

# NE 4th Street/ 120th Avenue NE Corridor Project

## Community Effects Technical Report

*prepared for*  
City of Bellevue

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## Acronyms and Abbreviations

ACS	American Community Survey
BEA	Bureau of Economic Analysis
BNSF	Burlington Northern Santa Fe Railroad
City	City of Bellevue
GIS	Geographic Information System
RIMS	Regional Input-Output Modeling System
SR	State Route
STIP	Statewide Transportation Improvement Plan

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## Executive Summary

The purpose of this technical report is to assess potential community effects that may result from construction or operation of the NE 4th/120th Avenue Corridor Project proposed by the City of Bellevue. This project involves the extension of NE 4th Street between 116th Avenue NE and 120th Avenue NE, the widening of 120th Avenue NE from about the NE 300 block north to Northup Way, and includes the realignment of 120th Avenue NE at the intersection at NE 8th Street. The investigation examines land use, community character and cohesion, economic, public services, community facilities, utilities, and visual effects.

Land use surrounding the project corridor is primarily characterized by moderate-density commercial developments with a mix of institutional, residential, retail, and office uses. Land uses directly adjacent to the project corridor consist of automobile dealerships, small strip malls, office buildings, medical offices, and parking lots. Residential communities are located in the southwest portion of the study area as well as on both the east and west sides of the project corridor in the central portion of the study area. Open space near the project corridor includes Wilburton Hill Community Park to the southeast and Bel-Red Mini Park to the east in the central portion of the project corridor. No environmental justice populations are located in the study area.

Overall, the proposed NE 4th Street/120th Avenue NE Corridor Project would benefit the community by providing better traffic, transit, pedestrian, and bicycle access to the area. The project would enhance community cohesion as part of the City of Bellevue's future plans for both the Wilburton/NE 8th Street and Bel-Red Subareas. It is envisioned that these subareas would become areas of mixed-use transit-oriented development that would provide additional economic and social opportunities complementary to Downtown Bellevue.

There are no environmental justice communities—either minority or low-income—located in the study area that would be affected by the proposed project. No significant adverse effects to community resources are anticipated as part of this project. However, there would be minor effects on economics, street trees, and visual resources that would be mitigated in the following manner:

- **Economic Effects**—Where acquisition results in the relocation of a business, the extent of this effect is considered in the relocation services and payments made under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.) (Chapter 468-100 WAC).
- **Community Effects**—Street trees would be protected and replaced according to the City of Bellevue Land Use Code 20.50.046.
- **Visual Effects**—Lighting in the area would follow the respective design guidelines of each subarea.

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## 1.0

## Introduction

### 1.1 Purpose of This Report

This *Community Effects Technical Report* was prepared for environmental documentation for the City of Bellevue's (City) NE 4th Street/120th Avenue NE Corridor Project. The project proposes to extend NE 4th Street east from its current terminus at 116th Avenue NE to a new intersection with 120th Avenue NE, and widen and realign 120th Avenue NE north from the new intersection with NE 4th Street to Northup Way.

The purpose of this report is to describe the existing land use, zoning, economics, and demographics of the community in the study area; discuss the potential adverse and beneficial effects of the project on the community during both construction and operation; and identify mitigation measures to minimize potential effects, as needed.

There would be no permits required with respect to the community resources discussed in this technical report.

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## 2.0

## Proposed Project

### 2.1 Project Overview

The City of Bellevue (City) proposes to implement arterial street transportation improvements to NE 4th Street and 120th Avenue NE in Bellevue, Washington. The improvements along the combined roadway corridors are referred to as the NE 4th Street/120th Avenue NE Corridor Project. The project corridor is located approximately 1 mile east of Downtown Bellevue. Major regional transportation connections and facilities in the project vicinity include Interstate 405 (I-405) to the west and State Route 520 (SR 520) to the north.

The project extends from the intersection of NE 4th Street with 116th Avenue NE eastward to 120th Avenue NE and then northward along 120th Avenue NE to Northup Way. Key project elements include—the extension of NE 4th Street from its existing terminus with 116th Avenue NE eastward to 120th Avenue NE; widening of existing 120th Avenue NE from the proposed intersection with NE 4th Street northward to Northup Way; and the realignment of a new segment of 120th Avenue NE between NE 8th Street and NE Bel-Red Road. Figure 2-1 shows the project study area.

The NE 4th Street/120th Avenue NE Corridor Project is one of a number of high priority transportation investments that make up the City of Bellevue’s Mobility and Infrastructure Initiative. This initiative was formed to address unprecedented growth in Downtown Bellevue and to support planned growth in the Bel-Red, Spring District, and Wilburton areas.

Other key projects included in the initiative that would complement the proposed project include the following:

- NE 5th Street neighborhood project improvements
- NE 6th Street Extension from 112th Avenue NE to 120th Avenue NE
- NE 15th/NE 16th multi-modal corridor improvements north of NE 12th Street (also supporting Sound Transit’s East Link Project)
- 124th Avenue NE improvements from NE 8th Street to Northup Way.

For each of these projects, new travel lanes, non-motorized facilities, signal enhancements, illumination, and various structure and utility relocations would be included.

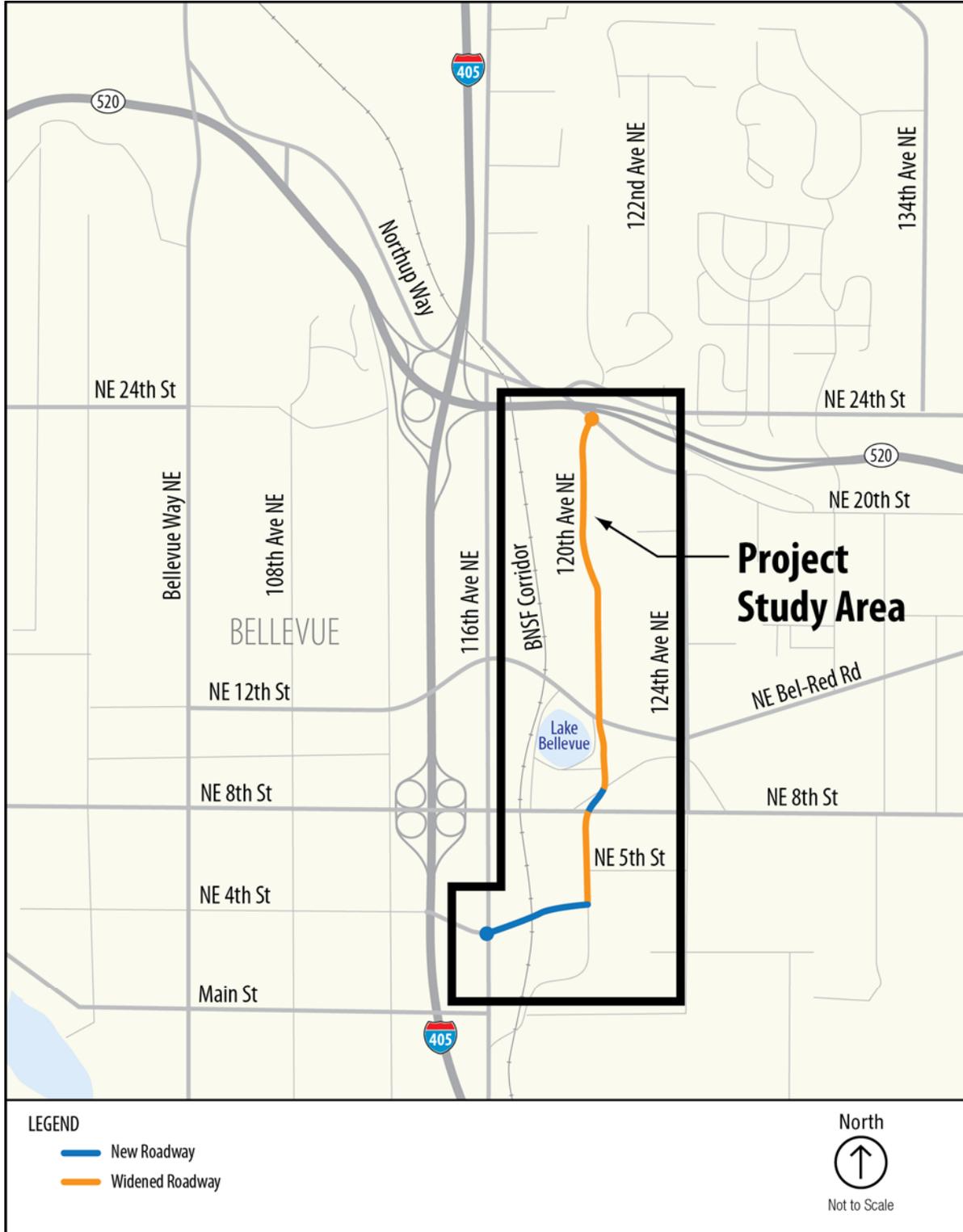


Figure 2-1. Project Study Area

## 2.2 Project Purpose and Need

The purpose of the proposed project is to achieve the following:

- Support and accommodate the City's adopted future land use changes and resulting travel demands.
- Improve local traffic circulation.
- Bring corridor features into compliance with current and proposed design standards and guidelines.
- Prepare the project corridor to support connections to planned transit facilities, specifically Sound Transit's East Link Project light rail alignment.

Collectively, the proposed project elements (see Figure 2-2) would enhance area-wide mobility by adding capacity to support the expected growth in travel demand, constructing critical missing links in the City's traffic distribution network, and easing congestion in other travel corridors. Moreover, the project would provide planned pedestrian and bicycle facilities, as well as enhanced connections to transit facilities identified in City plans.

It would improve access for other modes to local recreational facilities, businesses, and the planned Link light rail stations at NE 8th Street and 118th Avenue NE and between NE 15th and NE 16th Streets just east of 120th Avenue NE.

In summary, the proposed project would meet the following objectives:

- To provide acceptable level of service at existing and planned study area intersections to meet anticipated long-term travel demands.
- To improve access and connectivity with the regional and local transportation networks.
- To enhance long-term traffic operations over time by incorporating design standards that serve a variety of transportation modes, including the needs of large trucks and freight vehicles, as well as buses.
- To improve quality of life by improving mobility and transportation choice, particularly for transit, bicycle, and pedestrian traffic.

As shown in preliminary traffic analysis work for the NE 4th Street extension and the widening and realignment of 120th Avenue NE, the project elements would enhance the Wilburton/NE 8th Street and Bel-Red Subareas as well as the region in terms of travel mobility and access to neighborhoods and businesses. This is primarily the result of new and enhanced connections across the Burlington Northern Santa Fe (BNSF) corridor and NE 8th Street, respectively. The proposed project also provides expanded arterial street capacity and driveway consolidation along 120th Avenue NE. The project termini are logical because they bracket the extent of the expected future development in the Wilburton/

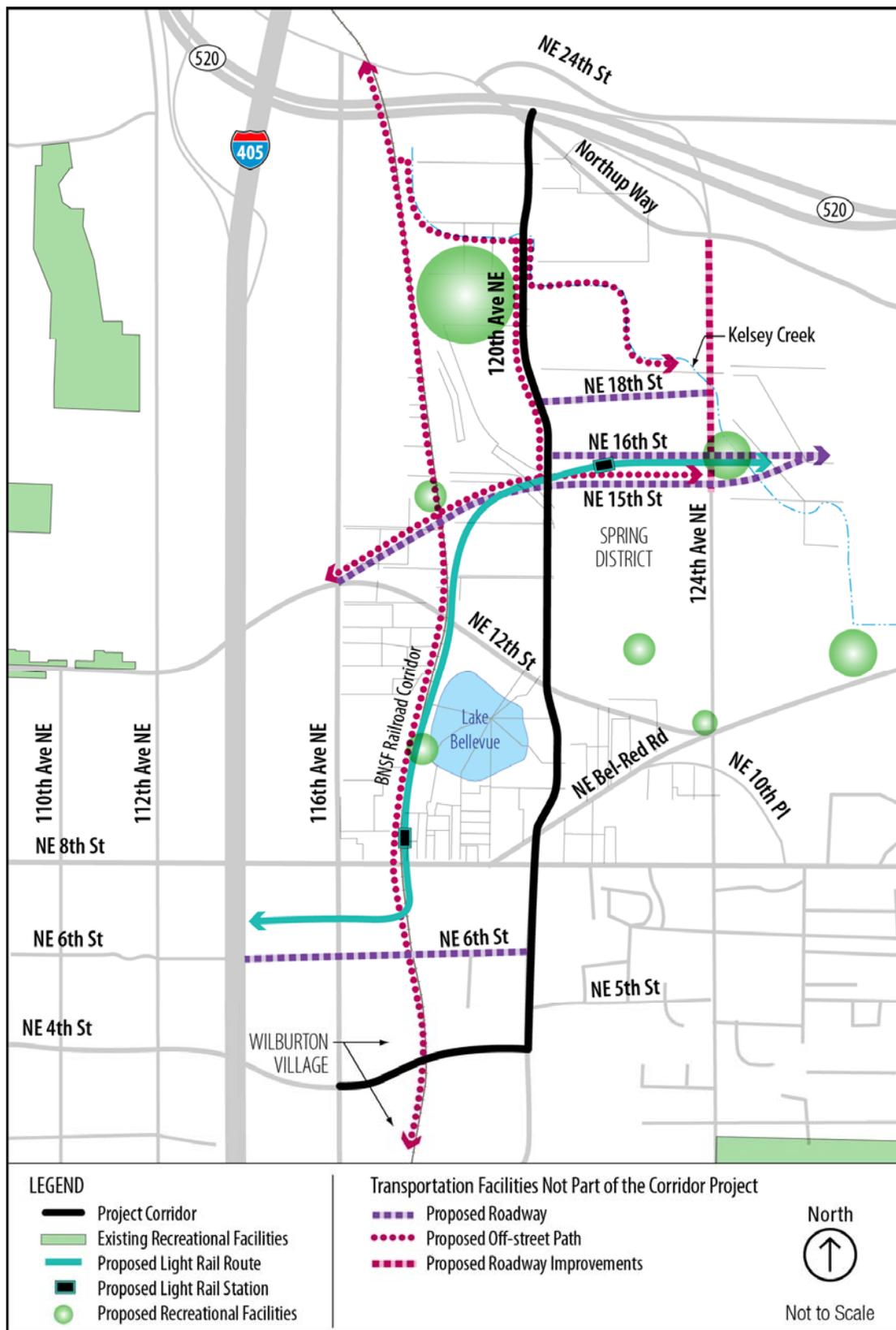


Figure 2-2. Planned Transportation Connections in the Study Area

NE 8th Street and Bel-Red Subareas and would complement adjacent roadway improvements and planned light rail transit facilities.

## 2.3 Corridor Improvements

### 2.3.1 Programmed Corridor Improvements

This corridor is comprised of two projects currently listed in the regional and state transportation improvement programs. These projects are described below.

- **NE 4th Street Extension (116th to 120th Avenues NE)**—Construct a new four to five lane roadway with arterial standard curb, gutter, sidewalk (including planting strips) and five-foot bike lanes on both sides. The project includes a new signalized intersection at 120th Avenue NE and illumination, landscaping, and stormwater drainage/detention. The extension will be designed to accommodate future development and uses of the BNSF corridor.
- **120th Avenue NE Corridor—NE 4th Street to Northup Way**
  - From NE 4th to NE 18th Streets—Widen to five lanes with a two-way center turn lane; provide bike lanes along selected segments; install continuous sidewalks to arterial standards; realign the roadway between NE Bel-Red Road and NE 8th Street; and improve intersections (including additional turn lanes) at NE 8th, NE 12th, and NE 16th Streets.
  - From NE 18th Street to Northup Way—Widen to four lanes with arterial standard sidewalk and a separated multi-use path on the west side. The project will be constructed in phases. Federal funding awarded to improvements, including bike lanes, planned between NE 4th and NE 8th Streets.

This revised description was submitted to Puget Sound Regional Council (PSRC) April 8, 2011 for the June 2011 Amendment to the Statewide Transportation Improvement Program (STIP).

### 2.3.2 Proposed Corridor Improvements

Specific design elements include the following:

- Extend NE 4th Street as a five-lane roadway from 116th Avenue NE to 120th Avenue NE. There are two minor alignment options under consideration for this proposed roadway extension east of the BNSF corridor. Impacts of both options are considered in this analysis.
- Widen 120th Avenue NE to five travel lanes from the NE 300 block to the planned NE 15th Street intersection.
- Extend 120th Avenue NE south of NE Bel-Red Road to NE 8th Street. The existing section of NE Bel-Red Road from NE 8th Street east to 120th Avenue NE, roughly 300 feet long, would be abandoned.

- Widen 120th Avenue NE to four lanes north of NE 18th Street to just south of Northup Way with a transition section occurring between NE 15th and NE 18th Streets.
- Construct improvements that support the planned new intersections at NE 15th/16th and NE 18th Streets and Sound Transit's East Link light rail line that would pass under 120th Avenue NE.
- Install continuous sidewalks and bicycle facilities designed to arterial street standards on NE 4th Street and 120th Avenue NE north to NE 15th Street. North of NE 15th Street, a two-way bicycle trail would be located on the west side of the roadway to allow connection with planned regional trails west, north, and east of 120th Avenue NE. Sidewalks will still be present on both sides of 120th Avenue NE north of NE 15th Street.
- Install planting strip(s) on both sides of the roadways and create other green spaces where possible.
- Install stormwater conveyance, detention, water quality treatment facilities, and use natural drainage practices to the extent practicable.
- Connect with and minimize effects to wetlands and open space areas, including a planned community park near Northup Way.
- Provide other project elements, including illumination, landscaping, structural retaining walls, traffic signals, and new and relocated utilities.

The five-lane roadway design is proposed for both the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE and the widening/realignment of 120th Avenue NE north to NE 15th Street. This proposed roadway cross-section is shown in Figure 2-3. The roadway would be designed to meet City standards for an urbanized arterial that has four through travel lanes—two 11-foot-wide lanes in each direction. A center 12-foot-wide, two-way, left-turn lane would allow turning movements to adjacent properties. Generally, a 5-foot-wide bike lane would be provided on each side of the roadway adjacent to the curb. A 4- to 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk. However, the size and location of the sidewalks, bicycle facilities, and planter strips vary somewhat along the corridor to accommodate natural drainage practices, retaining walls, and existing buildings.

As mentioned earlier, this analysis addresses the potential impacts of two minor alignment options for the extension of NE 4th Street east of the BNSF corridor. The alignment for Option 1 is farther north than that of Option 2. The Option 1 alignment would require acquisition of a portion of the southern side of the Best Buy building and displace access to the loading dock located on the west side of the building. Negotiations with the property owner are ongoing and may include construction of a building addition on the north side of the existing structure and/or realignment of the loading dock access to the north of the building. Option 2, roughly 55 feet south of the Option 1 alignment, would not require acquisition of any portion of nearby buildings, but would displace a substantial

amount of parking on the Home Depot property as well as displace the Best Buy building's access to the loading dock area. Again, negotiations are ongoing with the property owners and mitigation may include construction of a new loading dock access for the Best Buy property on the north side of the existing structure and/or a new parking garage on the Home Depot property. Note, the design for improvements along 120th Avenue NE south of NE 8th Street do not assume either option has been selected, but rather improvements are based on existing curb cuts for the driveway access to parking for the Best Buy and Home Depot properties.

