
CHAPTER 5.4 Land Use, Economics, and Relocation

Project construction will require WSDOT to acquire about 9.4 acres – full acquisition of 10 parcels and partial acquisition of 23 parcels. An additional 1.3 acres will be temporarily affected during construction. Land use changes will not change the character of the area. Project construction could have minor short-term effects on properties, including increased noise, dust, traffic, and odor from equipment operations, and/or glare from construction lighting.

Please refer to the Land Use, Economics, and Relocation Technical Memorandum in Appendix N for additional information on the land use, economics, and relocation analyses.

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.

Why are land use, economics, and relocations considered in this EA?

Under the National Environmental Policy Act (NEPA), land use, economics, and relocation effects must be considered in an EA. Transportation projects can have direct, indirect, and cumulative effects on land use and economics. As a result of property acquisition and relocations, these effects may include changes in mobility and access, noise level, air quality, and visual quality both during and after construction. Analyses of land use, economics, and relocations help 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 effects.

How was information collected and what methods were used to evaluate effects?

For the land use and relocation analyses, the project 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 a half-mile around SR 520

from the east shore of Lake Washington (Evergreen Point Road) to 1 mile past the SR 202 interchange.

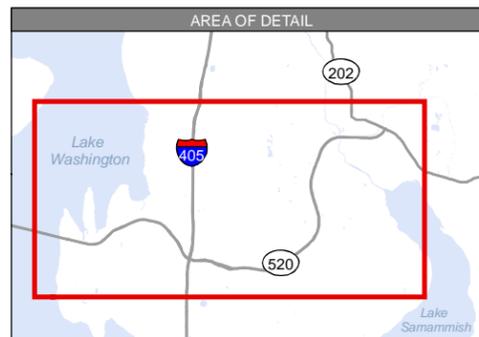
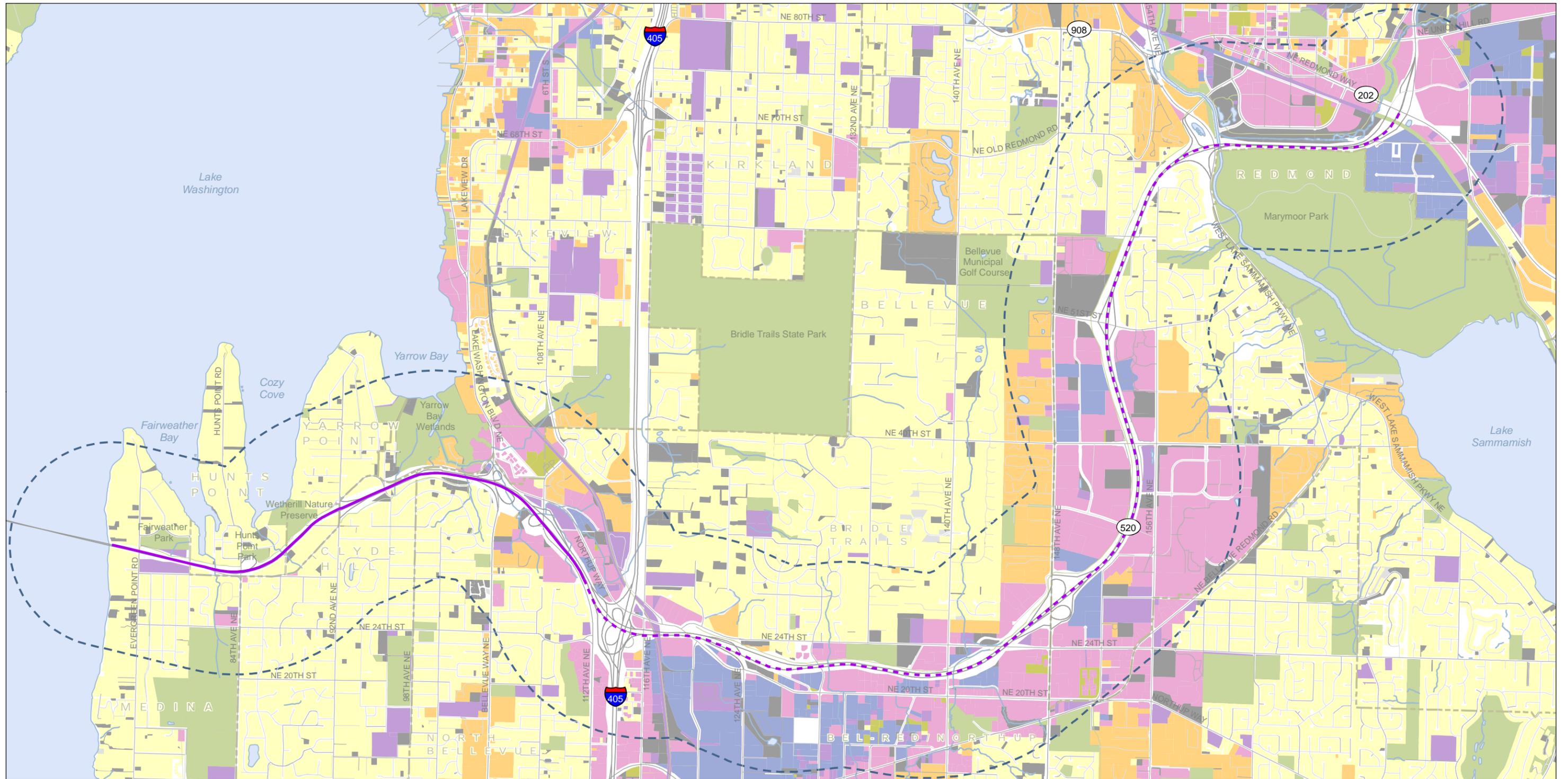
For the economic analysis, the immediate study area also includes Medina, Hunts Point, Clyde Hill, and Yarrow Point (the Points communities); Kirkland; Bellevue; and Redmond. King County was included because of the project's size and its potential regional effects. In addition, Washington state and the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

