good access and drive-by traffic, could experience a decrease in sales during project construction, which could also decrease local sales tax revenues. Conversely, some businesses could experience an increase in revenue from spending by construction workers, which would result in an increase in local sales tax revenues. These impacts, however, would likely be minor because any temporary changes in access would occur as a result of increased congestion and not specific construction activities.

In addition, noise levels related to construction could also affect the value of properties located near construction areas in the short term. Research conducted by Siethoff and Kockelman suggests that “construction-associated impacts can reduce [property] values in the short term” (2002). During project construction, noise levels could negatively affect property values of a small number of residences and businesses; however, because construction would not be concentrated in one area for an extended period of time they would be minimal short in duration if these effects would occur at all. In the short term, although property values could be lower than what they would have been without construction, property values likely would recover shortly after the project is completed (Setoff and Kockelman 2002).

Although every effort would be made to maintain parking during construction, parking at some businesses in the vicinity of construction activities, specifically Bellevue Community College, could be impeded. Although some parking at the Bellevue Community College would be removed to allow for additional right-of-way, the parking lot would be reconfigured to accommodate the existing number of parking stalls. To accommodate construction activities, parking at other business in the vicinity of construction activities could be impeded; however, these impacts would likely be minor and temporary because any reductions in parking would occur mainly at night and during off-peak hours.

WSDOT would minimize traffic delays by phasing and scheduling construction activities outside of high traffic demand periods as much as possible. In addition, access to businesses and residences throughout the study area would continue during the construction period. If there are roadway closures, detours would maintain access. Short-term closures, if practical, would occur at night or during low-traffic-volume periods during the day.

The anticipated positive and negative effects of construction are expected to be minimal; therefore, it is unlikely that property values would be greatly, if at all, affected or that many businesses would experience substantial negative economic effects during construction.



4. Mitigation

How would adverse effects from operation of the project be avoided or minimized?

Land Use

Mitigation measures to reduce adverse effects on land uses during operation, such as traffic congestion, noise, visual and aesthetic, and recreation access, are identified in the Transportation Discipline Report and the Noise, Visual Quality and Aesthetics, Air Quality, and Social Elements Technical Memoranda (WSDOT 2009d, 2009f, 2009g, 2009h, 2009i).

Economics

It is anticipated that the net economic effects of operation would be positive; therefore, no mitigation related to economics is required.

Relocations

Relocations would occur prior to construction. Thus, there would be no adverse relocation effects from operation of the project.

What has been done to avoid relocating business and residences?

Throughout the design process, care has been taken to avoid and minimize the anticipated number of relocations of homes and businesses. Generally, potential relocations were avoided due to the following:

- The project would primarily occur within the existing right of way, minimizing acquisition requirements.
- The project's design includes a system of retaining walls along the corridor to minimize encroachment into private property.

The team searched the Northwest Real Estate Internet site (sponsored by The Washington Information Network, an association of multiple listing services; accessed in May 2009) to locate properties with the same characteristics as those that would be displaced. Comparable properties in Medina (14 properties), Hunts Point (three properties), and Bellevue (315 properties) were identified with a listing price in the range of the assessed values of the properties that would be acquired (Exhibit 18). The single-family residences in Medina and Hunts Point that would be displaced currently have waterfront access and a view of Lake Washington. Identical replacement housing might not be available because of the limited number of properties currently undeveloped or available as replacement housing in these areas with similar attributes.

How would the acquisitions and relocations occur?

WSDOT would contact residences and businesses identified as potentially displaced. Mitigation for residents and businesses displaced by the project would consist of relocation assistance to enable



displaced residents to obtain decent, safe, and sanitary housing or comparable facilities. The acquisition and relocation for the project would be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Displaced residents are eligible to receive relocation advisory services and certain monetary payments for moving and replacement housing costs. Displaced businesses are eligible for advisory services and monetary payments for moving and re-establishment costs. Resources would be available to all relocated residential and business owners without discrimination. If WSDOT determined that insufficient housing existed, it would commit to Housing of Last Resort (Washington Administrative Code 468-100-404), which provides necessary housing in a number of ways and in a manner feasible for the individual displacement situations.