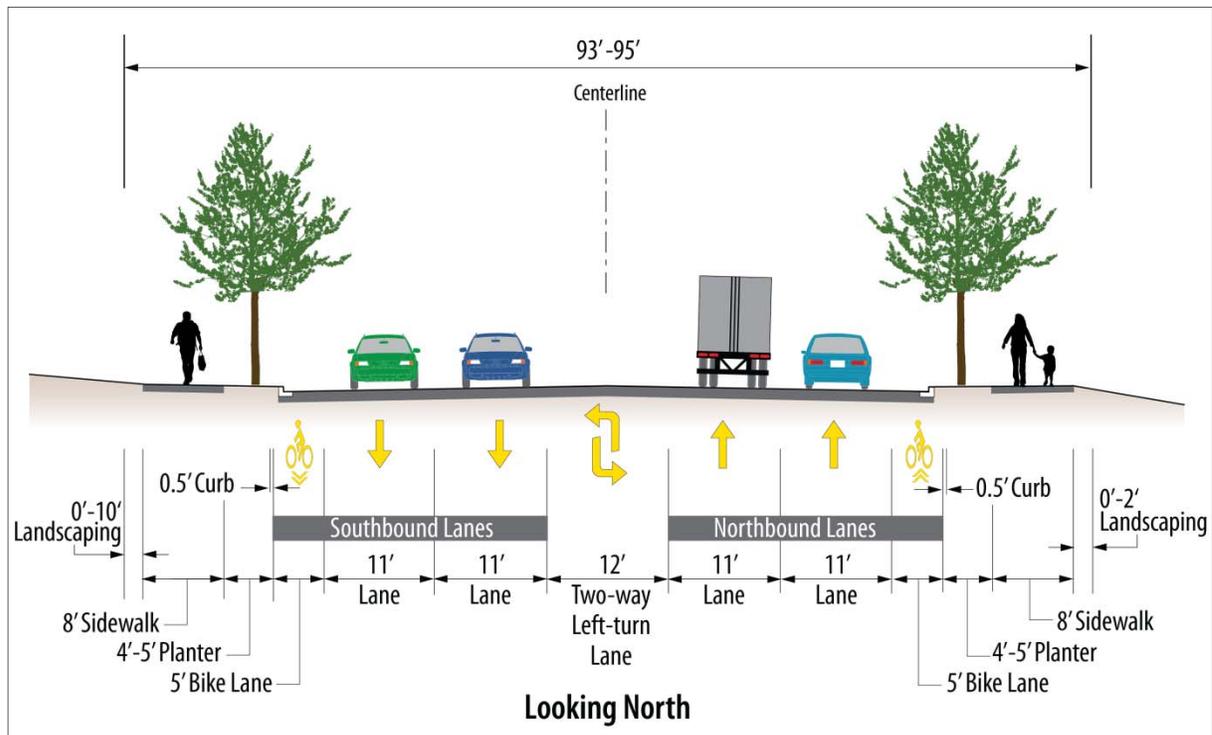
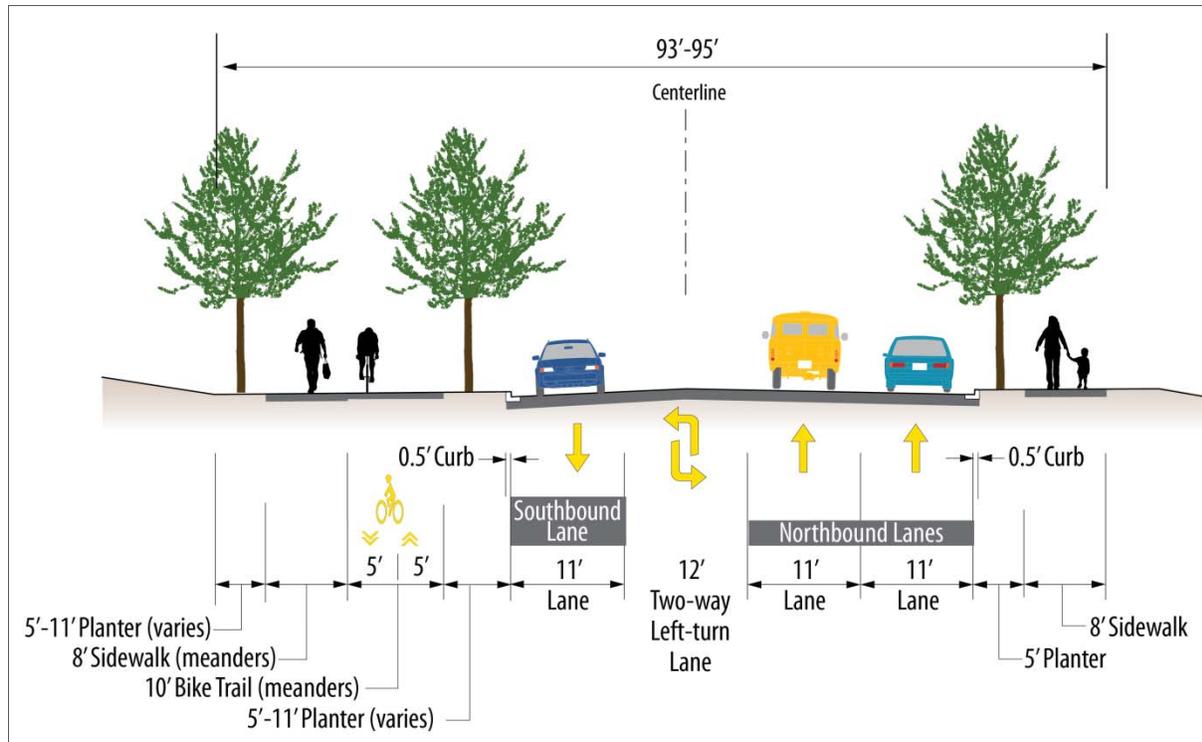


Figure 2-3. Typical Section—Five-lane Roadway Design

A four-lane roadway section is proposed for 120th Avenue NE from NE 18th Street to just south of Northup Way with a transition section occurring between NE 15th and NE 18th Streets. At the intersection at Northup Way, the cross-section would again be five lanes to allow for adequate turning movement capacity. This proposed four-lane cross-section is shown in Figure 2-4. The roadway would be designed to meet City standards for an urbanized arterial that has three travel lanes—two 11-foot-wide lanes northbound and one southbound. The two directions of travel would be separated by a 12-foot-wide two-way, left-turn lane that would permit turning movements to adjacent properties. A 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk on the east side of the street. A variable-width planter strip is proposed for each side of a two-way, 10-foot-wide bike trail and 8-foot-wide sidewalk that would be

constructed on the west side of the street. There would be no bike lanes in the roadway north of NE 18th Street.



**Figure 2-4. Typical Section—Four-lane Roadway Design**

Both of the proposed roadway cross-sections also include the use of retaining walls, which would further increase the width of the required right-of-way beyond 95 feet. Retaining walls are proposed at numerous locations along the corridor and they would be located on both sides of the roadway. They would be used for both cut walls and fill walls. When retaining walls are required, these structures would generally be located immediately adjacent to the sidewalk. The width of the retaining walls would vary depending on the design, but would be a maximum of about 3 feet in width. To the outside of the retaining walls, the soil would be graded to a 2:1 slope. To ensure the City has access to the retaining walls for maintenance and repair, the acquired right-of-way would include the re-graded area to the outside of the retaining walls. This re-graded area would likely be a minimum of 10 feet. As such, the acquired right-of-way width could be 121 feet or more where retaining walls are needed on both sides of the roadway.

Note, the term “right-of-way,” as used in this report, includes both right-of-way owned by the City and permanent easements (i.e., the complete footprint of the project).

## 2.4 Project Construction

### 2.4.1 Construction Duration and Phasing

Project construction would be phased and is expected to be completed from early 2012 to at least 2016 to match the programming of local, state, and federal funding sources. Each phase would last approximately 12 to 15 months. The planned phases, which may be further sub-divided into construction stages, are:

- Phase 1—120th Avenue NE widening between approximately the NE 300 block north to NE 7th Street.
- Phase 2—120th Avenue NE new construction between NE 8th Street and NE Bel-Red Road, and realignment and widening between approximately NE Bel-Red Road north to NE 12th Street.
- Phase 3—NE 4th Street extension between 116th Avenue NE east to 120th Avenue NE.
- Phase 4—120th Avenue NE widening between approximately NE 12th Street north to NE 16th Street.
- Phase 5—120th Avenue NE widening between NE 16th Street north to Northup Way.

Based on the *Wilburton/NE 8th Street and Bel-Red Subarea Plans*, it is essential that all phases of the NE 4th Street/120th Avenue NE Corridor Project be implemented in order to meet the purpose and need of the project. The City has committed to constructing all phases of the project, with cross sections appropriate to meet the multi-modal demand anticipated in the next 20 years. In addition, construction of the project phases could occur sequentially or some phases could overlap.

### 2.4.2 Construction Approach

The approach to project construction along the corridor differs. The following paragraphs describe the varying approaches to construction.

The improvements for NE 4th Street consist of constructing a new roadway, and would not involve working within an existing operable roadway. Construction for this phase would include clearing the full roadway right-of-way; grading; installing utilities and the roadway gravel base; constructing the curb, gutter and sidewalks; paving the roadway; and installing illumination/signals and landscaping. The construction activities would not disrupt existing traffic patterns along NE 4th Street, 116th Avenue NE, or 120th Avenue NE. However, the construction zone for NE 4th Street may extend somewhat into the existing roadways (116th and 120th Avenues NE) in order to connect new and existing pavements and existing and planned utilities at these locations.

Generally, the construction along 120th Avenue NE from the NE 300 block to NE 7th Street would widen the existing roadway on both sides of the existing centerline. Construction in this area would occur along an operational roadway.

The improvements in this area would be sequenced to manage potential traffic impacts. Every effort would be made to keep one lane open for traffic in each direction along 120th Avenue NE during all construction stages. All City requirements limiting roadway construction activities (e.g., seasonal, time of day, access) would be enforced. Construction activities would be closely coordinated with adjacent property owners and businesses to minimize disruptions to the greatest extent possible.

Construction of the realignment and widening of 120th Avenue NE between the intersection at NE 8th Street and about NE 12th Street would occur along an operational roadway. Thus, the construction in this area is anticipated to occur in the following manner:

- Contractor mobilization
- Install traffic control and temporary erosion control measures
- Relocate and/or install utilities
- Roadway Side 1—retaining walls, grading, paving, signals, and illumination
- Roadway Side 2—retaining walls, grading, paving, signals, and illumination
- Construction zone landscaping, restoration, and clean up.

The corridor could not be closed during construction though both directions of travel may be constrained to perhaps only a single lane. Use of NE Bel-Red Road between NE 8th Street and 120th Avenue NE, however, would be closed at the start of roadway construction. With this road closure, construction could occur unhampered for the new roadway. Parcels along this portion of the alignment would be fully acquired and construction activities would not affect adjacent businesses. Traffic on NE Bel-Red Road east of 120th Avenue NE would continue to be able to travel north on 120th Avenue NE during construction. To the north of NE Bel-Red Road, the roadway alignment is generally shifted eastward. Construction work would likely start on the eastern half of the expanded right-of-way. When completed, traffic would be shifted to the new roadway, while the western portion of the roadway is constructed. All construction sequencing would be planned to minimize impacts to traffic and adjacent businesses.

Lastly, construction along the remaining northern portion of 120th Avenue NE from NE 12th to just south of Northup Way would also widen the existing roadway on both sides of the existing centerline. The improvements along 120th Avenue NE would be sequenced to manage potential traffic impacts. Every effort would be made to keep one lane open for traffic in each direction along 120th Avenue NE during all construction stages. All City requirements limiting roadway construction activities (e.g., seasonal, time of day, access) would be enforced. Construction activities would be closely coordinated with adjacent property owners and businesses to minimize disruptions to the greatest extent possible.

## 2.5 Project Funding

The total cost of the proposed project improvements based on the final City Council Direction for the 2011-2017 General Capital Improvement Plan would be between an estimated \$67.3 and \$67.6 million, depending on the selected option for extending NE 4th Street. Construction would cost approximately \$32 million and right-of-way acquisition would cost roughly \$35 million.

Funding for the overall project would likely include monies from the following sources:

- Federal grants
- State Transportation Improvement Board funding
- State Local Revitalization Financing funding
- Local contributions from transportation-dedicated sources, long-term general obligation bonds, impact fees, and other private participation programs including possible local improvement districts.

The specific mix of federal, state, and local funding contributions for each construction phase could differ.

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## 3.0

## Methods

The following methods were applied to the effects analysis contained in this report. Reasons are provided for methods that varied from Washington State Department of Transportation guidance.

### 3.1 Land Use and Zoning

The land use analysis is based on the existing land use patterns and anticipated future development trends in the Wilburton/NE 8th Street and Bel-Red Subareas. Land use and transportation information was obtained through the following regional and City plans and policies:

- Statewide Transportation Improvement Plan (STIP)
- Washington Transportation Plan 2007-2026
- Puget Sound Regional Council Transportation 2040, Appendix B—Projects and Programs by SMART Corridor
- Puget Sound Regional Council Transportation 2040, Appendix C—Multicounty Planning Policies
- City of Bellevue Comprehensive Plan (amended February 2009)
- The City of Bellevue 2011-2016 Transportation Improvement Program
- Wilburton/NE 8th Street Subarea Plan
- Bel-Red Subarea Plan
- Bel-Red Overlake Transportation Facilities Plan
- Bel-Red Corridor Project Existing Conditions

### 3.2 Neighborhood Character

The neighborhood character analysis is based on site visits conducted during July and August 2010 and information acquired from the City, including the subarea plans noted above.

### 3.3 Social Composition

The primary approach to analyzing population and demographic data follows the outline provided in the Washington State Department of Transportation *Environmental Procedures Manual*. Resource issues involving community cohesion, population and demographics, and environmental justice (including minority and low-income populations) were reviewed. Census data were collected from the 2000 U.S. Census and the 2005-2009 American Community Survey (ACS) 5-Year Estimates and included data on the following:

- Population
- Racial composition
- Household characteristics
- Household income

Specific census information was used to describe the study area characteristics. Year 2000 Census blocks were used to best approximate the population within the study area. In some cases, the geographic boundaries for the census blocks extended beyond the immediate study area; however, block information provided the best source of data on population characteristics. Some year 2000 census data, such as median household income, were not available at the census block level. Therefore, to collect this information for the study area, census block groups were used. The four census block groups that cover the study area extend much farther beyond the project limits and incorporate a large number of residences well outside of where the project would be constructed. To be as inclusive as possible, for both census block and census block groups, data were included even if only a portion of the block or block group was located within the defined project study area.

Furthermore, to attain a more current understanding of the study area characteristics, 2005-2009 ACS data were gathered at the census tract level. To extrapolate the change between year 2000 and 2010, ratios were applied to the 2000 census blocks based on the percent of change between the 2000 census and the 2005-2009 ACS figures. Both the 2000 census data and estimated 2010 data are detailed throughout this report. (2010 U.S. Census data was not available at the time this analysis was conducted.)

### **3.4 Economic Environment**

The discussion of the economic environment covers various topics. The project was analyzed for its potential effects on property taxes due to property acquisitions, effects on City taxes due to effects on businesses and employees, and effects on County and regional economic activity due to construction, including the project capital cost and the construction jobs created by the project.

The number of properties to be acquired was identified to calculate the corresponding reduction in property tax revenue. Benefits and effects of property acquisitions were discussed as they relate to changes in government revenues. The number of affected employees was used to assess the effect of the displacement of workers when buildings were acquired.

Benefits and effects on regional economic activity were estimated using U.S. Department of Commerce Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS) II multipliers (BEA 1997). Temporary economic effects to businesses were evaluated within or adjacent to the area of immediate effect (construction zone). The construction footprint was evaluated for its disruptive effects on the businesses immediately adjacent to where construction

activities would occur. Disruption factors evaluated include loss of on-street parking, loss of sidewalk access and visibility, and loss of freight delivery parking. Temporary jobs created during construction were estimated using BEA RIMS II multipliers (BEA 1997).

Off-street parking effects on study area businesses were estimated by overlaying the engineering plans on an aerial map. Two effects determined the loss of a parking space—1) street infrastructure would be constructed over a parking space, or 2) there would be no room for vehicle maneuvering into or out of a parking space. The next step included in this analysis was a determination of whether the loss of parking for a particular business would be so substantial as to question its long-term viability.

### 3.5 Public Services

The public services analysis is based on information acquired from the City, including Geographic Information System (GIS) data and the Bellevue School District website:

- Bellevue School District, All Schools Directory Website  
<http://www.bsd405.org/Default.aspx?tabid=178>
- GIS data shapefiles
  - “Fir
  - ehouse”
  - “Pstation” (police stations)
  - “Schools”
  - “Strnet” (street network)

### 3.6 Community Facilities

The community facilities analysis is based on information acquired from the City, including GIS data and individual department websites, as well as the King County Library System website:

- Parks and Community Services Department Website  
[http://www.ci.bellevue.wa.us/parks\\_intro.htm](http://www.ci.bellevue.wa.us/parks_intro.htm)
- Transportation Department Website [http://www.bellevuewa.gov/walking\\_biking.htm](http://www.bellevuewa.gov/walking_biking.htm)
- GIS data shapefiles:
  - “Bikenetwork”
  - “Citytrees” (street trees)
  - “Lakes”
  - “Parksite”

- “Parksproperty”
- “Trails”
- King County Library System, Bellevue Library Information Website  
<http://www.kcls.org/bellevue/about.cfm>

### 3.7 Utilities

The utilities analysis is based on information acquired during surveys performed for the project and from the City, including GIS data and the Utilities Department website.

- Utilities Department Website <http://www.ci.bellevue.wa.us/utilities.htm>
- GIS data shapefiles:
  - “Oilpipes”
  - “Powerline”
  - “Sd\_basin” (storm drainage basin)
  - “Utilgrid” (utility grid)

### 3.8 Visual and Aesthetic

The visual and aesthetic analysis is based on site visits conducted during July and August 2010 and general neighborhood characteristic information obtained from the City. Potential effects on visual resources are discussed in qualitative terms rather than conducting a quantitative assessment pursuant to Federal Highway Administration guidance. This determination was made due to the absence of sensitive resources and receptors along the route, as well as the nature of the project, primarily involving changes in elevation rather than construction of overhead structures.

## 4.0

## Existing Conditions

This chapter discusses the existing community in terms of land use, neighborhood character, social composition, economic environment, public services, and community facilities, among other things. This discussion establishes the baseline from which to assess the potential effects of the proposed project on the community. Unless otherwise noted, the existing conditions for both proposed alignments for the extension of NE 4th Street are essentially the same.

### 4.1 Land Use and Zoning

The project corridor is located in the western portions of the Wilburton/NE 8th Street and Bel-Red Subareas within the City of Bellevue, King County, Washington.

The Washington State Legislature enacted the Growth Management Act in 1990 “to create a method for comprehensive land use planning involving citizens, counties, cities, and the private sector that would prevent uncoordinated and unplanned growth”. The project is subject to the following Regional and City plan policies:

- The Puget Sound Regional Council Transportation 2040 Multicounty Policies
- The King County Countywide Planning Policies
- The City of Bellevue Comprehensive Plan
- The City of Bellevue Wilburton/NE 8th Street Subarea Plan
- The City of Bellevue Bel-Red Subarea Plan

#### 4.1.1 Land Use

Land use in the project study area is primarily characterized by moderate-density commercial developments with a mix of institutional, residential, retail, and office uses. Land uses directly adjacent to the project corridor consist of automobile dealerships, vacant lots, retail and big-box retail stores, a post office, small strip malls, office buildings, medical offices, parking lots, and large warehouses.

Limited residential land uses are located throughout the corridor. The Westside Apartments at 500 121st Place NE and the Oasis Condominiums at 680 122nd Avenue NE are multi-family residential complexes located northeast of the eastern terminus of the proposed extension of NE 4th Street and are more than a block east of the existing intersection of NE 5th Street with 120th Avenue NE in the project corridor. Both residential complexes currently experience noise levels common in a typical urban area, including traffic noise from side streets, arterials in the immediate area, and I-405, which is less than

0.5 mile to the west. In addition, both complexes are located at least 250 feet from the proposed eastern-most edge of the project corridor. Another cluster of residences is located farther north on the eastern side of the project corridor. Two apartment complexes are within the triangular intersection of NE 8th Street and NE Bel-Red Road, roughly at and east of 122nd Avenue NE. Brierwood, located at 12022 NE 8th Street, is a two-story apartment building; Midlakes Apartments, located at 12028 NE 8th Street, is also a two-story apartment building. Four additional two-story condominium buildings are also located at 12107 NE Bel-Red Road. Finally, there is the Lake Bellevue Village located to the west of 120th Avenue NE, just south of NE 12th Street, which consists of three two- and three-story condominiums. This condominium community includes a shopping complex that offers various services and amenities to nearby residents.

The only church in the project study area is All Saints Episcopal Church at 1307 120th Avenue NE. The church is located within a commercial development adjacent to the project corridor.

Open space near the project corridor includes Wilburton Hill Community Park at 12053 Main Street, located to the south and east of the southern portion of the project corridor. The Bellevue Botanical Garden comprises 53 acres of display gardens, woodlands, meadows, and wetlands, and is part of the Wilburton Hill Community Park. Bel-Red Mini Park is located east of the project corridor at 124th Avenue NE and NE Bel-Red Road.

#### **4.1.2 Zoning**

The project corridor is directly adjacent to seven different zoning districts, as shown in Figure 4-1. Table 4-1 identifies the various land uses permitted in those zoning districts.

In May 2009, the City adopted a zoning ordinance for the Bel-Red Subarea in support of City and regional initiatives to attract new mixed-use development. One of the purposes of this effort was to plan for future smart growth in the Bel-Red Subarea, including pedestrian and bike-friendly access and transit-oriented development associated with future light rail stations located in corridor.