For employment forecasts, WSDOT worked with the Governor's Office of Financial Management (OFM) economists to determine an appropriate method to estimate job creation for highway construction projects. With OFM guidance, WSDOT has devised a method to estimate job creation for large multi-year projects based on peak expenditure year and job multipliers from specific to project stages in that year. The methodology accounts for anticipated changes in inflation when estimating employment per dollar expenditure. The multipliers used in preparing the job creation estimates are derived from the OFM Washington State Input-Output Model (Washington State Office of Financial Management 2008).

What are the existing land use and socioeconomic characteristics of the study area?

The majority of the land uses in the study area are single family residential (28 percent), commercial (19 percent), and vacant properties (14 percent), with 5 percent parks and open space. Exhibit 5-17 shows the existing land use, and Exhibit 5-18 shows the existing zoning. The total population in the study area is approximately 183,389 and is composed of 78 percent white, 22 percent non-white, and 5 percent Hispanic. The Asian population represents the largest composition of the non-white population at 14 percent. Bridle Trails is the most diverse community in the study area (percentage of total population).



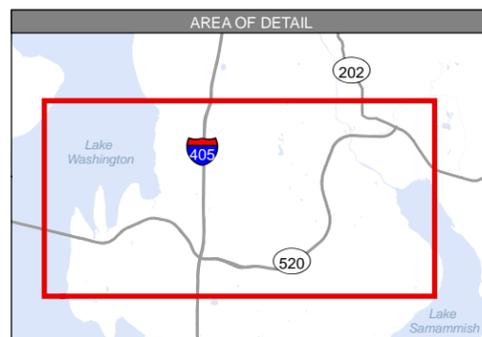
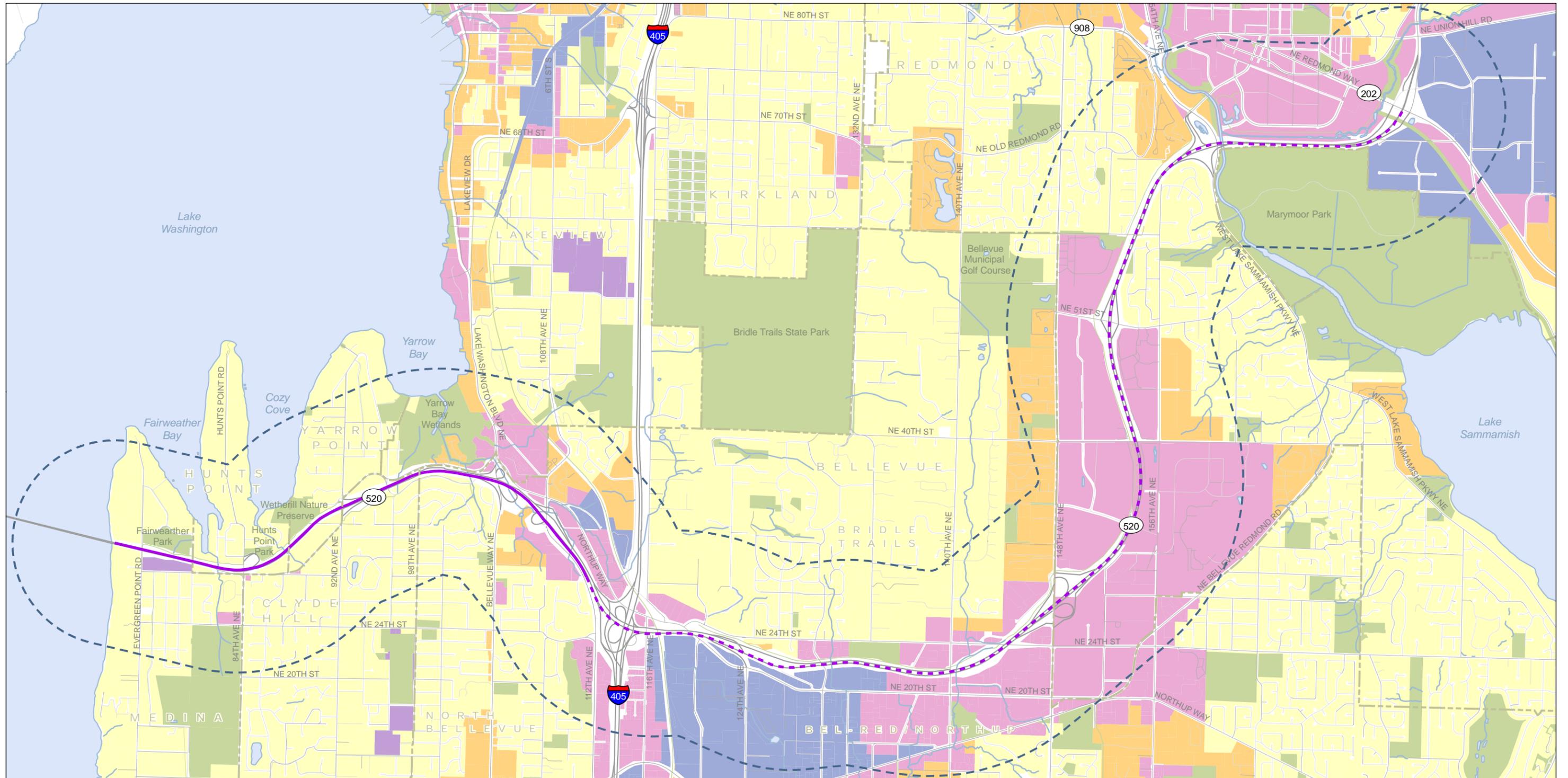
- | | | |
|------------------------|------------|---------------------|
| Land Use | Commercial | Study Area |
| Single Family | Industrial | Construction Extent |
| Multi-Family | Parking | Restriping Extent |
| Parks/Open Space | Vacant | City Limits |
| Civic and Quasi-Public | Unknown | |



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, Streams, Streets, Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91), vertical datum for layers is NAVD88.

Exhibit 5-17. Existing Land Use

Medina to SR 202: Eastside Transit and HOV Project



- | | |
|------------------------|---------------------|
| Existing Zoning | Study Area |
| Single Family | Construction Extent |
| Multi-Family | Restriping Extent |
| Parks/Open Space | City Limits |
| Civic and Quasi-Public | |
| Commercial | |
| Industrial | |



Source: King County (2008) GIS Data (Streams, Streets, Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91), vertical datum for layers is NAVD88.