How would adverse effects from construction be avoided or minimized?

Land Use

Mitigation measures to reduce traffic congestion, noise, visual and aesthetic, and dust effects on land uses during construction are identified in the Transportation Discipline Report and the Noise, Visual Quality and Aesthetics, and Air Quality Technical Memoranda (WSDOT 2009d, 2009f, 2009g, 2009h).

Economics

Mitigation measures to reduce traffic congestion, noise, visual and aesthetic, and dust effects during construction, which could deter patrons from local businesses, are identified in the Transportation Discipline Report and the Noise, Visual Quality and Aesthetics, and Air Quality Technical Memoranda (WSDOT 2009d, 2009f, 2009g, 2009h).

To avoid or minimize adverse economic effects related to parking during construction of the project, WSDOT would coordinate with business owners to reconfigure or provide alternate parking during construction.

Relocations

As previously described, the acquisition and relocation for the project would be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Prior to construction, residents and businesses displaced by the project would be eligible for relocation assistance to enable displaced residents to obtain decent, safe, and sanitary housing or comparable facilities.



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Attachment 1

Pertinent Land Use Policies

This attachment details some of the key land use and transportation policies of Vision 2040, the comprehensive plans of King County, Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, Bellevue, and Redmond, and the applicable shoreline master programs.

Vision 2040 (2008)

- MPP-En-3—Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.
- MPP-En-7—Mitigate noise caused by traffic, industries, and other sources.
- MPP-En-8—Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.
- MPP-En-10—Preserve and enhance habitat to prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.
- MPP-En-19—Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.
- MPP-En-21—Reduce the rate of energy use per capita, both in building use and in transportation activities.
- MPP-En-23—Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
- MPP-DP-2—Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.
- MPP-DP-14—Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.
- MPP-DP-40—Design transportation projects and other infrastructure to achieve community development objectives and improve communities.
- MPP-Ec-18—Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.



- MPP-T-1—Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- MPP-T-3—Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.
- MPP-T-4—Improve safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.
- MPP-T-5—Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- MPP-T-6—Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.
- MPP-T-7—Develop a transportation system that minimizes negative impacts to human health.
- MPP-T-8—Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.
- MPP-T-9—Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.
- MPP-T-10—Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.
- MPP-T-11—Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-13—Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.
- MPP-T-14—Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility’s function and context as determined by the appropriate jurisdictions.
- MPP-T-16—Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.
- MPP-T-17—Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.
- MPP-T-18—Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.



- MPP-T-20—Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- MPP-T-21—Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas.
- MPP-T-22—Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.
- MPP-T-23—Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.
- MPP-T-24—Increase the proportion of trips made by transportation modes that are alternatives to driving alone.
- MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- MPP-T-26—Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
- MPP-T-27—Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.
- MPP-T-33—Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

King County's Countywide Planning Policies (2008)

- LU-28—Within the urban growth area, growth should be directed in the following order: (1) to centers and urbanized areas with existing infrastructure capacity; (2) to areas that are already urbanized such that infrastructure improvements can be easily extended; and (3) to areas requiring major infrastructure improvements.
- LU-46—The system of urban centers shall form the land use foundation for a regional HCT system. Urban centers should receive very high priority for the location of HCT stations and/or transit centers.
- FW-18—The land use pattern shall be supported by a balanced transportation system that provides a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include an HCT system that links the urban centers and is supported by an extensive HOV system, local community transit system for circulation within the centers and to the noncenter urban areas, and nonmotorized travel options.



- T-1—The Countywide transportation system shall promote the mobility of people and goods and shall be a multi-modal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:
 - an aggressive transit system, including HCT;
 - HOV facilities;
 - freight railroad networks;
 - marine transportation facilities and navigable waterways;
 - airports;
 - transportation demand management actions;
 - nonmotorized facilities; and
 - freeways, highways, and arterials.