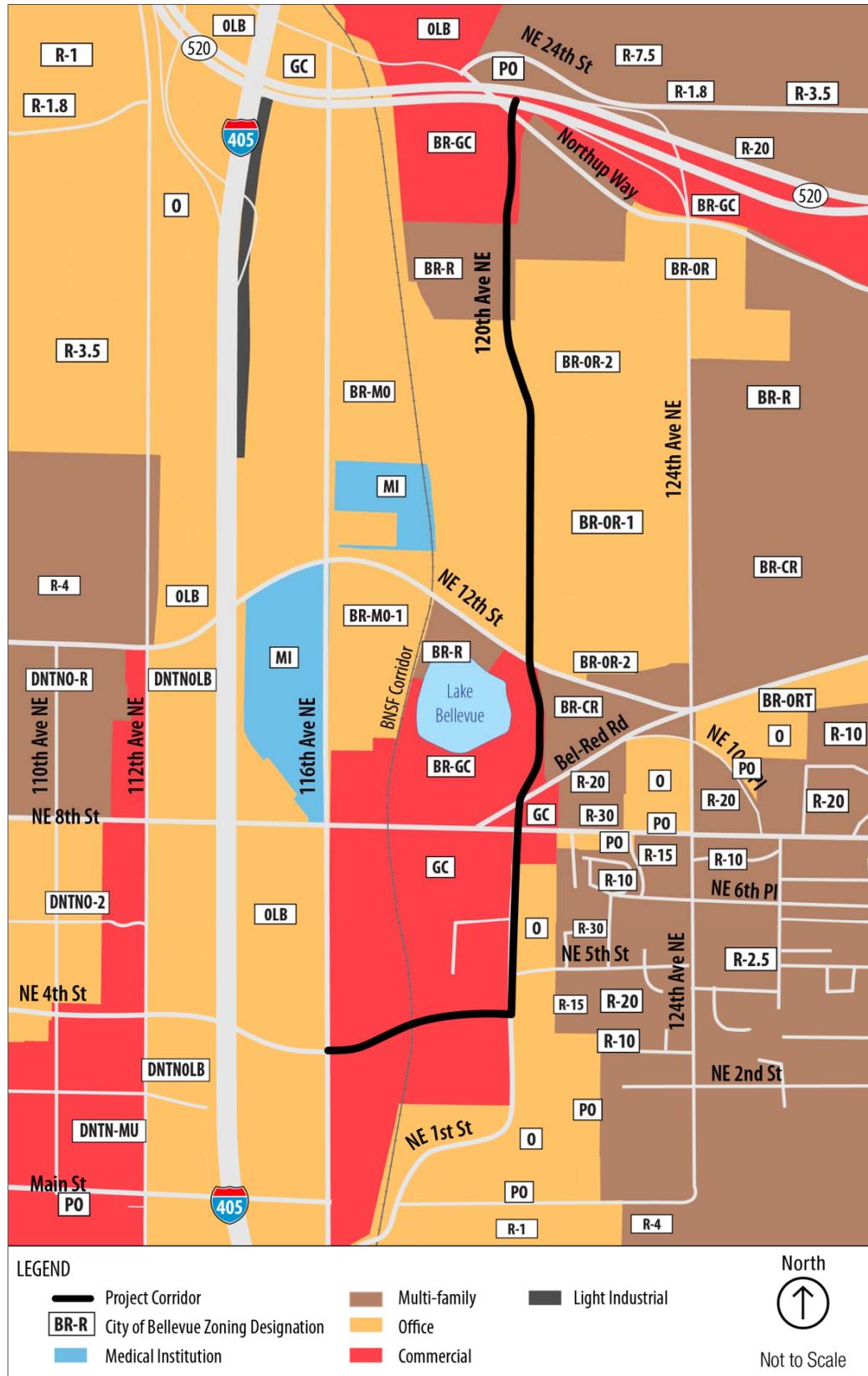


Figure 4-1. Study Area and Surrounding Zoning/Land Use

**Table 4-1. Land Use and Zoning Districts**

Abbreviation	Zoning District	Purpose
GC	General Commercial	To provide for the location of a wide variety of business activities that provide goods and services to other businesses and the general public.
O	Office	To provide for the location of business, financial, administrative, and professional services.
BR-OR-1	Bel-Red Subarea: Office/Residential Node 1	To provide an area for a mix of office, housing, and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent to provide the level of intensity appropriate for areas close to the highest levels of transit service within the Bel-Red area.
BR-OR-2	Bel-Red Subarea: Office/Residential Node 2	To provide an area for a mix of office, housing, and retail uses, with office as the predominant use. The district is located within a node but outside the node’s core, and building heights provide for a transition between the node’s core and areas outside the node.
BR-R	Bel-Red Subarea: Residential	To provide an area for residential uses. Limited retail and service uses are permitted secondary to residential use to provide the amenity of shopping and services within easy walking distance of residential structures.
BR-CR	Bel-Red Subarea: Commercial Residential	To provide an area for a mix of housing, retail, office, and services. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.
BR-GC	Bel-Red Subarea: General Commercial	To provide an area for a wide variety of business activities that provides goods and services to other businesses and the general public.

Source: Excerpted from the City of Bellevue, Ordinance 5874.

## 4.2 Neighborhood Character

The project corridor is primarily defined by an existing mix of light industrial and commercial uses, with some interspersed residential uses.

The residential area of the Westside Apartments and the Oasis Condominiums is located between NE 5th and NE 8th Streets, generally buffered from nearby roads by tall trees and other buildings. The apartment complexes within the triangular intersection of NE 8th Street and NE Bel-Red Road are bounded by NE Bel-Red Road to the north, office buildings to the west, and NE 8th Street to the south. The residential area to the west is nestled around the northern shore of Lake Bellevue and is slightly detached from nearby high volume areas. Roadways are mostly tree-lined, while sidewalks and curbs appear inconsistently throughout the corridor.

Street parking is currently allowed along portions of 120th Avenue NE and is largely used by employees of the various businesses within the project corridor.

## 4.3 Social Composition

### 4.3.1 Community Cohesion

The proposed project corridor lies within Bellevue's Wilburton/NE 8th Street and Bel-Red Subareas, as shown in Figure 4-2. The project's northern terminus borders the Bridle Trails Subarea.

The Wilburton/NE 8th Street Subarea is comprised of commercial areas along I-405, 116th Avenue NE, and NE 8th Street with the remainder of the subarea generally comprised of single- and multi-family residences. A number of the existing retail areas may be ready for redevelopment as they evolve from older suburban commercial to a more urban form. The subarea plan aims to protect residential neighborhoods from increased commercial development and traffic while enhancing the retail areas and establishing good transitions between differing land uses.

The Bel-Red Subarea is characterized by a mix of light industrial and commercial uses. Particularly on the western end, existing land uses include sprawling, large lot warehouses and distribution buildings with areas of surface parking. Within the overall subarea, residential uses are extremely limited. A goal of the Bel-Red Subarea Plan is to encourage redevelopment that will result in new job growth as well as a diversity of housing types and prices, including a significant share of "workforce housing." As future redevelopment in the area occurs, a stronger presence of residential uses is anticipated.

The NE 4th Street corridor provides east/west mobility and access to I-405. The 120th Avenue NE corridor is one of the few north/south arterials that provide mobility in the Bel-Red Subarea and has an important role in linking the Bridle Trails Subarea in the north with the Wilburton/NE 8th Street Subarea. In the project study area, pedestrian facilities are present along the existing NE 4th Street west of 116th Avenue NE, but they do not provide a high level of connectivity as the roadway currently ends at 116th Avenue NE. Along 120th Avenue NE, pedestrian and bicyclist facilities are intermittent and lacking for much of the study area.

Along the proposed extension of NE 4th Street, there is not a great deal of community cohesion. The now-vacant paved automobile lots do not offer an inviting type of open space where residents would be expected to come together, such as a park would. The BNSF railroad corridor is likewise an open space, but not one that provides much opportunity for community togetherness. In the eastern portion of the proposed extension are two large retail businesses. Wilburton Hill Community Park is south of the proposed extension, which is one place residents could gather and create a sense of community.

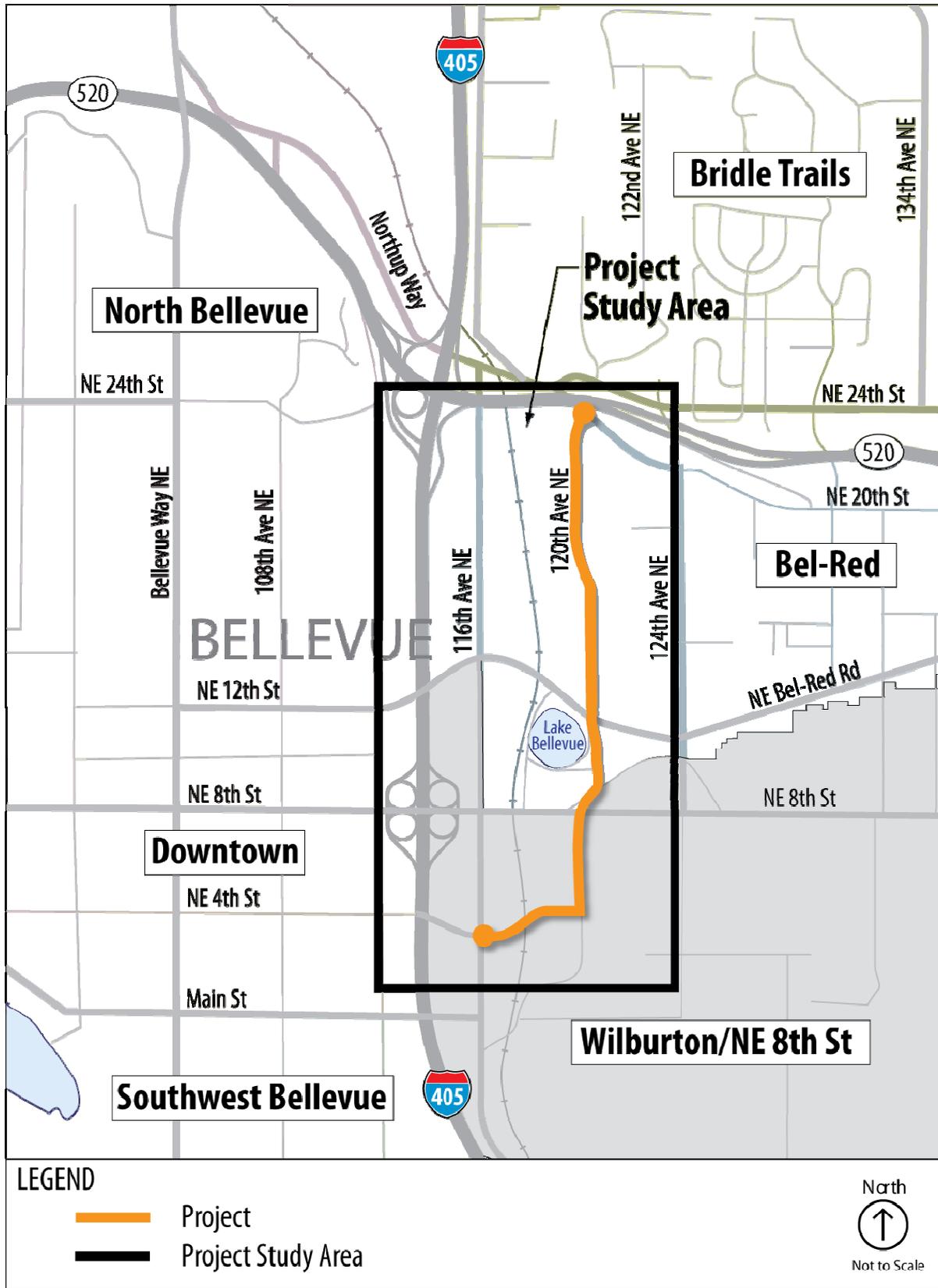


Figure 4-2. Study Area and Surrounding Subareas

Along 120th Avenue NE, Bel-Red Mini Park is an open space for residents to come together. In addition, All Saints Episcopal Church is expected to be a location where residents may feel a real sense of community and togetherness. Lake Bellevue Village is a multi-use condominium community that may also offer residents a place to gather and mingle. The remainder of the project corridor is largely comprised of warehouses, businesses, and office space.

#### **4.3.2 Population and Demographics**

There are 25 2000 census blocks that encompass the study area, shown in Figure 4-3. The statistics for these blocks were aggregated to represent the demographics for the study area. Because not all census data are available at the census block level, some demographics for the study area are represented by four 2000 census block groups that encompass the study area, as shown in Figure 4-4. As described in Chapter 3, 2010 population and demographic estimates are provided based on the percent of change between the 2000 census data and the 2005-2009 ACS 5-year estimated data. (2010 U.S. Census data was not available at the time this analysis was conducted.)

The population of the study area blocks is quite small compared to the City's total population (see Table 4-2). Only seven census tract blocks of the 25 that make up the study area contribute to the total population, one of which adds just five people. Census tract 237 block 3020 represents the Lake Bellevue Village condominiums near the project corridor, while census tract 236.01 blocks 2004, 4001, 4002, 4003, and 4024 represent residences farther east of the southern project limit. Changes in population between 2000 and 2010 were minimal. In total, it is estimated that the study area population remained relatively constant (losing an estimated four individuals), whereas the City and County both increased in population by an estimated 10 and 7 percent, respectively.

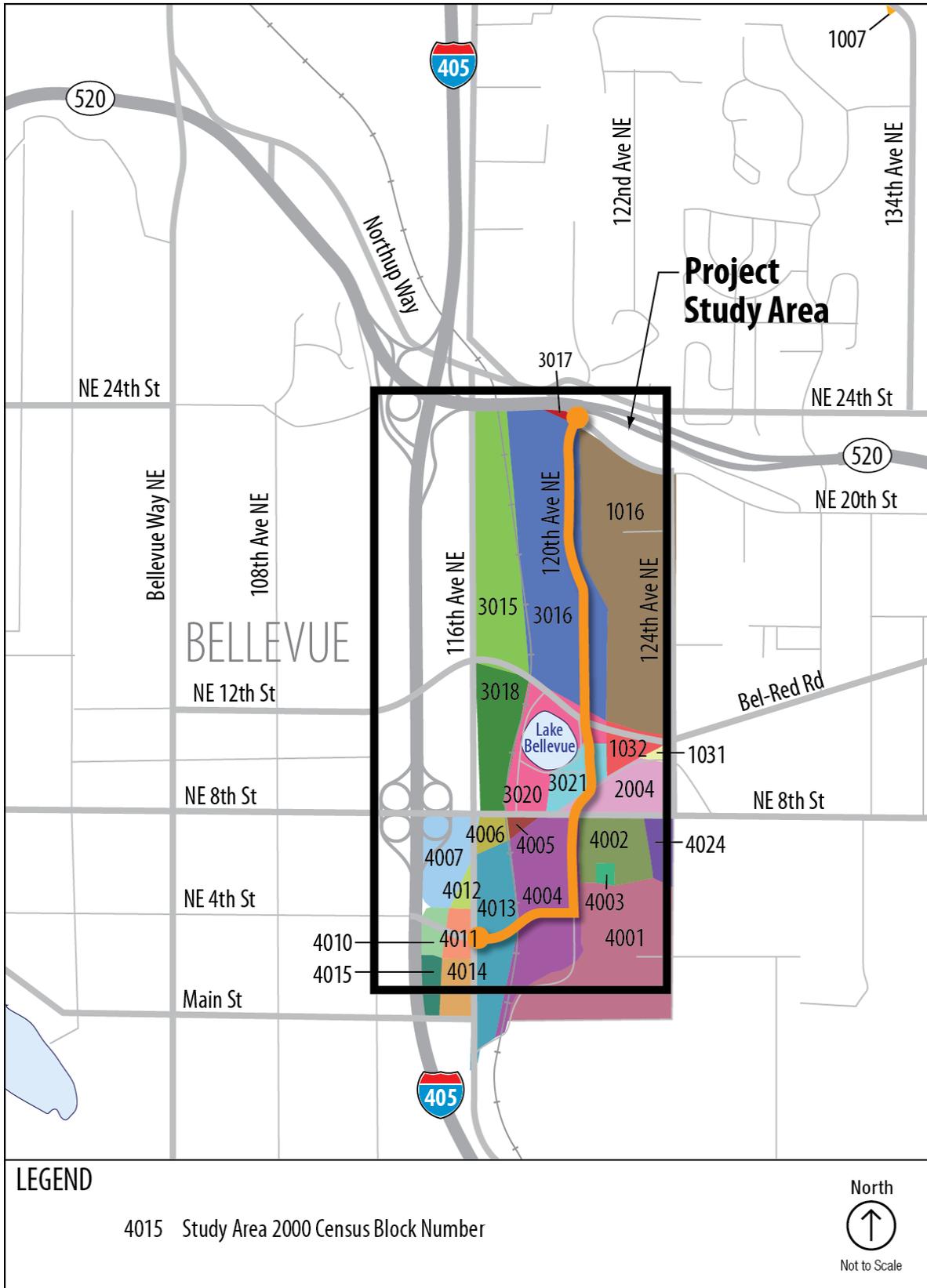


Figure 4-3. Study Area 2000 Census Blocks

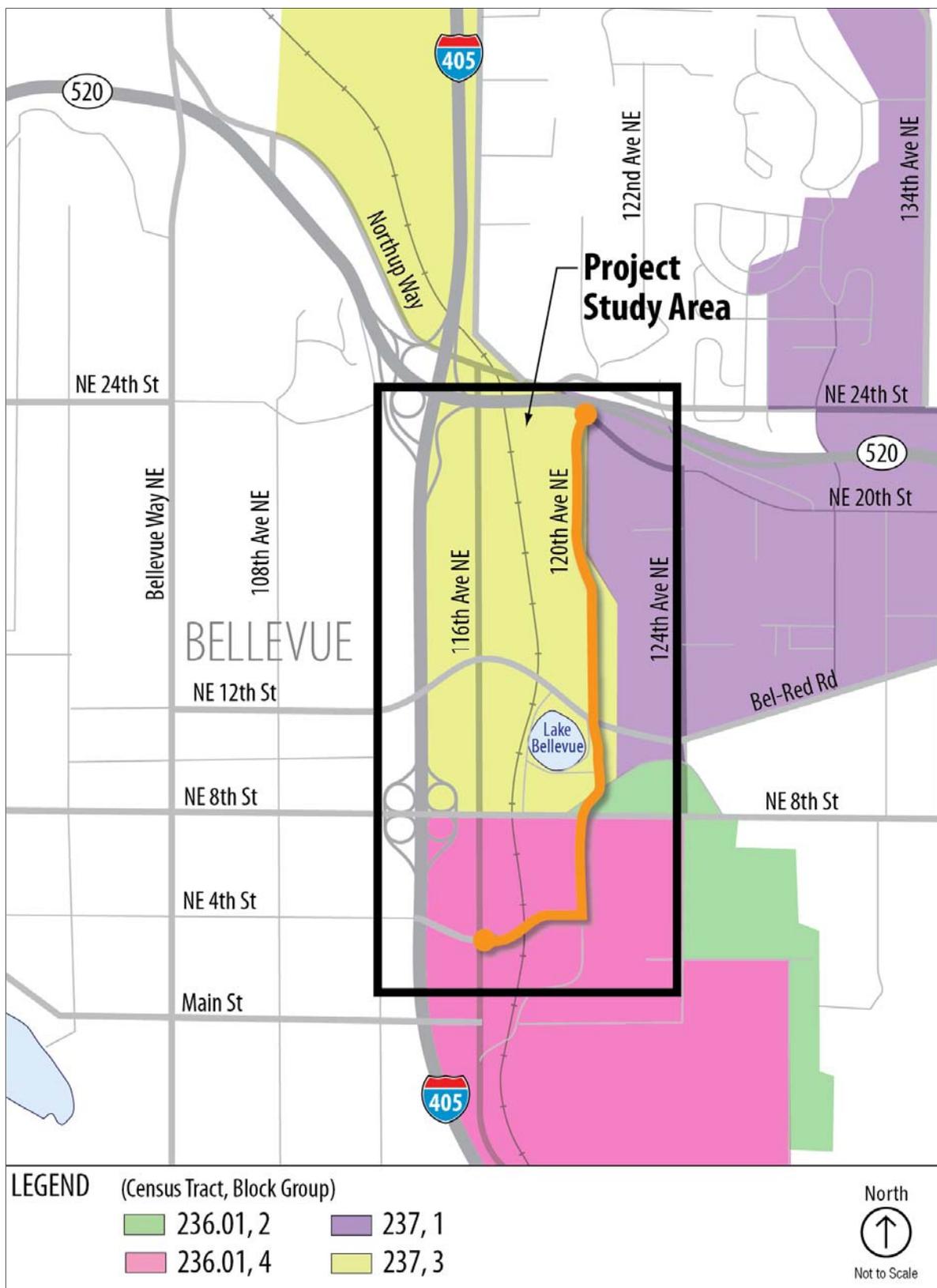


Figure 4-4. Study Area 2000 Census Block Groups

**Table 4-2. Study Area Census Information**

Census Tract, Block Group	Block	2000 Total Population <sup>1</sup>	2000 Minority Population <sup>1</sup>	2010 Estimated Population <sup>2</sup>
236.01, 2	2004	126	31 (24.6%)	125
236.01, 4	4001	202	81 (40.1%)	201
236.01, 4	4002	284	86 (30.3%)	282
236.01, 4	4003	50	15 (30.0%)	50
236.01, 4	4004	0	0	0
236.01, 4	4005	0	0	0
236.01, 4	4006	0	0	0
236.01, 4	4007	0	0	0
236.01, 4	4010	0	0	0
236.01, 4	4011	0	0	0
236.01, 4	4012	0	0	0
236.01, 4	4013	0	0	0
236.01, 4	4014	0	0	0
236.01, 4	4015	5	5 (100%)	5
236.01, 4	4024	51	20 (39.2%)	51
237.00, 1	1007	0	0	0
237.00, 1	1016	0	0	0
237.00, 1	1031	0	0	0
237.00, 1	1032	0	0	0
237.00, 3	3015	0	0	0
237.00, 3	3016	0	0	0
237.00, 3	3017	0	0	0
237.00, 3	3018	0	0	0
237.00, 3	3020	116	20 (17.2%)	117
237.00, 3	3021	0	0	0
<b>Study Area</b>		<b>834</b>	<b>258 (30.9%)</b>	<b>830</b>
<b>City of Bellevue</b>		<b>109,569</b>	<b>30,871 (28.2%)</b>	<b>121,337</b>
<b>King County</b>		<b>1,737,034</b>	<b>461,907 (26.6%)</b>	<b>1,858,788</b>

<sup>1</sup> Source: U.S. Census Bureau, 2000.

<sup>2</sup> Source: U.S. Census Bureau, 2010.

Note: King County is Census geography 033.

As stated in Chapter 3, to extrapolate the change between year 2000 and 2010, ratios were applied to the 2000 census blocks based on the percent of change between the 2000 census and the 2005-2009 ACS data. This methodology presents a margin of error into the analysis that is not quantified here, but should be generally acknowledged. The 2010 estimated census data indicate that 42.9 percent of the study area residents are in renter-occupied units. This is a substantial change from the 2000 census, which indicated that 58 percent of the study area residents were in renter-occupied units. The median income in the study area was roughly 95 percent of that of the overall City in 2000, and although incomes rose from 2000 to 2010, the median income in the study area dropped slightly to roughly 92 percent of that of the City in 2010. From 2000 to 2010, the percentage of persons 65 years of age and older remained steady for all geographic areas. Information for persons with disabilities and transit-dependent populations was not available from the 2005-2009 ACS 5-year estimated data (see Table 4-3).

