

**South Bellevue Design & Mitigation Permit Application for  
East Link Light Rail Project  
From I-90 to SE 4<sup>th</sup> Street, including South Bellevue Station**

**Submitted to:**

The City of Bellevue  
Development Services Department  
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**Applicant:**

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**June 2014**

**Submitted June 20, 2014**



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## Acronyms and Abbreviations

|      |  |
|------|--|
| BCC  | Bellevue City Code                       |
| CAC  | Citizens Advisory Committee              |
| CDP  | Collaborative Design Process             |
| DAVE | Design and Value Engineering Team        |
| FEIS | Final Environmental Impact Statement     |
| FHWA | Federal Highway Administration           |
| FTA  | Federal Transit Administration           |
| LUC  | Bellevue Land Use Code                   |
| MOU  | Memorandum of Understanding              |
| NEPA | National Environmental Policy Act        |
| PE   | Preliminary Engineering                  |
| RLRT | Regional Light Rail Transit              |
| ROD  | Record of Decision                       |
| SEPA | State Environmental Policy Act           |
| SSDP | Shoreline Substantial Development Permit |
| TPSS | Traction Power Sub-Station               |
| TVM  | Ticket Vending Machine                   |

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## 1.0 Project Planning

### 1.1 Background – East Link Light Rail Project

Sound Transit (ST) is a regional transit authority created pursuant to RCW 81.104 and 81.112 and authorized to implement high capacity transit systems within its boundaries in Pierce, King, and Snohomish counties. On November 4, 2008, Central Puget Sound area voters approved the Sound Transit 2 plan (ST2 plan), a package of transit improvements and expansions including increased bus service, increased commuter rail service, an expansion of link light rail, and improved access to transportation facilities. (See **Attachment A**)

The expansion of link light rail approved in the ST2 plan includes the East Link Project. The East Link Project extends the light rail system approximately 14 miles between Seattle and the east side of Lake Washington as shown on the attached system plan (see **Attachment B**) and includes 10 stations serving Seattle, Mercer Island, South Bellevue, downtown Bellevue, Bel-Red and Overlake areas in Redmond. The Growth Management Act (RCW 36.70A) provides that regional transportation facilities are essential public facilities and the City has acknowledged this fact through recent revisions to the Bellevue Land Use Code (LUC). Sound Transit is implementing the East Link Project pursuant to its statutory authority and the voter approved ST2 plan.

Since the approval of the ST2 plan in 2008, the City of Bellevue (City) and Sound Transit have been committed to working together in a collaborative manner in order to achieve the shared goals of reducing costs and delivering a quality project on schedule and in compliance with applicable codes and regulations. Consistent with these shared goals, on November 15, 2011, the City and Sound Transit executed two agreements: (1) an Umbrella Memorandum of Understanding (MOU), and (2) a Transit Way Agreement. Taken together, these agreements outline the general terms and conditions for development of the East Link Project in the City. The MOU identified specific funding contributions, joint commitments to develop a collaborative design process and to work together to identify cost-saving modifications, and a commitment by the City to process land use code amendments to accommodate light rail and consolidate the permit process.

On February 28, 2013, as provided in the MOU, the City adopted regulatory changes to the LUC by creating the Light Rail Overlay District (new Chapter 20.25M LUC) that governs permit decisions for “Regional Light Rail Transit Facilities (RLRT Facility).”

On April 22, 2013, the City Council passed Resolution No. 8576 endorsing modifications for inclusion in the Project and approving the alignment location and general profile of the Project for the purposes of LUC 20.25M. As a result of this Council action, RLRT Facilities are now permitted land uses in all land use districts throughout the City. On April 25, 2013, the Sound Transit Board adopted Resolution No. R2013-09 selecting the route, profiles and station locations for the East Link Project, including those modifications identified by the City in Resolution No. 8576.

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On June 21, 2013, the City and Sound Transit executed amendments to the MOU and Transit Way Agreement incorporating the modifications. (See Sound Transit Motion No. M2013-27 and City Resolution No. 8596) In addition, the Collaborative Design Process (CDP) included more than 50 technical working group meetings. A complete copy of the CDP Management Plan is included as **Attachment C**.

The process of designing the East Link Project has spanned several years, and extensive outreach to the community; a complete federal and state environmental analysis; and hundreds of public meetings, hearings, and open houses with the cities of Seattle, Mercer Island, Bellevue, and Redmond, neighbors and other stakeholders, as well as numerous Bellevue City Council meetings and actions. A summary of the Community Outreach efforts completed for the Project is provided in **Attachment D** and <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive>. This site is updated periodically throughout the Project timeline.

The East Link Project is now in the final design stage, and Sound Transit is seeking City approval of the second of several Design and Mitigation Permits (DMPs). As provided in Chapter 20.25M LUC, the DMP is the single, consolidated project permit issued by the City in response to an application to develop a RLRT facility or portion thereof. The key elements of the East Link Project that are located within the City's boundaries include approximately 6 miles of new light rail track, 6 stations, and 2 parking facilities, as well as other structures and facilities described in Exhibit C-1 to the MOU. For the purposes of this DMP Application, the term "Project" refers only to those elements of the East Link Project that are located within the City of Bellevue. As described further, the Facilities proposed in this DMP Application generally include the portions of the Project between the WSDOT right-of-way at approximately SE 30<sup>th</sup> Street and Bellevue Way SE to approximately 500 feet north of SE 4<sup>th</sup> Street and 112<sup>th</sup> Avenue SE (See **Figure 1**). The significant project components considered in this DMP Application include the following:

- a. Approximately two (2) miles of track guideway: Includes retained cut, at-grade, retained fill, and elevated track
- b. One (1) RLRT Station: South Bellevue Station
- c. One (1) Park-and-Ride Garage at South Bellevue Station with capacity for 1,500 parking stalls
- d. One (1) wetland mitigation site at Sweyolocken Blueberry Farm within the Mercer Slough wetland complex
- e. One (1) wetland/stream buffer enhancement site at the Bellefield Office Park property
- f. One (1) Traction Power Substation (TPSS) Site within WSDOT limited access right of way

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- g. One (1) Signal bungalow near 111<sup>th</sup> Place SE and 112th Avenue SE

## 1.2 Environmental Evaluation and Procedures

Sound Transit has complied with both the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) by conducting an evaluation of the potential environmental impacts of the East Link Project. On July 15, 2011, Sound Transit issued the East Link Project Final Environmental Impact Statement (FEIS). The Federal Transit Administration (FTA) issued its Record of Decision (ROD) on the East Link Project on November 11, 2011, and the Federal Highway Administration issued its ROD on November 17, 2011. On March 26, 2013, Sound Transit completed and published the East Link Extension 2013 SEPA Addendum. Copies of these environmental documents have been shared with the City, and are publicly available. As provided in the MOU, the City has agreed to use the East Link Project Environmental Documents for its review and decisions on permit applications related to the East Link Project. Building a Better Bellevue, an association of Bellevue homeowners, residents, businesses and neighborhood groups, challenged Sound Transit's compliance with federal law in a lawsuit filed in the United States District Court for Western Washington. The Court found that Sound Transit's environmental evaluation and analysis was reasonable and that the decision-making was the result of a careful and deliberative process. The Court dismissed this legal challenge on March 7, 2013 (See **Attachment E**).

Sound Transit is the "lead agency" for purposes of the Project's compliance with the State Environmental Policy Act (SEPA) RCW Chapter 43.21C. As provided in the MOU, the City agreed that the Project has been subject to procedural and substantive SEPA compliance through issuance of the following environmental documents, which comprise the "Project Environmental Documents," incorporated herein by reference:

- a. East Link Project Final Environmental Impact Statement, July 15, 2011
- b. East Link Records of Decision (FTA and FHWA, November 2011)
- c. SEPA Addendum to the FEIS, March 26, 2013
- d. The related documents referenced in the FEIS, RODS, or SEPA Addendum including but not limited to those submitted by the City.

Pursuant to the MOU and WAC 197-11-600 (adopted by reference in BCC 22.02.020), as supplemented by BCC 22.02.037, the parties agreed that the Project Environmental Documents will be used by the City unchanged for its review and decisions on permit applications related to the Project, unless otherwise indicated pursuant to WAC 197-11-600 and BCC 22.02.037.

The FTA, acting as the lead agency under the National Environmental Policy Act (NEPA), issued its ROD in November 2011, which includes the environmental commitments for the Project.

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See **Attachment F** for a summary of applicable mitigation measures contained in the ROD. **Attachment G** provides references from the FEIS and ROD that respond to the City's land use codes.

The Project Environmental Documents provide detailed information regarding the potential environmental impacts associated with the Project and details regarding mitigation measures to which Sound Transit has committed, including potential short term construction-related impacts and proposed mitigation measures specifically related to this Project. These commitments have been incorporated into the Project as proposed in this application, and Sound Transit will implement them or provide funding for their implementation. Copies of the applicable FEIS Technical Report sections and the entire ROD can be provided upon request.

### **East Link Timeline**

**August 2006** - Sound Transit begins the environmental scoping process for the East Link Project.

**November 4, 2008** - Central Puget Sound area voters approved the Sound Transit 2 plan (ST2 plan), a package of transit improvements and expansions including increased bus service, increased commuter rail service, an expansion of link light rail, and improved access to transportation facilities.

**July 15, 2011** - Sound Transit issued the East Link Project FEIS.

**November 11, 2011** - The FTA issued its ROD on the East Link Project.

**November 15, 2011** - The City and Sound Transit executed two agreements: (1) an Umbrella MOU, and (2) a Transit Way Agreement which, taken together, outline the general terms and conditions for development of the East Link Project in the City.

**November 17, 2011** - Federal Highway Administration issued its ROD on the East Link Project.

**March 2012** - The CDP and Design and Value Engineering (DAVE) meetings began.

**February 28, 2013** - As provided in the MOU, the City adopted regulatory changes to the LUC by creating the Light Rail Overlay District (new Chapter 20.25M) that governs permit decisions for "Regional Light Rail Transit Facilities (RLRT Facility)."

**March 26, 2013** - Sound Transit completed and published the East Link Extension 2013 SEPA Addendum.

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**April 22, 2013** - The City Council passed Resolution No. 8576 endorsing modifications for inclusion in the East Link Project and approving the alignment and general profile and station locations for the East Link Project for the purposes of LUC 20.25M.

**April 25, 2013** - The Sound Transit Board adopted Resolution No. R2013-09, selecting the route, profiles and station locations for the East Link Project, including those modifications identified by the City in Resolution No. 8576.

**June 21, 2013** - The City and Sound Transit executed amendments to the MOU and Transit Way Agreement incorporating the modifications described in Sound Transit Motion No. M2013-27 and Bellevue Resolution No. 8576.

**December 6, 2013** - After a year and half and approximately 50 CDP/DAVE meetings; design for the South Bellevue section of the East Link Project reaches the 60% design level.

### **1.3 Project Description – South Bellevue Design and Mitigation Permit**

The City's approval of the alignment location and profile of the Project in Resolution No. 8576 made RLRT Facilities permitted uses in all land use districts. Therefore, LUC 20.25M.030.C allows Sound Transit to seek approval of RLRT Facilities through the DMP review process. Under this DMP Application, Sound Transit seeks a DMP for approximately two miles of the Project.

The alignment for the portion of the Project covered by this DMP application commences at the WSDOT Interstate 90 (I-90) right-of-way at approximately the intersection of SE 30<sup>th</sup> Street and Bellevue Way SE, where the alignment is elevated (See **Figure 1**). The elevated alignment continues north on the east side of Bellevue Way SE where it enters the South Bellevue Station. The station includes a parking garage with capacity for approximately 1,500 cars and a surface drop off parking lot, bus and paratransit passenger loading areas, and bus/paratransit layover. The alignment continues north from the station on the east side of Bellevue Way SE and west side of the Mercer Slough Nature Park in an elevated guideway that transitions to a lidded trench near the historic Winters House. The Winters House parking lot access is revised to accommodate access to the Blueberry Farm and a future retail Blueberry Farm building. As the alignment proceeds north out of the trench, it follows along the east side of Bellevue Way SE and 112th Avenue SE and the west side of the Mercer Slough Nature Park in combinations of cut/fill and at-grade sections. At approximately SE 15th Street, the at-grade alignment crosses to the west side of 112th Avenue SE at the elevation of the existing street. 112th Avenue SE will be reconstructed to cross over the light rail guideway to create a grade separation in a road-over-rail configuration (**Figure 1**). The guideway proceeds north, along the west side of 112th Avenue SE past a signal house, the Surrey Downs Park, and through an at-grade crossing of SE 4th Street. Access will be maintained for emergency vehicles only via a moveable gate system across SE 4<sup>th</sup> Street. The guideway remains at-grade to the terminus of the contract package, approximately 500 feet north of SE 4th Street (**Figure 1**). An animation of the alignment is

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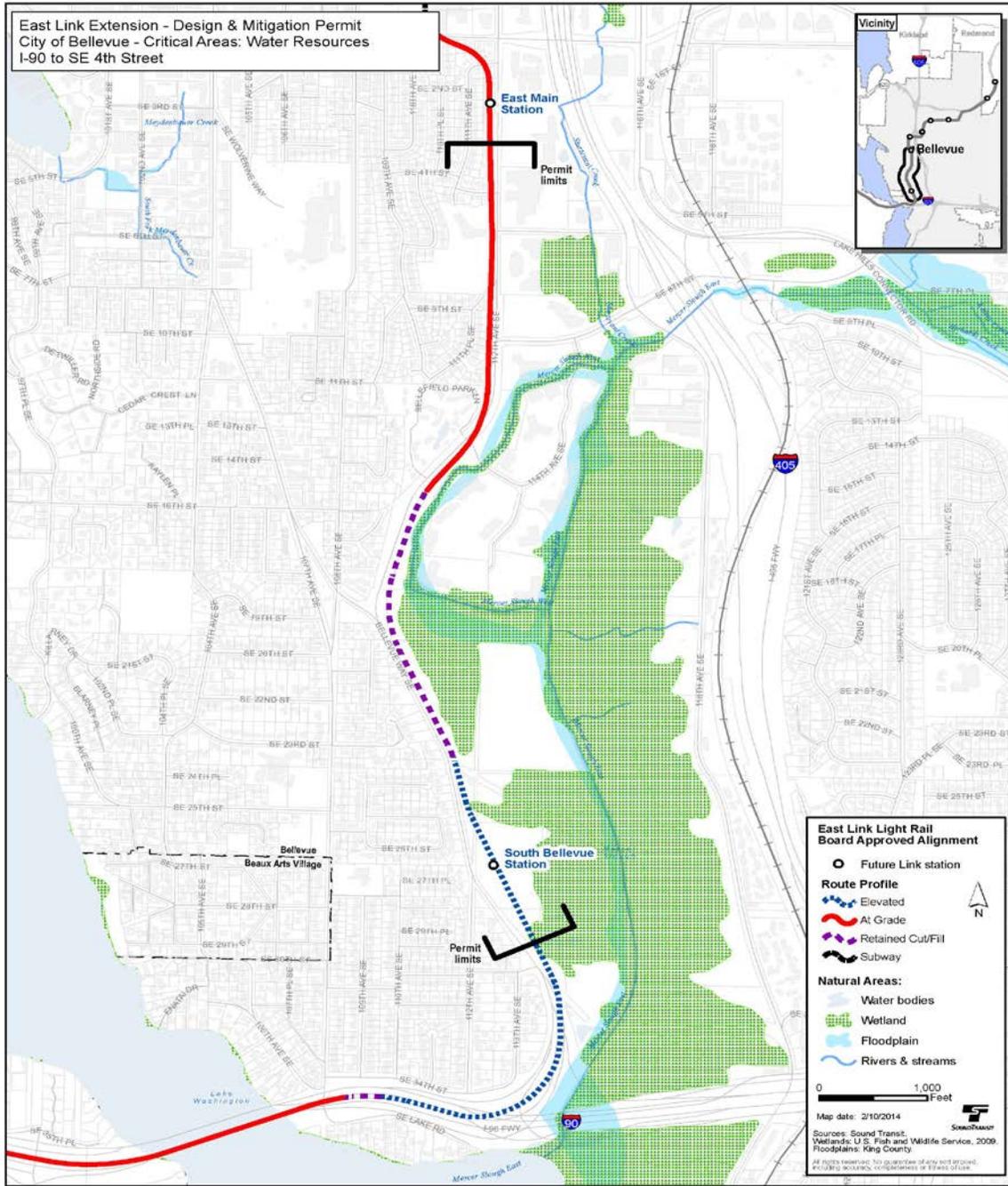
available on Sound Transit's web page at the following address: <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/Video---East-Link-animation>.

The major components of the Project design, such as the alignment, the location and number of stations, and the critical areas mitigation sites have been determined through the process outlined in Section 2.1. Sound Transit has preliminarily divided the 6-mile Project into five separate design packages to be prepared by the final design consultants on a staggered schedule, see **Attachment H**. The portion of the Project covered by this DMP Application includes the E320 design package from the I-90 WSDOT right-of-way, at approximately SE 30<sup>th</sup> Street, to the vicinity of SE 4<sup>th</sup> Street and 112<sup>th</sup> Avenue SE (**Figure 2**). These packages have been designed collaboratively with the City with an eye towards submitting a complete mitigation proposal along with each DMP application, consistent with the City's vision for the South Bellevue area. The design plans addressed in this DMP Application include the design-enhancement, mitigation, and cost-saving measures identified and incorporated through the CDP.

The South Bellevue segment includes one construction staging area at the South Bellevue Park and Ride site, as shown in **Attachment I**.



Figure 2. South Bellevue Design and Mitigation Permit Limits



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## **2.0 Regulatory Framework**

### **2.1 Pre-Application Design Process and Remaining Approvals**

The Facilities proposed in this DMP Application resulted from many years of collaboration and public decision-making. Prior to the preparation of this DMP Application, Sound Transit and the City engaged in continuous and regular discussions regarding the design of this portion of the Project to ensure a high-quality, appropriately mitigated, cost-effective and feasible design for all DMP Applications. Various mitigation measures have been identified and will be incorporated into the Project design to maximize quality of design, functionality, cost-effectiveness and efficiency. For example, a key design change from Preliminary Engineering (PE) to 60% design is the road-over-rail configuration at SE 15<sup>th</sup> Street. The PE design identified an at-grade crossing over 112<sup>th</sup> Avenue SE. The road-over-rail configuration provides a grade-separated crossing that eliminates impacts to traffic that would have occurred due to at-grade train crossings. This road-over-rail configuration will permit continuous traffic movement through the South Bellevue area. To construct the road-over-rail configuration, the realignment of SE 15<sup>th</sup> Street is necessary to maintain access to the Bellefield Office Park from 112<sup>th</sup> Avenue SE. The access roadway to the Bellefield Office Park will be rebuilt to allow traffic right-in and right-out movements. An example of the cost-effective design of the Project is the crossing at SE 4<sup>th</sup> Street, which will be at-grade instead of an under-crossing. The intersection of SE 4<sup>th</sup> street and 112<sup>th</sup> Ave SE, which currently allows right and left in and out movements will be closed to general vehicular traffic with the selected RLRT alignment. A moveable noise gate was selected instead of an under-crossing in order to minimize Project impacts and gain efficiencies in the construction of the Project. A moveable noise gate was chosen as opposed to a permanent structure so that emergency access could be maintained in an effective and efficient manner. Locating the alignment at-grade was the most cost-effective, feasible alternative to preserve the use of this emergency access. The noise gate will attenuate noise impacts to the adjacent residential neighborhood from light rail operations.

Because portions of the overall Project will be located within the City's shoreline areas, a Shoreline Substantial Development Permit (SSDP) is required under State law and the City's Shoreline Master Program. See LUC 20.25M.030.D.1; Chapter 173-26, WAC. Sound Transit submitted a separate SSDP and Shoreline Variance application to the City in December of 2013; impacts to the shoreline and associated wetlands and/or streams will be mitigated, as proposed in the SSDP and Shoreline Variance applications for the Project. The City is processing the SSDP and Variance applications under permit numbers 13-135764 WG and 13-135765 LS, respectively.

### **2.2 Collaborative Design Process**

The Collaborative Design Process (CDP) established pursuant to the MOU provides the fundamental approach to intergovernmental cooperation for final design of the Project. Through the CDP, the City and Sound Transit committed to work together in a collaborative

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manner throughout the Project final design process in order to achieve the goal of delivering a quality project on schedule and in compliance with the applicable codes and regulations. The major goals of the CDP include the following:

- a. Design a project that preserves environmental quality, is sensitive to the surrounding community and integrates quality urban design;
- b. Advance long-term, multi-modal transportation system development;
- c. Develop a project that meets Sound Transit operational and performance requirements and minimizes impacts to City infrastructure and operations;
- d. Meet the objectives of the project schedule, including major milestones, while allowing adequate time for evaluation and reliable decision making; and
- e. Support regional and local land use goals and objectives.

The CDP has been one of the most significant and useful processes established for implementation of light rail within the City. The CDP provides the mechanism for the City and Sound Transit to jointly advance the design of the Project through design phases and identify cost savings. The CDP provides a venue where City Staff, Sound Transit, and its designers have been able to work together in a collaborative manner to reconcile different objectives and to ensure that the design elements proposed in this DMP Application are consistent with Chapter 20.25M LUC as well as other provisions of the LUC. The Project elements that were identified and refined through the CDP process have been incorporated in the design plans covered by this DMP Application. Through the collaborative work under the CDP, these goals have been met as evidenced by the design package included in this DMP Application. Using the CDP's iterative process, the City and Sound Transit have accommodated the future vision for the South Bellevue area as embodied in the City's Code, Comprehensive Plan, and other planning documents.

### **2.3 Design and Value Engineering ("DAVE") Technical Working Group**

The CDP established a number of technical working groups to help design the Project. One of these is the Design and Value Engineering (DAVE) working group. The purpose of the DAVE working group is to support the advancement of all aspects of design development, to ensure adequate resources are available, and to reach agreement between Sound Transit and City staffs on design plans that can serve as the basis for final land use approvals while providing for mitigation measures that are appropriate and feasible for a project of this character. A copy of the DAVE charter is included as **Attachment J**.

The DAVE working group has met weekly since early 2012 to discuss and resolve issues with a focus on the following four main deliverables:

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1. Review of the Project elements for Code compliance, and suggestions for design alternatives to ensure the same;
  2. Site specific concurrence on Project scope (*e.g.* design of the 112th avenue SE LRT crossing including cross section, profile, limits of construction, utility relocation, landscaping, requirements, etc.) Meaning, that City Code and associated mitigation were fully satisfied or alternative compliance means have been found acceptable to the City;
  3. Review of standards, design criteria, and specifications, in order to identify conflicts or suggest modifications to the Project and determine resolutions;
  4. “Over the shoulder” review to confirm all required elements are addressed.

The collaborative effort under the CDP and work of the DAVE Technical Working Group were instrumental in reaching the level of design proposed in this DMP Application. Through the DAVE working group, the City and Sound Transit staffs have reached concurrence on various design elements relevant to this DMP Application, especially for Project elements that relate to the street widths, sidewalk widths, etc., as evidenced by the DAVE Concurrence Plan Drawings.