City of Medina Comprehensive Plan (1999 as amended 2005)

The objective of the City is to preserve property values; to mitigate, to the extent feasible, the adverse impacts that currently exist; and to prevent further degradation of the environment. Mitigation should include a combination of methods, including, but not limited to, noise walls, landscaping, landscape screening, and landscaped lids. Improved access to transit and pedestrian facilities within the corridor should be provided. Access to the facilities should be improved for citizens of Medina and the Points Communities. Bicycle and pedestrian pathways should be constructed within the margins of the right of way and should connect with the City and regional bicycle and pedestrian trail system. (p. 42)

- T-G2 – To enhance pedestrian and bicycle access throughout the City.
- T-G4 – To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.
- T-G5 – To maintain and enhance access to public transportation.
- T-P5 – The City shall seek to maintain and enhance the Points Loop Trail within the City.
- TP-7 – The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.
- T-P8 – The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:
 - Noise reduction measures
 - Landscaped lids and open space
 - Landscaped buffers
 - Protection of Fairweather Park,
 - Enhanced motorized and non-motorized local connectivity,



- Water and air quality improvements, and
- Overall environmental protection
- T-P9 – The City shall continue to be involved in regional transportation discussions and coordination such as the SR 520 Bridge Replacement and HOV Project.
- T-P10 – The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.
- T-P11 – The City shall seek to maintain and enhance access to the Park & Ride lot.
- **City of Medina Shoreline Master Program (1990)**
 - C1— Additional transportation systems must be designed to minimize any increases in noise, air, and water pollution above existing levels. In addition, the expansion of existing facilities (i.e. Evergreen Point Bridge) must reduce to the maximum extent, and mitigate any possible associated impacts from upgrading or improvements.
 - C2— No additional cross-lake bridges shall be built on Medina's shoreline.
 - C3— Provisions for METRO Public Transit or other mass transit should be implemented in all transportation facilities crossing Lake Washington.
 - C4— Pedestrian and bicycle pathways should be included in any expansion of the Evergreen Point Bridge.

Town of Hunts Point Comprehensive Plan (2004)

Hunts Point will also actively pursue the installation of noise baffles along the roadway or construction of a lid over SR 520 as a long-term means of controlling the effects of SR 520 on Hunts Point residents. The Town will actively seek every opportunity to mitigate noise originating from SR 520 (p. 15).

Town of Yarrow Point Comprehensive Plan (1994)

Provide a matrix of transportation capabilities including private cars, carpools, and short- and long-haul public transportation so that the efficiency of the system minimizes the demand for new streets and highways.

- E1—Increase use of public transportation.
- E2—Encourage the use of carpools and vanpools.
- E3—Encourage the pedestrian mode and the use of bicycles for local travel (p. 54).

Town of Clyde Hill Washington Comprehensive Plan (2002)

- Develop strategies and work with adjacent communities and WSDOT to minimize through traffic on Clyde Hill's streets.



- Encourage and support the development of a fully accessible transportation system that will accommodate the present and future travel demands of the community.
- Support development of a pedestrian/bicycle facility along SR 520 that connects communities on either side of Lake Washington.
- Encourage residents to use alternative modes of travel.

City of Kirkland Comprehensive Plan: Charting a Future Course (2002)

- T-2.1—Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes (p. IX-11).
- T-3.1—Design transit facilities (stations, centers, park and rides, shelters, etc.) to be easily accessible to those with disabilities, and appealing to pedestrians (p. IX-12).
- T-3.3—Base the alignment and location of stations for the future regional HCT system on Kirkland’s transportation and land use plan (p. IX-12).
- T-3.4—Work cooperatively with Metro to provide local transit service which provides linkages between Kirkland neighborhoods, business districts, other important local destinations, and the regional transit system (p. IX-13).

The 2012 Transportation Project List Map (p. IX-33) showed only one improvement within the SR 520 corridor:

- Bicycle System: Priority One System Routes—Potential Class 2—Lake Washington Boulevard along SR 520.