**Table 4-3. Population Characteristics**

Geographic Area	65 Years and Older	Persons with Disabilities*	Transit-Dependent*	Median Household Income*	Average Household Size	Percent Owner-Occupied Housing	Percent Renter-Occupied Housing
<b>2000<sup>1</sup></b>							
Study Area	9.0%	25%	5.6%	\$59,529	2.1	42%	58%
City of Bellevue	13.4%	25%	5.6%	\$62,338	2.4	58.2%	36.5%
King County	10.5%	28%	9.3%	\$53,157	2.4	57.3%	38.5%
<b>2010 Estimate Based on 2005-2009 ACS<sup>2</sup></b>							
Study Area	9.0 %	<i>not available<sup>3</sup></i>	<i>not available<sup>3</sup></i>	\$73,598	1.9	55.9%	42.9%
City of Bellevue	13.4%	<i>not available<sup>3</sup></i>	<i>not available<sup>3</sup></i>	\$80,350	2.4	63.2%	36.8%
King County	10.5%	<i>not available<sup>3</sup></i>	<i>not available<sup>3</sup></i>	\$67,246	2.4	65.7%	34.3%

<sup>1</sup> Source: U. S. Census Bureau, 2000.

<sup>2</sup> Source: U. S. Census Bureau, 2010.

<sup>3</sup> Data for this characteristic were not readily available in the 2005-2009 ACS 5-Year Estimates dataset.

Note: \*Census data were unavailable at the census tract block level; therefore, census block groups (BGs) were used. The BGs that encompass the study area are tract 236.01 BGs 2 and 4 and tract 237 BGs 1 and 3. The resulting population is much larger because these BGs cover the Bridle Trials and Wilburton/NE 8th Street Subareas, which contain a greater amount of residential land uses.

### 4.3.3 Regional and Community Growth

The study area is located within a highly industrial and commercial portion of the City's Wilburton/NE 8th Street Subarea and the highly industrial and commercial Bel-Red Subarea. The study area is largely comprised of large lot warehouses, distribution buildings, offices, and surface parking; a very few residential uses are

scattered throughout. However, transit and transit-oriented development projects have been planned for the area and future growth is expected, especially considering the planned extension of the light rail system to the Bel-Red Corridor.

King County and the City of Bellevue have experienced considerable growth between 1990 and 2000; however, this growth slowed considerably during the past decade (see Table 4-4). For Bellevue, this slowing was in part due to a much smaller amount of new residents added through annexations during the years between 2000 and 2010 as compared to those between 1990 and 2000.

**Table 4-4. Community Population Growth**

Geographic Area	1990 Population	2000 Population <sup>1</sup>	2010 Estimated Population <sup>2</sup>	Increase from 1990—2000	Increase from 2000—2010
City of Bellevue	86,874	109,569	121,337	26%	10%
King County	1,507,319	1,737,034	1,858,788	15.2%	7%

<sup>1</sup> Source: U.S. Census Bureau, 2000.

<sup>2</sup> Source: U.S. Census Bureau, 2010.

#### 4.3.4 Environmental Justice

Under Executive Order 12898, all federal actions must consider effects on minority and low-income populations and provide mitigation where disproportionate adverse effects would occur to these groups. Analysis was conducted to assess the presence of minority or low-income populations within the study area. And outreach was conducted to includes these populations in public outreach activities.

##### Demographic Analysis

Census information was reviewed for the study area to determine the presence of minority and low-income groups (see Table 4-5). The study area includes residents from a variety of racial and ethnic groups; however, the study area is generally equal to or has a lower total percentage of total minority populations than either the City or King County. The Asian population group is the exception; while it is lower in the study area than it is for the City, it is higher than that of King County. These minority characteristics remain true based on the 2010 estimates from the 2005-2009 ACS 5-year estimated data.

Approximately 6 percent of the study area population was below the poverty line in 1999 (see Table 4-6); data from 1999 was the most recent available in the 2000 Census. This is a slightly higher percentage than that of the City as a whole, but lower than for King County. In 2010, it is estimated that poverty characteristics in the study area slightly increased compared to 1999, at 6.3 percent. But in 2010, the percentage of the study area population below the poverty level was estimated to be lower than for both the City and King County.

Based on this analysis, there are no environmental justice communities—either minority or low-income—located in the study area that would be affected by the proposed project.

**Table 4-5. Study Area Racial Characteristics**

Area	Total Pop.	One Race						Two or More Races	Hispanic
		White	Black or African American	American Indian & Alaska Native	Asian	Native Hawaiian & Pacific Islander	Some Other Race		
2000 <sup>1</sup>									
Study Area	834	670	15	4	108	1	14	22	30
		80%	2%	0%	13%	0%	2%	3%	4%
City of Bellevue	109,569	81,441	2,183	356	19,056	257	2,785	3,491	5,827
		74%	2%	0%	17%	0%	3%	3%	5%
King County	1,737,034	1,315,507	93,875	15,922	187,745	9,013	44,473	70,499	95,242
		76%	5%	1%	11%	1%	3%	4%	5%
2010 Estimate Based on 2005-2009 ACS <sup>2</sup>									
Study Area	821	641	7	2	161	0	6	4	27
		78%	1%	0%	20%	0%	1%	1%	3%
City of Bellevue	121,377	82,882	2,310	289	28,968	322	2,593	3,973	7,358
		68%	2%	0%	24%	0%	2%	3%	6%
King County	1,858,788	1,350,824	108,881	14,382	243,910	11,273	54,991	74,527	140,188
		73%	6%	1%	13%	1%	3%	4%	8%

<sup>1</sup> Source: U. S. Census Bureau, 2000.

<sup>2</sup> Source: U. S. Census Bureau, 2010.

Notes: To extrapolate the change between year 2000 and 2010, ratios were applied to the 2000 census blocks based on the percent of change between the 2000 census and the 2005-2009 ACS figures. This methodology presents a margin of error into the analysis that is not quantified here, but should be generally acknowledged. In addition, percentages may not total due to rounding.

**Table 4-6. Poverty Status**

Geographic Area	Population Below the Poverty Level in 1999 <sup>1</sup>	Population Estimated Below the Poverty Level in 2010 <sup>2</sup>
Study Area	275 (6.1%)	286 (6.3%)
City of Bellevue	6,162 (5.7%)	7,979 (6.6%)
King County	142,546 (8.3%)	176,808 (9.7%)

<sup>1</sup> Source: U. S. Census Bureau, 2000.

<sup>2</sup> Source: U. S. Census Bureau, 2010.

Note: Census data were unavailable at the census tract block level; therefore, census block groups (BGs) were used. The BGs that encompass the study area are tract 236.01 BGs 2 and 4 and tract 237 BGs 1 and 3. The resulting population is much larger because these BGs cover the Bridle Trials and Wilburton/NE 8th Street Subareas, which contain a greater amount of residential land uses.

Additional minority and/or low-income populations that may exist in the study area include persons who may be employed by study area businesses. Based on field investigations, it does not appear that the mix of businesses along the project corridor pay minimum or low wages, although the several big-box retail businesses, such as Lowe's, Bartell Drugs, Home Depot, and Best Buy, may. Other corridor businesses also may employ low-income persons and/or persons of minority populations. It is unknown if any of the employees of businesses in the project corridor reside in study area neighborhoods. An Asian food market, Uwajimaya, is located at 699 120th Avenue NE and is the only business in the area that could be considered as providing services to local area minority population.

### **Community Outreach**

The City of Bellevue practice for engaging identified communities of concern under its Title VI plan has two levels. As a baseline, all project publications posted in public places or mailed to households include a Title VI Assurance and a phrase regarding accessing additional information translated into the four main languages (other than English) spoken in Bellevue households: Chinese, Vietnamese, Russian, and Spanish. The open houses, workshops, and hearing held at City Hall (within 0.5 mile of the project area and readily accessible by transit) included access to a simultaneous translation phone line providing opportunities for staff to converse with people speaking one of more than 175 languages/dialects. In addition, all press releases are mailed to an extensive list of media outlets serving culturally and ethnically diverse audiences.

A secondary layer of outreach is warranted under the Title VI plan if specified densities of populations occur in the project area. For example, if (according to Census data) more than 5 percent of the households in the project area have residents with Limited English Proficiency and a similar primary language, then project materials will be fully translated to that primary language and a translator for that language will be present at key project meetings. Or, if the total population for a Title VI community as a percentage of the project area population is greater than the citywide average for that community, then additional efforts may include holding a special meeting at a service, social, or religious organization specifically serving that community within the project area or posting additional project information in locations serving that community.

In the case of the NE 4th Street/120th Avenue NE Corridor Project, neither the Limited English Proficiency with Asian Language Preference or the percentage of Asian residents in the project area triggered thresholds for secondary outreach.

The Uwajimaya Asian Market opened in March, 2011, which is after the series of public events seeking design alternatives input and comments on project funding strategies. City staff did coordinate with the underlying property owner on project plans, at which time he was negotiating the Uwajimaya deal and therefore did not disclose the tenant. The market will be considered as public involvement efforts for fall 2011. Additional outreach is planned for spring 2012.

## **4.4 Economic Environment**

### **4.4.1 Property Taxes**

The study area lies within the City of Bellevue's tax code area 0330; the corresponding levy rate for Year 2010 is 7.89339 percent. Businesses receive a single property tax bill from King County, which collects the property tax for all governmental entities in the county. Property in Bellevue is taxed by a combination of some, but not all, of the following jurisdictions—City of Bellevue, Bellevue and Issaquah School Districts, King County, Port of Seattle, Regional Emergency Medical Services, and the State School Fund.

The project may affect up to 52 properties. Applying the Year 2010 levy rate to the total assessed value of these properties would generate roughly \$34.2 million in property taxes. King County collected \$638 million in property taxes in 2010. The 52 potentially affected properties generate about 5.3 percent of King County's total property tax revenue.

### **4.4.2 City Taxes**

The City of Bellevue collects general taxes from businesses, mostly in the form of the business and occupation tax, but also including utility, gambling, and admission taxes.

## **4.5 Public Services**

Locations of public services in and around the study area are discussed below; Figure 4-5 shows their general locations.

### **4.5.1 Police Protection**

The Bellevue Police Department maintains a headquarters and four substations in the Crossroads, Factoria, and Spiritwood Neighborhoods, as well as the Bellevue Transit Center. The Police Department headquarters and the Transit Center Substation are located more than 0.5 mile west of the project corridor; the remaining three substations are well outside the study area.

### **4.5.2 Fire Protection**

The Bellevue Fire Department maintains a headquarters and nine stations in the City. The Fire Department headquarters is co-located with the Bellevue Police Department headquarters, more than 0.5 mile west of the project corridor. Station 7 is just more than 0.5 mile south of the project corridor, and Station 6 is roughly 0.75 mile east of the project corridor. The remaining seven stations are well outside the study area.

### **4.5.3 Schools**

The Bellevue School District is comprised of 16 elementary schools, five middle schools, five high schools, and two alternative schools of varying grade levels. No educational institutions are located in the study area. The School District has

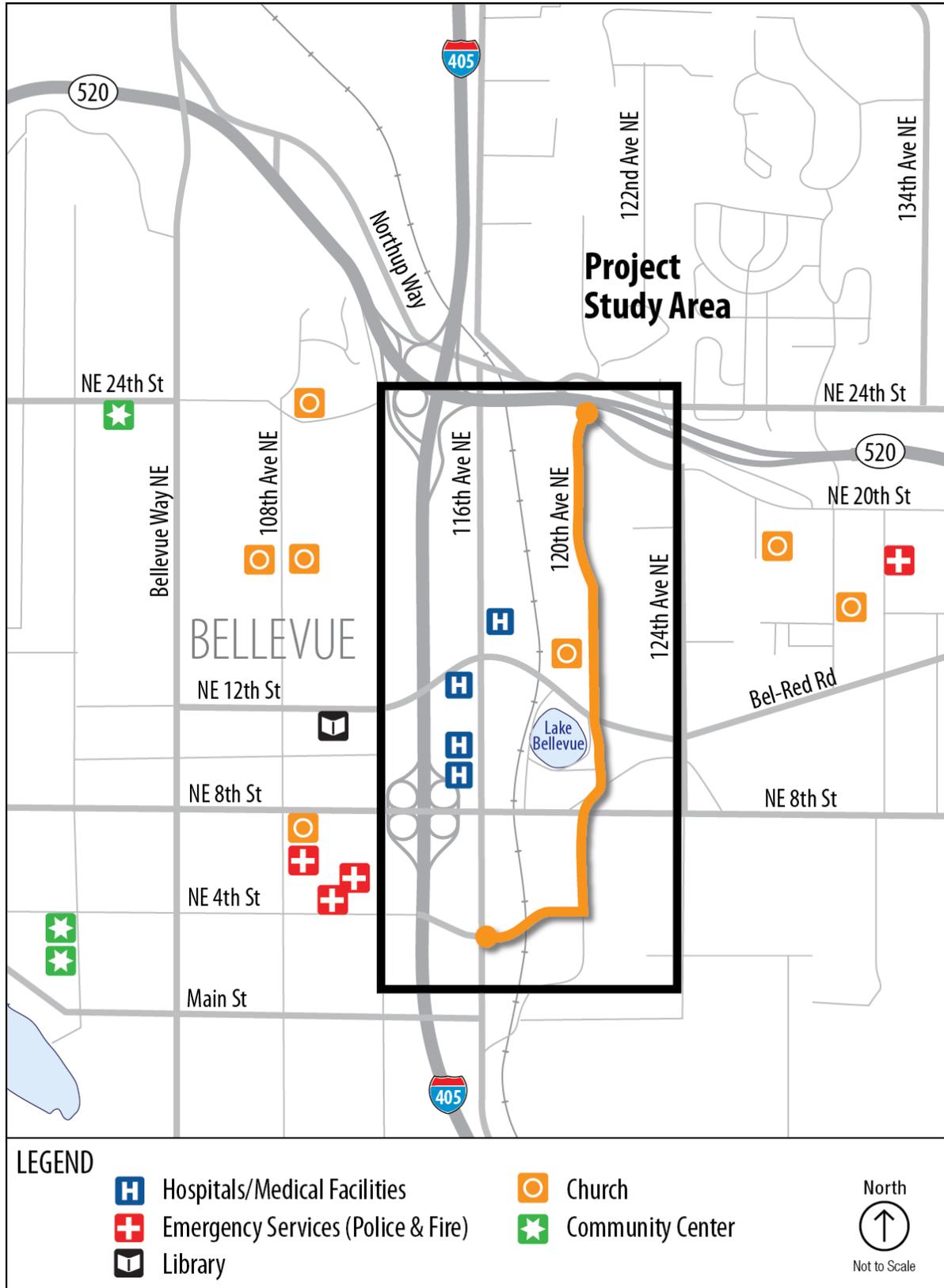


Figure 4-5. Study Area and Surrounding Public and Community Resources

administrative and school bus maintenance facilities and a bus parking lot on both sides of 120th Avenue NE at approximately NE 5th Street.

## **4.6 Community Facilities**

### **4.6.1 Community Resources**

Locations of community resources in and around the study area are discussed below; Figure 4-5 shows their general locations.

#### **Churches**

All Saints Episcopal Church is the only religious institution located within the project corridor (1307 120th Avenue NE). The church conducts services for approximately 50 to 100 parishioners. Seven other churches are located near, but outside of, the project corridor. To the west are the International Free Methodist Church and First Congregational Church (both located at 752 108th Avenue NE), Church of Jesus Christ of Latter Day Saints (10675 NE 20th Street), First United Methodist Church (1934 108th Avenue NE), and Bellewood Presbyterian Church (10936 NE 24th Street). To the east are the Living Hope Bible Church (12727 Northup Way) and Blue Sky Church (1720 130th Avenue NE).

#### **Hospitals**

There is one medical facility located along the eastern side of 116th Avenue NE, approximately 0.25 mile the west of the project corridor—Seattle Children’s Bellevue Clinic and Surgery Center (1500 116th Avenue NE). Three other medical facilities are located along the western side of 116th Avenue NE—Overlake Hospital Medical Center (1035 116th Avenue NE), Children’s Hospital and Medical Center (1135 116th Avenue NE), and Group Health Bellevue Medical Center (11511 NE 10th Street).

#### **Libraries**

The Bellevue Regional Library is located at the intersection of NE 12th Street and 110th Avenue NE, approximately 0.5 mile west of the project corridor. The Bellevue Regional Library is the largest library in the King County Library System. This regional reference center houses the most comprehensive and sophisticated reference collection in the system. The library is open from 9 a.m. to 9 p.m. Monday through Thursday, from 10 a.m. to 6 p.m. Friday and Saturday, and from 12 to 8 p.m. on Sunday.

#### **Community Centers**

There are five community centers listed on the City’s website: Crossroads, Highland, and North and South Bellevue Community Centers, as well as the Northwest Arts Center. The Northwest Arts Center is located at 9825 NE 24th Street, and is open Monday through Friday from 8 a.m. to 4 p.m. The arts center offers a variety of affordable programs year-round for the entire community, with programs for children, seniors, and adults, including those with disabilities. The Boys and Girls Clubs of Bellevue main clubhouse and administration office is located southwesterly of the project corridor, at 209 100th Avenue NE. This

facility is open immediately after school to 6:30 p.m. daily, and offers a variety of programs for a range of ages. There is also a Boys and Girls Club Teen Center, “The Club”, located at 257 100th Avenue NE, that specifically targets young adults in middle school and offers programs including homework assistance, athletics, arts, community service, and technology, and is meant to be a positive gathering place after school.

#### **4.6.2 Recreational Resources**

The City of Bellevue has nearly 100 parks and other recreational facilities. Recreational resources near the project corridor include bike paths, trails, and parks. Locations of recreational resources in and around the study area are discussed below. Figure 4-6 shows their general locations.

##### **Parks**

No existing parks in the study area are adjacent to either the proposed alignment extension of NE 4th Street or along 120th Avenue NE.

Wilburton Hill Community Park is located along Main Street approximately 0.2 mile south of the proposed intersection of NE 4th Street with 120th Avenue NE; it is approximately 106 acres in size. This community park is the largest upland park in Bellevue and offers picnic areas, baseball and soccer fields, and restrooms, as well as the 53-acre Bellevue Botanical Garden that consists of display gardens, woodlands, meadows, and wetlands. There is also a small portion of Wilburton Hill Community Park that extends just north of Main Street and east of NE 1st Street where the historic McDowell House is located. The McDowell House is currently occupied by the administrative offices of the Eastside Heritage Center.

Bel-Red Mini Park is approximately 0.15 mile east of the project alignment along 120th Avenue NE on the southwestern corner of NE 12th Street and 124th Avenue NE. This one-third acre park offers a picnic area and open space.

On the western side of the project corridor, Ashwood Playfield is a little less than 3 acres in size and is located west of 110th Avenue NE between NE 10th and NE 12th Streets. The playfield has one multi-use field. McCormick Park stretches along the northern side of NE 12th Street from roughly 102nd to 112th Avenues NE; it totals just over 3 acres in size. McCormick Park provides sitting areas, flower gardens, and trails. Bovee Park is located west of 110th Avenue NE between roughly 14th and 16th Avenues NE; it is about 4 acres in size. The park offers trails, tennis courts, picnic and play areas, and restrooms. Hidden Valley Sports Park is just over 17 acres in size and stretches between 110th and 112th Avenues NE from NE 18th to NE 24th Streets. This park offers multiple amenities, including picnic tables, softball fields, basketball and tennis courts, and restrooms. These parks are all at least 0.5 mile west of the project alignment along 120th Avenue NE.