Exhibit 5-18. Existing Zoning

Medina to SR 202: Eastside Transit and HOV Project

The Puget Sound Regional Council (PSRC) expects a higher average annual growth in the rate of household formation between 2000 and 2030 in the Eastside communities and in 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. Median house values in the Eastside communities in 2007 ranged from almost \$2 million in Hunts Point to \$490,000 in Redmond, which was higher than King County's median house value of \$430,000.

Furthermore, Medina, Hunts Point, Clyde Hill, and Yarrow Point are the four cities/town with the highest per capita income in the state according to the 2000 U.S. Census. Median household income in Eastside communities is higher than the county and state averages.

The economic study area is a center of commercial activity on the Eastside with a strong base in the financial, insurance, real estate, and services sector. The Boeing Company is King County's largest employer, followed by Microsoft and the University of Washington. The preliminary unemployment rate in King County as of May 2009 was 8.0 percent (BLS 2009).

The largest sources of tax revenue in the study area are sales taxes, property taxes, and other taxes (business and occupation, utility, and miscellaneous taxes). Bellevue generated the most tax revenue in 2008 (\$275 million) followed by Redmond (\$124 million) and Kirkland (\$104 million). Sales tax is the largest source of tax revenue for Bellevue, Kirkland, and Redmond.



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

Is the project consistent with local land use plans and regulations?

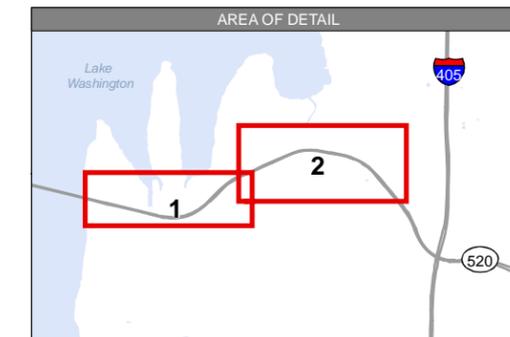
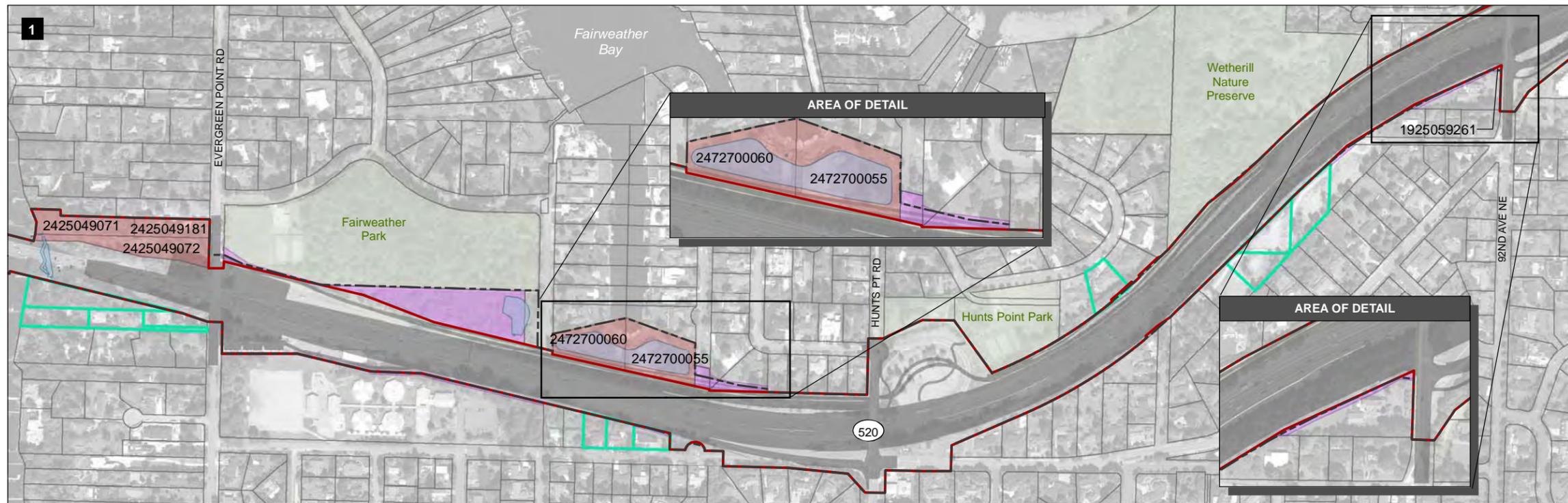
The project team determined the project's consistency with the applicable land use plans by evaluating the Build Alternative and No Build Alternative and assessing whether these alternatives will support the policies that guide land use and transportation decisions in the study area. The Build Alternative is consistent with applicable state, regional, and local plans, and with development regulations. Refer to Appendix N, Land Use, Economics, and Relocation Technical Memorandum for a detailed list of the goals, policies, and development regulations.