### **3.0 Who May Apply**

LUC 20.25M.010.C provides that Sound Transit may apply for a DMP provided that Sound Transit can satisfy one of three conditions for each of the properties affected by the subject permit:

1. Is the owner of a sufficient property interest affected by the permit; or
2. Has the written consent of the owner to apply for permits; or
3. The Sound Transit Board has authorized the property acquisition and has provided the required advance notice to the owner and has initiated the appraisal process for the property.

Sound Transit has satisfied this requirement for this DMP application as demonstrated in **Attachment K**, which includes ST, City, and WSDOT authorization documents and a list of properties affected by this application.

### **3.1 Application Process**

The only discretionary permits required prior to issuance of construction permits (such as building permits) are DMP’s and shoreline permits. See LUC 20.25M.030.A.2 and .C.1. DMP review is the process the City established to ensure that the Project is consistent with the requirements of the LUC, the Bellevue Comprehensive Plan, the Light Rail Best Practices, and all applicable standards and guidelines contained in City Codes and the procedures related to involvement of the Citizen Advisory Committee (CAC). See LUC 20.25M.030.C.2.a-c.

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DMP applications are reviewed and decided by the Director as a “Process II” land use decision, which is appealable to the City’s Hearing Examiner. See LUC 20.25M.030.C.4.a and LUC 20.35.200-250. As part of this process, an application is reviewed by the CAC. LUC 20.25M.035 provides that the CAC review permit applications, receive and incorporate public comments, and provide feedback regarding consistency of the Project with the policy and regulatory guidance of LUC 20.25M.035.E, 040 and 050. The Decision Criteria set forth in LUC 20.25M.030.C.3.a through j, are analyzed in detail in Section 4.0, which addresses the substantive standards applicable to DMP approvals.

#### **4.0 Compliance with Substantive Standards for Design and Mitigation Permits**

The design elements within the South Bellevue area package proposed in this DMP Application have been thoroughly vetted through numerous overlapping processes, rounds of review and comment by the public, technical working groups, the City Council, and Sound Transit. At each stage of this process, Sound Transit worked with all of these parties in revising the Project to incorporate suggestions for design improvements, mitigation, and cost savings consistent with the need to design and construct this state-of-the-art light rail transit facility. Through this process, Sound Transit has produced a design that meets all substantive standards of the LUC and the approval criteria for this DMP Application.

The following narrative enumerates and discusses the Project’s compliance with each of the Decision Criteria, as well as other standards incorporated into these Criteria.

#### **4.1 Chapter 20.25M LUC - Light Rail Overlay District**

The design submittal in this DMP Application is consistent with the LUC requirements for RLRT Facilities and Systems, each of which is discussed in this section. Key LUC sections are reproduced verbatim in bold text followed by a discussion of each item. While the Decision Criteria incorporate other Code provisions and policy documents (such as certain Comprehensive Plan policies and the Light Rail Best Practices), the principal requirements are codified at LUC 20.25M.030.C.3, and provide as follows:

#### **4.2 Decision Criteria - LUC 20.25M.030.C.3**

**Decision Criteria.** A proposal for a RLRT System or Facility may be approved or approved with conditions provided that such proposal satisfies the following criteria:

**a. The applicant has demonstrated compliance with the CAC Review requirements of LUC 20.25M.035; and**

***Sound Transit Discussion:*** Sound Transit anticipates that it will demonstrate compliance with the applicable requirements for the Facilities included in this DMP Application through the established CAC review process.

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**b. The proposal is consistent with the Comprehensive Plan including without limitation the Light Rail Best Practices referenced in Comprehensive Plan Policy TR-75.2 and the policies set forth in 20.25M.010.B.7 above; and**

*Sound Transit Discussion:* The Project is consistent with the Comprehensive Plan and Light Rail Best Practices as described in **Attachment L**. The graphic attached as **Figure 3** identifies the land use districts in which the Facilities proposed in this DMP application are located.

**c. The proposal complies with the applicable requirements of the Light Rail Overlay District;**

*Sound Transit Discussion:* This DMP Application as a whole demonstrates that the RLRT Facilities described in this DMP Application comply with the applicable requirements contained within Chapter 20.25M LUC. Section 11 of this DMP Application provides a description of a single administrative modification requested per LUC 20.25M.060, which authorizes such modifications where strict application of LUC provisions is not practical or feasible.

**d. The proposal addresses all applicable design guidelines and development standards of this Light Rail Overlay District in a manner which fulfills their purpose and intent; and**

*Sound Transit Discussion:* Chapter 20.25M LUC sets forth a number of requirements for RLRT Facilities, and incorporates others by reference. See, e.g., LUC 20.25M.010.D.1.a-f (incorporating numerous land use district and overlay-related Code sections by reference). Key requirements and a discussion of the Project's compliance with each one are detailed in the narrative sections and attachments to this DMP Application. Where relevant, a discussion of the policies and intent driving each of the LUC requirements is included as well. The design plans attached to this DMP Application comply with these requirements, or in one instance, an Administrative Modification is needed to accommodate a modification that has been proposed as part of the DAVE process for the Facilities. See Section 11 for a discussion of the Administrative Modification that is being requested for the Facilities included in this DMP Application.

**e. The proposal is compatible and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and**

*Sound Transit Discussion:* Sound Transit incorporated a number of design measures into the Project design to make it compatible with and responsive to the property in the vicinity of the RLRT Facilities. The Project design complies with the height, bulk, scale, landscaping and other aesthetic requirements of the LUC, with the exception of a single Administrative Modification being sought pursuant to LUC 20.25M.060. The Facilities included in this DMP Application were also carefully designed for consistency with City Comprehensive Plan policies and Light Rail Best

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Practices, which also address the Project's consistency with surrounding properties. See additional discussion in **Attachment L**.

The City's approval of the alignment selected by the Sound Transit Board allowed placement of RLRT Facilities within or adjacent to existing transportation corridors and rights-of-way throughout the South Bellevue area. The areas affected are identified in City policies as the most appropriate to accommodate RLRT Facilities. The Project will provide a reliable, high performance alternative to single-occupant vehicle travel. The alignment of the overall Project was chosen to service the City's major employment centers and residential areas, while supporting future area goals. The Project will run within its own right-of-way. Where a crossing of an existing travel way is required, the travel way and guideway have been grade separated to maintain the existing thoroughfare and mitigate any potential traffic impacts, with the exception of the SE 4<sup>th</sup> Street crossing, where the existing right-of-way will be limited to emergency vehicle access only via a moveable gate system. The Project will enhance transit services and ridership for the properties in the South Bellevue area consistent with the City's vision for this area.

The placement of the South Bellevue Station and the need to provide adequate parking within the limits of the existing paved parking lot posed a unique challenge. Sound Transit developed the design of the South Bellevue Station proposed in this DMP Application in close coordination with the City and stakeholders to better understand the City's vision for the surrounding area and address aesthetic concerns associated with public use of the Mercer Slough Nature Park and views from adjacent neighborhoods. As discussed further in **Attachment L** (addressing the Light Rail Best Practices and related Comprehensive Plan policies) natural vegetation, including trees, is being preserved to the extent feasible. For example, a tall row of Poplar trees are being preserved along the east side of the park and ride to assist with screening views of the park and ride from public users of the adjoining nature park. In addition, Evergreen trees will be planted to provide further screening along the eastern side. Along the western side of the Station, materials, colors, textures, and architectural features have been used to meet the context of the neighborhood side of the station. See also **Attachment L**. As described in Section 1.1 and **Attachment D**, the design of the station was informed by comments provided by City staff and the public through several open houses and public comment opportunities. The most recent public meeting regarding the South Bellevue portion was held on February 6, 2014, and 38 comments were received from the approximately 70 attendees. Sound Transit's art program, STart, will be implemented to enhance the aesthetics of each station when viewed from within the station site or from the surrounding properties. In addition to the design elements incorporated into the current design documents, the station will be designed in accordance with the LUC and Sound Transit's Design Criteria Manual. Landscaping, buffering, and screening will be provided as shown in **Attachment M**, drawings L85-LPP-108 through L85-LPP126.

At the South Bellevue Station, landscaping and aesthetically pleasing design elements have been incorporated into the design of the station. See **Attachment M**, drawings L87-LPP109

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through L87-LPP111 and L87-LPP229 through L87-LPP232. The station landscaping features include bio-retention planters under the platform that improve water quality while providing a pleasant pedestrian experience at the station plaza level. Plantings will consist of mostly wetland-type plants such as sedges and rushes to help emphasize the connection between the station and the surrounding Mercer Slough wetland area. In addition, plantings are proposed under the guideway adjacent to the station to help buffer and enhance the visual appearance of the station. Along the east side of the station, the transition to the Mercer Slough Nature Park begins with evergreen trees planted within the disturbed areas of the construction limits to visually screen the parking structure. The screened buffer area transitions to ecological restoration plantings along the edge of, and within, the Mercer Slough.

The architectural design of the South Bellevue Station provides a strong identity at each end of the station platform with station-specific entry canopies See **Attachment M**, drawings E09-APP201-204, E09-AED003 and E09-AED007. The design of the entry canopies incorporates concrete and perforated metal panels along with accents of green to tie the station into the existing character of South Bellevue. These elements emphasize the colors of the slough and the openness of the area. Landscaping has been used to tie the station into the surrounding nature park, and to preserve the buffer quality of this area between the natural area, the residential neighborhood, and the intervening arterial roadway. Trees and vegetation are being preserved in addition to new plantings to provide screening of structures from the view of the park patrons. South Bellevue is considered the “gateway” to the City’s downtown and provides a transition between natural features such as the Mercer Slough Nature Park and the urban context of downtown. Because the area adjoining the South Bellevue Station is predominantly park space, the design and layout of the station prioritized these landscaping features in order to make it more compatible with, and responsive to, the surrounding natural and built environment. Orientation signage will be placed around the station and garage areas to guide users accessing the Nature Park. The southwest corner of the parking garage will have a stairway that connects to a public pathway at ground level into the park. In addition, the existing stand of tall Poplar trees will be maintained, and evergreen trees will be planted along the eastern side of the paved lot, each of which will provide screening of the parking garage for users of the park.

The South Bellevue Station complies with the City’s low impact development (LID) requirements for a maximum 75% impervious area by providing landscaped areas around and throughout the station area. The landscaping design for the rail and station portions of the Project focuses on low-maintenance and drought-tolerant plant species to meet City requirements. Natural drainage systems and rain gardens are included in the landscaped islands on the ground level of the station area. Native plants as well as the evergreen trees are to be planted along the eastern side of the site to provide screening. The use of native plants provides a connection to the context of the surrounding area. Except for the single administrative modification requested (as set forth in Section 11, below), landscaping buffers will be provided per the City’s general requirements. Sound Transit has designed the parking

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lot perimeter landscaping in coordination with the City of Bellevue through the DAVE process. See **Attachment M**, drawings L85-LPP109 through L85-LPP111 and L85-LPP229 through L85-LPP232.

**f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and**

*Sound Transit Discussion:* All necessary utility, fire protection, and other public facilities as required for operation the light rail system will be provided. Throughout Final Design, Sound Transit consulted and worked collaboratively with the Bellevue Fire Department to ensure adequate fire protection systems are installed for the South Bellevue Station and parking garage structure. In addition, a maintenance road is proposed between the Winters House and Blueberry Farm parking lot to provide fire access and possible overflow parking.

**g. The proposal complies with the applicable requirements of the Bellevue City Code, including without limitation those referenced in LUC 20.25M.010.B.8 above; and**

*Sound Transit Discussion:* The Facilities proposed in this Application comply with applicable City Codes. Compliance with Chapters 9.18 (Noise) and 22.02 (Environmental Procedures) are addressed in Sections 5 and 1.2 of this DMP Application, respectively.

**h. The proposal is consistent with any Development Agreement or conditional use permit approved pursuant to LUC 20.25M.030.B; and**

*Sound Transit Discussion:* This criterion is not applicable.

**i. The proposal provides mitigation sufficient to eliminate or minimize long-term impacts to properties located near the RLRT Facility or System, and sufficient to comply with all mitigation requirements of the Bellevue City Code and other applicable State and Federal Laws;**

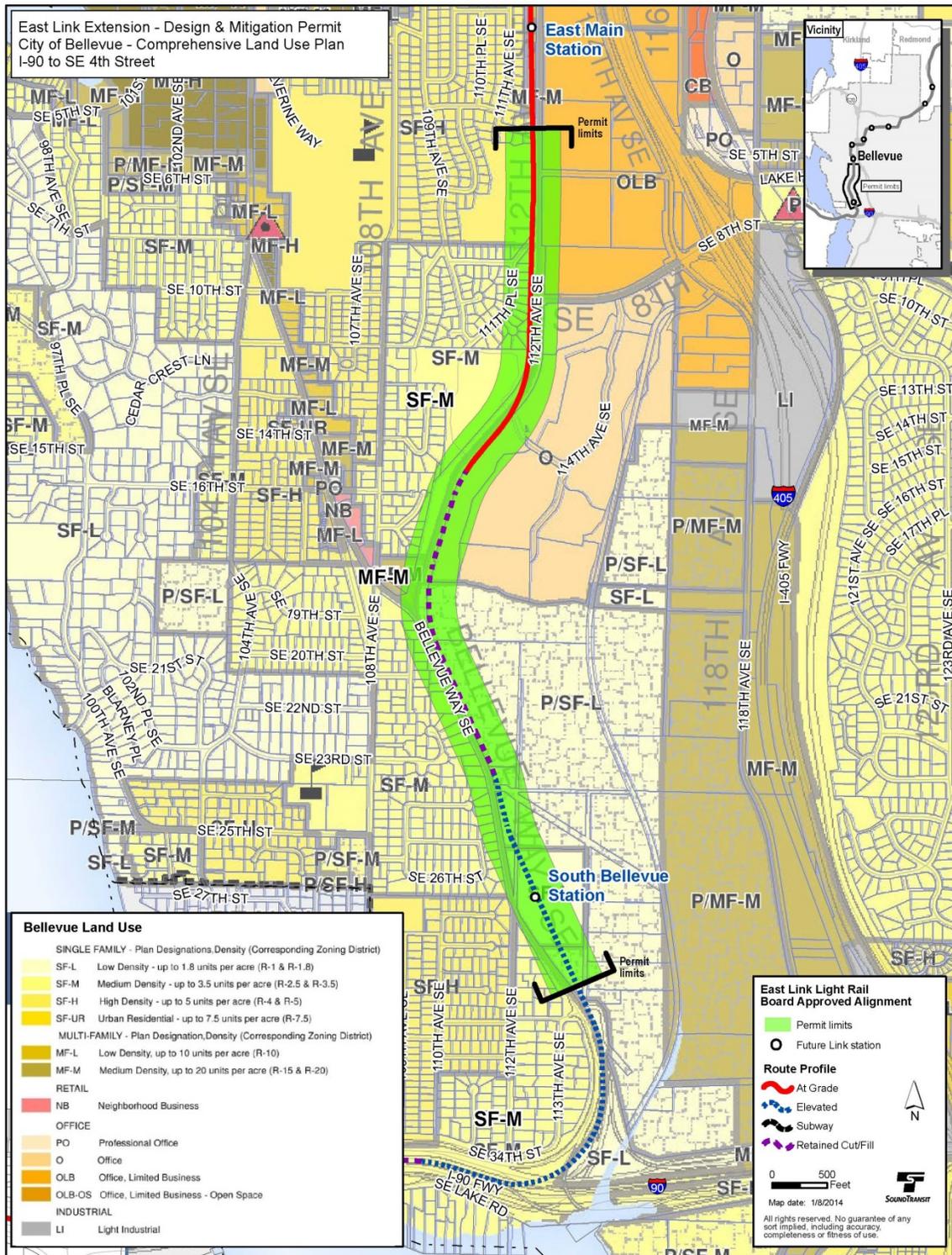
*Sound Transit Discussion:* Sound Transit has complied with both the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) by conducting an evaluation of the environmental consequences of the East Link Project. The mitigation measures incorporated into the design of the East Link Project and required under the ROD eliminate or minimize potential long-term environmental impacts. See **Attachment L** for additional discussion of the mitigation features that were included in the design of the Facilities included in this DMP.

**j. When the proposed RLRT Facility will be located, in whole or in part, in a critical area regulated by Chapter 20.25H LUC, a separate Critical Areas Land Use Permit shall not be required, but such facility shall satisfy the criteria:**

- 
- i. **The proposal utilizes to the maximum extent possible and the best available construction, design and development techniques which result in the least impact on the critical area and critical area and buffer; and**
  - ii. **The proposal incorporates the performance standards of Chapter 20.25H LUC to the maximum extent applicable; and**
  - iii. **The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.I shall not require a mitigation or restoration plan.**

***Sound Transit Discussion:*** This criterion is addressed in Section 8.0, below.

Figure 3. City of Bellevue Comprehensive Land Use Plan – WSDOT ROW to about SE 4<sup>th</sup> Street



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## 5.0 Noise and Vibration; City Noise Code

All construction within the portion of the Project addressed by this DMP Application is expected to take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 am and 6:00 p.m. on Saturdays. The City's Noise Control code, BCC 9.18.020.C, exempts sounds created by construction during these hours. If Sound Transit and its contractor later determine that work will need to take place outside these hours, Sound Transit or the contractor will request authorization of expanded hours of operation pursuant to BCC 9.18.020.C.1 or C.2.

With regard to train operations, ATS consulting prepared the Noise Impact Assessment Using Bellevue City Code dated May 2014 ("Noise Assessment"), that is included as **Attachment T** to this application. Sound Transit is unaware of any other city or county with a noise code that applies to the operation of light rail transit vehicles, but the exemptions in Chapter 9.18 for the operation of vehicles do not include the operation of light rail transit vehicles during nighttime hours in residential zones (Class A EDNAs).

Although Chapter 9.18 imposes maximum permissible sound levels on nighttime train operations in Class A EDNAs, Chapter 9.18 does not identify key metrics that are required to determine noise from train operations. ATS therefore used a conservative methodology to model noise from train operations.

Section 9.18.030.B of the City Code states that the City's maximum permissible sound levels are measured in decibels that are weighted to approximate the sensitivity of human hearing (dBA). Chapter 9.18 defines two metrics, Leq and Ldn, that can be used to measure dBA, but Ldn is by definition a 24-hour sound level, and the code only limits noise from train operations during the nighttime hours of 10 p.m. to 7 am. ATS therefore predicted train noise using the Leq metric, and instead of using a nine-hour Leq that corresponds to the defined nighttime hours, ATS used a one-hour Leq that better reflects train noise during the nighttime hours when the trains will be operating.

ATS modeled the nighttime hour of operations when train noise will be greatest (6:00 to 7:00 am.) and, for comparison, ATS also modeled the nighttime hour of operations when ambient sound will be lowest (midnight to 1:00 a.m.). ATS's modeling assumed that the sound walls and other mitigation required by the ROD would be in place and ATS determined that noise from train operations would comply with the City's noise code at all but two nearby properties, where train noise was projected to exceed the City's nighttime limit by 1 dBA during the 6 a.m. to 7 a.m. hour of operations. An increase of 1 dBA is not perceptible to the human ear, but ATS performed additional modeling to determine what changes to the height or length of the sound walls would bring train operations into compliance with the City's noise limits at these two properties. Sound Transit incorporated the additional mitigation recommended by ATS into the

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Project, as reflected in this application, and nighttime train operations now are predicted to comply with all City's Noise Control code at all affected properties.

## **6.0 Applicable Land Use Code Provisions**

LUC 20.25M.010.D incorporates a number of other provisions of the LUC as applicable to RLRT System or Facilities to ensure that the System or Facility design is sensitive to the context of the underlying land use district and that temporary and permanent impacts are appropriately mitigated. Those provisions incorporated in LUC 20.25M.010.D that apply to this DMP Application are Chapter 20.10 LUC (Land Use Districts), Chapter 20.25B LUC (Transition Area), Chapter 20.25E LUC (Shoreline), and Chapter 20.25H LUC (Critical Areas), Chapter 20.30H LUC (Variance to the Shoreline Master Program), and Chapter 20.30R LUC (Shoreline Substantial Development Permit). Each one is addressed in this section. The applicable standards are identified in **bold text** followed by a discussion of the Project's compliance.

### **6.1 Land Use Districts (Chapter 20.10 LUC)**

The alignment travels through and adjacent to several different land use zones within the E320 contract package, including Single-Family Residential, Multi-Family Residential, Office and Limited Business, and Office land use designations. These zoning designations are shown in **Figures 4 through 7**. Pursuant to the land use tables in Chapter 20.10, the Facilities are permitted in each of these land use districts.

### **6.2 Transition Area Design District (LUC 20.25B LUC)**

The Facilities proposed in this DMP application comply with each of the Transition Area Design District standards incorporated in LUC 20.25M.010.D.c.i through D.c.vi, which include the following:

#### **LUC 20.25B.010 – Purpose Statement**

Consistent with the 'Purpose' statement of the Transition Area Design District, the Facilities were designed to provide a buffer between the nearby residential land use district and development of higher intensity. See LUC 20.25B.010 (also discussing compatibility of transitions).

#### **LUC 20.25B.040A - Building Height**

The Transition Area Design District development standards for maximum building height are described in LUC 20.25B.040. The Overlay also provides at LUC 20.25M.040.B.1 that when a RLRT Facility has been permitted outright in a City Council resolution, the heights approved by the Council action shall be permitted and the RTA must demonstrate:

- 
- i. The requested increase is the minimum necessary for the effective functioning of the RLRT Facility; and
  - ii. Visual and aesthetic impacts associated with the RLRT Facility have been mitigated to the greatest extent feasible.

**Sound Transit Discussion:** Section 1 of this Application describes the City Council’s approval of the alignment including the South Bellevue Station. The proposed South Bellevue Station and associated parking garage will exceed the 30 foot base height limit as stated in LUC 20.25B.040.A.2. The station platform is 35.5 feet above the existing grade, with the canopy extending approximately another 20 feet. The associated parking garage will also extend approximately 55 feet above the existing grade.

The station is elevated to connect with the elevated guideway as it leaves the I-90 right-of-way. The guideway must remain elevated until it leaves the Station in order to provide grade-separated access for buses and cars beneath the guideway. The height increase was minimized to the extent possible without impairing the effective functioning of the Facility or the ability of vehicles to pass safely beneath it. Without this additional height, the overall functionality of the Station and the surrounding access ways would be compromised by limited vehicular and pedestrian movements.

Consistent with LUC 20.25M.040.B.1.c, the visual and aesthetic impacts associated with the elevated guideway have been mitigated to the greatest extent feasible by architectural and landscape screening and design refinements to lower the elevation of the guideway where possible. Maintaining a grade-separated facility is essential as it supports safe bus and pedestrian traffic through the site without interruption to the guideway operations and allows the Station and parking garage to occupy the existing site without expansion into the adjoining critical area. The parking garage has been designed so that the first two levels are located partially below ground on the west side to reduce the overall height impact. The South Bellevue Station has been designed to accommodate current and future parking demand within the limits of the impervious surface of the existing Park & Ride and without further intrusion into critical areas. In order to accomplish this, it was necessary to raise the height of the parking garage to 55 feet above grade. Through these design measures, the visual and aesthetic impacts of the additional heights have been mitigated to the greatest extent feasible without compromising the safety of the park and ride operations.