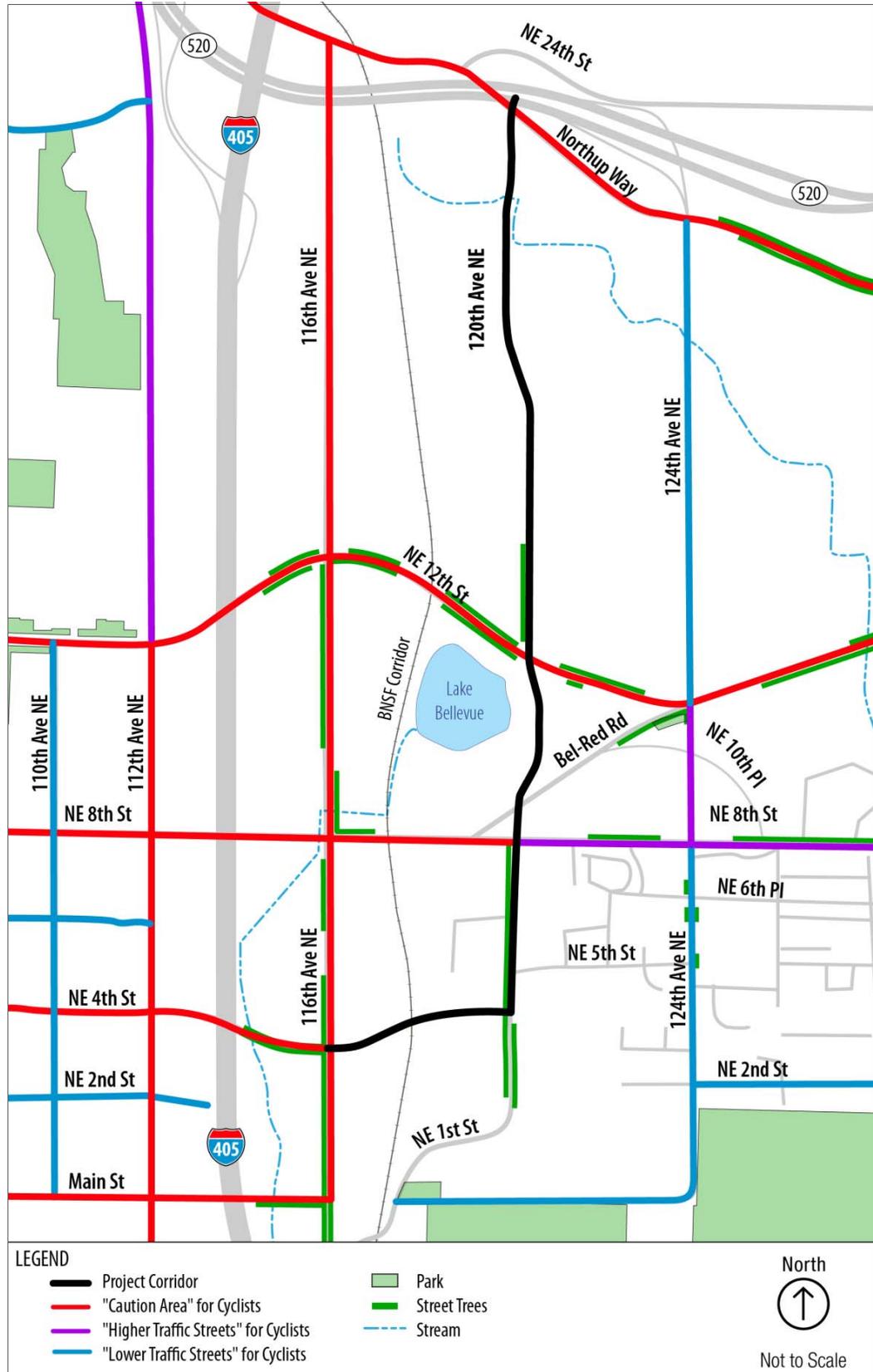


Figure 4-6. Project Corridor Recreational Resources and Street Trees

All the parks discussed above are open for users daily from dawn until dusk, except the lighted sports fields at Wilburton Hill Community Park and Hill Valley Sports Park that are open until 11 p.m.

### Trails

The Parks and Community Services Department maintains more than 50 miles of trails throughout Bellevue. No trails traverse the project corridor; however, there are multiple paths in the parks surrounding the project study area as discussed above. Both the Wilburton/NE 8th Street and Bel-Red Subareas include plans for additional trails to be built (see Figure 2-2). Some trails are part of larger trail systems and would connect destinations or already completed portions of trails, while others are individual projects.

### Bike Paths

The *2009 Bike Map* on the City Transportation Department's website illustrates streets used by bicyclists within the study area; these are not designated facilities, such as bike paths or bike lanes. The bike map has three different designations—"caution areas," "higher traffic streets," and "lower traffic streets." Streets with higher traffic volumes that generally travel at higher speeds and may lack shoulders or wide curb lanes are designated "caution areas" for cyclists. Streets with higher traffic volumes that have wide shoulders, wide curb lanes, or bike lanes are designated "higher traffic streets" for cyclists. The designation of "lower traffic streets" for cyclists generally represents two-lane streets with lower traffic speeds.

### Streams and Lakes

Sturtevant Creek lies on the western side of Lake Bellevue and extends to the south; it crosses NE 4th Street roughly 0.1 mile west of 116th Avenue NE. No recreational uses were observed during the site visits. Lake Bellevue is approximately 150 feet to the west of 120th Avenue NE just south of the intersection with NE 12th Street. The area surrounding the lake is highly developed and includes restaurants and high-density residences. Due to limited access and the high level of surrounding development it is anticipated that the portion of Sturtevant Creek near the project corridor and Lake Bellevue do not serve as recreational resources.

The Western Tributary to Kelsey Creek is currently routed underneath 120th Avenue NE in the northern portion of the project corridor; the creek exits on the eastern side of the road through a culvert. No evidence of recreational use was observed during the site visits and none is anticipated since there are no fish present and the stream is generally not wide enough for other recreational uses such as kayaking or canoeing.

#### 4.6.3 Street Trees

Although street trees are not used particularly for recreation, their presence can dramatically change the feeling and character of an area. Street trees located along the project alignment are shown in Figure 4-6.

City trees are located along the existing NE 4th Street and 116th Avenue NE. At the existing intersection of NE 4th Street with 116th Avenue NE, five City trees are within approximately 100 feet of the proposed project.

In the southern portion of the project corridor, 48 City trees are located on the western side of 120th Avenue NE stretching from roughly NE 2nd to NE 8th Streets. An additional 20 City trees are on the eastern side of 120th Avenue NE, from roughly NE 2nd Street to the proposed intersection with NE 4th Street.

Along the central portion of the project corridor, 20 City trees are located in planter strips on the western side of the 120th Avenue NE and NE 12th Street intersection. The trees extend northward for approximately 700 feet. Additional City trees located along NE 12th Street are not directly adjacent to 120th Avenue NE, although three of them are within 100 feet of the roadway.

## **4.7 Utilities**

This section discusses both privately owned and City-owned utilities in the region and the project corridor.

### **4.7.1 Above-Ground Utilities**

Overhead power lines run northward along 120th Avenue NE from NE 12th Street to roughly the driveway of the Metro Transit base yard (1227 124th Avenue NE); a portion of this line is underground (see Section 4.7.3). Streetlights are also present along portions of 120th Avenue NE in the project corridor.

### **4.7.2 Surface Utilities**

A few Fire Department connections currently serve the Best Buy building in the southeast portion of the project corridor.

The project corridor lies within the Sturtevant Creek and West Tributary Basins. The existing storm sewer system in the area currently consists of catch basins that direct stormwater to underground pipes. This system extends along 120th Avenue NE from roughly the Pella Windows & Doors building at 1919 120th Avenue NE to Northup Way.

Three power vaults are located just north of the Teledesic building's parking lot and driveway at 1445 120th Avenue NE, and five more located at ground level on the eastern corner of the intersection of 120th Avenue NE at Northup Way.

### **4.7.3 Underground Utilities**

Some underground power lines are located in the proposed future right-of-way for the NE 4th Street extension. The same overhead power lines discussed in Section 4.7.1 are underground along the BNSF corridor on the western side of 120th Avenue NE just north of Barrier Audi (1533 120th Avenue NE), as well as from the Metro Transit base yard's driveway north to Northup Way. Two underground power lines also cross 120th Avenue NE perpendicularly. One line is

south of the driveway to the Metro Transit base yard, and the other is at the driveway to the Bellevue Trade Center (2023 120th Avenue NE).

Communications lines are present within the project corridor in the proposed future right-of-way for the NE 4th Street extension. Teledesic owns and maintains a broadband fiber optic line that extends northward from the parking lot of its building to the northern terminus of the project corridor. Verizon, Qwest, Comcast, and the City of Bellevue all own and maintain telecommunications infrastructure that extends the entire length of 120th Avenue NE within the project corridor.

A privately owned gas line is located within the proposed future right-of-way for the NE 4th Street extension. A gas-oil line extends north from the southern terminus of the project corridor along 120th Avenue NE to roughly the location of the Barclay Dean Interiors building. Puget Sound Energy owns and maintains this line.

An underground storm sewer system is located in the vicinity of the proposed alignment for the NE 4th Street extension. A 72-inch King County Metro sewer main runs north-south along the westerly edge of the railroad right-of-way crossing the proposed alignment for the roadway extension. The City of Bellevue Utilities Department owns and maintains a potable water line and a wastewater system within the project corridor. Bellevue's drinking water is acquired through the Cascade Water Alliance. The potable water line extends along the entire length of 120th Avenue NE within the project corridor, and the wastewater system extends from roughly the driveway to the building at 1899 120th Avenue NE to the northern terminus of the project corridor.

#### **4.8 Visual and Aesthetics**

The existing NE 4th Street west of 116th Avenue NE is a gently sloping roadway a little more than 1 mile in length. It travels through a highly developed corridor as a minimum five-lane roadway with two lanes in each direction. The proposed extension of NE 4th Street west to 120th Avenue NE would continue as a five-lane roadway with two lanes in each direction and a center turn lane. However, the topography for this portion of the road is quite different than that of the existing portion. The topography in the project area here rises roughly 55 feet in elevation between 116th Avenue NE on the west and the elevation of the existing railway corridor. This change in elevation is concentrated in a narrow band immediately west of the railroad corridor. Based on the City's critical areas map, this area exceeds a 40 percent slope. The east end of the project corridor between the railway corridor and 120th Avenue NE is approximately level. To accommodate the steep slope, the horizontal alignment of the project would curve up the hillside. This portion of the proposed alignment for NE 4th Street would have a 13 percent slope but would not alter the existing hillside slope. The roadway design would require the construction of substantial retaining walls on both sides of the roadway along this portion of the project corridor. Many of the parcels that

the proposed NE 4th Street extension would travel through are currently unused, except for the Home Depot and Best Buy store sites on the east.

The existing 120th Avenue NE is a slightly curving roadway with gentle slopes and minor-to-moderate changes in grade throughout. Portions of the roadway were constructed in areas that slope downward to the west, as evidenced by the sharp upward slope on one side of the road and an immediate drop on the other. Drivers generally travel to places of employment or use the road as a throughway to other destinations, such as Brierwood Center, Lowe's, and other businesses. Other than the restaurants surrounding Lake Bellevue and Bel-Red Mini Park, there are no destinations near the project corridor that would attract the attention of drivers or cause them to stop along the roadway. Because of the generally destination-focused travel along 120th Avenue NE, drivers and other users are not considered visually sensitive receptors. Development along 120th Avenue NE currently consists mostly of light industrial and business uses. A few large warehouses are located within the northern portion of the study area, and multiple car dealerships occur along the southern portion.

Much of the existing roadway corridor is lined with indigenous trees growing in unimproved areas. In addition, City-owned trees are located in planters along the sidewalk in some areas of the project corridor. Many of these trees are fairly tall; however, they do not provide the corridor with shading or a visual canopy.

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## 5.0

## Environmental Effects

### 5.1 Direct Effects on Community Resources

Direct effects are caused by the action and occur at the same time and place as the project. If the potential effects would differ between the alignments of Option 1 and Option 2 for the extension of NE 4th Street, they are noted.

#### 5.1.1 Effects during Construction

##### **Land Use and Zoning**

There would be no effects on land use and zoning during project construction. The Contractor would be responsible for implementing the conditions of any permits and approvals from the City.

##### **Neighborhood Character**

Because of the predominantly industrial and business character immediately surrounding the project corridor, it lacks a strong neighborhood character or cohesiveness that would be adversely affected by project construction.

During construction activities, the availability of street parking would likely decrease due to partial road closures and the presence of construction equipment. Employees of surrounding businesses, the largest users of street parking, would temporarily need to park elsewhere while construction occurs. It is anticipated that the project would not have an adverse effect on street parking in the area due to the small number of drivers using street parking.

##### **Social Composition**

###### ***Community Cohesion***

The proposed project would result in temporary effects on mobility around the project corridor during construction activities. Short-term lane closures and detours would occasionally occur along the proposed route, and noise and dust from construction activities could be noticeable in some locations. NE Bel-Red Road, however, would be closed west of 120th Avenue NE at the start of construction and would not re-open upon completion. Although temporary detours may be needed, the project would be sequenced to always allow for both north and south travel along 120th Avenue NE (i.e., one side of the street's centerline) to remain open and fully operational for users. Thus, it is anticipated that neighborhood cohesion would not be seriously affected; it is expected that mobility in the area would not be greatly impaired.

###### ***Population and Housing***

Construction effects to populations and housing in the study area would include noise from construction equipment, air pollution from construction equipment and machinery emissions and dust, and additional light and glare from construction equipment. There would be no increase or decrease to population or housing due to the project during construction.

### ***Regional and Community Growth***

Project construction activities would not likely affect regional and community growth. Although some residents may refrain from driving in the area during construction periods, construction of the project would not likely affect growth during the expected construction period.

### ***Environmental Justice***

Environmental justice populations near the project corridor would be affected by lane closures, detours, and dust and noise from construction activities in the same manner as other residents. These groups are not expected to be inconvenienced by these activities to a greater extent than the population as a whole. Low-income populations may be somewhat more transit-dependent than the overall population, and local bus routes may be slowed or delayed moving through the project corridor during construction. However, such occurrences would affect all transit users equally and would be temporary and limited. Therefore, local mobility may be slightly affected, but it is not expected to disproportionately affect environmental justice populations. Please see the *Transportation Technical Report* for additional information.

### **Economic Environment**

#### ***County and Regional Economic Activity***

Beneficial economic effects would be experienced at the county and regional level from construction of the project. This section assesses the likely overall economic effects that would be attributed to construction of the project, as measured by increases in county and regional activity, employment, and associated job earnings. Appendix B, the RIMS II Detailed Model Analysis, presents the detailed analysis, including implementation of the RIMS II input-output model. Analysis was conducted on the Option 2 alignment for the extension of NE 4th Street as it is somewhat more expensive than Option 1.

#### **Project Total Costs**

For purposes of assessing the economic effects on output, earnings, and employment, the focus is placed on the project capital costs (construction and right-of-way acquisition) of the Build Alternative as an accurate measure of the capital investment that would likely occur for the project. It is assumed that no project capital costs would be incurred with the No Build Alternative. Table 5-1 and Table 5-2 show the funding sources of the estimated capital expenditures, as well as details of the capital cost estimate by portion of the total capital cost attributed to right-of-way acquisitions and the portion attributed to the cost of construction.

**Table 5-1. Capital Costs and Funding Sources of the Build Alternative**

Capital Cost Estimate (\$ millions)	Funding Source (\$ millions and share)	
	Federal	Local
67.6	8.2 (12%)	59.4 (88%)

**Table 5-2. Total Project Costs of the Build Alternative**

Total Project Cost Estimate (\$ millions)	Project Cost Component (\$ millions and share)	
	Construction Cost <sup>1</sup>	Right-of-Way Acquisition
67.6	31.8 (47.0%)	35.8 (53.0%)

<sup>1</sup> Construction cost includes the cost of preliminary engineering.

For purposes of examining the regional economic effects, all of the federal grants and federal general funding are assumed to be new funds that would otherwise not be spent regionally or within the state in the absence of the project. All state and local funding sources are assumed to be expended with or without this project, because these funds are raised by taxing local and/or state residents and are specifically earmarked for transportation projects within the region or state.

**Summary of Gross Economic Effects**

For every \$1 spent on construction capital cost for the project, \$1.80 of additional economic activity would be generated in King County; slightly more than \$2 would be generated in the region. This additional economic activity would occur across all economic and labor sectors. In addition, every dollar spent on capital costs translates directly into about \$0.43 in new wages and salary earnings for the jobs generated outside of the construction field.

New demand for construction would generate gross direct effects equal to the capital cost of \$31.8 million of the total \$67.6 million project cost. The King County gross multiplied effect on output would total approximately \$57.5 million for all industries not directly involved with construction of the project. Of this amount, \$13.8 million would be paid to workers as wage and salary earnings for the jobs generated beyond those directly involved with project construction. The estimated average number of jobs related to construction of the project would be 35 jobs per year, representing about \$4.2 million per year in wages and benefits.

These figures do not include the secondary benefits, presented in Section 5.1.2.

**Summary of Net Economic Effects**

For the portion of the project funding that comes from the federal government (outside of the region or state), the net effect on the regional economy from this new money would be less than the gross effect associated with the expenditure of all of the construction capital cost. The same new demand for construction expenditures would generate net direct effects equal to \$7.0 million

(\$31.8 million<sup>1</sup> × 12% × 1.8.081) of construction dollars after accounting for local funds that would otherwise be spent in the regional economy with similar multiplied effects. Of this amount, \$1.7 million would be paid to workers as wage and salary earnings for the net new jobs created beyond those directly involved with project construction. This does not include the secondary benefits presented in Section 5.1.2.

#### **Summary of Benefits for Regional Economic Activity**

The cost associated with construction of the project would result in additional (gross) activity throughout all economic sectors within King County and the region. This gross economic activity is derived from the multiplier effects on the capital expenditures for the project. Examples of capital expenditures include the direct hiring of temporary construction workers, the purchase of construction materials and equipment, and the expenditure of capital funds to acquire new rights-of-way.

The amount of new economic activity directly associated with the project (for construction and right-of-way acquisition) that is the result of new money entering the King County economy would be \$13.7 million; the amount of new earnings (wages) entering the King County economy would be \$2.6 million. The portion of new money attributable to overall construction costs is 12 percent. The amount of new money assumes that both committed and anticipated federal funds are received for this project. If anticipated federal funding were not provided for the project, the net economic benefit associated with new money would decrease. All other funding sources are coming from the region or King County (local sources) and would likely be spent in the local economy even in the absence of this project.

#### **Temporary Jobs Created during Construction**

Temporary jobs would be created to construct the project. The duration of these temporary jobs varies with the construction plan, but is expected to be about 48 months. The estimates of the direct labor force needed to construct the project were calculated based on the average construction labor rate of \$60 per hour. Again, analysis was conducted for Option 2, as it is the more expensive of the two alignments under consideration for the proposed extension of NE 4th Street.

There would be an average of 35 jobs per year directly related to construction. The direct jobs needed to construct the project would generate approximately \$4.2 million in direct wages per year. Assuming that the construction duration is approximately 48 months, the total construction labor for the project would be 140 person-year jobs.

New demand for construction would generate gross direct effects equal to the capital cost of \$31.8 million in construction dollars. The gross multiplied effect on output would total approximately \$57.5 million for all industries in King County

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<sup>1</sup> As detailed in Table 5-2, construction costs are only part of the total capital cost estimate. Right-of-way acquisition is estimated to cost \$35.8 million, and construction (including preliminary engineering) is estimated to cost \$31.8 million for a total of \$67.6 million estimated project capital costs.

not directly involved with the project. Of this amount, \$13.8 million would be paid to workers as wage and salary earnings for the jobs generated beyond those directly involved with construction of the project. The amount of new indirect and induced earnings (wages) as a result of money entering the county's economy would be \$1.7 million.

#### **Summary of Benefits for Employment**

Compared with the existing conditions, the employment associated with construction of the project would result in additional (gross) employment throughout all economic sectors within King County and the Puget Sound region. This gross employment is derived from the multiplication effects of the capital expenditures for the project. Examples of capital expenditures include direct hire of temporary construction workers, purchase of construction materials and equipment, and expenditure of capital funds to acquire new rights-of-way. Further, sales taxes would be generated through the purchase of goods and materials related to construction.

The number of new jobs directly associated with the project that would be the result of new money entering the King County economy is 83 jobs, and new money would constitute 12 percent of overall construction costs. All other funding would come from the state or the Puget Sound region and would likely be spent in the local/state economy even without this project.

#### **Property Taxes**

Construction activities would not affect property taxes in the study area, as tax rates would not be raised or lowered due to the construction work, and there would be no effects on property values during construction of the project.

#### **Business Effects**

Project construction would disturb and inconvenience businesses and business customers adjacent to the construction area. Customers and business employees could experience the following temporary effects:

- The presence of construction workers, heavy construction equipment, and materials within the construction area.
- An increase in traffic congestion around the work zone.
- Temporary road closures, traffic diversions, and alterations to property access (see the *Transportation Technical Report*).
- Loss of on-street parking along 120th Avenue NE.
- Disruption of existing parking on the Best Buy and Home Depot properties along the alignment of the selected design option.
- Airborne dust (see the Air Quality Technical Report).
- Noise and vibrations from construction equipment and vehicles (see the *Noise and Vibration Technical Report*).

- Decreased visibility and alterations of access to businesses for customers.
- Rerouted pedestrian walk-up access to primary business entrances.

### **Public Services**

No public services facilities are within 0.5 mile of the project corridor; therefore, it is reasonably anticipated that project construction would have no effects on public services facilities.

It is also anticipated that public services response times would not be affected by project construction activities. While construction would require partial closures and other temporary traffic modifications along 120th Avenue NE, the contractor would be responsible for creating a suitable Maintenance of Traffic Plan to ensure that access is maintained for the duration of construction activities. In addition, the project is anticipated to be phased to always allow for one side of the road to remain open and fully operational. Therefore, it is anticipated that public services response times would not be adversely affected by construction of the project.

Construction activities would likely require adjustments to traffic operations at intersections along the project corridor. However, public services response times would not be adversely affected, as there are alternative access points to and along such roadways that could be used in case of an emergency.

### **Community Facilities**

#### ***Community Resources***

All Saints Episcopal Church is directly adjacent to the project corridor. During construction, the church would be temporarily affected by noise and dust pollution. If a variance is obtained to allow for construction to occur on weekends, measures should be included to minimize noise effects in this area during services. In addition, street parking would not be available during construction as overflow to the church parking area. However, the project corridor contains additional unrestricted parking that could be used without significant inconvenience to the church's community.

It is anticipated that the medical facilities, library, and community centers that are near the project corridor would not experience any adverse effects due to construction activities. There is enough distance and existing development between these facilities and the project corridor that any construction-related effects would not disturb them.

#### ***Recreational Resources***

Construction of the project would not affect any parks, trails, or water resources that could be used for recreation.

Bike paths within the project corridor may be temporarily modified during construction activities. However, at a minimum, partial access would be maintained so they would remain accessible to the public throughout construction and would not be adversely affected.

### **Street Trees**

The widening of 120th Avenue NE could require the removal of up to 88 City trees located along the project corridor. A survey for significant trees, as defined by the City of Bellevue Land Use Code 20.50.046, would be performed prior to construction to establish which ones would require protection.