How will the project affect land use, economics, and relocation during construction?

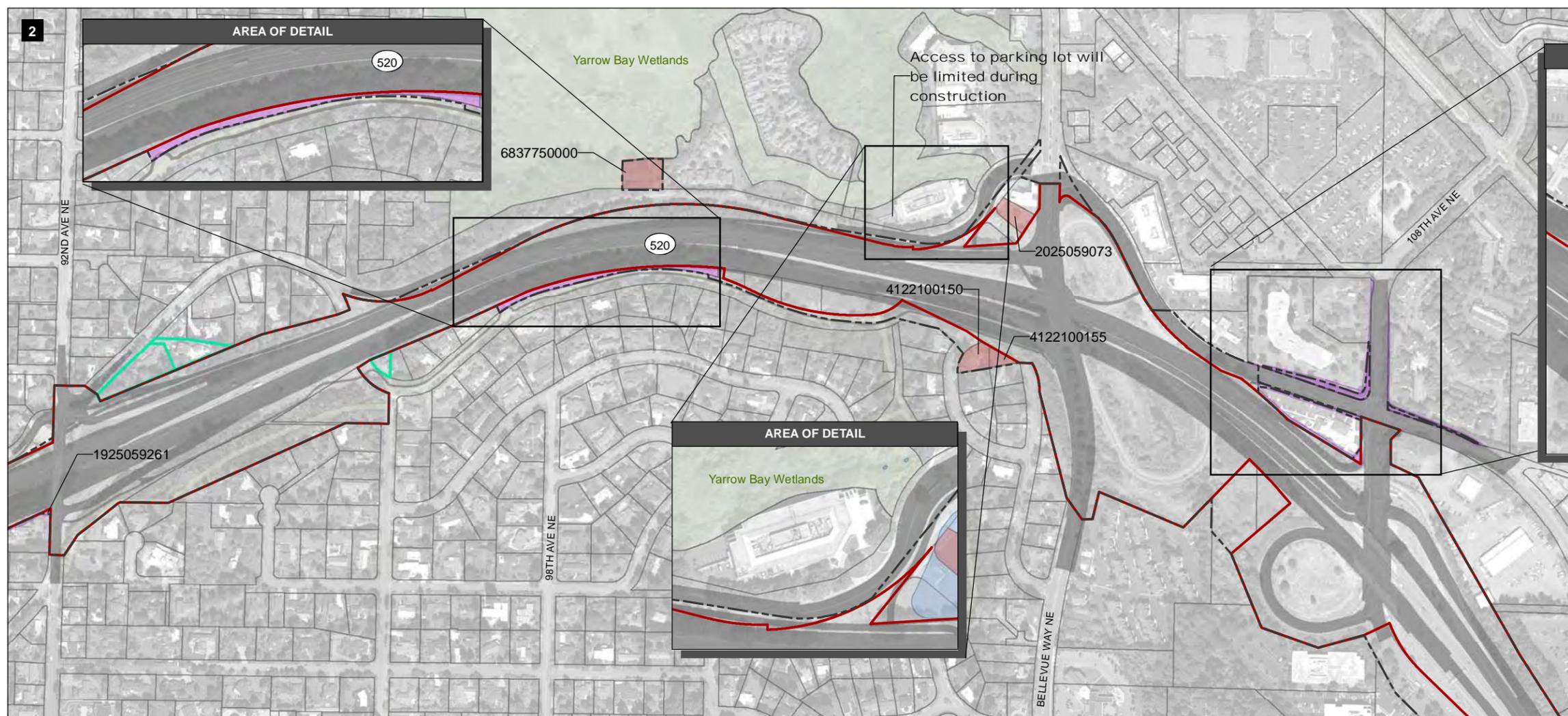
Project effects on land use patterns in the study area and the local economy include the permanent effects of property acquisitions needed for project construction. Exhibit 5-19 shows the acquisition map. Widening of SR 520 will occur mostly within existing WSDOT-owned property with the exception of fully acquiring 10 parcels (5 residences, 4 vacant, and 1 commercial property) and partially acquiring 23 parcels. Overall, the project will require acquisition of roughly 9.4 acres for right of way (commercial – 0.59 acres; residential – 4.97 acres; vacant – 1.62 acres; other – 2.21 acres).