Figure 4. City of Bellevue Zoning Map – WSDOT ROW to South Bellevue Station

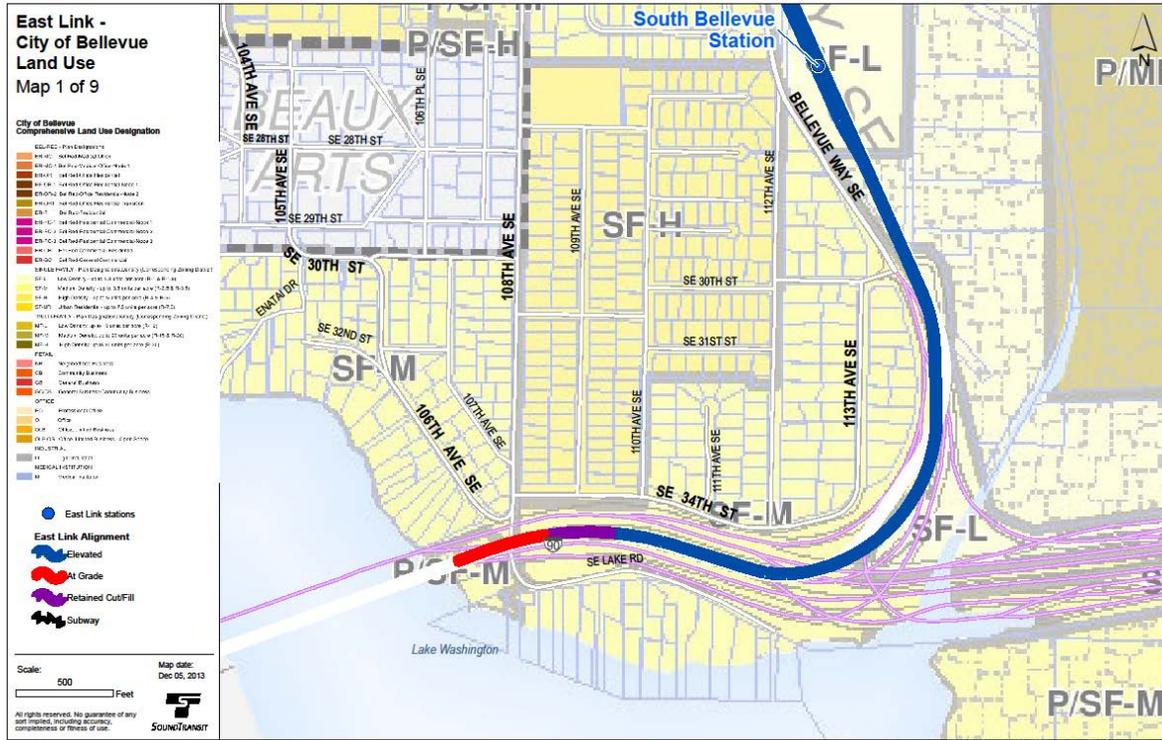
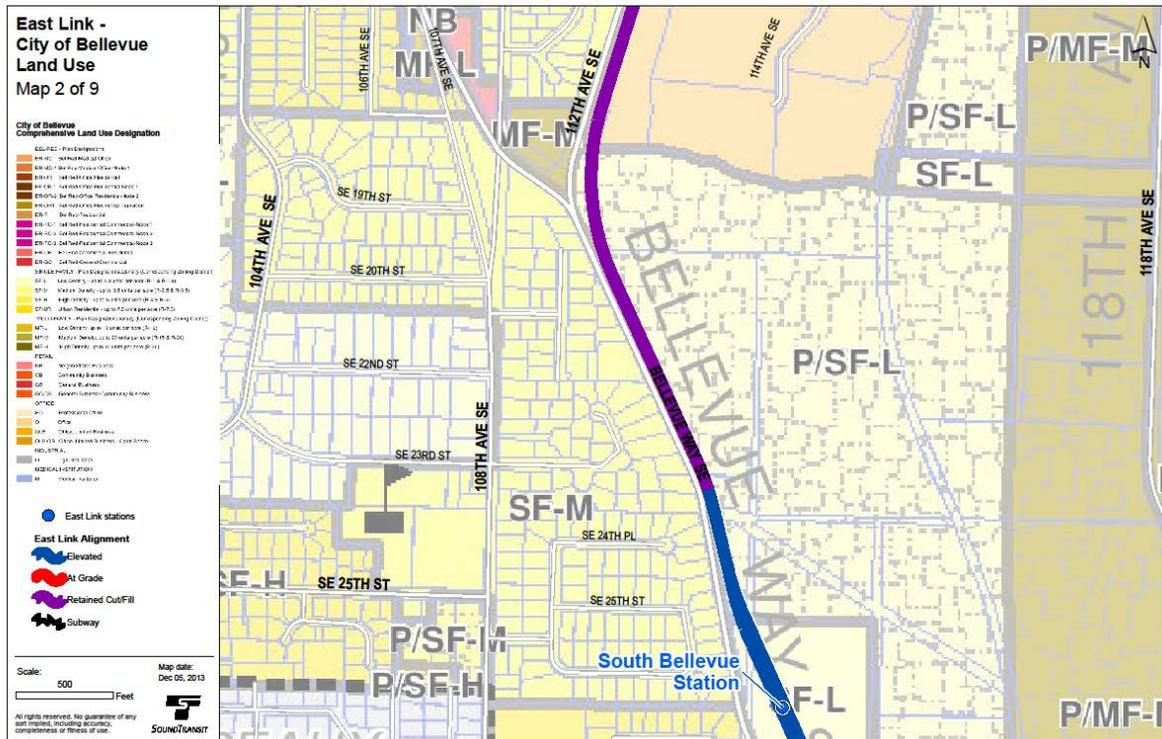


Figure 5. City of Bellevue Zoning Map – South Bellevue Station to 112<sup>th</sup> Avenue SE





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### **LUC 20.25B.040.C - Landscape, open space, and buffers**

**Sound Transit Discussion:** The RLRT Facilities proposed in this DMP application meet the standards provided in LUC 20.25B.040.C.2 and LUC 20.25M.040 except where the need for modifications was identified through the DAVE process discussed in Section 2.3. An administrative modification is needed for the station landscape buffer at the street frontage on Bellevue Way SE under LUC 20.25M.040. The City Code would generally require a 20 foot landscape buffer per LUC 20.25B.040, however the South Bellevue Station and garage are located in an R-1 district, but the area is not developed with residential use per the full definition of the RLRT Transition area. Therefore the landscape development provisions of 20.25M are applied in this area. The Administrative Modification requested for this requirement is discussed in Section 11, below.

### **LUC 20.25B.040.D - Site Design Standards**

**Sound Transit Discussion:** The RLRT Facilities proposed in this DMP application meet the standards provided in LUC 20.25B.040.D. The surface parking areas included in the Station are screened from street level views by landscape buffers meeting the requirements of the LUC. Further, as discussed above, site features have been fully integrated with the architectural design of the station, guideway, and garage structure. See, e.g., **Attachment M**, drawings L85-LPP108 through L85-LPP126.

### **LUC 20.25B.040.E - Mechanical equipment which is located on the roof shall be incorporated into the pitched or stepped roof form, and not appear as a separate penthouse or box.**

**Sound Transit Discussion:** No mechanical equipment is proposed to be exposed on the roof of the South Bellevue Station. The parking garage will be a flat top deck, with parking. Elevator shafts and associated stair towers will extend above the top deck of the structure with the elevator machine room at the ground level of the station. See **Attachment M**, drawing E09-AAX011.

### **LUC 20.25B.050.B - Design Guidelines**

**1. Building surfaces facing abutting residential districts should be clad with materials which are similar to or compatible with surrounding uses, and which minimize reflected lighting.**

**Sound Transit Discussion:** The South Bellevue Station is located within a residential district, and the west side of the station, including the garage on the site, faces toward the residential neighborhood across Bellevue Way SE. These faces are clad with a metal louvered screening wall while the station itself has minimal surface features. The South Bellevue Station uses concrete, perforated metal panels and green accents to tie the station to the surrounding area as a gateway to downtown Bellevue. Perforated metal panels shield the station from direct

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view and function to decrease the perceived size and mass of the station. Green accents function to integrate the station into the green surroundings of the Slough. These materials, including the concrete selected for the Station, were chosen to minimize reflected lighting from the station, and to ensure its compatibility with the surrounding uses. In addition, trees will be planted or preserved along the east side of the site to provide additional natural screening for users within the adjacent Mercer Slough Nature Park. Landscaping and natural vegetation has been emphasized at this Station to help screen building surfaces and tie the site to the character of the surrounding area.

**2. Building facades should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses and other architectural features which serve to break down the scale. The larger the building, the greater the number and variety of such elements that may be necessary to achieve the effect of diminishing scale.**

*Sound Transit Discussion:* The South Bellevue Station has an open design; therefore, its overall size and scale appears much smaller than its actual size. For example the parking garage and the station have an open area between them. The bus layover area is also a large area of relatively empty space. These areas give the space a more open and less crowded feel. The parking garage further uses louvers and color as architectural features which function to break down the scale of the building.

**3. Pitched roof forms are preferred in order to enhance the compatibility with nearby residential areas. However, under certain circumstances, a stepped roof form could achieve a similar effect.**

*Sound Transit Discussion:* The South Bellevue station will have a pitched roof with a central skylight peak to enhance its compatibility with the nearby residential areas. See **Attachment N, Figure 4**. The parking garage roof is flat, but as noted above a number of design treatments have been included in order to enhance the structure's compatibility with its surroundings. A flat roof structure will allow for parking on top of the garage, which will eliminate the need for an additional story and the associated height increase.

**4. Communication dishes greater than one meter (3.28 feet) in diameter should not be visible from adjacent residential districts.**

*Sound Transit Discussion:* The South Bellevue Station and associated facilities do not have communication dishes greater than one meter in diameter.

**5. Materials and colors used on the building facades should be compatible with nearby residential buildings and the surrounding natural environment; however colors and materials used for the purpose of accent may be approved.**

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**Sound Transit Discussion:** The South Bellevue station and garage are comprised mostly of concrete with perforated metal and green accents. As noted above, the materials and colors selected for the facades of the South Bellevue Station were also selected for their compatibility with nearby residential developments and Mercer Slough.

## **7.0 Chapter 20.25E LUC – Shoreline District Requirements**

Sound Transit submitted a Shoreline Substantial Development Permit (SSDP) and Shoreline Variance Permit application in December 2013. Please refer to the submittals, which the City is processing under permit numbers 13-135764 WG and 13-135765 LS, for further information regarding shoreline requirements.

## **8.0 Chapter 20.25H LUC - Critical Areas Requirements**

The performance standards that apply to the Project per Chapter 20.25H LUC and LUC 20.25M.030.C.3.j.i-iii provide as follows:

1. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area and buffer;
2. The proposal incorporates the performance standards of Chapter 20.25H LUC to the maximum extent applicable; and
3. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3 shall not require a mitigation or restoration plan.

**Sound Transit Discussion:** The portions of the Project covered by this DMP Application comply with LUC 20.25H.055.C.3, which applies to the Facilities because they will be partially located within designated wetlands, streams, shorelines, geologic hazard areas, and potential habitat for species of local importance as shown on the Critical Areas Map (**Attachment O**).

Three streams and five wetlands exist within the permit limits covered by this DMP Application. Standard methods accepted by the City were used to delineate these critical areas. Temporary and permanent impacts are anticipated to eight of these critical areas. Water resource impacts as a result of the Project within the area covered by this application are as follows:

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**Table 1 – Approximate Wetland impacts covered by this DMP Application**

| <b>Site</b>        | <b>Drainage Sub-basin</b> | <b>Permanent Impact (acres)</b> | <b>Permanent Vegetation Conversion (acres)</b> | <b>Permanent Buffer Impact (acres)</b> |
|--------------------|---------------------------|---------------------------------|--|--|
| Mercer Slough West | Mercer Slough             | 0.19                            | 0.38   | 3.72                                   |
| Alcove Creek       | Mercer Slough             | 0.00                            | 0.00   | 0.08                                   |
| Bellefield South   | Mercer Slough             | 0.05                            | 0.00   | 0.20                                   |
| Bellefield North   | Mercer Slough             | 0.01                            | 0.00   | 0.19                                   |
| 8th Street         | Mercer Slough             | 0.13                            | 0.00   | 0.00                                   |
| <b>Total</b>       |                           | <b>0.38</b>                     | <b>0.38</b>                                    | <b>4.19</b>                            |

**Table 2 – Approximate Stream impacts covered by this DMP Application**

| <b>Stream</b> | <b>Local Stream Rating</b> | <b>Permanent Impacts (sf)</b> | <b>Permanent Buffer Impacts<sup>1</sup> (acres)</b> |
|---------------|----------------------------|-------------------------------|---|
| Stream A      | Type N                     | 0                             | 0.00  |
| Wye Creek     | Type F                     | 218                           | 0.10  |
| Alcove Creek  | Type O                     | 236                           | 0.00  |
| <b>Total</b>  |                            | <b>454</b>                    | <b>0.10</b>   |

Mitigation for critical area impacts will occur within and adjacent to the Project area and within the City of Bellevue. Mitigation is consistent with Sound Transit’s commitment to a “no net loss” and no loss of function for these critical areas. Water resource mitigation as a result of the Project will include wetland rehabilitation, wetland creation, wetland enhancement and stream restoration. One of the primary stream and wetland mitigation sites is located along the West Tributary of Kelsey Creek just south of the Kelsey Creek pond. Mitigation at this site will include stream daylighting and wetland creation. This site will provide mitigation not only for wetland impacts within the area covered by this DMP Application but also for impacts in other areas of the Project. Project wide impacts and mitigation are fully summarized in the attached East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

No flood plains will be adversely impacted within the DMP Application area. The Sweyolocken mitigation site is within the flood plain but there will be no net change to floodplain storage

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here. There are 17 geologic hazard areas (steep slopes) within this area of the Project, and almost all of them are fully-stabilized man-made slopes. Full seismic design is proposed for all geologic hazard areas to preserve infrastructure in the case of a seismic event. The Critical Areas Report describes those areas in more detail and the design work to mitigate impacts to steep slopes. See East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

There is also potential habitat for several species of local importance within the Project area. This habitat is primarily within Mercer Slough. Impacts to this habitat from the Project will be minor and will be fully mitigated through the stream and wetland creation planned on the West Tributary to Kelsey Creek and wetland enhancement at Swaylocken Blueberry Farm. See Chapter 3, Compensatory Mitigation, in the attached East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

#### **9.0 Chapter 20.30H – Variance to the Shoreline Master Program**

Sound Transit submitted an application for a Shoreline Variance in December 2013. Please refer to that submittal for further information.

#### **10.0 Chapter 20.30R – Shoreline Substantial Development Permit**

Sound Transit submitted an application for a Shoreline Substantial Development Permit (SSDP) in December 2013. Please refer to that submittal, permit number 13-135764 WG, for further information.

#### **11.0 Request for Administrative Modifications Pursuant to LUC 20.25M.060**

The LUC recognizes that strict application of all LUC provisions may not always be practical or feasible due to the unique nature of the RLRT System and Facilities and permits the City to approve waivers or administrative modifications to these standards if the following criteria are met:

1. The modification or waiver is the minimum reasonably necessary in accordance with the “Light Rail Best Practices” Report to make construction or operation of the RLRT facility or RLRT system practicable and feasible; or
2. The modification or waiver is reasonably necessary to implement or ensure consistency with other related actions approved by the City Council with respect to the RLRT facility or RLRT system including development agreement modifications, cost saving alternatives, or street design standards amendments.

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See LUC 20.25M.060.B.1-2. Through the CDP and DAVE process described in Section 2.3, the City and Sound Transit have identified instances where strict application of the LUC will not be practicable or feasible for the Facilities proposed in this DMP Application, and thus appropriate for administrative modification pursuant to LUC 20.25M.060. The single administrative modification Sound Transit is requesting for this DMP Application relates to the provisions of LUC 20.25M.040.C.2.a.ii (Landscape Development Requirements). The RLRT Facilities proposed in this DMP application meet the standards provided in these code sections, except the requirement for 15 feet of landscaping screening pursuant to LUC 20.25M.040.C.2.a.ii. Due to site and design constraints, only 4 feet of landscaping screening could be provided along the street frontage on Bellevue Way SE at the South Bellevue Station. In addition to the reduction in the landscape buffer at the street frontage of Bellevue Way SE, there is an isolated section of landscaping on the north side of the station along Bellevue Way SE in the mixed use path that is less than 15 feet wide. See **Attachment S** for plan drawings illustrating the modification being requested.

This request for modification is consistent with the administrative modification approval criteria of LUC 20.25M.060.B.1. The modification is the minimum reasonably necessary to make construction of the RLRT facility practicable and feasible consistent with the Light Rail Best Practices (which are further discussed in **Attachment L** to this application), as requiring the buffer to meet the full extent of the code would require additional property acquisitions which would impact Parcel's 7000100130, 7000100120, and 7000100110 to the east which are being avoided. The full landscape buffer width would create site layout and functionality problems which would be impracticable and infeasible to implement. In addition to bus turning radii, the 10 foot concrete mixed use path reduces the landscape buffer to 4 feet at the street frontage with Bellevue Way SE. If the full 15 foot buffer were required, the inclusion of the concrete mixed use path along the east side of Bellevue Way SE would not be possible; landscaping would continuously extend from the curb edge of Bellevue Way SE to the bus layover area.

**ATTACHMENT A****ST2 PLAN**



# Sound Transit 2

## A Mass Transit Guide

The Regional Transit System Plan  
for Central Puget Sound

July 2008

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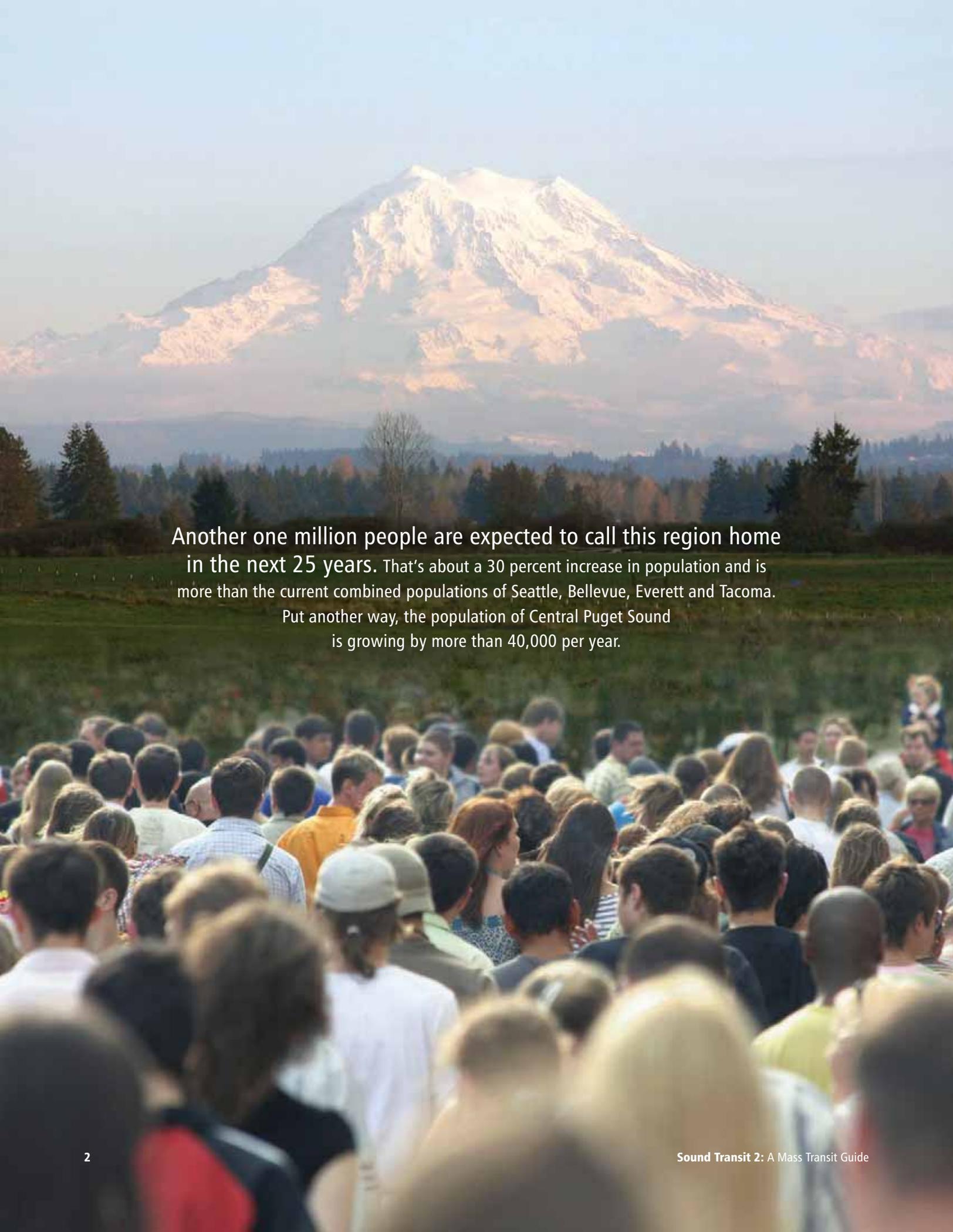
Link light rail • Sounder commuter rail • ST Express regional bus • Tacoma Link light rail

## Easy connections to more places for more people.

– Sound Transit vision statement

Sound Transit plans, builds, and operates  
regional transit systems and services to  
improve mobility for Central Puget Sound.

– Sound Transit mission statement



Another one million people are expected to call this region home in the next 25 years. That's about a 30 percent increase in population and is more than the current combined populations of Seattle, Bellevue, Everett and Tacoma. Put another way, the population of Central Puget Sound is growing by more than 40,000 per year.

## Introduction

Sound Transit proposes to improve and expand the regional mass transit system. The agency has been working since 1996 on the first phase of a regional mass transit system in the Central Puget Sound region that includes Link light rail, Sounder commuter trains and ST Express buses. This initial phase, called *Sound Move*, was approved by voters in 1996 in response to burgeoning growth and traffic problems.

Sounder commuter trains currently operate in a 74-mile corridor from Everett to Tacoma, with construction of an eight-mile extension to Lakewood underway. ST Express buses operate on every major highway in the region. Link light rail serves Downtown Tacoma, and it will open for service between Seattle and Sea-Tac International Airport in 2009. Together, these services carry more than 14 million riders a year reliably around the region to jobs, shopping, school, sporting events and other places they need to go.

Construction of the Link light rail extension between Downtown Seattle and the University District is expected to begin in late 2008, with service to start in 2016.

Even with those investments, however, improving transportation continues to be one of the biggest challenges facing this region.

Another one million people are expected to call this region home in the next 25 years. That's about a 30 percent increase in population and is more than the current combined populations of Seattle, Bellevue, Everett and Tacoma. Put another way, the population of the Central Puget Sound region is growing by more than 40,000 people per year.

By the year 2030, growth will lead to a 35 percent increase in employment and a 30 percent increase in vehicle travel in the region. By 2030, the typical commuter could spend nearly an entire work week of additional time stuck in traffic. Weekday rush hour could last from breakfast through dinner, strangling the movement of traffic and freight, jeopardizing our economy, and hurting the environment.

With a strong mass transit foundation in place and more growth on the way, additional investment is needed to ensure mobility for people and to help the Central Puget Sound region's transportation system run smoothly. An expanded mass transit system that builds on what we have is more important than ever.