### **Utilities**

Temporary effects during construction include potential interruptions in services when relocated utilities are brought online. However, these interruptions would be limited both in their occurrence and in duration, and it is anticipated that they would not be so severe as to cause an adverse effect on any surrounding users. In addition, in planning for service interruptions resulting from utility relocations, reasonable efforts would be made to schedule such work during times of minimal use to minimize any effects (e.g., in the middle of the night).

Overhead utilities in the northern portion of the project corridor could be relocated underground; if not, the poles would be relocated behind the sidewalk. The gas-oil line owned by Puget Sound Energy may be upgraded and/or relocated during construction. This could require greater disruptions in service than experienced by other utilities. However, reasonable efforts would be made to sequence and schedule the utility disruptions to minimize any effects.

### **Visual and Aesthetics**

There would be temporary effects during construction, including the presence of heavy machinery and large construction equipment. The Contractor would coordinate with the City to secure appropriate locations for use as staging and lay down areas for the duration of construction activities. In addition, the presence of best management practices, including the use of straw bales and silt fences, would modify the landscape alongside the road. Because of the existing uses along the project corridor and temporary nature of the construction work, it is anticipated that the presence of construction equipment, materials, and personnel would not have such a significant effect on the visual experience of users traveling along the project corridor as to be considered an adverse effect.

Construction activities would necessitate the removal of some trees, which may affect the visual environment. Trees would be replaced pursuant to the City of Bellevue code for the Wilburton/NE 8th Street and Bel-Red Subareas.

## **5.1.2 Effects during Operation**

### **Land Use and Zoning**

Construction of the project would comply with local land use and zoning districts. The project would not affect established patterns of land use nor would it require changes to local zoning regulations.

The project's consistency with specific goals and objectives of the regional and City plans discussed previously in Chapter 4 is presented below:

***Statewide Transportation Improvement Program***

The STIP is comprised of federally funded state and local roadway projects that have been identified through the planning process as high priority. The project corridor is listed on the 2009-2010 STIP and is noted as having regional significance. While the proposed four-lane design of 120th Avenue NE from NE 18th Street to Northup Way is not consistent with this plan, as stated in Chapter 2, a revised description was submitted to PSRC April 8, 2011 for the June 2011 Amendment to the STIP.

***The City of Bellevue 2011-2016 Transportation Improvement Plan***

The proposed project corridor is listed on the City of Bellevue 2011-2016 Transportation Improvement Program and is included in the Adopted 2009-2015 Capital Investment Program.

***Washington Transportation Plan 2007-2026***

The Washington Transportation Plan 2007-2026 provides a 20-year outlook on the expanding transportation needs of Washington State. The proposed project conforms to the following policies and recommendations of the Washington Transportation Commission:

- Preservation
  - Protect our investments by keeping transportation infrastructure in sound operating condition.
  - Emphasize infrastructure preservation and maintenance as the priority in funding transportation programs.
- Economic Vitality
  - Support the economy through reduced barriers to the movement of people, products, and information.
  - Support transportation investment that contributes to economic development.
- Mobility
  - Identify and preserve vital transportation corridors and sites for future transportation uses.
- Growth Management Act
  - Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
  - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

***The Puget Sound Regional Council Transportation 2040 Multicounty Policies***

Within the Puget Sound Regional Council Transportation 2040 Plan, the project has been identified as an East Side SMART Corridor. The project is consistent with the following policies:

- MPP-DO-43—Design communities to provide an improved environment for walking and bicycling.
- MPP-T-1—Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- MPP-T-12—Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.
- MPP-T-15—Improve local street patterns—including their design and how they are used—for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- MPP-T-16—Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

***The King County Countywide Planning Policies***

The project is supportive of the following transportation policies presented as part of the King County Countywide Planning Policies:

- Policy FW-18—The land use pattern shall be supported by a balanced transportation system, which provides for a variety of mobility options, including, 1) a high-capacity transit system that links the Urban Centers; 2) a system of bus and other transit modes that links Centers, provides circulation within the Centers, and links to the non-center Urban Areas; 3) a high-occupancy vehicle system that links Urban Centers; and 4) non-motorized travel options.
- Policy T-7—The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program.

***The City of Bellevue Comprehensive Plan***

Although the design of 120th Avenue NE from NE 18th Street to Northup Way is not consistent with the City's Comprehensive Plan, the proposed roadway is consistent with the following policies:

- Policy TR-24—Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

- Policy TR-25—Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the City, promoting both internal access and linkages with the rest of the City.
- Policy TR-43—Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

***The City of Bellevue Wilburton/NE 8th Street Subarea Plan***

- Policy S-WI-25—Improve local access, street system connectivity, and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues NE (...).
- Policy S-WI-31—Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multi-modal transportation use and access.

***The City of Bellevue Bel-Red Subarea Plan***

- Policy S-BR-59—Design Bel-Red Subarea arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.
- Policy S-BR-63—Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections and mid-block crossings.

**Neighborhood Character**

Construction of the project would extend the function of NE 4th Street and substantially improve the function of 120th Avenue NE. Physical improvements of the project, including the addition of gutters, curbs, sidewalks, and bike trails, would increase the aesthetic character of the corridor and create an opportunity for additional transportation alternatives for pedestrians and cyclists.

The introduction of the new portion of NE 4th Street is not anticipated to disrupt the neighborhood character of the area in any substantial way. The adjacent properties are largely commercial, and many are currently vacant. The residential properties in the area are already near busy roadways, including the existing five-lane NE 4th Street and I-405, and it is not anticipated that they would experience adverse effects due to the roadway extension.

Along 120th Avenue NE, the proposed widening and realignment would represent a fairly dramatic change in the existing two-lane roadway configuration. The residential uses surrounding the project area may experience a shift in their perception of the neighborhood. However, because the proposed project would include pedestrian and bicycle facilities for the length of the corridor improvements, it is also anticipated that the project would have a

positive effect on the neighborhood feel for area residents and has the potential to encourage stronger neighborhood connectivity.

Street parking would no longer be allowed along the length of 120th Avenue NE within the project corridor. It is anticipated that this would affect some of the employees of local businesses, and, to a lesser extent, may affect some of their customers. However, the overall improved traffic connectivity and the addition of bike lanes may encourage more customers to visit the area using alternative transportation methods, which would decrease the demand for street parking.

### **Social Composition**

#### ***Community Cohesion***

The proposed project would improve connectivity along the project corridor and within the surrounding communities. The extension of bike lanes along NE 4th Street and the addition of them to 120th Avenue NE would allow for safer, increased bicycle and pedestrian access to and along the project corridor. In addition, the redesign of 120th Avenue NE would result in a much safer roadway. The project would not displace any community facilities and overall could have a positive effect on community cohesion in the area.

#### ***Population and Housing***

The proposed project would not affect population or housing in the area. No residential properties would be affected by required right-of-way acquisition. The project would increase connectivity to the area, but the widening of the road would not result in additional residences being built or the removal of any existing residences.

#### ***Regional and Community Growth***

Completion of the project would not directly affect regional or community growth. The project would not induce any additional growth by itself, but it is part of the early phase of planned development for the area as set forth in the *Wilburton/NE 8th Street and Bel-Red Subarea Plans*. The southern portion of the project corridor contains multiple vacant lots that are envisioned for redevelopment. Along 120th Avenue NE, the area surrounding the project alignment is almost completely developed, with little to no space for additional uses. Future land uses in the area are anticipated to be of a higher density than those that currently exist, but they require additional development beyond this one project to be realized.

#### ***Environmental Justice***

The study area does not have any identified minority and/or low-income communities; therefore, there would be no disproportional impacts to these population groups. The enhanced mobility anticipated with the project would have a positive effect on residents in surrounding areas, including environmental justice populations.

## **Economic Environment**

### ***Property Acquisitions and Property Taxes***

Project improvements would require full acquisition of four parcels and partial acquisition of 46 to 48 parcels, depending on implementation of final design. A series of four 11 x 17 sized figures showing the preferred alignment for the NE 4th Street/120th Avenue NE Corridor Project is included as Appendix A. The four full acquisitions, additional land to be acquired, and parking impact are shown on these figures.

Partial acquisitions would primarily consist of strips of land along the project corridor to accommodate the widened road and associated support facilities. The parcels subject to partial acquisition would retain any existing buildings, maintain their current function, and continue to pay property taxes. The amount of property taxes paid may change for the properties subject to partial acquisition if they are reassessed by the King County Department of Assessments. Because these reassessments would be on a case-by-case basis and would occur sometime after completion of the right-of-way acquisition, an estimate cannot be made at this time regarding what changes in property taxes would occur.

### **Full Acquisitions**

The economic effect of potentially fully acquiring up to four parcels would be to convert them permanently from private to public ownership. Parcels in public ownership are exempt from paying property taxes on the assessed value of the parcel. Total property tax revenue that would be lost as a result of these full acquisitions is roughly \$74,800 annually (see Table 5-3). This estimate was based on actual amounts collected in 2010 by the King County Finance and Business Operations Division for all of the parcels to be acquired. This estimate is for one year and represents roughly 0.01 percent of all property tax revenue collected by King County in 2010. Construction of the project would slightly but permanently decrease the number of available parcels across which the property tax load is distributed.

**Table 5-3. Anticipated Full Acquisitions and Property Tax Loss Information**

Parcel Number	Parcel Use	2010 Tax Rate (%)	2010 Property Total Assessed Value <sup>1</sup>	2010 Property Tax*
1099100425	Barrier—Mercedes Benz Dealership	7.89339	\$1,273,000	\$10,048
1099100420	Barrier—Mercedes Benz Dealership	7.89339	\$1,014,400	\$8,019
1099100419	Barrier—Mercedes Benz Dealership	7.89339	\$0	\$18,294
1099100167	Barrier—Porsche Dealership	7.89339	\$2,630,700	\$38,417
<b>Total</b>				<b>\$74,800</b>
<b>King County Total Real Property Taxes Collected in 2010 by Affected Properties</b>				<b>\$34,200,000</b>
<b>Percent of Property Tax Permanently Removed from Affected Properties</b>				<b>0.22%</b>
<b>King County Total Real Property Taxes Collected in 2010<sup>2</sup></b>				<b>\$638,000,000</b>
<b>Percent of King County Property Tax Removed Due to the Project</b>				<b>0.01%</b>

<sup>1</sup> Source: County 2010a.

<sup>2</sup> Source: County 2010b.

Note: \*Figures rounded up to nearest whole dollar amount.

Of the four parcels that would be acquired, only two have buildings on them. The removal of these buildings would displace roughly 59 employees. These employees earn an estimated aggregate annual income of approximately \$3.36 million; aggregate annual income could be as low as \$2.42 million or as high as \$4.22 million.

The project also could result in additional full property acquisitions based on the results of final design and effects on business operations; please see the discussion below for additional details.

**Partial and Parking Acquisitions**

Employee, customer, and bus parking spaces in front of numerous businesses would be removed at various locations due to the roadway widening. An estimated 376 to 595 parking spaces may be removed by the project and not all would be replaced. Spaces that would be removed would be in strips along the infrastructure improvements. In some locations, the new right-of-way would be located where the spaces currently exist. In other locations, the lack of room to maneuver into and out of spaces would render the parking spaces unusable.

Up to six properties face potential partial and parking acquisitions that could result in long-term effects. For those that result in different effects under Option 1 and Option 2, the differences are discussed.

- Parcel 3325059007—Home Depot (300 120th Avenue NE) could lose 57 parking spaces under Option 1 or 159 under Option 2. The parking impacts of Option 2 are a substantial portion of the existing parking and could present a substantial adverse effect on long-term operations of the business without mitigation, and may require the provision of replacement parking. Therefore, Option 2 requires the construction of a parking garage in the existing Home Depot parking lot.

- Parcel 3325059213—Best Buy (457 120th Avenue NE) could lose 91 parking spaces under Option 1 or 208 under Option 2. In addition, under both options the project would affect use of the existing loading dock access. These parking impacts would affect a substantial portion of the existing parking, and combined with the effects to the loading dock could present a substantial adverse effect on long-term operation of the business. These effects may result in acquisition of adjacent parcels to the north to mitigate the potential business operations effects. Option 1 would entail constructing an addition to the north end of the existing Best Buy building on two parcels (3325059133, Mutual Materials and 3325059121, Bellevue School District).
- Parcel 3325059134—Parcel 3325059133 (Mutual Materials Co. at 605 119th Avenue NE) would experience a partial acquisition due to the project displacement of the existing loading dock access on the south side of the existing building and possibly the additional displacement of a portion of the south side of the building. The realignment of the loading dock access under both options, and the possible construction of an addition to the north side of the existing Best Buy building under Option 1, could result in full acquisition of this parcel north of the parcel to be acquired due to adverse effects on business operations for Mutual Materials.
- Parcel 1099100165—Brierwood Center, LLC (12001 NE 12th Street) could lose roughly 36 stalls out of 106, or 34 percent of its parking. This is a substantial portion of the existing parking and would adversely affect long-term operation of the business. However, the remainder of the property could also be redeveloped and/or reconfigured to once again provide sufficient parking.
- Parcel 2825059307—Bellevue Trade Center (2023 120th Avenue NE) could lose approximately 37 parking spaces, which would not result in an adverse effect on the property. However, in order to preserve driveway access to this building, 20 feet would need to be removed from the two wings of the C-shaped building that are closer to 120th Avenue NE. The building is currently divided into four office suites, so this could result in two business relocations. The suites are currently unoccupied, and if they remain that way, there would be no effect on businesses in this building. If acquisition would result in the displacement of a business, the extent of these impacts will be considered in the relocation services and payments made under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq) (Chapter 468-100 WAC).
- Parcel 2825059310—This building (12021 Northup Way) houses multiple businesses and offices, including Tap Plastics, Inc., American Games Billiards and Bar Stools, and the Grooming SPA. This building would lose a small amount of parking (three stalls), as well as access to its west loading

dock. This could result in up to one business relocation. Where acquisition would result in adverse effects on loading dock facilities, the extent of these impacts will be considered in the relocation services and payments made under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq) (Chapter 468-100 WAC).

Any required driveway relocations would maintain comparable access to the businesses they currently serve.

#### **Anticipated Effects**

After construction of the project, the City could sell those parcels that were either fully or partially acquired and are not part of the permanent roadway right-of-way as surplus property, returning them to private ownership. Parcels returned to private ownership would pay property taxes and could provide opportunities as replacement properties for displaced businesses, allowing owners to remain in the community. Some remnant parcels, however, may not be sold and redeveloped following construction because of potential access constraints caused by the proposed roadway changes.

The project would improve traffic flow and access to and from the businesses and establishments from the western end of NE 4th Street to its proposed eastern intersection with 120th Avenue NE and along 120th Avenue NE. Traffic to and from businesses and establishments that would rely on either NE 4th Street or 120th Avenue NE to move goods and people but are not originating in or destined for the area would also improve. Some businesses may be adversely affected by the changes in traffic flow along NE 4th Street and 120th Avenue NE.

#### **Public Services**

It is anticipated that the project would not affect public services facilities or response times. The project would not directly result in any additional residences or businesses being constructed in the area; therefore, there would be no additional demand on public services. In addition, the project would increase the capacity of the existing roadway, so there would be no adverse effects on public services response times. As traffic levels increase in the future, the extended and widened roadways would relieve congestion and allow for better emergency access to the planned development of the Wilburton/NE 8th Street and Bel-Red Subareas.

#### **Community Facilities**

##### ***Community Resources***

Upon completion of construction, the project is anticipated to have beneficial effects on community resources by providing better access to local facilities, such as the church, and through access to facilities in the general vicinity, such as the hospitals and various community centers. The project would also continue and improve pedestrian and bicycle facilities along the roads, providing additional resources where none exist at this time and additional access to community resources.

### ***Recreational Resources***

The project would include construction of designated bike lanes and wider sidewalks on the extension of NE 4th Street and each side of 120th Avenue NE, which would result in a positive effect on transportation connectivity along the project corridor as it pertains to bicycle and pedestrian movements. This potential increase in connectivity would create alternative ways to access recreational resources in the area, but it would not directly affect those resources.

### ***Street Trees***

Tree replacement would occur pursuant to the pertinent sections of the applicable Land Use Code Amendments. Additional trees may be planted in the landscaped buffer included in the construction design.

### **Utilities**

Once completed, it is anticipated that the project would not affect any utilities. The project would not directly result in any additional residences or businesses being constructed in the area; therefore, there would be no additional demand on existing utilities due to the project.

The relocation of utilities would allow for the potential placement of the overhead electrical lines underground in the northern portion of 120th Avenue NE and would result in utilities being installed in common trenches for ease of access and repair, likely one for electrical and one set of conduits for telecommunications. Stormwater systems would also be upgraded at this time, and water lines would be adjusted to allow for better maintenance access in the future. The potentially upgraded and relocated gas-oil line could result in improved service and allow for better maintenance access in the future as well.

### **Visual and Aesthetic**

Once completed, the project would affect the visual and aesthetic character of the area, but it is anticipated that none would result in an adverse effect in the area. The following areas have been highlighted for discussion due to the introduction of a roadway element that does not currently exist or a substantial change in the elevation of the existing roadway.

#### ***NE 4th Street***

There is a substantial change in topography that occurs between 116th Avenue NE on the west and the elevation of the existing railway corridor, as it rises roughly 55 feet in elevation. This change in elevation is concentrated in a narrow band immediately west of the railroad corridor. To accommodate the steep slope, the horizontal alignment of the extension of NE 4th Street would curve up the hillside. This portion of the proposed alignment would have a 13 percent slope but would not alter the existing hillside slope. The roadway design would require the construction of substantial retaining walls on both sides of the roadway for this portion of the project corridor. As stated earlier, many parcels

that the proposed NE 4th Street extension would travel through are currently unused, except for Home Depot and Best Buy to the east. While construction of the retaining walls necessary for the project would introduce a new visual element in the area and disrupt the existing visual environment, it is not anticipated that they would be so substantial as to result in an adverse effect in the area.

***120th Avenue NE from NE Bel-Red Road through to NE 8th Street***

120th Avenue NE currently intersects with NE 8th Street in the south and NE Bel-Red Road in the north, with an interruption in the road. The project would modify the northern intersection with NE Bel-Red Road to allow 120th Avenue NE to continue in a north-northeasterly direction from NE 8th Street to generally match the proposed intersection with NE Bel-Red Road. This realignment and newly constructed portion of 120th Avenue NE would result in a new visual presence and experience in this location.

The residential complexes east of the project corridor within the triangular intersection of NE 8th Street and NE Bel-Red Road could experience a change in their visual experience when looking to the west. The Brierwood and Midlakes apartment buildings are already bounded on the western side by fairly tall trees and two office buildings that would remain, but the land slopes downward to the east in this location. The presence of the newly constructed portion of 120th Avenue NE here is not anticipated to adversely affect the visual experience of residents of these complexes as the area changes from parking to traffic. The two office buildings to the west would remain, and residents in these two-story buildings already have a view of NE Bel-Red Road and its intersection with NE 8th Street to the west.

Three of the four two-story buildings that comprise the Midlakes condominium complex are adjacent to NE Bel-Red Road, with fairly tall trees acting as a buffer so they are not directly adjacent to the road; the fourth building is southeast of the other three. Residents of these buildings currently have a view of the existing intersection of 120th Avenue NE with NE Bel-Red Road. The project would result in 120th Avenue NE being three lanes wider and modifications would be made to the existing intersection, but these changes are not anticipated to be so significant as to adversely affect the visual experience of any of the residents here.

***NE 15th/NE 16th Multi-Modal Corridor***

In the location of the proposed NE 15th/NE 16th multi-modal corridor, 120th Avenue NE would be higher than its existing elevation. The grade changes would be largest south of the multimodal corridor, where the roadway elevation may be as much as 10 feet higher than it is currently. This change in elevation is largely to accommodate the planned East Link light rail alignment.

In general, this rise in elevation would result in the road's elevations generally matching that of the surrounding land on the east side. This additional height would likely change the view from businesses and residences on the west side of

the road. In that area, the existing slopes are already fairly steep, and businesses immediately south of the future corridor are planned to be acquired as part of the light rail project. The Audi dealership at 1533 120th Avenue NE would remain and may experience the greatest visual effect of this overcrossing. However, as this business does not rely upon views as a component of its business, it would not be considered a sensitive receptor and no adverse effects would be expected. For other businesses along the project corridor, the grade would be gradual and the changes not so great; therefore, it is not anticipated that any existing views would be so severely affected as to experience an adverse effect.

It is not anticipated that the Lake Bellevue residents' visual experience would be adversely affected as a result of the project. These residences are also west of 120th Avenue NE, and therefore already face the existing steep slopes on the eastern side of the road. In addition, it is likely that these residents value and take advantage of their views of the lake and wider panoramic views in the southwest direction. The widened road would not create a substantial difference from their existing view of the roadway.

#### **Other Roadway Components**

Both the four-lane and five-lane roadway designs contain a 5-foot-wide planter strip on each side of the highway, and landscaping would comply with code set forth in the design guidelines for both subareas. The design for retaining walls would also comply with these guidelines.

The project would result in the installation of nighttime-operational streetlights along the entire length of the project corridor. This could be considered a positive effect on human use and activity in the area, particularly as a safety issue along what is now a largely unlit roadway corridor. However, as the area develops in the future and additional residential units are added, excessive street lighting could disturb people's enjoyment of the area and change the visual nature of the roadway. Street lighting would follow the design guidelines of the *Wilburton/NE 8th Street* and *Bel-Red Subarea Plans*, including the use of lower poles and more efficient lighting that provides more focused energy with less stray light.

## **5.2 Indirect Effects on Community Resources**

Indirect effects are associated with a project and occur later in time or farther removed in distance, but they are still reasonably foreseeable (e.g., induced land development from highway projects).

