

PROPERTY - VALUE & VIEWS

These pages are to assist you in navigating the chapters that deal with land use and housing. You can view the complete text at energizeeastsideeis.org. *Suggestion: go to Individual Phase 2 Draft EIS Files and click on the Chapter and specific Section you are interested in.*

Chapter 3 Long-term Impacts and Potential Mitigation Land Use and Housing

p3.1.1-Potential impacts to land use, shorelines, and housing. The study area includes parcels that are included in or abutting PSE right of ways well as those adjoining parcels—within a reasonable distance. If abutting parcel is large, then adjoining parcel to the abutting parcel was not included.

The greatest potential to be impacted is the new easement acquisition (especially on option routes not currently in the existing PSE right of way corridor) and associated structure removal on PSE current or acquired easement property.

p3.1.3-Impact of property values was referred back to **Phase 1 EIS: which said in section 10.7.1.4** (that home values are economic not an environmental issue. Reviewing 25 articles, the EIS chose to quote from Mullins in 2003 because over 50 studies were included which stated in some cases a small decrease in values with proximity to a transmission line, in other cases no change, in some cases increased property values. Quoting From Kinnard 1990-potential to decrease value is small-6.3% or lower—lots next to line often benefit, where lots next to adjacent lots often have value reductions. Higher end properties are more likely to be value affected. KC Assessor does consider views of power lines in assessing property values. A 2012 study concluded 3-6% of value. Any effects seems to disappear at 200-300 feet.)

Referring to **EIS Phase 2 in section 3.10, Economics, p3.10-1 thru 3**, Newcastle was studied for potential tax revenue loss due to property tax reduction. Of all EE cities, Newcastle would suffer most in property tax and lost ecosystem due to reduced tree cover because it is the smallest of the affected cities. Under grounding was studied as mitigation, but stated the replacement of higher voltage lines when lower voltage lines are already present would not result in a greater negative effect than the existing lines at present.

PSE estimates cost differential to underground would be between \$16-\$25 million per mile and any city or property owner requesting under grounding would be required to pay for it as interpreted by PSE in the utility rate tariff rule.

Development in proximity to utility infrastructure must comply not only with local municipalities comprehensive plans but also with PSE guidelines —which are shaped by the National Electrical Safety Code (NESC) standards. It noted Newcastle includes a new Utilities Element with policies that address collocations, limiting vegetation disturbance, and promoting conservation efforts. In the appendix B-2 it notes all four cities required a conditional use permit.

The cities of Bellevue and Renton have Shorelines of the State within their boundaries. Any project inconsistencies are described in appendix B-Section 3.1.3.

Under zoning districts, it is noted Newcastle has a required setback of 5 feet for all buildings and structures including transmission towers outside a defined typically 50 foot wide Olympic Pipeline easement which is generally centered down the PSE easement but does vary in location.

p3.1.4—PSE must consider NESC standards that factor wire swing in high wind conditions.

In the 18 mile proposal land use is all follows:

-38% is residential (single and multi-family housing)

(there are 783 single family and 3,440 multi-family residences in the study area)

-16% vacant

-11% commercial

p.3.1-6 thru18—Top land uses per segment are:

-Redmond Segment: 27% multi-family residential(552 units), 24% utility, 12% single family(75 units).

-North Bellevue Segment: 59% single family (102 homes), 23% recreation.

-Bellevue Central Segment—Existing corridor Option: 44% recreation (Glendale Golf Club), 20% multi-family (1,318units), 15% single family (92 units).

-Bellevue Central Segment, Bypass Option 1:-25% commercial, 22% vacant, 16% industrial. There are 54 single family and 292 multi-family units here.

-Bellevue Central Segment, Bypass Option 2:-25% vacant, 20% commercial, 14% industrial.

-Bellevue South Segment, Oak 1 Option:-27% recreation, 17% commercial, 15% single family homes(212 units). Newport High School and Tyee Middle School are along this option. Also 287 multi-family units.

-Bellevue South Segment, Oak 2 Option: -25% recreation, 19% commercial, 15% single family (229 units), 14% Institutional, and 463 multi-family units. Also Newport High School and Tyee Middle School.

-Bellevue South Segment, Willow 1 Option: 40% recreation, 19% single family (180 units), 15% vacant land and also Tyee Middle School, and 10 multi-family units.

-Bellevue South Segment, Willow 2 Option: PSE preferred route)-33% recreation, 22% single family (257 units), 17% institutional, also 221 multi-family units.

-Newcastle Segment:-59% vacant, 27% single family (89 units), and also 71 multi-family units.

-Renton Segment:-42% vacant due to the Cedar River area, 11% single family (125 units), 295 multi-family units with Sierra Heights Elementary School and Renton Tech College.

p3.1-19 Long Term (Operational) Impacts Considered:

-Will project convert existing non-utility land use to a utility land use?

No, in all segments.

-Evaluate the project to physically separate existing neighborhoods

-Will loss of housing result due to property acquisition?

Cellular phone transmitters on existing poles will be removed and PSE will allow transmitters to be replaced on new poles—no impact expected.

Potential impacts to neighborhood character and mitigation measures are defined only as “less than significant” or “significant”.

p3.1-20 thru 45. See action 3.2 of Phase 2 EIS for potential impacts to scenic views and aesthetic environment replacing existing poles with taller poles.

******The route options that deviate from the existing corridor where PSE will have to acquire new easements constitutes a small portion of the total land in the study area and do NOT result in significant changes to existing or future land uses or housing stock. Easement areas would not significantly impact future development but could limit the scale of the future development on those properties with new PSE easements. In these new PSE easements—limitations are to keep vegetation clear, ancillary structures—shed or garages may have to be condemned or demolished. Because the project would not result in removal of existing housing, the impacts are considered less than significant.**** (In some cases a future home remodel/expansion would not be allowed on that new PSE easement)**

The segments that would require PSE to get new easements but are all classified as “less than significant” are:

-Bellevue Central Bypass Opt. 1 and Opt. 2-but in comparing these segment areas it says “significant” impacts traversing recreational areas in these segments—(see Section 3.6 Recreation), Bellevue South Oak Opt. 1 and Opt. 2, all these segments require new PSE easements from owners. Any new building construction would have to conform to NESC safety standards which could limit development on these parcels that would have new PSE easements.

p3.1-46 thru 47 MITIGATION FOR LAND USE AND HOUSING IMPACTS

Adherence to the zoning regulations of each jurisdiction is generally not appealable, and would require some mitigation for project related impacts to land use. In Newcastle, PSE could apply for a variance from the setback requirement which could enable use of shorter poles in that segment—See section 3.2.

Mitigation prior to construction:

—Select routes with the least number of properties where easements would restrict future development where policies encourage building taller or close to street edge.

—Construct taller transmission lines so would clear tops of buildings to satisfy NESC standards for future development.

—Design to extend lines as far as possible over street right of way to minimize the amount of easement and clearance needed from adjacent right of way.

-Underground sections where it doesn't meet the comprehensive plan policies. If a city requests, PSE will work with the city to determine the cost and how the tariff may apply.