In response, Sound Transit is proposing a plan that builds on the *Sound Move* program called Sound Transit 2. The Sound Transit 2 Plan (ST2) would expand the existing light rail system to serve three major travel corridors. Link light rail would extend from North Seattle into Snohomish County, across Lake Washington into East King County, and south of Sea-Tac International Airport to Federal Way. ST2 would also expand Sounder commuter rail and ST Express regional bus service significantly. A map showing ST2 Regional Transit System Plan improvements can be found on Page 16.

The ST2 Plan was developed through an open public process over a four-year period. During that period, Sound Transit coordinated closely with cities and counties and conducted substantial public outreach. With more jobs and people on the way, the time is now to continue building our transportation future.



New light rail from Downtown Seattle to Sea-Tac Airport opens 2009; extension to UW opens 2016



74 miles of Sounder commuter rail with 10 stations



ST Express bus routes offer all-day, two-way service around the region



Tacoma Link light rail connects Tacoma Dome Station to Downtown Tacoma



More than \$800 million invested in transit centers, HOV direct access ramps and park-and-ride lots



PugetPass easy transfer fare system



ST2 would extend light rail from North Seattle into Snohomish County, across Lake Washington into East King County, and south of Sea-Tac International Airport to Federal Way.

Light rail trains carry people to and from East King County in this conceptual image. By 2020, nearly 40 percent of all Bellevue jobs and about 62 percent of its future population growth is projected to be in the downtown core. (Source: The Bellevue Downtown Implementation Plan)

## ST2: The Future

ST2 includes a major expansion of the Link light rail system. Light rail is currently operating in Downtown Tacoma, and a nearly 16-mile line currently under construction between Downtown Seattle and Sea-Tac International Airport is scheduled to open in 2009. An extension from Downtown Seattle to the University of Washington is scheduled to open in 2016.

The ST2 Plan builds on these Link light rail lines and the region's investment in Sounder commuter rail and ST Express bus service. ST2 proposes a future in which someone can ride a light rail train to a job or appointment from the Overlake Transit Center area of Redmond west to Bellevue, Downtown Seattle or the University of Washington; from Lynnwood to Northgate and on to the University of Washington, Downtown Seattle and the airport; or from the Redondo/Star Lake area near Federal Way to the vicinity of Highline Community College, the airport and on to Downtown Seattle. The ST2 Plan would extend the rail system to serve nearly 50 percent of the region's current population and employment centers, providing a reliable transportation option for most of the region's citizens.

Because it runs on its own tracks separated from traffic, light rail is quick and reliable. It will take 19 minutes to travel on a light rail train from Downtown Bellevue to the International District Station and nearby Qwest and Safeco fields, 11 minutes from Overlake Transit Center to Downtown Bellevue, 15 minutes from Northgate to Downtown Seattle, 28 minutes from Downtown Seattle to Lynnwood, or 12 minutes from Redondo/Star Lake to the airport. And because trains are not stuck in traffic, riders can count on the ride being the same every day – rain or shine. With trains running up to 20 hours a day, and every few minutes at peak times, riders won't need to carry a schedule or map.



ST2 would increase ST Express bus service by 17 percent.

When all proposed ST2 projects are completed, half of all work trips to Downtown Seattle are expected to be on transit. The number of people taking transit to work during peak commuting hours will increase in the other major regional centers being served by the plan's investments. Together these investments will enable more people to get around reliably and predictably. With ST2 in place, Sound Transit ridership is projected to grow to over 100 million per year in 2030. The system will also have additional capacity to absorb future growth well beyond 2030.

The new investments proposed in the ST2 Plan are estimated to cost approximately \$13.4 billion (including inflation) to construct over the next 15 years. These regional investments in new mass transit infrastructure include regional express bus, commuter rail and light rail facilities. In addition to these capital improvements, the plan provides funding for operating and maintaining the system. Operations and maintenance costs are estimated at \$1.9 billion (including inflation) through 2023. The financial plan also funds reserves and debt service – for detailed information see the "Paying for the System" section later in this document.

The ST2 Plan is consistent with established long-range regional transportation and land use plans. The Puget Sound Regional Council (PSRC) created the Vision 2040 plan to be a strategy for directing growth in an environmentally responsible way, while fostering economic development and providing efficient transportation. In addition, the PSRC created the Destination 2030 plan to be the region's comprehensive long-range transportation plan. Grounded in Vision 2040's growth management and transportation policies, Destination 2030 provides a multimodal plan for investing in roads, ferries, transit and freight mobility through the year 2030. Destination 2030 is now being updated by the PSRC to reflect the transportation needs of Vision 2040 and is expected to be complete in 2010.

As the Regional Transit Authority (under Chapters 81.104 and 81.112 RCW), Sound Transit is responsible for regional high-capacity transit system planning in the context of Destination 2030. Sound Transit updated its Regional Transit Long-Range Plan in 2005. ST2 is the next phase of transit improvements for the Central Puget Sound region.

The ST2 light rail expansions have the long-term capacity to serve trains running every four minutes in each direction, with each train carrying up to 800 people.



When all proposed ST2 projects are completed, half of all work trips to Downtown Seattle are expected to be on transit.





In the first half of 2008, ridership on ST Express regional buses and Sounder commuter rail grew by 14 percent and 29 percent respectively over the same period in 2007.

## The ST2 Plan

ST2 will substantially expand the regional mass transit system by extending and adding more light rail lines and increasing commuter rail and regional express bus service. This new service will enhance and add high-capacity transit in the region's main travel corridors. The result will be service that cuts through congestion and provides ridership capacity to accommodate the region's needs.

### System access

Value from a high-capacity transit system comes from the ability of that system to transport people reliably, rapidly and efficiently. That is only possible when people are able to access the system. Access solutions vary by transit mode and community. In recognition of these varying needs, Sound Transit will, in consultation with its local transit partners and host jurisdictions, conduct access and demand studies for its passenger facilities to evaluate a full range of needs and potential improvements to meet those needs. Improvements may include:

- Pedestrian improvements at or near transit facilities;
- Additional bus/transfer facilities for improving bus connections;
- Expanded parking at or near transit facilities;
- Off-site/satellite parking along existing transit routes that connect to the facility, including transit priority treatments to improve the speed and reliability of those routes;
- Bicycle access and storage at or near transit facilities; and
- New/expanded drop-off areas to encourage ride sharing.

### Link light rail extensions

ST2 adds approximately 36 miles of new light rail by extending north from the University of Washington to Northgate and Lynnwood, south from Sea-Tac International Airport to the vicinity of the Redondo/Star Lake area near Federal Way, and east from Seattle to Bellevue and the Overlake Transit Center area of Redmond. Light rail trains will provide service to at least 19 planned new stations up to 20 hours a day and every few minutes during peak commuting periods.

In addition, funding is established in ST2 for further planning, preliminary engineering and environmental review for future light rail extensions. ST2 also includes a strategic right-of-way preservation program to ensure crucial properties can be protected or acquired. This will allow Sound Transit to secure property for future extensions to provide more certainty to affected property owners, and to avoid the complications and additional financial expense of acquiring property that has been recently redeveloped.

#### South Corridor

ST2 adds a light rail extension from Sea-Tac International Airport to the Redondo/Star Lake area near Federal Way, with three planned new stations at South 200th Street, the vicinity of Highline Community College (scheduled to open by 2020), and Redondo/Star Lake (scheduled to open by 2023). Funds, in the form of a capital contribution, are also programmed to provide for the expansion of the Tacoma Link light rail system if other public or private entities provide matching funds. Extensions that have been studied and are under consideration are north to the

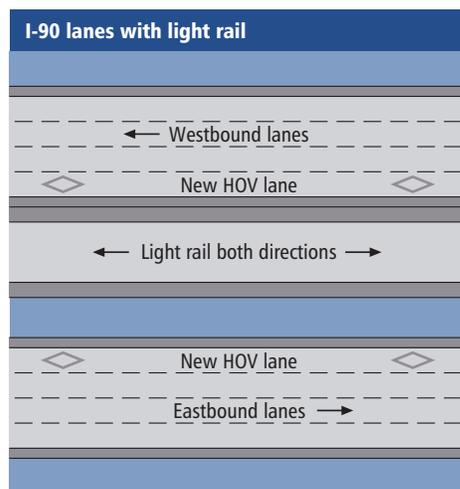
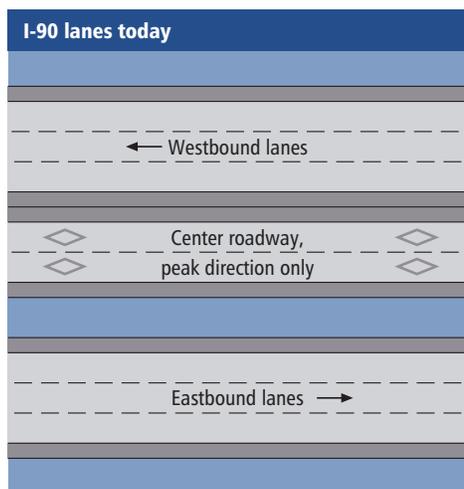


Tacoma General Hospital area or east to Fife. Funding is also provided to complete environmental documentation, preliminary engineering and partial right-of-way acquisition for light rail between Federal Way and Tacoma.

The ST2 Plan's light rail extension to Northgate will begin service by 2020.

### East Corridor

ST2 expands light rail across Lake Washington via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with nine planned new stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and Overlake Transit Center. The line is scheduled to be open to Bellevue by 2020 and Overlake Transit Center by 2021. Funding is also provided to complete environmental documentation and preliminary engineering for light rail between Overlake Transit Center and Downtown Redmond.



Adding light rail to I-90's Lake Washington crossing will dramatically increase the people-carrying capacity of the bridge while the existing number of vehicle lanes is maintained. This will be achieved by adding a new HOV lane in each direction on the existing bridge, as shown at left.



Bringing fast, frequent and reliable light rail to the Redondo/Star Lake area near Federal Way will position the system for future southward expansion. The plan provides funds for environmental documentation, preliminary engineering and partial right-of-way acquisition for light rail between Federal Way and Tacoma.

Kent Station is one of the region's numerous multimodal facilities where trains, buses, bikes and cars connect.

### North Corridor

ST2 expands light rail north from the University of Washington to Lynnwood, adding seven planned new stations in the University District, the Roosevelt neighborhood, Northgate, 145th Street/Jackson Park, Shoreline, Mountlake Terrace and Lynnwood. This extension is scheduled to be open to Northgate by 2020 and to Lynnwood by 2023. If additional funding and/or cost savings are available, preliminary engineering and environmental review for the extension of light rail from Lynnwood Transit Center to Everett may be performed as part of the ST2 program.

ST2 also includes a new streetcar connector line between Downtown Seattle, First Hill and the future Capitol Hill light rail station. The new connector will also provide convenient access to the Sounder commuter rail system and regional bus services.

### Sounder commuter rail improvements

The ST2 Plan builds on the investments already made for providing passenger rail service between Everett and Lakewood along rail lines owned by Sound Transit and the Burlington Northern Santa Fe (BNSF) Railway Company.

ST2 increases the capacity of the highly utilized Tacoma-Seattle service through additional trains and expanded train lengths. Four round trips will be added to this service. Service capacity will be further expanded by increasing the number of passenger cars per train from seven to eight, and extending platforms at some stations. Additional locomotives and passenger cars will be acquired to support this capacity and service expansion.

On the Lakewood-Tacoma-Seattle line, ST2 also includes an expanded permanent Sounder station in Tukwila and access improvements for commuter rail and bus riders at the Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood stations. The ST2 Plan also provides for improvements on existing tracks in Tacoma, including Tacoma Rail tracks that are used by Sounder.



On the Everett-Seattle line, potentially in conjunction with Washington State Ferries multimodal terminal improvement projects, ST2 includes the construction of a permanent Edmonds Station and access improvements to Mukilteo Station.

Funds are also included to construct, own and operate a commuter rail yard and shop facility to support the level of service for Sounder trains at full operational capacity, enabling the agency to more efficiently maintain and operate Sounder.

The ST2 Plan also includes two provisional commuter rail stations along the Everett-Seattle corridor at Broad Street and Ballard that can be implemented subject to the availability of additional funds.

## ST Express regional bus improvements

Recognizing the recent high growth in ridership experienced by Sound Transit and all our partner transit agencies in the Central Puget Sound region, the ST2 Plan rapidly improves ST Express bus service in the highest-need corridors. Specifically, ST2 provides annual operating and fleet expansion funds to increase service levels in the following corridors – I-5 (Everett to Seattle and Tacoma to Seattle); I-90 (Issaquah to Bellevue and Seattle); I-405 (Everett to Bellevue and Renton to Bellevue); SR 167 (Puyallup, Sumner, Auburn, Kent, Tukwila and Renton to Bellevue); and SR 522 (Woodinville and Bothell to Seattle) – by improving service frequency, expanding hours of operation and adding trips to relieve overloads. It also includes new routes in the SR 520 corridor to further develop bus rapid transit (BRT) connecting Redmond, Bellevue, the University of Washington and Downtown Seattle, taking advantage of transit speed and reliability improvements programmed as part of the Washington State Department of Transportation (WSDOT) SR 520 Bridge Replacement and HOV Project.

In conjunction with King County Metro Transit bus services in the SR 520 corridor, Sound Transit will restructure ST Express services to improve overall service reliability and frequencies to at least every 15 minutes in both directions all day long on weekdays. Sound Transit will also seek to provide improved passenger amenities such as real-time next bus arrival information at stations. High service levels, streamlined transit facilities and congestion management will result in a fast, reliable and high-capacity BRT system in the corridor.

Beginning in 2009, ST2 includes a sufficient number of buses and the operating funds to provide a total of 100,000 annual platform hours above *Sound Move* planned levels. ST2 continues this service hour expansion on I-5, I-405, SR 520, SR 522, SR 167 and I-90 through the 15-year life of the plan. In cooperation with Community Transit in Snohomish County, ST2 provides significant investment in expanding ST Express service levels by 30 percent in the I-5 and I-405 corridors from Everett to Seattle and Bellevue respectively.



The ST2 Plan will provide bus rapid transit service on the SR 520 corridor.



Sound Transit will work with WSDOT, Community Transit, Everett Transit, King County Metro and Pierce Transit to find solutions to rising congestion on HOV facilities in an effort to improve bus speed and reliability.

Throughout implementation, Sound Transit will work with WSDOT, Community Transit, Everett Transit, King County Metro and Pierce Transit to find solutions to rising congestion on HOV facilities in an effort to improve bus speed and reliability.

As bus maintenance capacity and fleet become available, Sound Transit will implement additional service as quickly as possible. Total annual ST Express service hours across the region will be increased by about 17 percent by 2020. ST2 also includes contributions from Sound Transit to help fund new or improved transit centers in Burien and Bothell in partnership with others.

When light rail opens in the various corridors, the majority of ST Express service in those corridors will be redeployed, resulting in a net overall increase in transit service.

While *Sound Move* included high-occupancy vehicle (HOV) access projects that make it easier for buses to merge into freeway HOV lanes, no new such projects are included in ST2. Park-and-ride expansion, HOV direct access ramps and other system access improvement projects are a high priority in Snohomish County. Such projects at regional system access facilities in Snohomish County may be built if sufficient additional funding and/or cost savings are identified in the ST2 program. Sound Transit continues to assume that WSDOT will fund and complete construction of the core HOV lane system in accordance with its freeway HOV policy. Funding is in place for Sound Transit's share of HOV projects underway on I-90 across Lake Washington and in Renton. These are *Sound Move* projects being implemented in partnership with WSDOT.

## Eastside rail corridor partnership

The ST2 Plan sets aside funds that may be used in connection with rail passenger development and associated work that may be undertaken by other local governments and public agencies for long-term passenger rail service on an existing BNSF line. This rail line, portions of which BNSF intends to abandon and which the Port of Seattle is purchasing through the federal rail-banking process, stretches from the city of Snohomish to the city of Renton, east of Lake Washington. The State of Washington has directed Sound Transit and the PSRC to complete a feasibility study of potential passenger rail on this corridor. In addition, other parties in the region have expressed an interest in passenger rail service on this line.

Eastside STart projects, like the ones at Bellevue Transit Center, add a heightened level of value to the surrounding community and help create a sense of place for residents, employees and transit users.





Any future passenger rail service along this corridor would be implemented and operated by other public and/or private parties, particularly along the portion of the corridor located in Snohomish County outside the Sound Transit District. The ST2 Plan does not include funds to operate such passenger rail service. Sound Transit's investment in this project is limited to a maximum contribution of \$50 million dollars, which may be used for engineering and design, and for the purchase of capital equipment and real estate that can either be sold or used on Sound Transit's existing transportation system. Sound Transit's investment is also contingent upon the satisfaction of the following conditions prior to December 31, 2011:

- a. Completion of the Sound Transit/PSRC feasibility study and determination that passenger rail on the Eastside BNSF corridor is feasible and would be a meaningful component of the region's future transportation system, as required by state law;
- b. The Sound Transit Board's determination that the ridership forecasts, financing plan, and capital and operating cost estimates and operating plan are reasonable and that the service will provide substantial benefits to the regional transportation system in the Sound Transit District; and
- c. Execution of an agreement with other public or private parties regarding the implementation of a passenger rail system.

If a partnership for passenger rail on the BNSF corridor in East King County is not executed by December 31, 2011, the \$50 million included in the ST2 Plan for a partnership will be reprogrammed to further the implementation of HOV BRT service in the I-405 corridor in East King County. Options for alternative investments in the I-405 corridor will be developed for Board review and approval prior to expenditure of these funds.

The ST2 Plan increases ST Express regional bus service by 17 percent.



Real-time electronic messages at Puyallup Station tell customers when the next train will arrive.

## Using the system

Sound Transit has used its research and technology and fares programs to find ways of making transit more convenient and easier to use.

For example, Sound Transit is installing vehicle location systems at its Link light rail and Sounder commuter rail stations and at some ST Express transit centers. These real-time electronic messages tell customers when the next train or bus will arrive. These electronic message signs will be in place in 2009 when the Link light rail system opens.

A decade ago, transferring between transit systems in the region required customers to have several passes or to pay a separate fare on each system. Over the last 10 years, Sound Transit has partnered with local transit agencies to create an integrated fare system that allows riders to transfer easily. In 1999, a new regional "PugetPass" was created for Sounder trains and ST Express, Community Transit, Everett Transit, Pierce Transit and King County Metro buses. These agencies are working together with the Washington State Ferries and Kitsap Transit to implement new "smart card" technology in 2009 to make it even easier to travel around the region.

As part of ST2, Sound Transit will continue to explore and apply innovative technology and fare initiatives. Potential initiatives include expanding the "next bus" and "next train" electronic messaging system and installing more transit signal priority equipment to speed buses through congested intersections. Other possibilities include providing bus schedules and real-time "next bus" information on cell phones or personal handheld devices. Ticket vending machines at more locations would make it easier to buy a ticket or reload a smart card. Wireless internet access could be expanded to more Sound Transit vehicles and facilities. Electronic transit information kiosks could be installed in more places to provide more information to customers.

Ticket vending machines allow passengers to pay their fares before getting aboard the train, speeding up service for everyone.



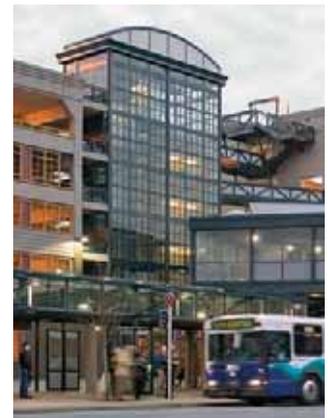
## Planning for the future

ST2 includes funds to continue progress toward completing the regional transit system envisioned in Sound Transit's Long-Range Plan. Like *Sound Move*, ST2 is another incremental investment toward completing the larger regional high-capacity transit system. Further phases will be necessary beyond ST2 to fully build out the system envisioned in the Long-Range Plan, all subject to voter approval.

In order to advance completion of further expansions of the system beyond this ST2 Plan, funding is included for a series of planning studies. These studies will help narrow the range of alternatives, evaluate potential routes and station locations, inform local comprehensive planning, prepare for formal environmental impact review and engineering, and position the Sound Transit Board to evaluate options and establish the next highest priorities for implementation of the next phase of high-capacity transit investments in the region. All of the studies will include extensive public outreach, preliminary environmental assessment and ridership forecasting, and conceptual engineering and cost estimating.

The studies include high-capacity transit from Lynnwood to the Southwest Everett Industrial Center and to Everett; the Overlake Transit Center area of Redmond to Downtown Redmond; South Bellevue to Issaquah; the Redondo/Star Lake area near Federal Way to Tacoma; Redmond to Kirkland and on to the University District; University District to Ballard and on to Downtown Seattle; Renton to Tukwila, Sea-Tac and on to Burien; and Downtown Seattle to West Seattle and on to Burien. These studies will inform the Sound Transit Board's consideration of potential updates to Sound Transit's Long-Range Plan.

In the I-405 corridor, the focus will be on planning for BRT, the preferred long-term high-capacity transit technology identified in WSDOT's I-405 Corridor Program Master Plan. This study will review current transit service and capital improvements in the corridor being implemented by Sound Transit and other transportation agencies, and explore opportunities to enhance BRT system coordination and identify additional future improvements.



High-capacity transit studies will inform the region how to expand mass transit to areas such as Everett (top), Tacoma (middle), and Redmond (below) in future phases.





The investments contained in ST2 will create regional jobs both during construction and after the system is built.

## Putting the System in Place

### Implementing the plan in stages

Implementation of ST2 will begin after voters approve funding for the expanded regional transit system. Individual projects will be brought into service after they proceed through planning, public outreach, environmental review, preliminary engineering, property acquisition, final design, permitting, construction and start-up/testing programs. Transit centers, parking garages and commuter rail stations typically take five to six years from planning and site selection through opening for service. Light rail extensions are more complex because they travel through multiple jurisdictions, along freeway corridors or across waterways. Light rail extensions can take approximately four to seven years for planning, public outreach, environmental review, engineering and final design, and require another four to six years to build, depending on their length and complexity. Sound Transit continually coordinates with local and state governments to streamline project approval processes while ensuring environmental and community concerns are properly addressed. While putting each component of ST2 in place, Sound Transit will use a variety of proven analytical, project management and review techniques to make sure that the system provides the greatest regional benefits.

Link light rail from Downtown Seattle to the University of Washington is scheduled to open in 2016. The First Hill streetcar connector to light rail is also scheduled to open by 2016. The ST2 Plan anticipates opening the extensions to Northgate, Bellevue and the vicinity of Highline Community College in 2020. Construction will continue to the Overlake Transit Center area of Redmond with service scheduled to start in 2021, and the extensions to Lynnwood and Redondo/Star Lake are scheduled to open for service by 2023. ST2 also provides partnership funds for an extension of Tacoma Link light rail as early as 2015.

In the south corridor, Sounder commuter rail access will be improved for stations in Tukwila, Auburn, Sumner and Puyallup by 2015. Station platforms will be extended to accommodate longer trains and four new round trips will be phased into service by 2015. Station access improvements for Mukilteo, Edmonds, Kent, Tacoma, South Tacoma and Lakewood are scheduled to be completed by 2023.