While the NE 4th Street/120th Avenue NE Corridor Project would not contribute significantly to indirect effects, it is part of the larger *Wilburton/NE 8th Street* and *Bel-Red Subarea Plans* discussed previously. This project is focused on improving transportation and traffic flow in the area. By itself, its indirect effects would be minor and beneficial to community resources. Mainly, they would result from additional capacity on the roadway and better access to properties along the roadway and in the project vicinity. For example:

- Better access to All Saints Episcopal Church could result in additional participation and community cohesion in the future, allowing this and other facilities to become meeting points for area residents.
- The residents to the north and east of the corridor would be better able to access hospital facilities west of the corridor, and in turn be better accessed by public services, which could allow these areas to grow.
- Business and restaurants in the Lake Bellevue area could be more easily accessed by residents to the north and east of the project corridor, resulting in increased economic stimulation of this area.

Any growth that the project could stimulate in the area is currently being planned for as part of the City of Bellevue's new *Comprehensive Plan* and the *Wilburton/NE 8th Street* and *Bel-Red Subarea Plans*. Since the study area is predominantly commercial and industrial, additional traffic flow and use of the corridor is generally considered a beneficial effect. As a result, no adverse indirect effects are anticipated due to the project.

### 5.3 Cumulative Effects on Community Resources

Cumulative effects result from the incremental effects of the action when added to other past, present, and reasonably foreseeable actions, regardless of the agency or person initiating the other actions. At this time, reasonably foreseeable projects in the area include the following:

- Spring District—Wright Runstad & Company, in joint venture with Shorenstein Properties, LLC, has planned the development of the Spring District, a 36-acre mixed-use urban neighborhood within the Bel-Red Corridor. The Spring District will consist of up to 1,000 multi-family residences, over 3 million square feet of office space, and several high-density buildings that will provide retail services. The proposed development will be located at the northeast corner of 120th Avenue NE and NE 12th Street.
- Sound Transit's East Link Project—This project will consist of an electric light rail train system that will connect areas between Seattle and Overlake Transit Center in Redmond. It is anticipated that the system will have a station just east of 120th Avenue NE and between NE 15<sup>th</sup>/NE 16th multi-modal corridor. This project is expected to be completed between 2016 and 2021.
- Construction of light rail will result in the acquisition of property at 1445 120th Avenue NE. Since not all of the property will be used for the light rail track, some portion of it will be redeveloped. As this is already a commercial property, the nature of the land use is unlikely to change significantly.
- NE 15th/NE 16th Multi-Modal Corridor—The NE 15th Street/NE 16th multi-modal corridor will be constructed from NE 12th Street

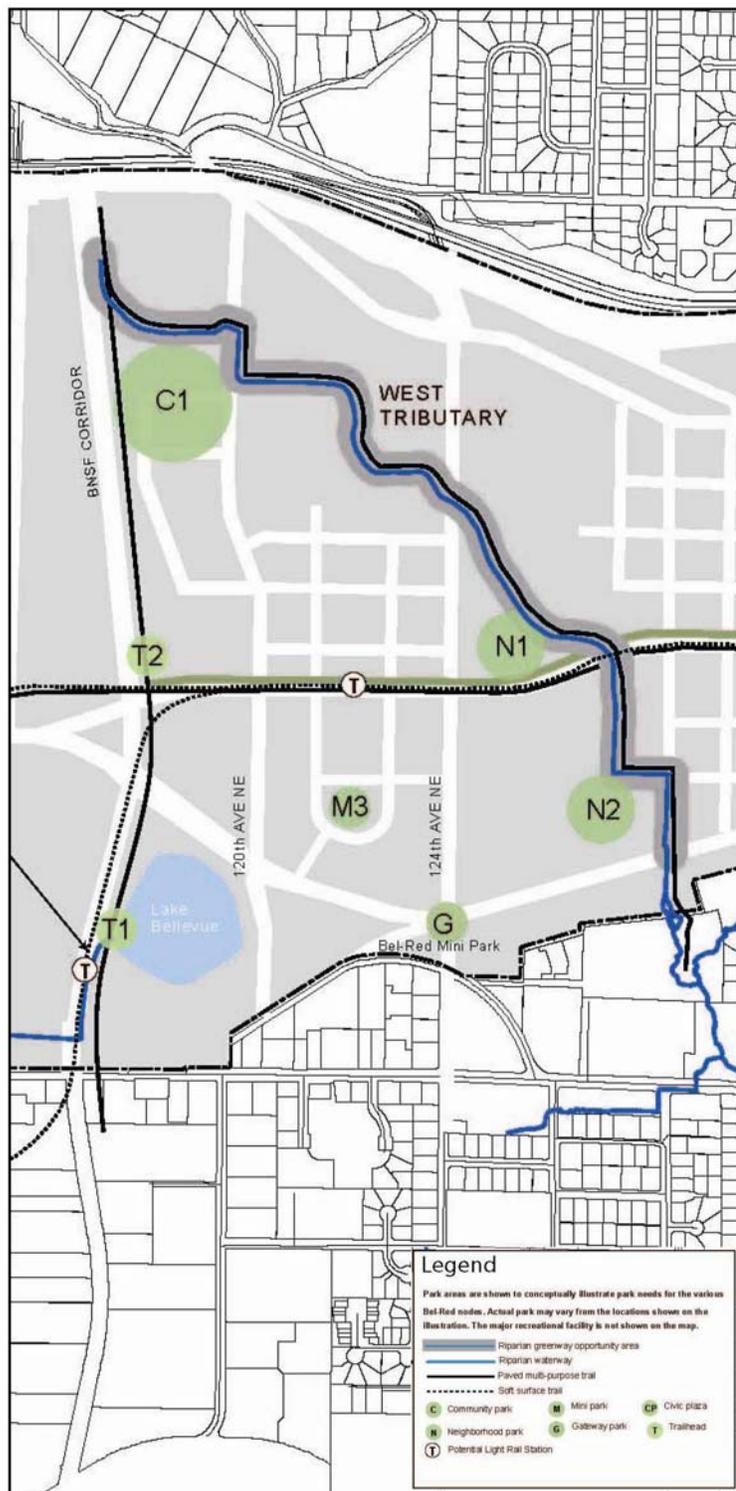
through to Northup Way. The East Link light rail project will be located in this corridor east of 124th Avenue NE.

- 124th Avenue NE Improvements—124th Avenue NE will be improved to support proposed developments in the Bel-Red subarea. The anticipated traffic flow pattern from Downtown to eastbound State Route (SR) 520 is NE 4th Street to 120th Avenue NE to NE 15th/NE 16th multi-modal corridor to 124th Avenue NE to SR 520.

Reasonably foreseeable projects in the area relating specifically to community resources include the following, as found in Table 2 of the Bel-Red Subarea Plan and shown in Source: Figure is a portion of Figure S-BR.3 in the Bel-Red Subarea Plan (p. 47).

Figure 5-1:

- N-1: Neighborhood Park—Along the West Tributary, adjacent to NE 16th Street Parkway. Integrates major trail systems and regional detention, with neighborhood park facilities. Includes 1 acre remnant transportation acquisition. (7 acres)
- N-2: Neighborhood Park—Along the West Tributary of Kelsey Creek, adjacent to NE Bel-Red Road. Integrates major trail and neighborhood park facilities. Includes 3 acres Neighborhood Park and 1 acre riparian corridor. (4 acres)
- G: Gateway Park—Near the intersection of 124th Avenue NE and NE Bel-Red Road. Integrates mini park facilities and potential art component near major road intersections to serve as a gateway to the Bel-Red Corridor. (1 acre)
- T-1: Trail Head—Located adjacent to the BNSF Corridor at Lake Bellevue. Integrates a trailhead with mini park facilities at BNSF regional trail and Lake Bellevue. (1 acre)
- T-2: Trail Head—Located at the BNSF regional trail corridor and the NE 15th/16th Parkway. Integrates a trailhead with mini park facilities at the crossing of the two major multi-purpose trails. (1 acre)
- M-3: Mini Park—Located between 120th Avenue NE and 124th Avenue NE and south of the proposed NE 15th/16th multi-modal corridor. Provides park facilities to serve residential and commercial mixed-use development. (1 acre)
- C-1: Community Park—Along the West Tributary of Kelsey Creek adjacent to 120th Avenue NE. Incorporates trailhead and trail system along the West Tributary of Kelsey Creek and the BNSF corridor with community park facilities. Includes 10-acre acquisition through purchase for community park facilities and 7-acre open space dedication by adjacent owner. (17 acres)



Source: Figure is a portion of Figure S-BR.3 in the Bel-Red Subarea Plan (p. 47).

**Figure 5-1. Bel-Red Parks and Open Space Plan**

The Wilburton/NE 8th Street Subarea Plan does not list any planned park facilities within the project area. However, the plan does include the following policies that pertain to recreational resources in the area:

- Policy S-WI-32. Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).
- Policy S-WI-36. Support continuation of the Lake-to-Lake Trail through Wilburton. The trail should connect from the NE 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.
- Policy S-WI-39. Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

The NE 4th Street/120th Avenue NE Corridor Project is part of the larger Wilburton/NE 8th Street and Bel-Read Subarea planning efforts and is included in the plans. The redevelopment of this area is intended to change its nature from a commercial/industrial area to one that consists of mixed-use smart growth, including residential transit-oriented development. From a community standpoint, this would be considered a beneficial effect, as community centers are developed around the future light rail stations at 120th Avenue NE and at 130th Avenue NE. Each of these transit-oriented development areas will contain its own mixture of commercial and residential facilities and provide pedestrian and bicycle facilities to connect these communities, both internally and with each other.

While this new community will increase the demand for community services and public facilities, many of these would be included within the developments themselves, providing better access to future residents. Encouraging mixed-use development, the *Wilburton/NE 8th Street* and *Bel-Red Subarea Plans* will also result in job and commercial opportunities, providing additional economic benefits to residents of both this area and the surrounding communities.

Of the reasonably foreseeable projects described, only the planned Wright Runstad Spring District Project, the Sound Transit East Link Project, and the City's NE 15th/NE 16th Multi-Modal Corridor Project are in the immediate proximity of the NE 4/120<sup>th</sup> Avenue NE Corridor Project. The anticipated construction of this northern portion of the proposed project, however, is unknown, so cumulative effects during construction are uncertain. The City is planning ongoing coordination with these project teams, which would minimize potential construction disruptions to the community. Coordination during the ongoing final design and property acquisition phases of these projects adjacent to the proposed project will facilitate discussions with property owners especially the several properties along the alignments for East Link and the NE15th/NE 16th multi-modal corridor. Together, these transportation projects would all improve mobility and access throughout the communities for all residents upon completion. In particular, these improvements would benefit future businesses and residents of the proposed Spring District Development.

## 5.4 Mitigation Measures

The following mitigation measures would be put in place to protect community resources in the study area:

- **Economic Effects**—Where acquisition causes the displacement of a business, displacement of parking, adverse effects on loading dock facilities, and/or changes in property access, the extent of these impacts will be considered in the relocation services and payments made under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq) (Chapter 468-100 WAC).
- **Community Effects**—The project could require the removal of up to 88 City trees located along the project corridor. A survey for significant trees, as defined by the City of Bellevue Land Use Code 20.50.046, would be performed prior to construction to establish which ones would require protection. Tree replacement would occur pursuant to applicable General Land Use Code Amendments for the subareas.
- **Visual Effects**—Street lighting would follow the design guidelines of the *Wilburton/NE 8th Street* and *Bel-Red Subarea Plans*, including the use of lower poles and more efficient lighting that provide more focused energy with less stray light.

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## 6.0

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**Appendix A**  
**NE 4th Street/120th Avenue NE Corridor Project**  
**Preferred Alignment**

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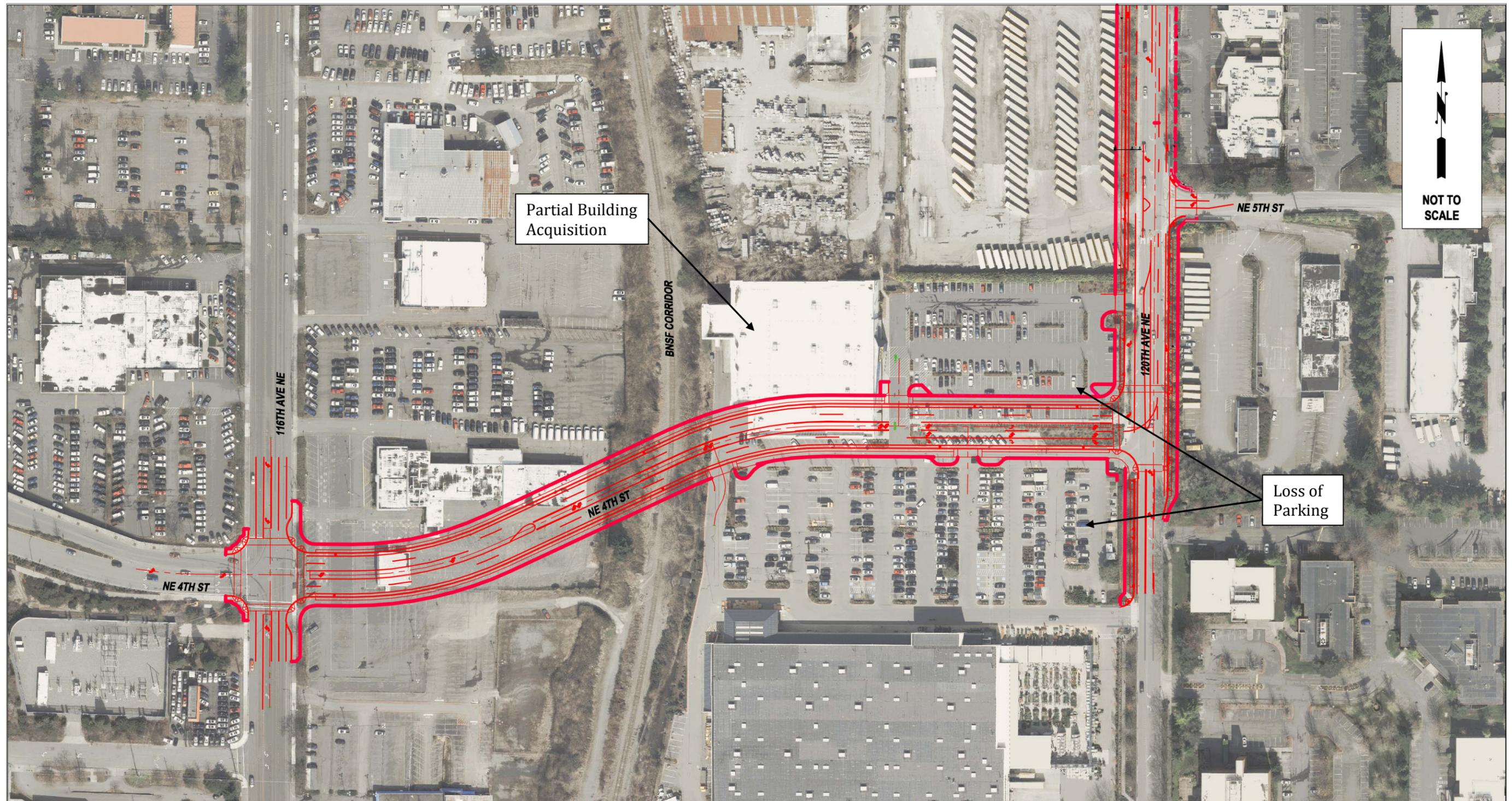


Figure A-1. NE 4th Street/120th Avenue NE Corridor Project: Preferred Alignment (Stage 1 and Stage 2)

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Figure A-2. NE 4th Street/120th Avenue NE Corridor Project: Preferred Alignment (Stage 2 and Stage 3)

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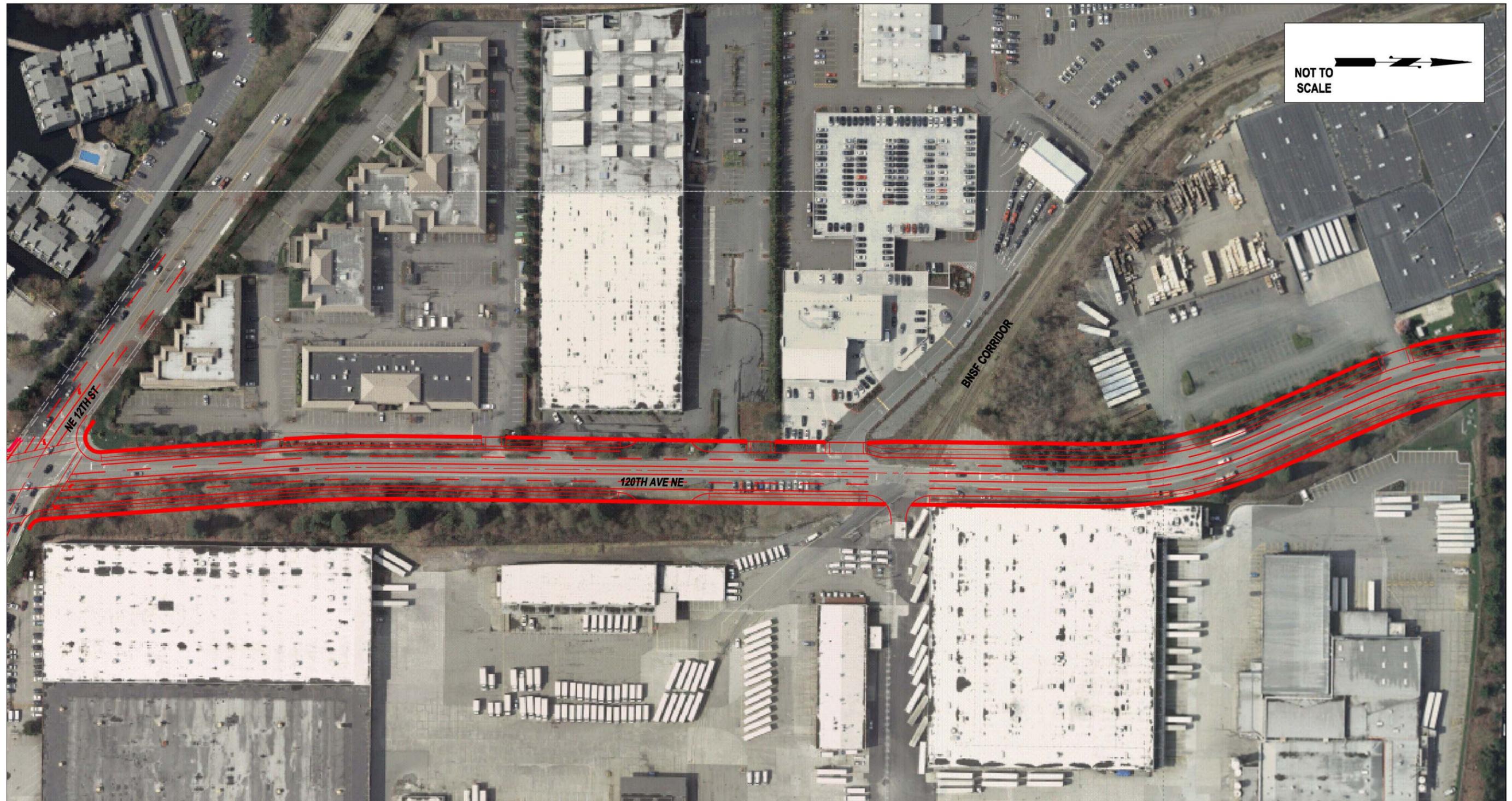


Figure A-3. NE 4th Street/120th Avenue NE Corridor Project: Preferred Alignment (Stage 4 South)

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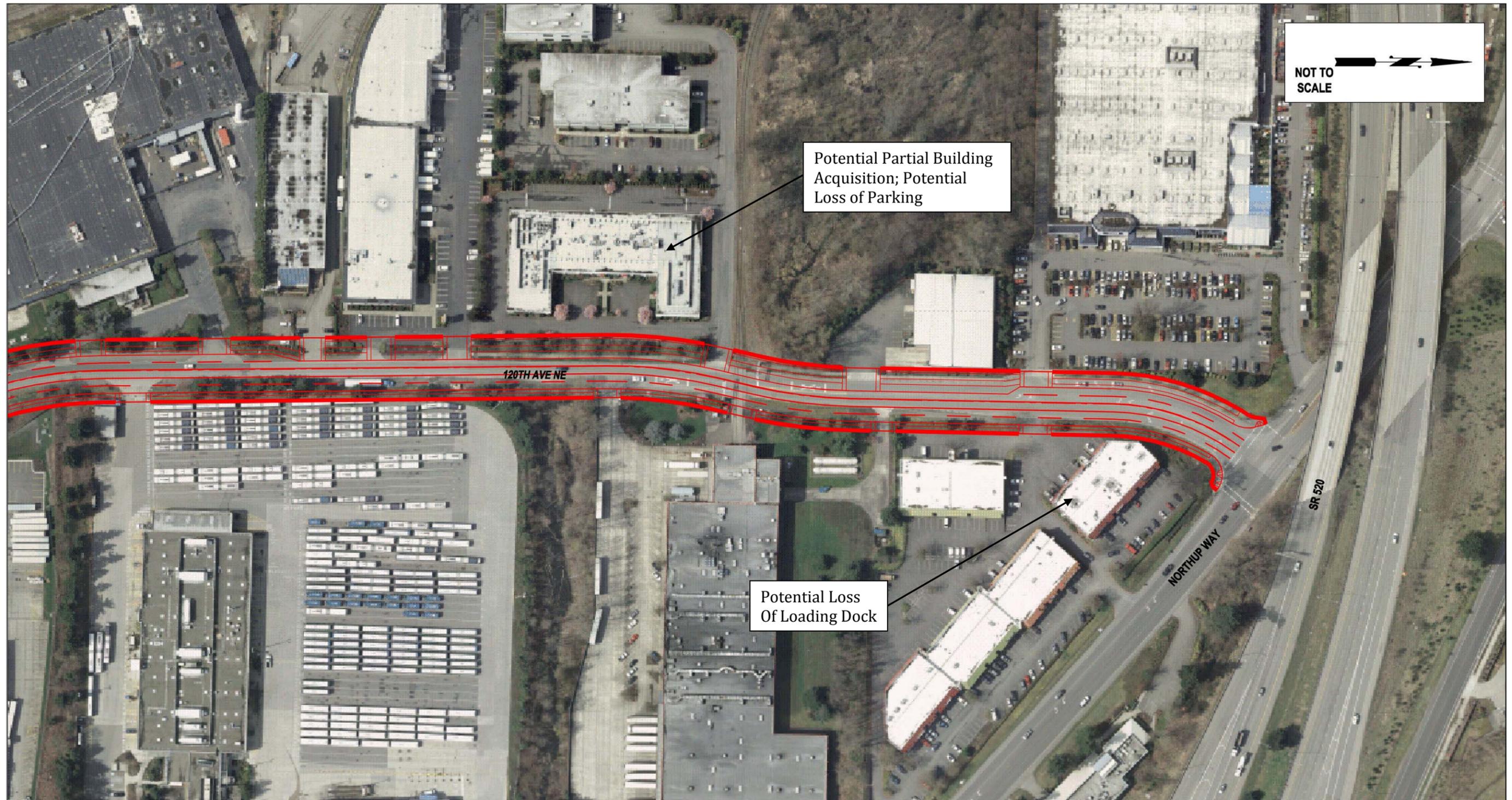


Figure A-4. NE 4th Street/120th Avenue NE Corridor Project: Preferred Alignment (Stage 4 North)

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## **Appendix B**

### **RIMS II Detailed Model Analysis**

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## 1.1 Introduction

### 1.1.1 Regional Economic Activity

The proposed Bellevue NE 4th Street/120th Avenue NE Corridor Project (Build Alternative) would result in economic effects at the county and regional level relative to not building the project (No Build Alternative). The intent of the analysis that follows is to assess the likely overall economic effects that would be attributed to project construction, as measured by increases in regional activity, employment, and associated job earnings. This analysis does not account for the economic impacts of reduced congestion and shorter travel times through the corridor facilitated by the corridor project.