City of Kirkland Shoreline Master Program (1986)

- New uses and developments in shoreline areas that have established and desirable development patterns should be consistent and compatible with what presently exists.

City of Bellevue Comprehensive Plan (1993)

- TR68d—Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV on state highways (p. VII-13).
- TR46—Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR 520 that would adversely affect an adjacent residential neighborhood (p. VII-9).
- TR3—Ensure that downtown Bellevue, the major urban center on the Eastside, includes the following: intensity/density of land uses sufficient to support rapid transit, mixed uses for both day and night activities, pedestrian emphasis, and alternatives to single-occupant vehicles (p. VII-4).



- TR48—Work with transit providers to establish a hierarchy of transit services focused on three major elements: neighborhood services, local urban services, and intercommunity and regional services (p. VII-10).
- TR68h—Support the HCT facilities on I-90 and SR 520, with service to downtown Bellevue included as an integral part of each option (p. VII-13).
- TR69—Participate actively in Sound Transit Phase 1 efforts to develop and implement the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system implementation, including direct HOV access to downtown Bellevue and the Eastgate park-and-ride lot, and expansion of the Bellevue Transit Center (p. VII-14).
- TR76b—Work with Sound Transit to ensure that any HCT service to and within the Eastside serves downtown Bellevue as the major hub of the Eastside (p. VII-15).

City of Redmond Comprehensive Plan (2006)

- FW-10—Ensure that the land use pattern in Redmond meets the following objectives:
 - Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers. . .
- LU-3—Allow new development only where adequate public facilities and services can be provided.
- LU-14—Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, cultural and recreational facilities, police and fire, transportation, and utilities. Ensure that these facilities are located in a manner that is compatible with the City’s preferred land use pattern.
- LU-24—Ensure that decisions on land use designations and zoning are consistent with the City’s vision and policies as articulated in the Redmond Comprehensive Plan, and particularly consider the following: . . .
 - The adequacy of the existing and planned transportation system and other public facilities and services . . .
- LU-43—Designate Redmond’s Downtown and the Overlake Center as Urban Centers under the Countywide Planning Policies and recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth and a broad array of complementary land uses. Also emphasize support for transit use, pedestrians, and bicycling.
- TR-2—Ensure that all transportation programs, facility plans, investments, and performance measures, whether funded or built privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Redmond Comprehensive Plan.



- TR-6—Use the concurrency management system to achieve a multi-modal travel environment. Projects, programs, and services representing appropriate responses to existing and growth-related travel demands include those that improve motor vehicle operations, public transit service levels, the walking environment, bicycling, and ridesharing, as well as transportation demand management and transportation system management measures.
- TR-30—Support high capacity transit service and support facilities for Redmond that:
 - Provide service to Overlake, Downtown Redmond, and SE Redmond that is located to ensure efficient, timely, and effective service, within a high capacity transit alignment located mainly in the SR 520 freeway corridor;
 - Locate high capacity transit stations in Overlake, Downtown Redmond, and SE Redmond;
 - Locate the Downtown Redmond station site near the intersection of SR 202 and SR 520; and
 - Achieve higher bus transit service levels to and within Redmond’s two Urban Centers, providing connections to the high capacity transit stations.

City of Redmond Shoreline Master Program (2004)

- Circulation patterns near the shoreline should be designed for slow traffic and should meet high scenic design standards.
 - (1) Existing fast-traffic corridors should be converted to the above.
 - (2) Fast-traffic corridors should be located upland.
- When circulation developments are deemed necessary in shoreline areas, they shall be regulated to assure minimum negative impacts both during construction and during use.
 - (1) Roads located in wetland areas should be designed and maintained to prevent erosion and to permit a natural movement of ground water.
 - (2) All debris, overburden, and other waste materials from construction should be disposed of in such a way as to prevent their entry by erosion from drainage, high water or other means into any water body.
- (3) Road locations should be planned to fit the topography so that minimum alterations of natural conditions will be necessary.
- (4) All roads should be designed and maintained to prevent the backup of surface water and creation of drainage problems on adjacent lands.



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