ST Express regional bus service will be improved in high demand corridors in stages as additional buses and maintenance facility capacity become available. Sound Transit will put new service on the street as quickly as possible; change and add service to respond to ridership demand; and utilize access improvements such as HOV lanes and expanded parking and station access improvements as they come on line. Sound Transit will work closely with its transit partners to coordinate, integrate and maximize bus service and restructure those services in response to new rail services.

The Sound Transit Board will consider the prioritization, sequencing and actual timing of construction and service start-up of all ST2 projects. This will include ongoing consideration of factors affecting project readiness. The Board may modify project timing as appropriate, in response to the anticipated evolution of project readiness over the ST2 implementation period, and the necessity of coordinating ST2 construction with that of regional highway projects occurring in the same corridors. Some ST2 projects are located in close proximity to WSDOT projects. To the extent practicable, Sound Transit will coordinate design of its projects with WSDOT, and both parties will work to phase construction of each project to mitigate the overall construction impacts. As ST2 light rail projects are planned and designed, consideration will be given to possible future system expansion options to facilitate future extensions. For example, extensions to Issaquah and Kirkland are being considered during planning and design of the East Link project.

Throughout the implementation of the ST2 Plan, Sound Transit's Transit-Oriented Development (TOD) program will strive to achieve pedestrian-friendly development around the high-capacity transit stations. The purpose of the TOD program is to promote development that will result in reduced automobile use, higher transit ridership, enhanced livability, walkability and sustainability in the communities Sound Transit serves. A shift from the use of cars to walking and transit will result in reductions in fuel consumption and the emission of pollutants, especially greenhouse gases.

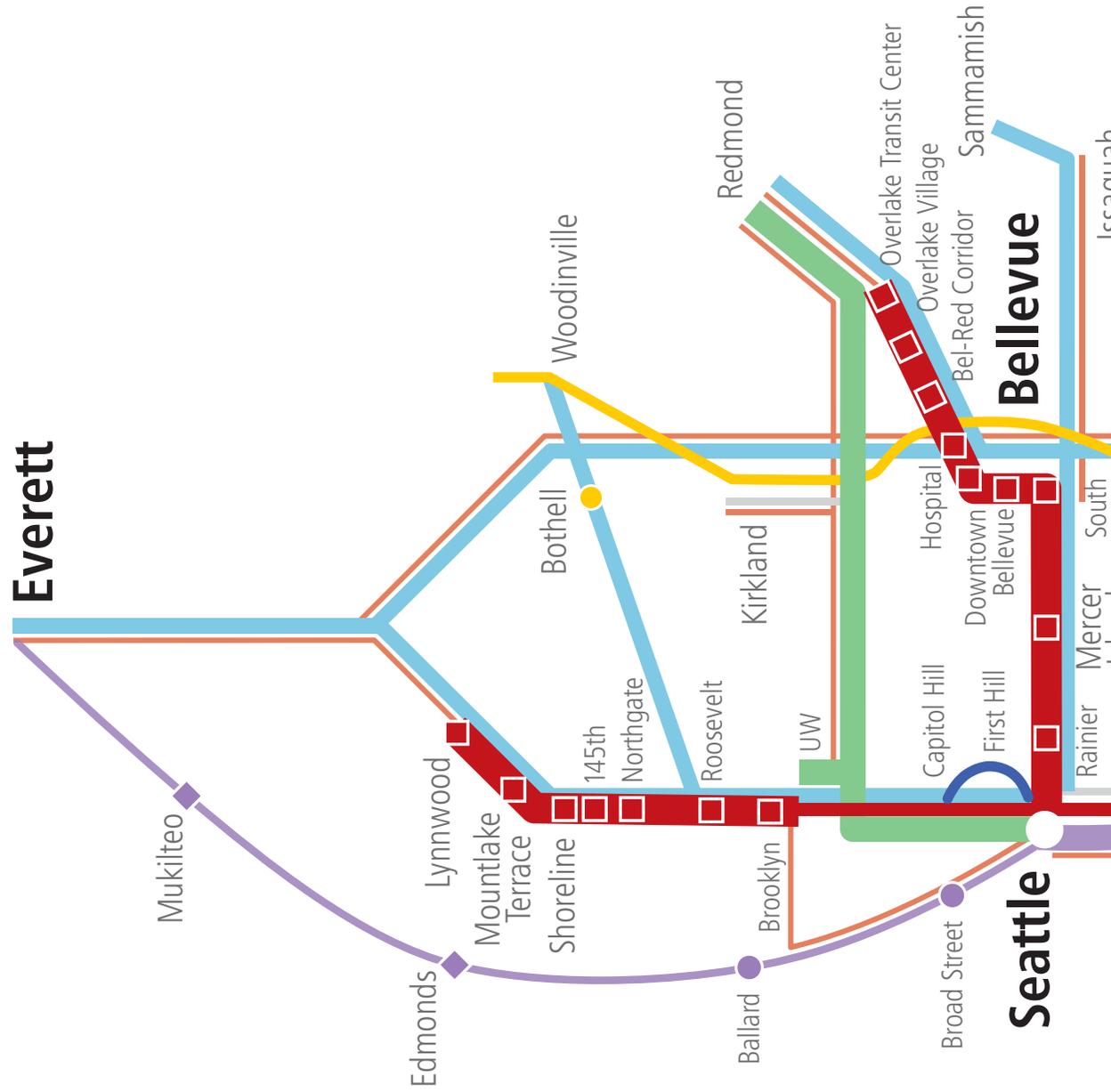
Mass transit expansions will result in reduced automobile use, higher transit ridership and enhanced livability, walkability and sustainability in communities across the region.



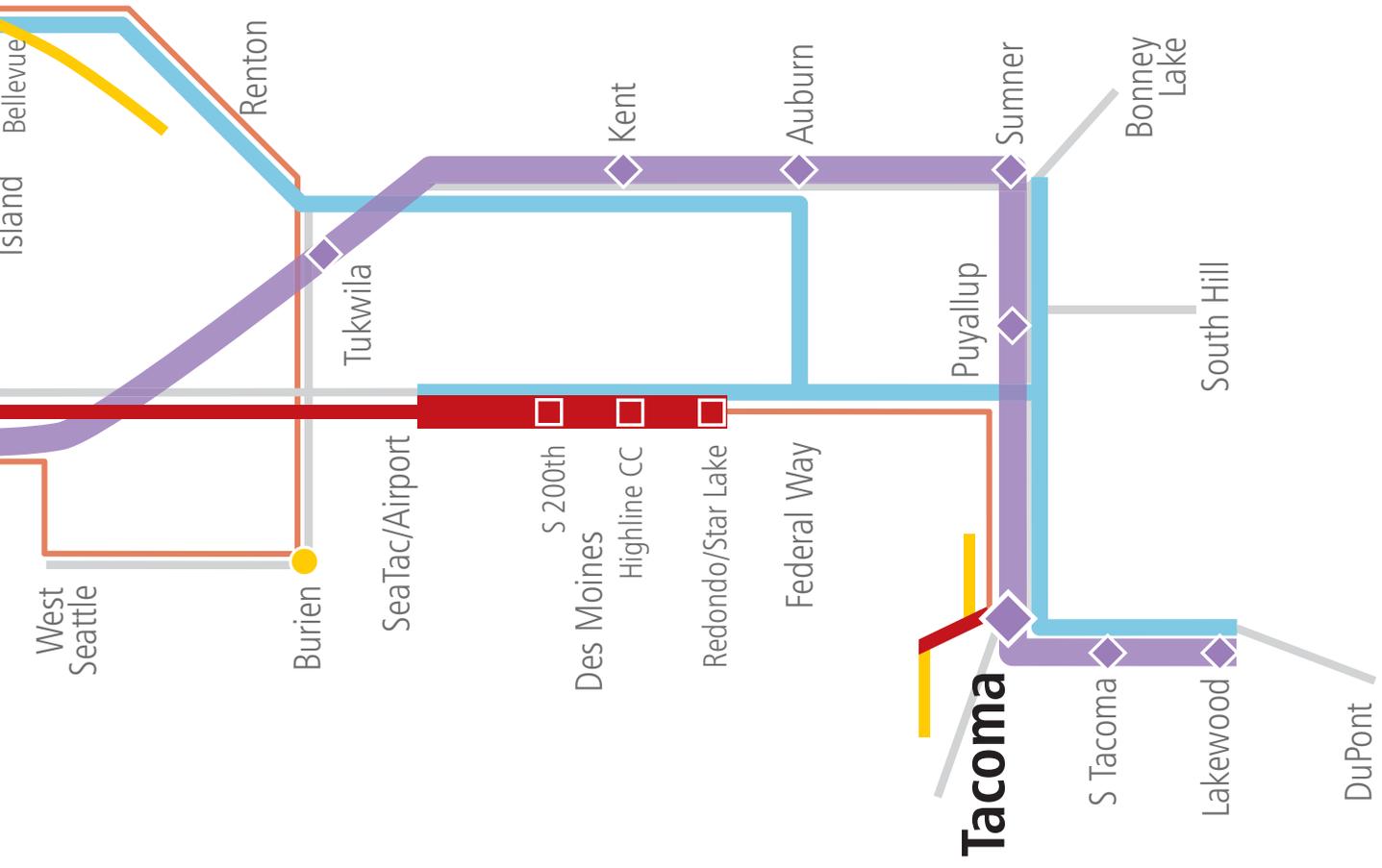
# Sound Transit 2

## A MASS TRANSIT GUIDE

The Regional Transit System Plan for Central Puget Sound



- ST2 at a glance**
- Adds approximately 36 miles of new light rail, with at least 19 new stations
  - Adds 4 round trip Sounder commuter rail trains between Lakewood and Seattle
  - Improves Sounder stations along the entire line – north and south
  - Adds 17% more ST Express regional bus service
  - Adds a new streetcar connector line in Seattle



| Legend                              |  |
|-------------------------------------|--|
| <b>Link light rail</b>              | Extension: new service and station                                   |
|                                     | Planning, environmental, design, and potential right-of-way purchase |
|                                     | Existing light rail — UW to SeaTac                                   |
| <b>Sounder commuter rail</b>        | New/improved service or station                                      |
|                                     | Provisional station subject to funding availability                  |
|                                     | Existing commuter rail service                                       |
| <b>ST Express regional bus</b>      | New/improved service   |
|                                     | New bus rapid transit (BRT) service or station                       |
|                                     | Existing bus service   |
| <b>Other supporting investments</b> | Regional transit partnership contribution                            |
|                                     | First Hill Link connector  |



N



ST2 expands access to regional transit system facilities across the region, such as Tacoma Dome Station, above.

As Sound Transit plans potential locations for rail stations and other facilities, evaluations of transit-oriented or joint development will occur at each location. Sustainable station development results from the combined efforts of local jurisdictions and public and private partners. Sound Transit will work with those parties and also evaluate which jurisdictions are encouraging appropriate land uses and densities to reinforce efficient land use and transit connectivity.

Approximately midpoint in the ST2 program implementation, or when the environmental review of all light rail extensions is substantially complete, Sound Transit will evaluate what projects might be funded through a new voter-approved ballot measure and consider a workplan and schedule for such a measure. Sound Transit staff will prepare an evaluation of further system expansion and submit it for Board consideration. This evaluation will at a minimum:

- Determine whether ST2 program implementation is on course as planned;
- Analyze the results of the planning studies to draw conclusions on the appropriateness of pursuing additional corridor development;
- Recommend corridors for additional high-capacity transit development; and
- Assess the potential tools available and/or necessary to develop financing strategies for such corridor development (for instance, federal or state grants, additional revenue authority, use of existing revenues or other funding partnerships), along with associated risks and opportunities.

## Managing the existing system

### System Access Program

Convenient and efficient access for customers using the system is critical to the effectiveness of the regional transit system and for expanding system ridership. A System Access Program is established to promote the development of facilities to improve connections between surrounding communities and stations, transit centers and other customer boarding locations.

The System Access Program aims to leverage existing or planned investments at or near these facilities. For example, in order to improve bicycle and pedestrian access, funds from this program could be matched with funds from other parties to connect a station to the regional trail system. Candidates for application of the program include the Tukwila/International Boulevard and Sea-Tac

International Airport stations, where trails and bicycle lanes lie to the east and west. A new trail extension is planned to the west, but additional facilities are needed to complete bicycle connections to the stations. Other potential System Access Program uses may include new and/or improved pedestrian and bicycle facilities, additional bus bays for expanding connecting bus service, capital improvements that improve bus speed and reliability along routes connecting to stations, and improved passenger drop-off/pick-up facilities at stations.

A portion of the program's funds will be allocated through a competitive process where project ideas will be regularly solicited and evaluated for funding consideration. Evaluation criteria will be established and may include, but are not limited to, the level of matching funds from outside sources, the ability to overcome small barriers or close small gaps that are present along pedestrian and bicycle routes, and the potential to reduce reliance on auto use and parking for station access.

### **Bus/ferry-rail service integration**

Buses and ferries are an integral part of the rail expansion in ST2. Sound Transit is working closely with its transit partners – Everett Transit, Community Transit, King County Metro, Pierce Transit and Washington State Ferries – to develop a coordinated bus/ferry-rail network that fully utilizes the unique qualities and strengths of all transit modes. By coordinating bus/ferry-rail service planning and by designing stations for efficient intermodal connections, the rail expansions proposed in ST2 can strengthen existing bus and ferry systems and achieve region-wide mobility benefits that extend far beyond the rail alignments.

Providing rail service in high-traffic areas allows buses to avoid congested segments of the roadway system, improving transit's on-time performance and efficiency. Convenient bus and ferry connections to rail stations extend the geographic reach of rail far beyond the immediate station areas, providing additional transit connections and expanded regional and neighborhood transit access to the high-capacity transit system. Since some bus service that operates parallel to rail will no longer be needed, the savings in bus service hours can be reinvested to increase bus service elsewhere.

### **A community effort**

The public played a key role in shaping Sound Transit's Long-Range Plan and ST2, and will play an even greater role in ST2's implementation.

Sound Transit will continue its open public involvement process with many opportunities to inform and involve the community. This is particularly important when planning, designing and constructing specific projects so that the unique character and needs of each community can be reflected in the finished project.



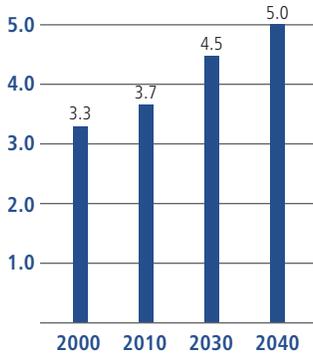
Buses and ferries are an integral part of the rail expansion in ST2 by extending the reach of rail far beyond immediate station areas.



Thousands of comments from community members helped shape the ST2 plan.

## Regional population growth

Snohomish, King, Pierce and Kitsap counties (in millions)



Source: Puget Sound Regional Council

## The Sound Transit District

The Sound Transit District is more than 1,000 square miles with a population of about 2.86 million people. There are currently more than 50 cities in the district, which includes most of the urban areas of King, Pierce and Snohomish counties.

Sound Transit is governed by an 18-member board of directors made up of local elected officials including mayors, city council members, county executives and county council members from within the Sound Transit District, and the Secretary of the Washington State Department of Transportation.

## Annexations

After voters within the district boundaries have approved a ballot proposition authorizing local taxes to support implementation of the ST2 Plan, the Sound Transit Board may approve resolutions calling for elections to annex areas outside, but adjacent to, the Sound Transit District.

The legal requirements to annex areas into the Sound Transit District include the following:

*The Sound Transit Board may call for annexation elections after consulting with any affected transit agencies and with the approval of the legislative authority of the city or town (if the area is incorporated) or with the approval of the area's county council (if it is unincorporated).*

*Citizens in areas to be annexed are provided an opportunity to vote on proposed annexation and imposition of taxes at rates already imposed within the Sound Transit District boundaries.*

*If approved by the voters, changes to the Sound Transit District boundaries may require changes in the make-up of the Sound Transit Board membership. Board membership must be "representative" of the proportion of the population from each county that falls within the Sound Transit District.*

## The Sound Transit District

- Includes urbanized areas of Snohomish, King and Pierce counties
- 1,000 square miles
- 52 cities



## Extending service outside Sound Transit boundaries

Sound Transit may extend new services beyond its boundaries to make connections to significant regional destinations and allow areas outside of the district to function as part of the regional system.

Such service extension would require agreements with the affected local transit agency and/or other appropriate government agencies.

Sound Transit will enter into agreements with agencies beyond the district boundary to integrate fares. This will allow flexible transfers between various transit operators and prevent people who live outside the district from being penalized financially for making regional trips by transit instead of by automobile.

## Benefits of the Plan

Transportation improvements are clearly linked to the growth, development, quality of life and economic vitality of a region. ST2 proposes a range of transit improvements building on the investments Sound Transit has already made, with major extensions of Link light rail to serve more of the Central Puget Sound region’s urban centers, along with improvements in Sounder commuter rail and enhancements to ST Express bus services and facilities. These improvements add major new capacity in the region’s most congested corridors to help serve the transportation demands of the people and businesses already here, as well as anticipated growth.

Transit investments create value within a community that goes beyond where or how many projects are built. Personal mobility, regional connections, the availability of transportation alternatives, and impacts on growth patterns, quality of life and the economic well-being of the region are all tangible outcomes that must be considered in deciding on transit investments.

The regional transit improvements included in ST2 will have many benefits for people throughout the Puget Sound region and will further the realization of the long-term growth management and quality of life goals embodied in Vision 2040, the Sound Transit Long-Range Plan and local land use policies. Some of those benefits are briefly described below, and in more detail in Appendix C.



With the ST2 Plan, transit ridership in the region is projected to grow by more than 65 percent over 2006.

**Table 1: Regional transit ridership and transfer rate**

|                   | Existing in 2006 | 2030 without ST2 | 2030 with ST2 |
|-------------------|------------------|------------------|---------------|
| <b>Daily</b>      |                  |                  |               |
| Transit trips     | 329,000          | 482,000          | 544,000       |
| Transit boardings | 424,000          | 661,000          | 808,000       |
| <b>Annual</b>     |                  |                  |               |
| Transit trips     | 98 million       | 145 million      | 165 million   |
| Transit boardings | 127 million      | 199 million      | 246 million   |
| Percent using ST  | 12%              | 40%              | 65%           |
| Transfer rate     | 1.29             | 1.37             | 1.49          |

**Table 2: Summary of projected Sound Transit ridership by mode in 2030**

|                       | Annual riders      | Daily riders   |
|-----------------------|--------------------|----------------|
| Link light rail       | 86.5 million       | 280,000        |
| Tacoma Link           | 2 million          | 6,000          |
| Sounder commuter rail | 6.5 million        | 24,000         |
| ST Express bus        | 14 million         | 48,000         |
| <b>Total</b>          | <b>109 million</b> | <b>358,000</b> |

## Transit ridership

By 2030, the completed projects in *Sound Move* and ST2, along with continued growth in people riding local buses, means that public transit in the Sound Transit District will be carrying an estimated 165 million trips a year, twice as many as in 1996. Over 100 million of these trips will be on Sound Transit. Most importantly, these new transit trips will be concentrated in the region’s most congested corridors on bus routes and rail lines serving the region’s densest downtowns and urban centers.

The most important measure of any transit investment is whether it attracts riders and serves them well. The most direct way to measure this factor is the number of people riding transit. With the ST2 Plan, transit ridership in the region is projected to grow by more than 65 percent over 2006.

**Table 1** compares regional transit ridership in 2006 with ridership projections for 2030, with and without the ST2 investments.

**Table 2** summarizes the daily and annual boardings projected for Link light rail, Sounder commuter rail and ST Express bus in 2030 with the ST2 Plan.



Transit reliability – that is, on-time performance – is ensured through exclusive rights-of-way that are completely free of delays from traffic congestion.

## Transit capacity

The capacity of rail transit is a combination of the size of the vehicles and how frequently they run. As with highway capacity, the important measure for rail capacity is the maximum passenger carrying capacity during the peak period, when service is most in demand. This is usually referred to as “peak passengers per hour in the peak direction.” Projected ridership for Link light rail in 2030, seven years after ST2 system build-out, shows it will have capacity to meet demand well into the future.

The per-hour and all-day passenger moving capacity of the ST2 light rail system is significant, especially compared to a roadway of similar width with mixed traffic.

The difference between the ultimate system capacity and the ridership forecast shortly after opening represents the excess capacity available to accommodate a large amount of future ridership demand in the decades after the system is built. **Table 3** presents the hourly passenger capacity of the ST2 light rail system at points in the system with varying frequencies of train service, at three different loading standards: all passengers seated, a comfortable level of standing passengers and a “crowded” load that might only be accommodated during peak times for short segments, such as a major event.

**Table 3: Light rail system capacity (passengers per hour per direction)**

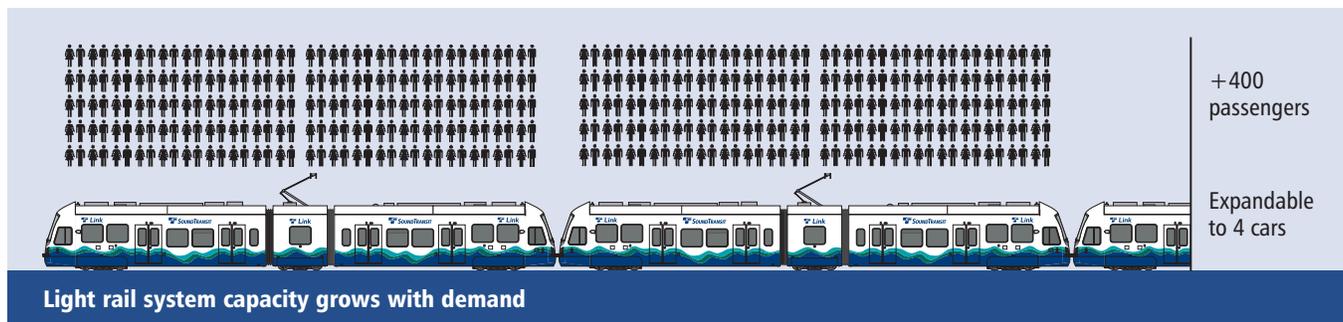
| Peak frequency (minutes) | 4-car trains per hour | Seated capacity (74 per car) | Comfortable capacity (150 per car) | Crowded capacity (200 per car) |
|--------------------------|-----------------------|------------------------------|------------------------------------|--------------------------------|
| 2                        | 30                    | 8,880                        | 18,000                             | 24,000                         |
| 4                        | 15                    | 4,440                        | 9,000                              | 12,000                         |
| 6                        | 10                    | 2,960                        | 6,000                              | 8,000                          |
| 8                        | 7.5                   | 2,220                        | 4,500                              | 6,000                          |

As the region’s population grows, Sound Transit can serve the rising demand by increasing the frequency and length of light rail trains. A four-car light rail train can carry up to 800 people. At maximum capacity, running four-car trains every four minutes offers the ability to move 12,000 riders per hour in each direction, or 24,000 riders per hour in both directions.

## Travel time savings and reliability

Within the Sound Transit District, bus travel times slow by about one percent per year, mostly due to increased road congestion and increased pedestrian activity in centers. Without improvements in transit, existing bus travel times would be expected to be about 22 percent slower by 2030.

Expanding the region’s network of fixed guideway transit operating in its own right-of-way separate from roadway congestion helps protect transit riders from increasing travel times. Travel times for drivers will improve as more people get out of their cars and use transit, providing more room on the road.