As part of the corridor project, two construction options are currently under consideration for the extension of NE 4th Street. As such, a capital cost estimate was prepared for both options. The analysis contained in this attachment estimates the economic effect of the more costly of the two options—Option 2. However, the cost estimates only differ by about \$280,000. This relatively minor difference would not noticeably affect regional economic activity.

### 1.1.2 Terminology and Methods

To analyze the economic effects of the project capital investment, it is necessary to examine the economic reactions that an increase in the demand for construction goods and services creates. Economists use input-output models to analyze how changes in the production of a specific firm or industry alter the flow of funds into and out of all other industries, as well as households. By tracing how production in one economic sector consumes the output of other sectors as production inputs and how each of these other sectors in turn influences the demand for the output of yet other sectors, input-output analysis facilitates the calculation of multipliers. These multipliers provide a quantitative estimate of changes in economic activity, employment, and job earnings within the local economy (county or region) that compound from initial new expenditures.

Defining the terms below will aid in understanding how project construction would lead to multiplied economic effects on the economies of the central Puget Sound region.

- **Direct Effects**—The increases in demand for roadway construction and related materials and services within a defined regional economy arising from undertaking the project. Direct effects are usually measured as construction expenditures, but also can be expressed in the number of new construction jobs or job earnings.
- **Indirect Effects**—The sum of all inter-firm and inter-industry transactions that filter through the regional economy resulting from the purchase of material and labor inputs by the firms directly affected in the course of producing their construction-related output.

- **Induced Effects**—The increases in household consumption of goods and services of all firms within the regional economy by the workers who receive additional earnings resulting from either the direct or indirect effects of construction.
- **Total Effects**—The sum of the direct, indirect, and induced economic effects as measured by the overall increase in economic activity, employment, and/or earnings within the regional economy. Total effects are also referred to as the total multiplied effects, where the multiplier is the factor ratio of total to direct effects.
- **Gross Effects**—The economic effects of total project expenditures—in terms of direct, indirect, and induced effects—prior to assessing what proportion of those expenditures and subsequent effects would likely have still occurred in some other manner in the absence of the project being evaluated.
- **Net or “New Money” Effects**—Only those economic effects—in terms of direct, indirect, and induced effects—attributable to funds that are uniquely available for expenditure on the subject project. These funds would otherwise not enter the regional economy. Economists tend to emphasize the net or new money effects as more accurate measures of the true increases in output, employment, and earnings.

Construction expenditures are assumed to occur over a period of four years as a worst-case scenario. This directly would create new demand for construction materials and labor inputs. These direct effects would then lead to indirect or secondary effects, as the production of output by firms in other industries increases to supply the demand for inputs to the construction industry. Both the direct and indirect effects of construction expenditures cause firms in all industries to employ more workers to meet increases in demand; this leads to induced effects as the additional wages and salaries paid to workers lead to higher consumer spending.

The economic effects at the county and regional level due to the influx of capital construction funds are quantified as direct and indirect effects. The direct and indirect effects are calculated using multipliers provided by the U.S. Department of Commerce Bureau of Economic Analysis’ (BEA) Regional Input-Output Modeling System (RIMS II) for King County and the central Puget Sound region. The central Puget Sound region is defined as King, Pierce, and Snohomish Counties. The detailed application of these RIMS II multipliers is presented below.

### 1.1.3 Economic Effects

For purposes of assessing the economic effects on output, earnings, and employment, the focus is placed on the project capital costs (construction and right-of-way acquisition) of the Build Alternative as an accurate measure of the capital investment that would likely occur for the project. It is assumed that no project capital costs would be incurred with the No Build Alternative.

**Table 1. Capital Costs and Funding Sources of the Build Alternative**

Capital Cost Estimate (\$ millions)	Funding Source (\$ millions and Share)	
	Federal	Local
67.6	8.2 (12%)	59.4 (88%)

Table 1 lists the project capital cost estimate, distribution of funding sources, and regional and state new money estimates for the project. The distribution of funding sources has been developed by the design team and is the list of potential funding mechanisms available and committed to the project as of March 2011. The City is currently pursuing several other federal grants for the Build Alternative, which are not included in this analysis. The economic net effects of the project would be greater should the City be able to secure additional federal funding in the future for the project.

Percentage shares of the capital cost estimates are also provided. For purposes of examining the regional economic effects, all of the federal grants and federal general funding sources are assumed to be new money that would otherwise not be spent either regionally or within the state in the absence of the project. All state, regional, and city funding sources are assumed to be expended with or without this project and are not considered to be new money. All state, regional, and city funding sources, including local improvement district taxes, are tax-based funding of local and/or state residents or property owners specifically earmarked for transportation projects within the region or state. The difference between the capital cost and new money net direct effect for the Build Alternative is assumed to be expended with or without the project, thereby qualifying the difference only as a gross effect.

## 1.2 Application of RIMS II Multipliers

Three classes of RIMS II final demand multipliers and one class of direct effect multipliers were used to estimate the gross and net effects:

- Final Demand Output Multipliers translated the initial project capital expenditures (demand) for construction outputs to the total multiplied effect on the demand for output of all firms/industries (in dollars) within the regional economy.

- Final Demand Earnings Multipliers translated the same direct project expenditures into the total multiplied effect on wage and salary earnings within the regional economy.
- Final Demand Employment Multipliers converted project expenditures into the total multiplied effect on employment within the regional economy, expressed in person-year jobs. This is generally used when there is no estimate of direct employment available.
- Direct Effect Employment Multipliers translated direct employment into the total multiplied effect on employment within the regional economy, expressed in person-year jobs.

For application of the RIMS II final demand multipliers, capital costs were divided into two categories. Table 2 presents the capital cost distribution for the project by two industry expenditure/multiplier categories. Table 3 presents final demand multipliers, as well as direct effect multipliers, for King County and the central Puget Sound region. All construction labor, construction materials, and right-of-way acquisition were assumed to be obtained locally.

**Table 2. Total Project Costs of the Build Alternative**

Total Project Cost Estimate (\$ millions)	Project Cost Component (\$ millions and Share)	
	Construction Cost <sup>1</sup>	Right-of-Way Acquisition
67.6	31.8 (47%)	35.8 (53%)

<sup>1</sup>Includes preliminary engineering costs.

**Table 3. Capital Costs Multipliers**

Expenditure Category	BEA RIMS II Multiplier Industry Classification & Number	Final Demand Multipliers			Direct Effect Multipliers	
		Output (dollars)	Earnings (dollars)	Employment (jobs)	Earnings (dollars)	Employment (jobs)
<b>King County Multipliers</b>						
Construction	11.0400 Highways and Streets	1.8081	0.4328	11.5	1.9334	2.4057
Right-of-Way	71.0201 Real Estate Agents, Managers, Operators, and Lessors	1.5392	0.2076	8.5	2.569	2.1197
<b>Central Puget Sound Regional Multipliers</b>						
Construction	11.0400 Highways and Streets	2.0627	0.6093	16.4	2.0837	2.6392
Right-of-Way	71.0201 Real Estate Agents, Managers, Operators, and Lessors	1.5920	0.2517	10.1	2.8933	2.3467

The gross total (direct, indirect, and induced) effects on output and earnings can be calculated by multiplying the expenditure in millions of dollars by category in Table 2 by the appropriate final demand multiplier in Table 3. Under the Build Alternative, expenditures of \$31.8 million in the construction category would yield a gross output effect on all County economy industries of  $(\$31.8M \times 1.8081) = \$57.5$  million; the capital expenditures would yield a gross output effect on all regional economy industries of  $(\$31.8M \times 2.0627) = \$65.6$  million.

Some of the county and regional economic output would have occurred anyway without construction of this project. The more realistic measure of net effects on economic output can be assessed by multiplying the gross output effect by the average of percentages of general construction expenditures in representing new money (committed and/or anticipated) to the region listed in Table 1. This gives  $(\$31.8M \times 12\% \times 1.8081) = \$7.0$  million, which represents the net increase in economic output attributable to new money entering King County specifically;  $(\$31.8M \times 12\% \times 2.0627) = \$8.0$  million to the central Puget Sound region. The gross and net effects form the upper and lower boundaries within which the true effects would likely fall, with net effects being the lower bound. Although the true magnitude of the effects would be closer to the net effects in the absence of this project, some of the non-new money tax and/or consumer dollars spent elsewhere may result in smaller multipliers than with this project. King County industries would experience a net increase in economic output of  $(\$31.8M \times 12\% \times 1.8081) = \$7.0$  million. Similar calculations can be performed for the other expenditure categories.

### 1.3 Summary of Economic Effects

The following tables exhibit the gross and net total effects on output and earnings for King County and the central Puget Sound region. Table 4 presents the gross total economic effects for King County and the central Puget Sound region. Under the Build Alternative, new demand for construction would generate gross direct effects equal to the capital cost of \$57.5 million of construction dollars. Adding in the indirect and induced effects on the output of other regional firms, the gross multiplied effect on output would total approximately \$65.6 million over the construction period. In addition, \$13.8 million would be paid to workers in King County as wage and salary earnings for the jobs generated.

**Table 4. Gross Total Regional Economic Impacts<sup>1</sup>**

Alternative & Expenditure Category	Direct Gross Expenditures (\$ millions)	King County Gross Total Effects		Central Puget Sound Region Gross Total Effects	
		Output (\$ millions)	Earnings (\$ millions)	Output (\$ millions)	Earnings (\$ millions)
<b>Build Alternative</b>	<b>67.6</b>	<b>112.6</b>	<b>21.6</b>	<b>122.6</b>	<b>28.4</b>
Construction	31.8	57.5	13.8	65.6	19.4
Right-of-Way	35.8	55.1	7.4	57.0	9.0

<sup>1</sup> Includes only effects directly associated with the expenditure of construction and right-of-way funds and does not include secondary economic benefits.

Table 5 presents the net total economic effects attributable to new money for King County and the central Puget Sound region. Under the Build Alternative, the same new demand for construction expenditures would generate net direct effects equal to \$7.0 million ( $\$31.8 \text{ million} \times 12 \text{ percent} \times 1.8081$ ) in midyear construction dollars after accounting for local funds that would otherwise still be spent in the regional economy with similar multiplied effects. Adding in the indirect and induced effects on the output of other county firms, the net multiplied effect on output would total \$13.7 million over the construction period. Of this amount, \$2.6 million would be paid to workers as wage and salary earnings for the net new jobs created.

**Table 5. Net New Money Total Economic Impacts<sup>1</sup>**

Alternative & Expenditure Category	Direct Gross Expenditures (\$ millions)	Percent Contribution Due to New Money Funds <sup>2</sup>	King County Net Total Effects		Central Puget Sound Region Gross Total Effects	
			Output (\$ millions)	Earnings (\$ millions)	Output (\$ millions)	Earnings (\$ millions)
<b>Build Alternative</b>	<b>67.6</b>	<b>12%</b>	<b>13.7</b>	<b>2.6</b>	<b>14.9</b>	<b>3.4</b>
Construction	31.8		7.0	1.7	8.0	2.4
Right-of-Way	35.8		6.7	0.9	6.9	1.1

<sup>1</sup>Includes only effects directly associated with the expenditure of construction and right-of-way funds and does not include secondary economic benefits.

<sup>2</sup>Includes Committed New Money Funds. See Table 1.

While the gross total economic effects are useful for examining the overall magnitude of the project, the net total economic effect measures represent more generally accepted and appropriate estimates of the true economic effects that would arise solely from project construction. The gross and net effects form the upper and lower boundaries within which the true effects would likely fall, with net effects being the lower bound. Although the true magnitude of the effects would be closer to the net effects, in the absence of this project, some of the non-new money tax and/or consumer dollars spent elsewhere may result in smaller multipliers than with this project.

#### 1.4 Summary of Benefits for the County Economic Activity

This discussion of benefits includes only benefits directly associated with the expenditure of construction and right-of-way funds during the construction period and does not include indirect economic benefits after construction is completed. The cost associated with construction of the Build Alternative would result in additional (gross) activity throughout all economic sectors within King County. This gross economic activity is derived from the multiplication effects on the capital expenditures for the project. Examples of capital expenditures include the direct hire of temporary construction workers, the purchase of construction materials and equipment, and the expenditure of capital funds to acquire new rights-of-way.

The amount of new economic activity directly associated with the Build Alternative that is the result of new money entering King County’s economy is \$5.6 million. The amount of new earnings (wages) entering King County’s economy is \$1.8 million. These estimates assume that all of the committed and anticipated new money funds are received for the project.

**1.4.1 Temporary Economic Effects to Businesses, including Construction Expenditures on Sales Tax Revenue**

**Sales Tax Revenue**

Sales taxes would be generated through the purchase of goods and materials related to construction. Table 6 lists the estimated amount of sales tax generated for the Build Alternative based on construction costs only. Sales tax would not accrue for non-construction costs such as right-of-way acquisition and engineering.

**Table 6. Total Capital Costs and Sales Tax Generated (\$ millions)**

Alternative	Total Capital Cost	Total Sales Tax Generated
Build Alternative	\$38.9	\$0.2

The project sales tax estimates are based on the construction cost estimates. These estimates will be refined once additional information regarding project design and funding becomes available. The sales tax generated would be received by cities and counties throughout the central Puget Sound region. The proportion of tax generation received by each jurisdiction is unknown because it is dependent where construction materials are purchased in the region.

**Temporary Jobs Created during Construction**

With implementation of the Build Alternative, temporary jobs would be created to construct the project. The duration of these temporary jobs is expected to be about 48 months.

A hybrid approach was used to estimate the gross and net increases in employment attributable to new money entering King County. Both direct effect and final demand multipliers (see Table 3) were used to estimate employment effects for the Build Alternative. Direct effect multipliers were used on the estimates of the direct labor force to be employed in constructing the Build Alternative, as presented in Table 7. Final demand multipliers were used to estimate capital costs for right-of-way acquisition, as no direct labor estimates have been generated by the project design team for this expenditure category.

The estimates of the direct jobs generated by the project were calculated based on the approximate cost for construction contracts and the assumption that the average labor rate in 2011 would be about \$60 per hour.<sup>1</sup> The direct effect of

<sup>1</sup> The Annual Average Construction Employment (Jobs) was calculated based the following assumptions: 25% of the Capital Cost = \$16.9M total for labor, including subs and staff; 4 year construction duration = \$4.2M per

these temporary construction jobs on the economy would cause the indirect effect of creating additional jobs throughout King County and the central Puget Sound region. Using the direct effect multipliers for highway and street construction presented in Table 3, we can calculate the secondary effect of regional job creation in the same manner used to calculate the gross output and earnings using only the direct gross expenditures.

No estimate of the direct labor force needed to perform right-of-way acquisition was prepared by the project design team. Consequently, the capital costs associated with this task are used to quantify employment effects in the same manner that gross output and earnings were estimated for all capital costs using final demand multipliers presented in Table 3.

The Build Alternative would have direct gross expenditures of \$35.8 million in the right-of-way category, which is 53 percent of the total project cost. This is due to the project's location in a developed corridor within downtown Bellevue. The acquisition of right-of-way would create a demand for jobs. Existing city staff would likely provide the majority of the labor to process the right-of-way acquisitions with some help from local consulting firms. However, the number of jobs created would not be commensurate with the right-of-way cost and would not have a substantial effect on total job creation in King County.

For the construction expenditure category, a direct generation of 35 person-year jobs would yield a gross employment effect on all county economies of  $(35 \text{ person-year jobs} \times 4 \text{ years} = 140 \text{ total construction labor} \times 2.4057) = 337 \text{ person-year jobs}$ . Summing these gross employment effects together yields the total gross employment effect to the county economy of 695 person-year jobs.

Some of these jobs would have occurred without construction of the project. The more realistic measure of net effects on employment can be assessed by multiplying the gross total employment effect by the percentage of capital expenditures representing new money (committed and anticipated) for the county listed in Table 1. This gives  $(\$35.8\text{M} \times 10) + ((35 \text{ person-year jobs} \times 2.4057) \times 12\%) = 83 \text{ person-year jobs}$ , which represents the net increase in employment attributable to new money entering King County.

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year; \$60/hour @ 2,000 man hours/year = \$120,000;  $\$120,000/\$4.2\text{M} = 35 \text{ construction jobs per year}$ . The labor rate was estimated by averaging the past 12 months (June 2009—June 2010) of hourly construction wage (\$28.50) provided by the Current Employment Statistics available at: LMEA <http://www.workforceexplorer.com/cgi/dataanalysis/?PAGEID=94&SUBID=149>. This wage was multiplied by a total compensation multiplier of 1.5, which was determined based the ratio of wages and salaries to total compensation of the construction industry during the first quarter of 2010 available at: BLS <http://www.bls.gov/iag/tgs/iag23.htm#earnings>.

**Table 7. Gross County and Regional Total Employment Effects and Net New Money Total Employment Effects**

Alternative & Expenditure Category	Build Alternative	Construction	Right-of-Way
Direct Gross Expenditures (\$ millions)	--	--	35.8
King County Final Demand Employment (prs-yr jobs)	--	--	n/a
Central Puget Sound Region Final Demand Employment (prs-yr jobs)	--	--	n/a
Annual Average Construction Employment (jobs)	--	35	--
Construction Duration (years)	--	4	--
Total Construction Labor (prs-yr jobs)	--	140	--
King County Direct Effect Employment (prs-yr jobs)	--	337	--
Central Puget Sound Region Direct Effect Employment (prs-yr jobs)	--	369	--
King County Gross Employment (prs-yr jobs)	695	--	--
Central Puget Sound Region Gross Employment (prs-yr jobs)	731	--	--
Average Percent Contribution Due to New Money Funds	12%	--	--
King County Net Employment (prs-yr jobs)	83	--	--
Central Puget Sound Region Net Employment (prs-yr jobs)	88	--	--

prs-yr jobs = person-year jobs.

Construction duration assumes four years for the Build Alternative.

Central Puget Sound Region is defined as King, Pierce, and Snohomish Counties.

Final Demand Employment shows the translation from right-of-way gross expenditures into direct, indirect, and induced employment. Direct Effect Employment shows the translation from temporary construction employment into direct, indirect, and induced employment.

Gross Employment is the sum of Final Demand Employment and Direct Effect Employment. Gross Employment is all direct, indirect, and induced employment.

Net Employment is that fraction of Gross Employment that represents all direct, indirect, and induced employment associated with new money (committed and anticipated).

#### 1.4.2 Summary of Benefits for Employment

Compared with existing conditions, the employment associated with the construction the Build Alternative would result in additional (gross) employment throughout all economic sectors within King County and the central Puget Sound region. This gross employment is derived from the multiplication effects on capital expenditures for the project. Examples of capital expenditures include the direct hire of temporary construction workers, the purchase of construction materials and equipment, and the expenditure of capital funds to acquire new rights-of-way. Therefore, the higher the capital cost, the more direct, indirect, and induced jobs are generated within King County and the central Puget Sound region.

The number of new jobs directly associated with the Build Alternative is the result of new money (committed and anticipated) entering the county economy and is estimated at 83 jobs; 88 jobs are estimated for the regional economy. The portion of new money to overall construction costs is 12 percent. All other fund sources come from within either the state or the central Puget Sound region; these funds would likely be spent in the local economy even without this project.

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