In May 2009, an Internet search was conducted to identify comparable residential properties with similar characteristics as those that will be displaced. The internet search identified 14 homes in Medina, 3 home in Hunts Point, and 315 properties in Bellevue with a listing price in the range of the assessed values of the properties that would be acquired. Identical replacement housing may be challenging due to the limited number of properties currently undeveloped or available as replacement housing in these areas with similar attributes.

While the affected properties will have a change in land use, this effect is minor compared with the entire study area. Land use is well established outside of the affected properties and is not expected to change as a result of this project.



- 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 5-19. Acquisitions Map

Medina to SR 202: Eastside Transit and HOV Project

Project construction will require property in addition to that acquired for right of way and permanent easements. Approximately 1.3 acres will be needed for temporary construction easements. Properties adjacent to and near construction areas, including the entire Eastside study area, could experience disturbances such as increased noise, dust, traffic, and odor due to equipment operations, and/or glare from nighttime lighting. Although the construction duration at some locations along the corridor could last for approximately 4 years, the duration of construction will vary depending on location. However, disruptions to residents and business may not occur during the entire construction duration.

Direct jobs are the number of jobs created for people working directly on a project, such as construction workers.

Indirect jobs are the number of jobs created for people working for producers of materials, equipment, and services that are used on a project, such as steel producers.

Induced jobs are the number of jobs created when people working in direct and indirect jobs associated with a project spend their increased incomes on consumer goods and services in the local and regional economy.

Project construction will result in 2,480 direct, indirect, and induced jobs during the peak year of construction (2012) and a total of 7,326 person-years of employment (one person employed for one year) over the 6 years of engineering and construction. The sum of direct, indirect, and induced effects represents the total economic effect of the project to the region. Please refer to the Land Use, Economics, and Relocation Technical Memorandum in Appendix N for additional information on the economics analysis.

How will the project affect land use, economics, and relocation during project operation?

During operation, the project will improve traffic circulation and access and reduce congestion in the study area. This will attract customers from a broader geographic area and will shorten the commute time for employees of local businesses. This will likely result in a small improvement in the economic prospects of businesses in the 520 corridor.

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 – it will constitute less than 1 percent. The loss of

property tax revenue for the Eastside communities is estimated to be approximately \$9,912.

What will happen to land use, economics, and relocations if WSDOT does not build this project?

The No Build Alternative is inconsistent with the common policies regarding urban growth and transportation system development and will not contribute to achieving regional or local goals. As a result, future development in the urban centers along the project corridor consistent with local and regional comprehensive plans could be affected, potentially increasing development pressure outside of the urban centers.

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 the HOV system, transit service travel time and transit service reliability would not improve. Without the project noise walls, existing land uses would not experience reductions in roadway noise or changes in the appearance of the roadway.

SR 520, MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT
ENVIRONMENTAL ASSESSMENT