Tables 4 and 5 illustrate the expected travel time savings for the region’s drivers and transit riders, achieved by the investments included in the ST2 Plan. Looking ahead to 2030, seven years after ST2 investments are complete, the region’s highway drivers and transit riders are projected to save about 25 million and 19 million hours a year respectively.

Reliability means arriving at the same time every time, regardless of gridlock or weather conditions. Reliability is a critical factor in how people plan their travel and budget their time. Transportation system reliability has continued to decline in the Puget Sound region for several decades, both for car drivers and for transit riders. This is primarily related to increases in the severity of traffic congestion, and in the greater likelihood of congestion occurring at any time of day or on any day of the week.

When people need to arrive somewhere by a specified time, whether to be on time for work, or to catch a plane or to watch a child’s soccer game, they know that if the trip involves one of the region’s most congested corridors at peak hours they should allow a great deal of extra time to get there. Increasingly, the problem of congested peak hours has spread to all hours of the day and even to the weekends.

Buses are caught in the same traffic as cars and trucks. Freeway HOV facilities speed buses, but even these ramps and lanes often break down in the crush of peak period traffic, bad weather and accidents. Sounder commuter rail and Link light rail, although they share some grade crossings with vehicles, operate on their own rights-of-way free from conflicts with other traffic.

Reliability on streets and highways is affected by many things including accidents, stalled vehicles and weather conditions, but the most important factor in the Central Puget Sound region is the volume of traffic and delays caused by congestion.

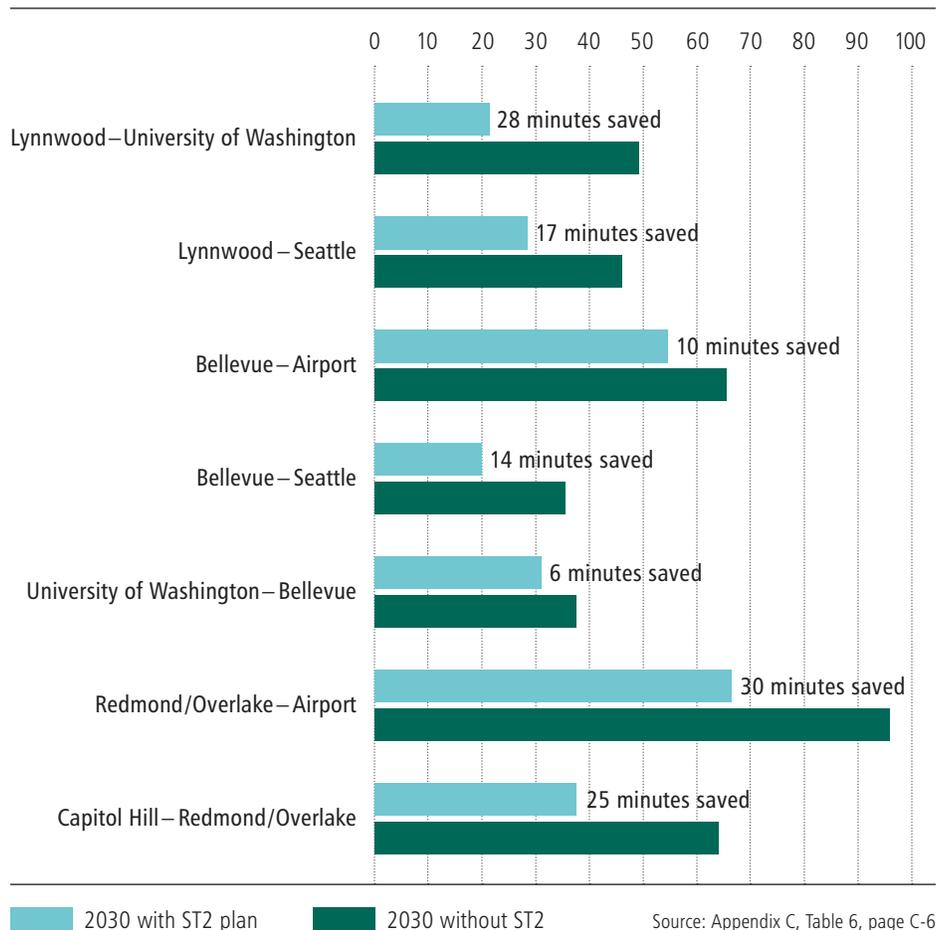
**Table 4: Projected travel time savings for drivers and freight**

| Drivers & freight<br>2030 with ST2                               |                  |
|--|------------------|
| Reduction in annual vehicle miles traveled (switched to transit) | 268 million      |
| Annual highway delay reduced                                     | 25 million hours |

**Table 5: Projected travel time savings for transit riders**

| Transit riders<br>2030 with ST2 |            |
|---------------------------------|------------|
| Daily hours saved               | 60,000     |
| Total annual hours saved        | 19 million |

**Projected average transit travel times**





Each year, rising congestion means drivers have to allow more and more time to reach their destinations. This is illustrated by the travel time allowances at right that are necessary to have a 95 percent chance of arriving on time.

WSDOT tracks reliability on the freeways for major commutes between pairs of cities, and calculates “95 percent reliable travel times.” This is the amount of time a driver needs to plan for to arrive on time 19 times out of 20.

WSDOT data for major corridors shows reliability on the region’s highways to be steadily declining. **Table 6** shows WSDOT’s estimates of how much time a driver needs to allow for travel between certain points in the regional system due to the unpredictability of highway travel in the region.

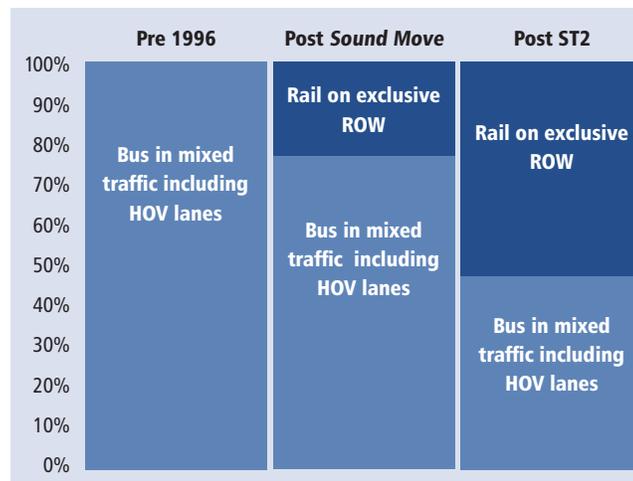
Transit reliability is related to a number of factors, but most significantly to the portion of the trip that occurs in exclusive right-of-way. **Figure 1** illustrates the increased access to exclusive right-of-way that will be experienced by the region’s transit riders with ST2.

**Table 6: Regional highway travel time reliability**

| Route description           | Travel time at posted speeds | Average peak travel time | Travel time for 95% on-time arrival | On-time arrival % increase |
|-----------------------------|------------------------------|--------------------------|-------------------------------------|----------------------------|
| <b>From Seattle</b>         | (in minutes)                 | (in minutes)             | (in minutes)                        |                            |
| Seattle–Everett             | 24                           | 43                       | 60                                  | 40%                        |
| Seattle–Redmond via SR 520  | 15                           | 30                       | 44                                  | 47%                        |
| Seattle–Bellevue via I-90   | 11                           | 18                       | 32                                  | 78%                        |
| Seattle–Bellevue via SR 520 | 10                           | 21                       | 32                                  | 52%                        |
| Seattle–Issaquah            | 16                           | 23                       | 37                                  | 61%                        |
| Seattle–SeaTac              | 13                           | 19                       | 28                                  | 47%                        |
| Seattle–Federal Way         | 22                           | 37                       | 56                                  | 52%                        |
| <b>From Bellevue</b>        |                              |                          |                                     |                            |
| Bellevue–Everett            | 23                           | 44                       | 62                                  | 41%                        |
| Bellevue–Seattle via I-90   | 11                           | 28                       | 46                                  | 64%                        |
| Bellevue–Seattle via SR 520 | 10                           | 26                       | 38                                  | 46%                        |
| Bellevue–Tukwila            | 13                           | 33                       | 45                                  | 36%                        |
| <b>From other locations</b> |                              |                          |                                     |                            |
| Renton–Auburn via SR 167    | 10                           | 20                       | 33                                  | 65%                        |

Source: WSDOT Gray Notebook: Measures, Markers, and Mileposts 9/30/07 p. 68

**Figure 1: Percentage of passenger miles in mixed traffic vs. exclusive right-of way**



Transit reliability is related to the portion of the trip that occurs in exclusive right-of-way. As the percentage of rail trips increases, transit reliability will also increase.

Sound Transit’s Link light rail operates entirely on exclusive right-of-way. In addition, most of the right-of-way is grade separated with no interference from traffic. Even where there is no grade separation, Link light rail operates in exclusive right-of-way with signal preemption. This allows the service to maintain a very high level of reliability at all times of the day.

Upon completion of the ST2 investments, the share of all transit riders in the region using Sound Transit’s services grows from 12 percent today to 65 percent in 2030. Much of the bus service in new rail corridors can be reinvested elsewhere in the region, resulting in an overall increase in transit service and access beyond the rail lines.

### Transit system accessibility

The reach of the regional transit investments made in *Sound Move* and in ST2 is much greater than just the immediate vicinity of rail stations and transit centers. **Figure 2** shows the access to the regional light rail and commuter rail systems when all ST2 improvements are in service. It depicts the geographic coverage of an average ½ mile walk access and average 2½ mile park-and-ride access to the rail stations, and the reach of existing local bus services (including an average ¼ mile walk distance to the bus) that would allow access to the rail system with one transfer. Within the Sound Transit District, over 70 percent of residents and over 85 percent of employees would have convenient access to the region’s rail system in 2030.

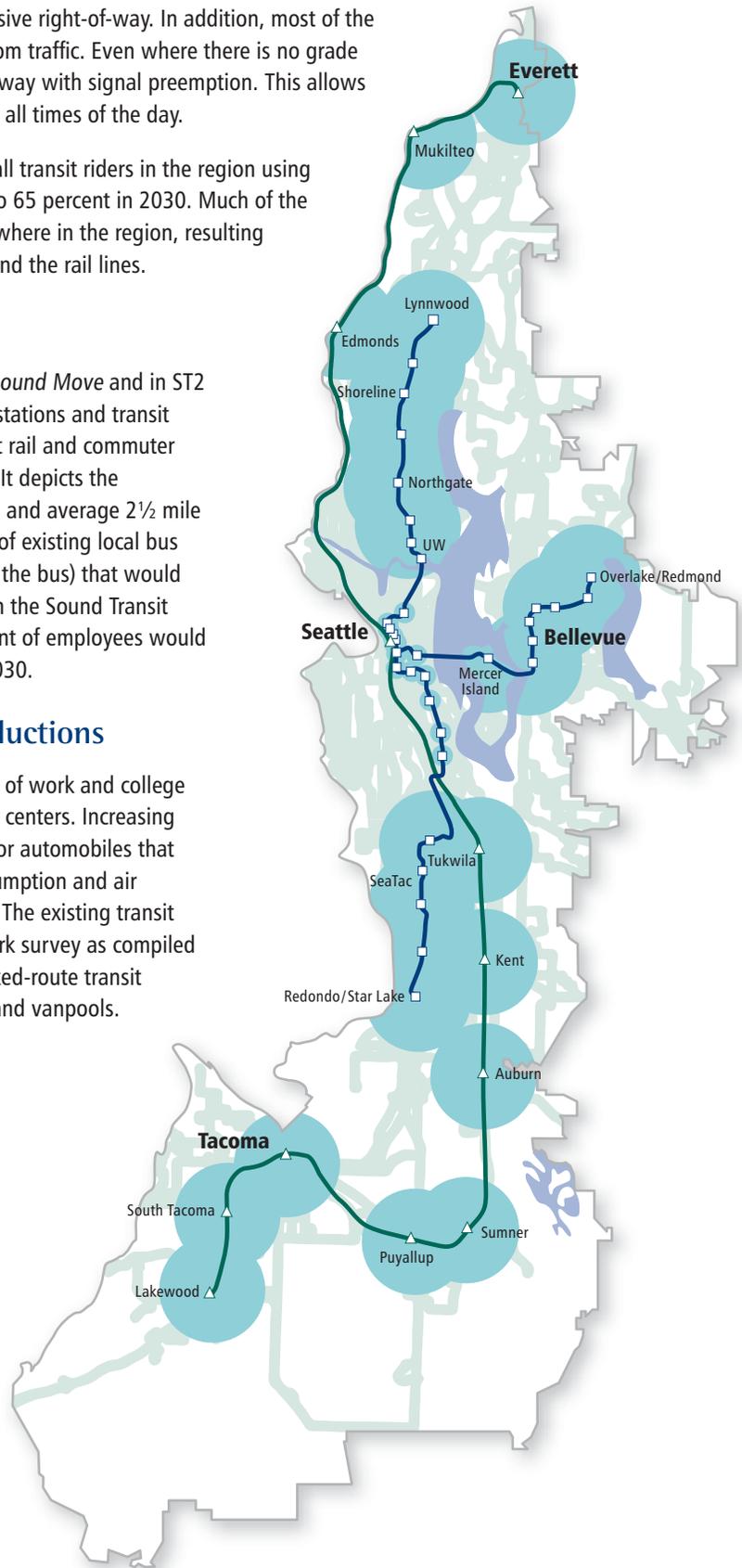
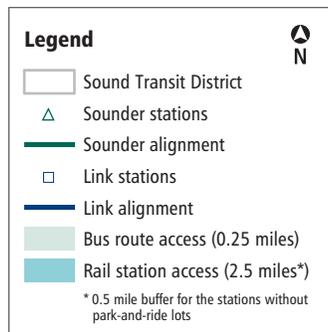
### Activity center drive-alone travel reductions

**Table 7** on the following page presents the percentage of work and college trips made by transit riders to a selected set of regional centers. Increasing access to regional centers by transit reduces the need for automobiles that contribute to roadway congestion and delay, fuel consumption and air pollution, and use of scarce land resources for parking. The existing transit share data is from the 2000 U.S. Census Journey-to-Work survey as compiled by PSRC. Percentages include ridership on scheduled fixed-route transit service. Excluded are paratransit, dial-a-ride, carpools and vanpools.

**Figure 2: Combined regional rail access**

As shown in the shaded areas, the ST2 rail investments would be accessible to 70 percent of the region’s population and 85 percent of its jobs in 2030.

Note: This does not include areas served by ferries or bus routes that are outside the Sound Transit District.



**Table 7: Projected activity center mode splits**

|                     | Existing transit share of commute trips | ST2 2030 share of commute trips |
|---------------------|---|---------------------------------|
| Northgate           | 6%                                      | 9%                              |
| University District | 20%                                     | 33%                             |
| Downtown Bellevue   | 8%                                      | 12%                             |
| Downtown Seattle    | 40%                                     | 50%                             |

**Table 8: CO<sub>2</sub> equivalents (E) of ST2 emission reductions<sup>1</sup>**

| ST2 annual average emission reductions     |                            |
|--|----------------------------|
| <b>138,943 metric tons CO<sub>2</sub>E</b> |                            |
| which is equivalent to                     |                            |
| 25,400                                     | passenger vehicles;        |
| 323,100                                    | barrels of oil consumed;   |
| 1,900                                      | gasoline tanker trucks;    |
| 12,300                                     | single-family homes;       |
| 1,000                                      | acres of forest preserved; |
| 700  | railcars of coal; or       |
| 47,900                                     | tons of landfill waste     |

<sup>1</sup> Source: EPA Clean Energy Calculations and References, <http://www.epa.gov/cleanenergy/energy-resources/refs.html>.

## Vehicle miles traveled, fuel use and greenhouse gas reductions

New transit riders using the investments in the ST2 Plan will reduce daily vehicle miles traveled in the region by about 870,000 miles per day, or 268 million miles per year. That equates to annual fuel savings of about nine million gallons. Not burning that fuel would save the region about 360 metric tons of equivalent CO<sub>2</sub> emissions each day and approximately 100,000 tons per year in 2030. According to the federal Environmental Protection Agency, this level of emission reductions is equivalent to the emission production levels included in **Table 8**.

## Transportation system cost and delay reductions

According to the U.S. Census Bureau, in 2003 the average family in our region spent 18 percent of disposable income on transportation, more than any other expenditure except housing. The average household has 2.3 people, owns 2.4 cars and spends \$9,350 a year on transportation.

The most expensive costs of driving are owning and insuring a vehicle. A family that can own one less car because of better transit service can save thousands of dollars a year on transportation. A family that owns the same number of cars, but drives less will save on vehicle operating costs – gas, oil, parking, tires and maintenance. For example, based on current average vehicle fuel economy and fuel cost of about \$4.00 per gallon, ST2 transit investments would save the region about \$100,000 per day, or about \$37 million per year.

For those commuting by transit to places with high parking costs, the savings in parking are substantial. For example, a monthly PugetPass good for unlimited \$2.25 rides (the two-zone peak hour fare on King County Metro) costs \$81. According to the PSRC, the average cost of parking in the region’s downtowns in 2006 was \$138 a month. For the average transit commuter to Downtown Seattle, savings in parking would be approximately \$700 a year, on top of the savings on gas and other vehicle operating costs.

As important as out-of-pocket expenses, the ST2 investments would also save about 25 million hours of delay per year for drivers and freight, and 19 million hours per year for transit riders. Rather than sitting in traffic or slower transit, residents would be able to better use their time with their families or in productive work. Residents of the region would save over \$600 million per year in today’s dollars, based on an average value of time of about \$14 per hour, about half the region’s average wage rate.<sup>2</sup>

<sup>2</sup> Sound Transit, Draft Benefit-Cost Methodology Report, June 2008.



## Paying for the System

### Financial plan framework

State law provides the basis for funding regional transit investment through authorization of voter-approved taxes and bonding. The ST2 Plan will be funded by a combination of existing local taxes (four-tenths of one percent sales and use tax, three-tenths of one percent motor vehicle excise tax to be ended after 2028), new voter-approved local taxes (an additional five-tenths of one percent sales and use tax), federal grants and fares. Sound Transit will issue bonds backed by local tax collections within the Sound Transit District to help implement the ST2 Plan.

The agency will seek legislative authority to replace or substantially reduce its reliance on the sales and use tax as the primary funding source for regional transit improvements, consistent with all contractual commitments. In order to replace the revenue that would be lost by reducing or eliminating the sales and use tax, the agency will seek legislative authority to raise an equal amount of revenue from other sources more directly related to regional transportation such as tolls, user-based fees, vehicle or other transportation related taxes.

### Funding

The proposed plan is built on the following funding elements (all dollar values include inflation and represent year of expenditure dollars):

**Sound Move surplus:** Revenue generated from Sound Transit’s existing *Sound Move* taxes (four-tenths of one percent sales and use tax and three-tenths of one percent motor vehicle excise tax), will continue to be used in addition to grants, fares and other miscellaneous sources. The revenue generated from *Sound Move* surplus that is available to be applied to the ST2 program is estimated to be \$2.3 billion.

**ST2 sales and use tax:** The plan will seek voter approval to raise the local sales and use tax an additional five-tenths of one percent. Revenue from the five-tenths of one percent sales and use tax increase is estimated to generate \$7.8 billion through 2023.

Because it runs on its own tracks separated from traffic, light rail is quick and reliable.



ST2 quickly expands ST Express bus and Sounder commuter rail while building out the regional light rail system.



ST2 rail investments result in an 8.9 percent rate of return to the region, paying for themselves in about a decade.

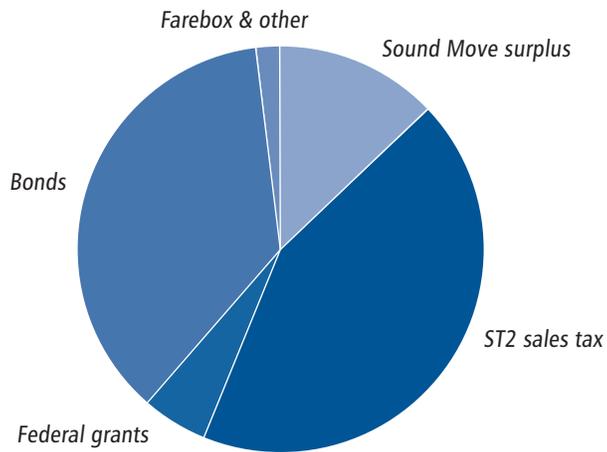
**Federal support:** The ST2 Plan assumes an additional \$895 million in federal grants to build out the system, supplementing local resources. These federal grants for capital programs include Federal Transit Administration formula grants and full funding grant agreements. No state or local grants are assumed for implementing the ST2 Plan.

**Bonding:** Because transit facilities provide benefits over a long span of time, it is reasonable to finance a portion of their construction over a period that extends well beyond the construction timeframe. Sound Transit’s debt financing capacity will be calculated by evaluating all revenues and deducting total operating expenses for net revenues available for debt service. The Sound Transit Board recognizes that its future bondholders will hold first claim against taxes pledged as repayment for outstanding bonds. The ST2 Plan includes an estimated \$6.5 billion in bond financing from 2009-2023.

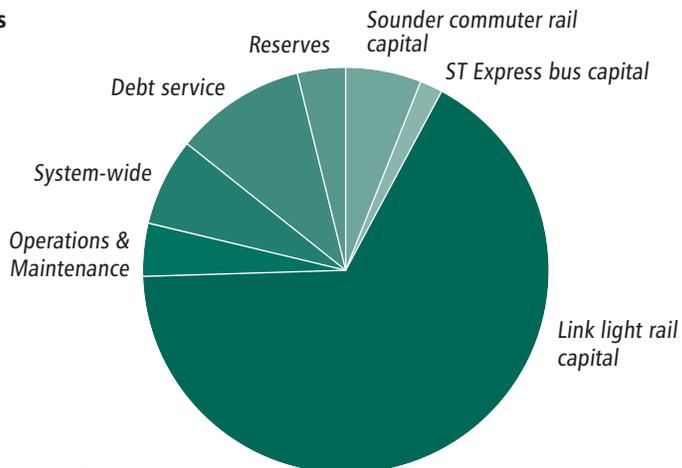
**Fares:** Sound Transit currently collects fare revenues from passengers using the system. As the ST2 system is built out, the agency will continue to collect fares and other operating revenue. The ST2 related fares and other operating revenues are estimated to be \$219 million from 2009-2023.

**Interest Earnings:** The ST2 related interest earnings on net cash balances are estimated to be \$143 million from 2009-2023. Financial policies attribute these revenues to fund system-wide costs.

**Sources of funds**



**Uses of funds**



Source: Appendix A, page A-4

## Estimated costs

The ST2 Plan will cost an estimated \$17.8 billion in capital and operating investments to expand the regional high-capacity transportation system – Link light rail, Sounder commuter rail, and ST Express bus service. The capital and other associated costs that would be incurred from 2009 through 2023 are as follows:

**Sounder commuter rail:** \$1.1 billion for additional track space leases, locomotives and coach cars, maintenance facilities, and stations and improvements.

**ST Express bus:** \$344 million for expanded park-and-rides, transit centers, station access improvements, bus fleet and maintenance facilities.

**Link light rail:** \$11.8 billion for approximately 36 miles of light rail to extend service to Lynnwood, the Overlake Transit Center area of Redmond, and Redondo/Star Lake. The light rail cost estimate includes the First Hill streetcar connector, Tacoma Link extension partnership funds and the Eastside rail corridor partnership.

**Transit operations and maintenance:** \$730 million through 2023 for new light rail, commuter rail and regional bus services. The ST2 Plan funds transit operations indefinitely. The costs estimated here are for the first 15 years of ST2 transit operations through 2023.

**System-wide activities:** \$1.3 billion through 2023. ST2 will fund system-wide expenditures, including the agency's research and technology and fares programs, future phase planning, administration and other expenditures that are necessary to maintain and plan for regional transit consistent with the voter-approved system plan.

**Debt service:** \$1.8 billion through 2023. In order to finance the plan, the ST2 Plan anticipates the issuance of 30-year bonds as necessary to maximize the financial capacity required to complete the plan. The \$1.8 billion in debt service reflects costs for 2009-2023 for bonds issued for ST2 projects. Debt service will continue until the final bonds are retired.

**Reserves:** \$708 million through 2023. The plan funds estimated bond reserves and a two month operations and maintenance reserve.



Sounder commuter rail service led the nation in ridership growth in the first quarter of 2008. Public input supports expansion of this popular service.

ST Express ridership grew by 14 percent in the first half of 2008. ST2 expands this service in the highest need corridors by up to 30% starting in 2009.



**Table 9: Uses of funds\***

| Uses of funds               |               |
|-----------------------------|---------------|
| <b>Capital expenditures</b> |               |
| Sounder commuter rail       | 1,101         |
| ST Express bus              | 344           |
| Link light rail             | 11,821        |
| System-wide activities      | 153           |
| <b>Total capital</b>        | <b>13,418</b> |
| <b>O&amp;M expenditures</b> |               |
| Sounder commuter rail       | 206           |
| ST Express bus              | 232           |
| Link light rail             | 292           |
| System-wide activities      | 1,141         |
| <b>Total O&amp;M</b>        | <b>1,871</b>  |
| <b>Other</b>                |               |
| Debt service                | 1,835         |
| Contributions to reserves   | 708           |
| Contribution to system-wide |               |
| <b>Total uses</b>           | <b>17,832</b> |

**Table 10: Sources of funds\***

| Sources of funds                 |               |
|----------------------------------|---------------|
| Sound Move taxes                 | 2,301         |
| ST2 sales & use tax              | 7,752         |
| Federal grants                   | 895           |
| Bonds                            | 6,522         |
| Fares & other operating revenues | 219           |
| Interest                         | 143           |
| <b>Total sources</b>             | <b>17,832</b> |

\* All figures in millions of year-of-expenditure dollars (2009-2023, includes inflation).  
 Figures may not add exactly due to rounding.

**Project scope and betterment control:** One tool that Sound Transit has at its disposal to constrain unanticipated growth in the costs of projects during their implementation is a Board-adopted Scope Control Policy. The objective of the policy is to guide staff in responding to requests for enhancements to projects that increase scope, usually with a corresponding increase in costs. The policy requires:

- Written project scope definitions at every stage of project development;
- Cost estimates and budgets that correspond directly to the project scopes;
- Consideration of project alternatives that are within the project budgets;
- Inclusion of reasonable and responsible mitigation measures based on specific, significant adverse environmental impacts clearly identified in environmental documents, and which are attributable to those impacts;
- Baseline of the project scope, mitigation measures and budget following the Board's decision at the conclusion of the environmental process;
- Confirmation and re-alignment of project scope and budget at each major project development milestone (e.g., completion of preliminary engineering);
- Addition of partner-financed enhancements to the baseline scope, provided the addition does not negatively affect Sound Transit's project scope, schedule and budget; and
- Project budgets can be increased to incorporate enhancements above and beyond the baseline scope only through a two-thirds majority vote of the Sound Transit Board.

The capital cost estimates for the ST2 Plan were developed using standard cost-estimating techniques common in the transit industry and recommended by the Federal Transit Administration. They also reflect Sound Transit's experience in designing and building comparable facilities in the Central Puget Sound region. Sound Transit's cost estimating methods were reviewed by an independent Expert Review Panel that was appointed by the State of Washington. **Table 9** summarizes the estimated cost of building out the ST2 system and operating and maintaining all of the services contained in the ST2 Plan.

**Table 10** summarizes the revenues that are anticipated to be used to pay for the ST2 Plan.

For a more detailed sources and uses of funds summary – including explanatory notes and distribution of sources and uses by subarea – see Appendix A.



## Risk assessment

Building a complex regional transit system over an extended period involves risk. Those risks and Sound Transit's approach to addressing them are summarized below.

**Tax base growth risks:** The plan requires projections of revenue collections over an extended period. The agency relies on an independent revenue forecast that has been reviewed by the State's Expert Review Panel. That forecast projects sales tax revenues to grow at 4.76 percent annually from 2009-2023, compared to a 6.4 percent annual growth from 1980-2005.

**Federal funds risk:** The ST2 financial plan assumes \$895 million in federal funds. This assumption is based on an overall seven percent federal share of the ST2 capital program, compared with a 31 percent share for *Sound Move*. However, federal funds are contingent upon future Congressional authorization and may vary from initial ST2 projections due to federal fiscal conditions, timing of ST2 projects and competition from other transportation projects nationwide.

**Costs risks:** With the exception of the light rail extension from the University of Washington to Northgate, ST2 is based on conceptual engineering estimates. The risks for costs to grow beyond initial estimates include: faster than anticipated growth in construction costs; faster than anticipated growth in real estate values; the addition of new required elements or projects not currently included in the plan; and more expensive alignments or station locations than included in the plan. The Sound Transit Board will closely monitor and manage project scope and cost risks to minimize cost increases. In addition, the ST2 Plan includes contingencies within the project budgets that allow for uncertainties and unforeseen conditions that arise during the design and construction of the projects.

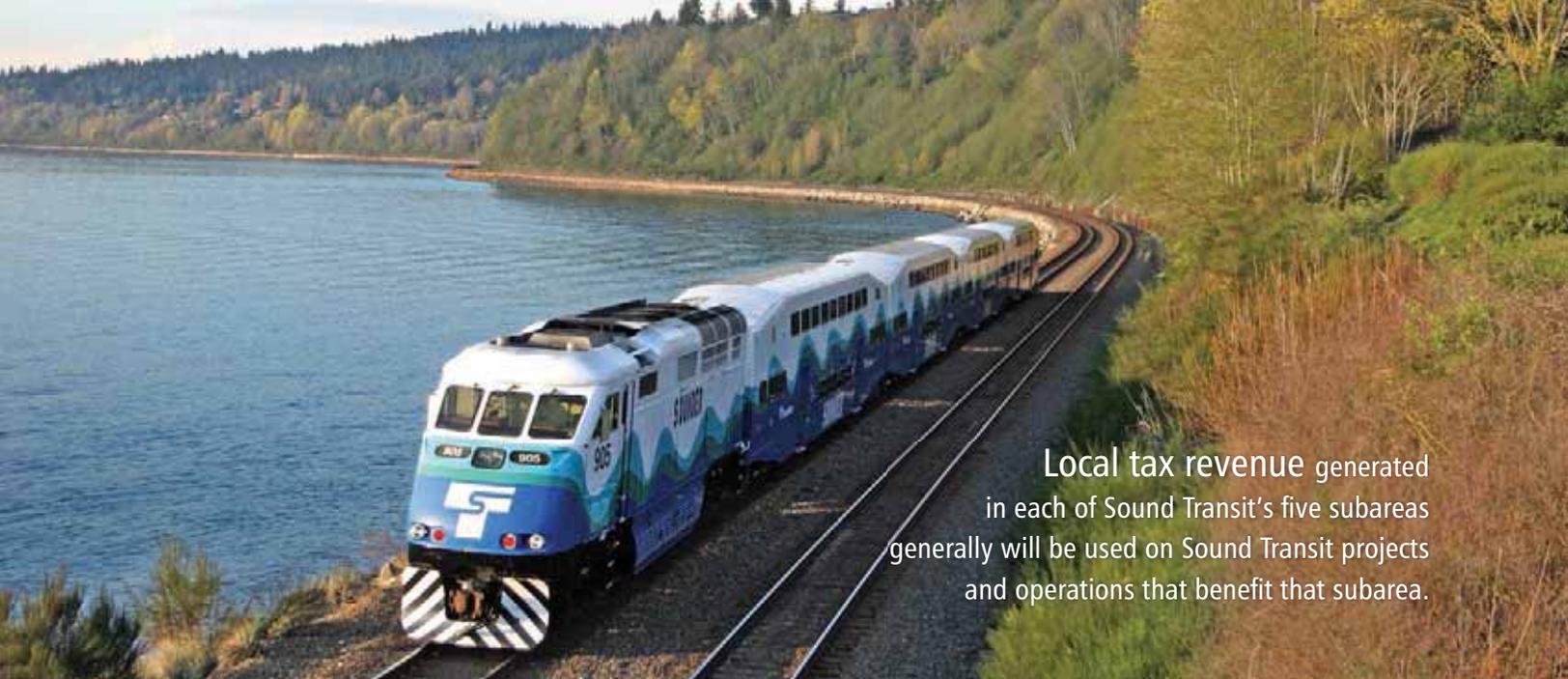
The ST2 financial plan also contains additional contingency to deal with revenue shortfalls or cost increases. The agency plans to maintain a 50 percent annual contingency (after payment of operating expense) above the amount necessary to pay debt service (1.5x net coverage policy). In the event that a subarea's revenues are insufficient to cover its costs, the agency's currently approved policies provide the Sound Transit Board with these options:

- Modify the scope of the projects;
- Use excess subarea financial capacity and/or inter-subarea loans;
- Extend the time to complete the system; or
- Seek legislative authorization and voter approval for additional resources.

The Puget Sound region is a dynamic economic engine that would benefit from reliable, safe and sustainable transit investment to maintain its vitality well into the future.



The ST2 Plan includes contingencies within the project budgets that allow for uncertainties and unforeseen conditions that arise during the design and construction of the projects.



Local tax revenue generated in each of Sound Transit's five subareas generally will be used on Sound Transit projects and operations that benefit that subarea.

Sounder commuter rail service between Everett and Seattle, with service to Mukilteo and Edmonds, runs along the shores of Puget Sound.

## Financial policies

The ST2 financial plan is based on the following principles, which are documented in the agency's financial policies and included as Appendix B. The financial policies also reflect the framework for completing ST2 and provide tools for the Sound Transit Board to respond to future conditions. For more detailed revenue and expenditure information, see Appendix A.

**Distributing revenues equitably:** Local tax revenue generated in each of Sound Transit's five subareas generally will be used on Sound Transit projects and operations that benefit that subarea. Subareas may fund projects or services located outside of the geographic boundary of the subarea when the project benefits the residents and businesses of the funding subarea.

**Financial management:** To effectively manage voter-approved revenues and to efficiently manage the transit system, Sound Transit will maintain policies for debt and investment management, risk management, capital replacement, fares and operating expenses and grants management.

**Public accountability:** Sound Transit will hire independent auditors and appoint a citizen oversight committee to monitor Sound Transit performance in carrying out its public commitments.

**Voter approval requirement:** The Sound Transit Board recognizes that the taxes approved by voters are intended to implement the system and to provide permanent funding for future operations, maintenance, capital replacement and debt service for voter-approved projects, programs and services. The Board has the authority to fund those future costs through a continuation of the local taxes authorized by the voters. However, the Board pledges that after the voter-approved plan is completed, subsequent phase capital programs that continue local taxes at rates above those necessary to build, operate and maintain the system and retire outstanding debt, will require approval by a vote of the citizens within the Sound Transit District.

**Sales tax rollback:** Upon completion of the capital projects in ST2 and *Sound Move*, the Board will initiate steps to roll back the rate of sales tax collected by Sound Transit. Sound Transit will initiate an accelerated pay off schedule for any outstanding bonds whose retirement will not otherwise impair the ability to collect tax revenue and complete ST2 or *Sound Move*, or impair contractual obligations and bond covenants. Sound Transit will implement a sales tax rollback to a level necessary to pay the accelerated schedule for debt service on outstanding bonds, system operations and maintenance, fare integration, capital replacement and ongoing system-wide costs and reserves.

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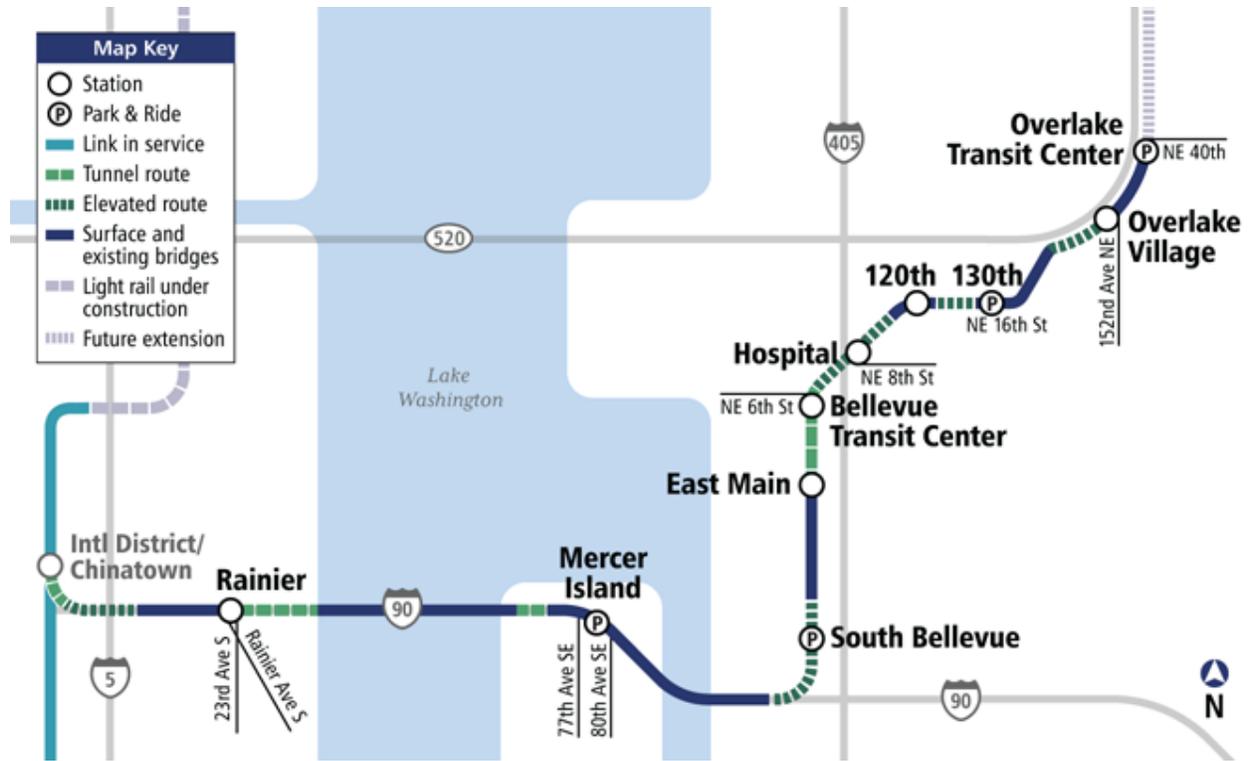
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**ATTACHMENT B****EAST LINK SYSTEM PLAN**



**ATTACHMENT C****COLLABORATIVE DESIGN PROCESS**

**EAST LINK COLLABORATIVE DESIGN PROCESS**

**MANAGEMENT PLAN**

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# EAST LINK COLLABORATIVE DESIGN PROCESS

## MANAGEMENT PLAN

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January 12, 2012

Dear Team Members:

We are delighted to welcome you to the East Link Collaborative Design Team. The City of Bellevue and Sound Transit have been working to advance the East Link Project for several years, and we are entering a new phase and a new collaborative working relationship that will serve the growing needs of the region for several generations.

East Link is a critical project for the region, Bellevue and Sound Transit, providing mobility in the Trans-Lake Corridor and connecting the largest employment centers in the region. East Link is the largest ST2 project and will carry 50,000 riders per day by 2030. Over the next 20 years, Bellevue needs to accommodate 17,000 new housing units and 53,000 new jobs. Much of that growth will be Downtown, which is forecast to add over 12,000 new residents and 28,000 new employees.

On November 15, 2011, the City of Bellevue and Sound Transit approved an Umbrella Memorandum of Understanding (MOU) for intergovernmental cooperation for the East Link Project. The MOU establishes the Collaborative Design Process (CDP) we are beginning today. The adopted alignment with proposed modifications on 112<sup>th</sup> described in the MOU offers benefits to both the City and Sound Transit by providing grade separation from Seattle to the Bel-Red Corridor and by providing the means for affording the tunnel alignment through downtown Bellevue. The CDP also enables us to achieve our common interests of significant cost savings while producing a high quality product.

The CDP depends on you for its success. We expect the CDP Team to continue the spirit of collaboration established by the MOU to successfully advance the project on schedule and within the framework contained within the CDP Management Plan.

We give our thanks and support to you, the team members.

Best regards,

A handwritten signature in black ink that reads 'Joni Earl'.

Joni Earl  
CEO, Sound Transit

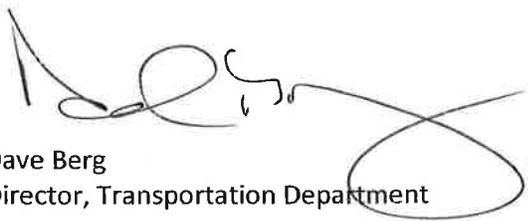
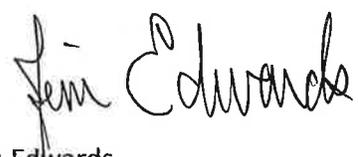
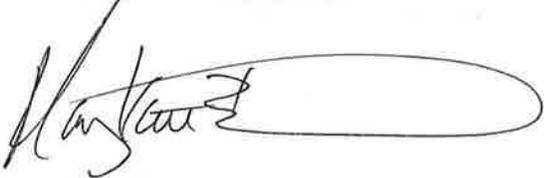
A handwritten signature in black ink that reads 'Steve Sarkozy'.

Steve Sarkozy  
City Manager, City of Bellevue

# Introduction

## Steering Committee Endorsement

We fully endorse the Collaborative Design Process and are each personally committed to invest the time and resources needed to ensure this project reaches a successful conclusion.

| City of Bellevue  | Sound Transit  |
|---|--|
|  <p>Dave Berg<br/>Director, Transportation Department</p>                              |  <p>Ahmad Fazel<br/>Executive Director, Department of Design,<br/>Engineering, and Construction Management</p> |
|  <p>Chris Salomone<br/>Director, Planning and Community Development<br/>Department</p> |  <p>Jim Edwards<br/>Deputy Executive Director, Design and Engineering</p>                                     |
|  <p>Mike Brennan<br/>Department of Development Services Department</p>               |  <p>Don Billen<br/>Acting East Link Project Director</p>   |
|  <p>Mary Kate Berens<br/>Deputy City Attorney</p>                                    |  <p>Stephen Sheehy<br/>Sound Transit Staff Legal Counsel</p>   |

## Background

The City of Bellevue and Sound Transit have committed to working together in a collaborative manner throughout the East Link Project final design process in order to achieve the joint goals of reducing costs and delivering a quality project on schedule and in compliance with the applicable codes and regulations. The City and Sound Transit executed an Umbrella Memorandum of Understanding for Intergovernmental Cooperation between the City of Bellevue and the Central Puget Sound Regional Transit Authority for the East Link Project on November 15, 2011 (“MOU”). The MOU directs the City and Sound Transit to endorse a Collaborative Design Process (CDP) that will guide the cooperative efforts leading up to completion of the 60% design plans and Sound Transit baselining in the 1<sup>st</sup> quarter of 2014. This CDP establishes a decision-making framework following the principles described herein and related to achieving the goals of the MOU. In the event of any conflict between this CDP Management Plan and the MOU, the MOU shall prevail.

## 1. Principles, Goals, and Roles

### Principles for the Collaborative Design Process

The Collaborative Design Process shall:

1. **Provide a process and structure for timely, reliable decision-making:** The CDP process and structure is designed to allow informed decisions, in a timely manner, with certainty around those decisions, at the lowest appropriate level of the organization chart. The City Council, Sound Transit Board, and executive management empower the “Collaboration Team” (the Project Management team) to make decisions in order to advance the project consistent with the project schedule.
2. **Utilize an integrated team structure at all levels of the process to facilitate collaboration:** Integrated teams of Sound Transit and City staff, with consultant expertise as needed, facilitate communication and free flow of information; allow all parties to participate in project design in real time; reinforce common goals and objectives for the project and design process; and reflect the commitment to collaboration in spirit and actions.
3. **Give full and fair consideration to all cost saving, design optimization, and design change ideas:** Staff and consultants shall consider ideas for cost savings and design optimization at all levels of the East Link Project, demonstrated by a willingness to explore all processes, methods, designs, and materials that have potential to advance goals and policy objectives. Staff and consultants shall also consider design changes that advance project goals and are consistent with adopted policy guidance.
4. **Utilize adopted policy and shared project goals to guide decision-making:** The Sound Transit Board and Bellevue City Council each have an adopted body of light rail policy to guide staff decision-making. Additionally, both parties have articulated joint project goals (detailed below) to further facilitate a common basis for decision-making. The decision-making responsibility of both parties is further defined in the Roles and Responsibilities Section.

5. **Utilize timely, best available, and transparent information as the technical basis for decision-making:** Technical information is a critical component to facilitating timely decisions and issue resolution. Information and analysis should be accurate, timely, understandable to decision-makers, and at a level of detail appropriate to the magnitude of the decision.
6. **Support proactive communication:** Parties shall endeavor to share information about the project, processes, related efforts, or any other items of relevance in a timely and forthright manner.
7. **Provide meaningful opportunity for public involvement by residents, neighborhood groups, business leaders and other stakeholders:** Public engagement is critical to successful project advancement. Sound Transit and the City shall jointly develop and implement a program, which supports the project schedule, to inform, involve, and consider the public's input as the project advances.

**Joint Project Goals:** The MOU identifies the joint goals of reducing costs and delivering a quality project on schedule and in compliance with applicable codes and regulations. While finding costs savings is a critical goal of the design process, it is not the only desired outcome. The parties share a common goal of developing a project with the best outcomes at a lower cost. The following non-prioritized list of shared goals will help evaluate trade-offs and guide decision-making in the Collaborative Design Process.

- A. Advance engineering design while exploring and accepting scope reductions, modifications and value engineering options that result in material Project cost savings of at least \$60 million, provided that such reductions and modifications continue to support the goals listed in this section:
  - a. Pursue cost saving measures at all levels of the East Link Project, including contracting structures, construction methods, and standardization of materials;
  - b. Ensure high quality design while reducing cost;
  - c. Coordinate City and Sound Transit projects to optimize cost efficiencies;
  - d. Pursue innovative design solutions that meet the purpose, function, and intent of City code requirements and Sound Transit design criteria while reducing cost, risk, and complexity. Modifications to City Code and/or Sound Transit design criteria may be considered when evaluating innovative design approaches so as not to preclude potential solutions.
  - e. Design a system that can be efficiently and effectively operated and maintained.
- B. Design a project that preserves environmental quality, is sensitive to the surrounding community and integrates quality urban design:
  - a. Minimize adverse impacts on the natural and built environment.
  - b. Provide benefits, including access and high-quality urban spaces, to existing and future residents and businesses;
  - c. Coordinate City projects to optimize community benefit;
  - d. Pursue sustainable innovations and design solutions that minimize operational impacts and support principles of providing a healthy environment, community, and economy into the future;

- e. Prioritize noise and visual mitigation in residential areas;
  - f. Evaluate construction impacts and risk when making design decisions, including employing construction techniques that minimize significant disruptions to businesses, property owners, and transportation networks.
- C. Advance long-term, multi-modal transportation system development:
- a. Improve transit mobility in the East Link corridor with a focus on ridership, quality of transit service, and transit accessibility;
  - b. Meet regional transportation needs, including facilitating regional transit connections from non-motorized and other transportation modes;
  - c. Pursue opportunities to advance local transportation objectives in coordination with the larger Project, particularly those that avoid or reduce future costs for planned projects.
- D. Engage project stakeholders at defined points in the design process to provide input on possible design considerations. Provide useful and transparent information to the public about the Project status, milestones, and opportunities as the project advances.
- E. Develop a project that meets Sound Transit operational and performance requirements and minimizes impacts to City infrastructure and operations.
- F. Meet the objectives of the Project schedule, including major milestones, while allowing adequate time for evaluation and reliable decision-making.
- G. Advance design solutions that minimize risk for all partners.
- H. Support regional and local land use goals and objectives.

### **Roles and responsibilities of parties**

#### Sound Transit

- **Project owner and developer:** Sound Transit is the Regional Transit Authority charged with implementing high capacity transit solutions in the Puget Sound Region. Sound Transit will design, construct, own, and operate the East Link light rail system and be responsible for any and all future liabilities associated with East Link.
- **Project manager:** Sound Transit is the Project Manager responsible for managing the East Link Project to deliver an operating light rail system by 2023. Sound Transit is responsible to develop schedules, scopes of work, administer and manage contracts, and be accountable for the Project budget. The Sound Transit Board is the final authority for all Project decisions.
- **Procurement of services:** Sound Transit will procure consultant services for all aspects of Final Design, 112<sup>th</sup> design environmental analysis, and cost reduction workshops. Sound Transit is responsible to administer and manage all contracts procured by Sound Transit, and direction to the consultant(s) will be by Sound Transit.
- **Provider of services:** Sound Transit is responsible to openly share project data and analysis to advance the project consistent with the MOU and as requested by the City and agreed to by both parties. Sound Transit is responsible to provide adequate staffing from the appropriate level within the organization to fulfill the intent of the MOU and to participate in complementary City initiatives, including but not limited to station area planning.

- **Public engagement:** Sound Transit and the City are jointly responsible for the design and execution of a meaningful public engagement program throughout the Collaborative Design Process. Sound Transit has lead responsibility for public engagement related to the design of the light rail facilities and stations. The City will have an integral role in the outreach effort for light rail facilities and stations, and Sound Transit will work with the City to define the City’s role and to integrate the East Link outreach effort with the station area planning outreach program.

City of Bellevue

- **Investment and development partner:** The City is making a significant financial investment in the East Link Project, and as such, has an active role in project design, engineering, and decision-making. Further, the City is a “client” of the East Link Project. It is being built within City parks, roadways, and adjacent to major civic facilities. Bellevue residents, the business community, and visitors will live with and utilize East Link for decades to come. The City is a representative of community values and vision in the design process.
- **Permitting authority:** The City is responsible for administering state and local land use laws, development regulations, and technical codes that will apply to the planning, design, construction and operation of the East Link Project. The City will exercise its regulatory authority in review of permits and approvals related to the Project.
- **Provider of services:** The City is responsible to provide relevant city-owned data and analysis as requested by Sound Transit and agreed to by both parties. The City is responsible to provide adequate staffing from the appropriate level within the organization to fulfill the intent of the MOU. The City may, at its own expense, utilize consultants to assist in participating in the MOU to provide additional technical expertise or labor support.
- **Related independent project owner and developer:** The City is the project owner and developer of numerous projects that directly interact with the East Link project, including but not limited to 120<sup>th</sup> Avenue NE, 124<sup>th</sup> Avenue NE, and 15<sup>th</sup> Street Projects. The City is responsible for all aspects of project construction, ownership, operation, and design for these projects, except as otherwise required in permits or other agreements. The City is responsible to develop schedules, scopes of work, administer and manage contracts, and be accountable for the Project budget. The City Council is the final authority for all project decisions. The City is responsible to coordinate the advancement of these projects with the East Link Project, particularly to share information, identify opportunities to save costs at East Link Project interfaces and raise issues for resolution in a timely manner.
- **Public engagement:** The City and Sound Transit are jointly responsible for the design and execution of a meaningful public engagement program throughout the Collaborative Design Process. The City has lead responsibility for public engagement related to the City’s station area planning program. Sound Transit will have an integral role in the outreach effort for station area planning, and the City will work with Sound Transit to define their role and to integrate the outreach effort with the overall public engagement program.

## 2. Cooperative Procedures/Decision-Making Process

### DECISION-MAKING

Sound Transit and the City recognize that it is imperative to put in place a collaborative structure that can facilitate decision-making in a timely and effective fashion. This management structure, outlined below and summarized graphically in Figure 1, is intended to support coordinated decision-making and provide multiple opportunities and resources to make decisions and to identify and resolve potential barriers. ***The intention of this decision-making process is that decisions will be made at the lowest possible level of the organization chart.*** If they cannot be resolved, they will be elevated to the next level.

***Leadership Group.*** A Leadership Group will be formed and its membership will include three members from the Sound Transit Board of Directors, three members from the Bellevue City Council, and as *ex officio* members, the Sound Transit CEO, and the Bellevue City Manager. The role of the Leadership Group shall be to ensure the CDP goals are met by providing overall guidance, timely decision-making and confirmation of existing policy direction. The Leadership Group will meet on an as-needed basis to determine issues of general policy consistent with the MOU and resolve issues consistent with the MOU that are not resolved at the Steering Committee or Collaboration Team levels. It is understood that the Leadership Group may not make decisions that are required to be made by the legislative bodies of the parties.

***Steering Committee.*** The Steering Committee is comprised of the City Directors of Transportation, Development Services, Planning and Community Development, and the Deputy City Attorney, and the Sound Transit DECM Executive Director, Deputy Executive Director for Design and Engineering, East Link Project Director, and Staff Legal Counsel. The role of the Deputy City Attorney and the Sound Transit Staff Legal Counsel is to provide continuity from earlier stages of the project and the MOU and provide guidance in the creation of future agreements which may evolve out of the CDP. The Steering Committee is to provide high-level oversight of the Collaboration Team and meet monthly, or otherwise as needed, to engage and resolve key decisions necessary to keep the project on track. The Steering Committee has authority to approve any changes to the Collaboration Team membership, as needed to respond to project decision-making needs, and to approve the creation of additional Technical Working Groups, approve team co-leads, and to sunset Technical Working Groups. Additionally, the Steering Committee has primary responsibility for jointly selecting and directing the Independent Facilitator. Decisions by the Steering Committee will be agreed to by both agencies. The Steering Committee will elevate issues, as needed, to the Leadership Group for discussion and resolution. Meetings may be facilitated by the Independent Facilitator, and each member is responsible for attending the meetings or sending a designee.

***Collaboration Team.*** The Collaboration Team has primary responsibility for day-to-day project oversight. The Collaboration Team consists of the City and Sound Transit lead staff and an independent facilitator:

- The City members consist of the Bellevue Assistant Directors for Transportation, Planning and Community Development, and Development Services; and the City's East Link Program Manager. The Sound Transit members consist of the East Link Deputy Project Director-PEPD, Bellevue Corridor Lead, and Bellevue Segment Managers. Collaboration Team members may change to most appropriately provide the expertise needed for decision-making during each phase of final design; the Steering Committee is responsible to approve changes in membership.
- The Collaboration Team meets as frequently as necessary (but at least weekly) to keep the project on track and is responsible for providing direction to the Independent Facilitator. Decisions will be agreed to by both partners, and the Collaboration Team will elevate to the Steering Committee issues that cannot be resolved at this level.

**Independent Facilitator.** The Independent Facilitator, hired and directed by the Steering Committee, has direct responsibility for ensuring timely decision-making. The facilitator may organize and manage meetings, develop consensus documents as needed, act as a go-between among participants (if necessary), and suggest compromise solutions to avoid breakdowns in communications and working relationships. The facilitator may manage logistics, information, and communication for the Leadership Group, Steering Committee, and Collaboration Team. The facilitator may also work with staff from both agencies to coordinate information sharing.

**Technical Working Groups.** Additionally, as shown in Figure 1, the collaborative process will be supported by Technical Working Groups. City and Sound Transit staff will co-chair each technical group. The co-chairs will report to the Collaboration Team on a regular basis. The Steering Committee is responsible to approve the creation of additional Technical Working Groups, approve team co-leads, and to sunset Technical Working Groups, as needed to meet the goal of advancing the East Link Project. Initial working groups will consist of the following:

- Design and Value Engineering: This group will review design progress, identify possible cost savings, resolve Preliminary Engineering (PE) comments, resolve other City comments, advance design development and mitigation associated with the 112<sup>th</sup> design modifications, discuss possible design changes, and participate in the VE process. The primary responsibility of this group is to ensure adequate resources are available to support all aspects of the design development in Bellevue (e.g. transportation, parks, public utilities, land use, etc.) and to reach agreement on 60% design plans in the fall of 2013 that can serve as the basis of cost estimating for project baselining and final land use approvals. Other deliverables will include: cost savings evaluation, including documentation of cost savings ideas and resolution; proposed 112<sup>th</sup> design configuration; integration of the Sound Transit art program (STart); value engineering at points shown in the project schedule; review and comment on the design as it progresses; identification of code amendments that may be necessary to facilitate design decisions for the Code Amendment and Permitting Framework technical working group to consider; and resolution of PE comments, and other comments received.
- MOU Accounting and Cost Estimating: This group will work cooperatively to fulfill the financial accounting tasks outlined in the MOU, including tasks identified in Section 4.0 City Funding

Contributions for C9T Tunnel, and prepare the documentation to demonstrate completion of these tasks. This group is also responsible to work collaboratively to jointly review the final design consultant's cost estimating deliverables, resolve issues, and identify elements and timing for independent review of the cost estimates to improve confidence in the final design consultant's cost estimate.

- Code Amendment and Permitting Framework: This group will work cooperatively to integrate the Code Amendment and Permitting Framework into the CDP as described in Exhibit G of the MOU. This group will also work collaboratively to develop the Permit Processing Plan for the East Link Project as described in Exhibit E, Task 1.5, of the MOU. Deliverables will include: proposed land use code amendments that allow for a consolidated land use permitting process, accommodation of light rail and related facility uses, extended vesting, and a process for administrative modifications for code requirements that are determined to be impracticable or infeasible; amendments to other City codes as needed to resolve identified technical code conflicts; and a Permit Processing Plan. The code amendment deliverables are intended to be completed by December 31, 2012. Components of the Permit Processing Plan are intended to be informed by the proposed code amendments and will be developed as soon as is practicable. If the City Council approves land use code amendments that allow for a negotiated Development Agreement (DA) for the East Link Project, this group will prepare the DA that describes details of the consolidated permit process for consideration by the legislative bodies of Sound Transit and the City of Bellevue including the project scope, vesting process, decision-making authority, and the final Permit Processing Plan.
- Private Utility Coordination: This group will work cooperatively to require private utilities located in the City right-of-way to relocate. Deliverables will include a coordinated plan for third party relocation.
- Public Outreach and Government Relations: This group will develop and implement a plan and schedule for outreach activities to the public and stakeholders, including regular reports and briefings to the City Council and the Sound Transit Board. The group will establish a framework for sharing information between agencies, informing and engaging the public, and compiling feedback for consideration during final design. Deliverables will include: a community outreach plan, a timeline for public input, a protocol for property owner communications, and a timeline for Sound Transit Board and City Council briefings.
- Station Area Planning: This City-initiated group will coordinate the City's station area planning with the ST final design process. The group will exchange schedules of when relevant decisions are expected so that coordination can occur. This group will review concepts and develop recommendations to address issues raised through the SAP process. Deliverables will be determined once the schedules are exchanged since the CDP anticipates support of the East Link schedule.

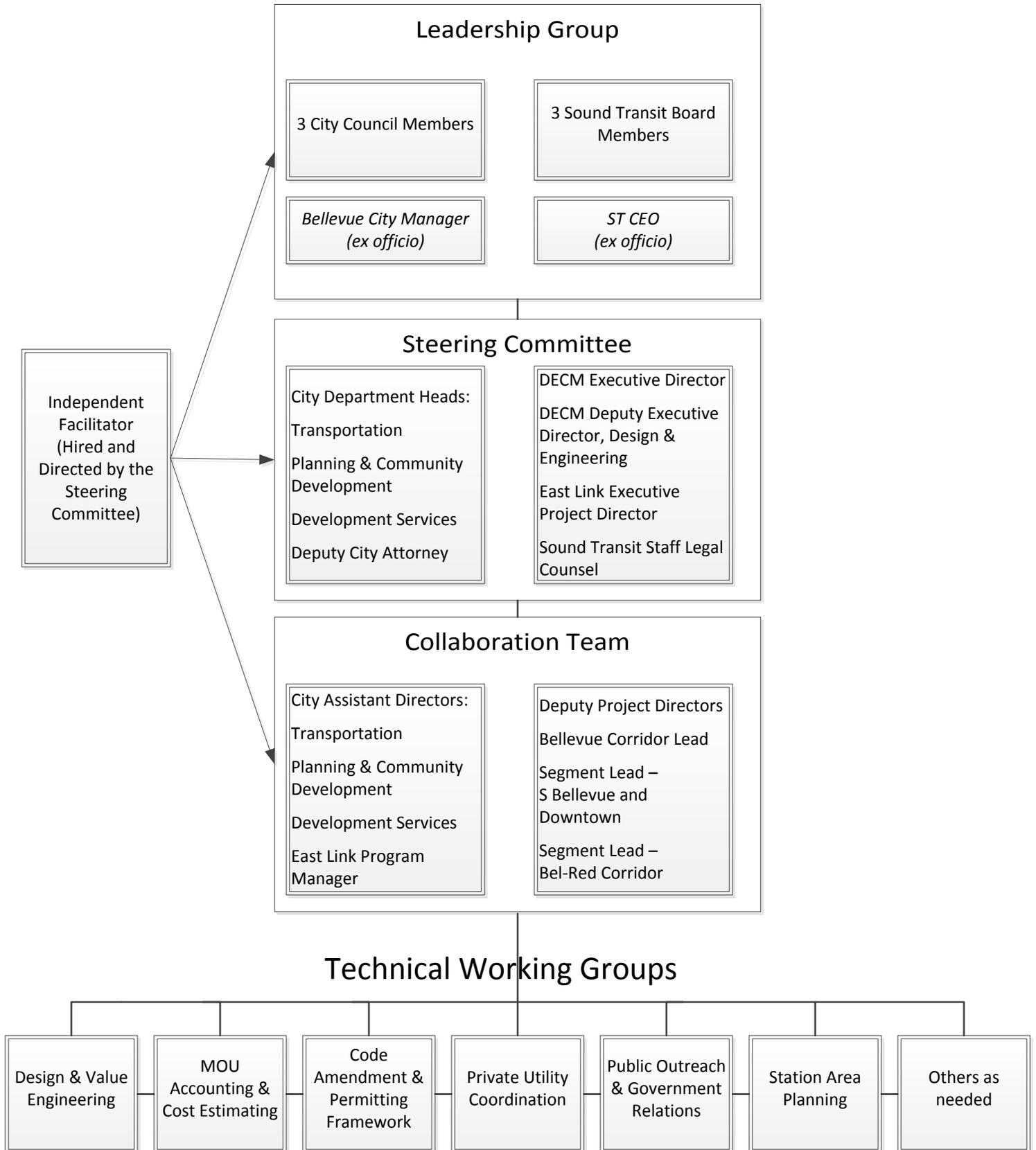
**Decision-Making Process.** Decisions will be made at the lowest appropriate level of the organization chart where both parties can reach agreement on the decision. If agreement cannot be reached at a given level it will be elevated to the next level. It is expected that most decisions will be made by the Collaboration Team and/or Technical Working Groups. If the Collaboration Team cannot reach

agreement, Collaboration Team members will each be responsible for briefing their organization's representatives on the Steering Committee in advance of the next Steering Committee meeting. The issue will then be taken up by the Steering Committee at the next meeting with the goal of making a decision at that meeting. Decisions that are not agreed to by the Steering Committee members will be elevated to the Leadership Group. A Leadership Group meeting will be scheduled within seven days of an impasse at the Steering Committee and held as soon as is practicable. All meetings may be facilitated.

### **3. Organizational Chart and Staffing**

See Figure 1 for the organizational chart. The staff positions on the teams shown are subject to change as agreed to by the Steering Committee. The Technical Working Groups shown are those that are anticipated at the start of the process and may change over time as determined by the Steering Committee and/or Collaboration Team.

Figure 1: Collaborative Design Process Organization Chart



## 4. Project Schedule and Timelines

Figure 2 describes the project schedule.

**Figure 2: Project Schedule**

| Task   | 2012 |    |    |    | 2013 |    |    |    | 2014 |    |
|--|------|----|----|----|------|----|----|----|------|----|
|  | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 |
| <b>CDP Process</b>                               |      |    |    |    |      |    |    |    |      |    |
| Approve CDP Management Plan                      | ●    |    |    |    |      |    |    |    |      |    |
| CDP Kickoff                                      | ●    |    |    |    |      |    |    |    |      |    |
| Endorse Configuration for Production Engineering |      |    | ●  |    |      |    |    |    |      |    |
| Confirmation of MOU                              |      |    |    |    |      |    |    |    | ●    |    |
|  |      |    |    |    |      |    |    |    |      |    |
| <b>Public Outreach</b>                           | ●    | ●  | ●  | ●  | ●    | ●  | ●  | ●  | ●    | ●  |
|  |      |    |    |    |      |    |    |    |      |    |
| <b>Engineering Design</b>                        |      |    |    |    |      |    |    |    |      |    |
| PE Comment Resolution                            | ●    | ●  | ●  |    |      |    |    |    |      |    |
| Cost Savings Workshop & Process                  | ●    | ●  | ●  |    |      |    |    |    |      |    |
| NTP Phase 1                                      | ●    |    |    |    |      |    |    |    |      |    |
| Prepare Construction Packaging                   |      | ●  |    |    |      |    |    |    |      |    |
| Update Final Design Schedule                     |      | ●  |    |    |      |    |    |    |      |    |
| Develop Engineering Concepts                     | ●    | ●  |    |    |      |    |    |    |      |    |
| VE Workshop                                      |      |    | ●  |    |      |    |    |    |      |    |
| NTP Phase 2                                      |      |    | ●  |    |      |    |    |    |      |    |
| Production Engineering                           |      |    | ●  | ●  | ●    | ●  | ●  | ●  | ●    | ▶  |
| Design Review Submittals (staggered over time)   |      |    |    |    | ●    | ●  | ●  |    |      |    |
| Complete 60% Final Design Plans                  |      |    |    |    |      |    |    | ●  |      |    |
| Update Risk Analysis/2nd VE Workshop             |      |    |    |    |      |    |    | ●  | ●    |    |
| Further Scope Reductions (if needed)             |      |    |    |    |      |    |    |    | ●    |    |
| Baselining                                       |      |    |    |    |      |    |    |    | ●    |    |
|  |      |    |    |    |      |    |    |    |      |    |
| <b>City Requested Modifications/112th Design</b> |      |    |    |    |      |    |    |    |      |    |
| Structural/Civil Design                          | ●    | ●  |    |    |      |    |    |    |      |    |
| Visual Impacts                                   | ●    | ●  |    |    |      |    |    |    |      |    |
| Sound Impacts                                    | ●    | ●  |    |    |      |    |    |    |      |    |
| 112th Environmental Complete                     |      |    |    | ●  |      |    |    |    |      |    |

Figure 2 Continued

|   | 2012 |    |    |    | 2013 |    |    |    | 2014 |    |
|---|------|----|----|----|------|----|----|----|------|----|
|   | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 |
| <b>Cost Estimating</b>                            |      |    |    |    |      |    |    |    |      |    |
| ROM Estimates: Cost Savings/PE Comments           | ●    | ●  |    |    |      |    |    |    |      |    |
| Update Estimates to include VE/112th              |      |    | ●  |    |      |    |    |    |      |    |
| Prepare/Review 60% Design Cost Estimate           |      |    |    |    | ●    | ●  | ●  | ●  |      |    |
|   |      |    |    |    |      |    |    |    |      |    |
| <b>Land Use/Permitting</b>                        |      |    |    |    |      |    |    |    |      |    |
| Review Codes/Standards                            | ●    | ●  | ●  |    |      |    |    |    |      |    |
| Submittal Standards                               |      | ●  |    |    |      |    |    |    |      |    |
| Establish Review Schedule and Timing              |      | ●  |    |    |      |    |    |    |      |    |
| CoB Adopt Code Amendments                         |      |    |    | ●  |      |    |    |    |      |    |
| Integrate Permit Processing with Dev Agrmt        |      |    |    |    | ●    | ●  | ●  |    |      |    |
|   |      |    |    |    |      |    |    |    |      |    |
| <b>Station Area Planning</b>                      |      |    |    |    |      |    |    |    |      |    |
| Station Area Planning - Coordination with Project |      | ●  | ●  | ●  |      |    |    |    |      |    |
| Integrate Station Area Planning with Dev Agrmt    |      |    |    |    | ●    |    |    |    |      |    |
|   |      |    |    |    |      |    |    |    |      |    |
| <b>Utility Coordination</b>                       |      |    |    |    |      |    |    |    |      |    |
| Noticing Procedures Coordination Plan             | ●    | ●  |    |    |      |    |    |    |      |    |
| Private Utility Relocation Coordination - Design  |      | ●  | ●  | ●  | ●    | ●  |    |    |      |    |

## 5. Process to Develop a Permit Processing Plan

The Code Amendment Permitting Framework technical working group will develop an agreed upon Permit Processing Plan, as described in Exhibit E of the MOU. The permit processing plan may be similar to negotiated permitting agreements the City has developed in the past. Items 1-3 below can be developed by October 2012 to inform final design advancement. Items 4-5 are intended to be informed by code amendments proposed by the Technical Working Group, and will be developed as soon as is practicable, but will be finalized within 120 days after any code amendments for the consolidated permitting process are approved. The plan will at a minimum address the following items:

1. Submittal standards, i.e. defining minimum acceptable content and quality, CAD standards, formatting, and delivery method.
2. Submittal timing to allow adequate time to process and approve permits or reach related decisions.
3. Turn-around times for City permit and plan review and for Sound Transit to provide response to permit/plan revision requests.

4. The establishment of permitting, plan review, inspection and other-Project-related fee estimates for use in the 60% Project baseline budget and cost reconciliation.
5. The parties anticipate action on final land use approvals for the Project in the first quarter of 2014.

## **6. Design Development, Cost Savings, and Value Engineering**

The Design and Value Engineering technical working group is responsible to lead the collaborative efforts for the development of 60% design drawings, including resolution of PE comments and other comments offered by the City on Project design and mitigation, and incorporating results from the City Requested Modifications activities (Section 7), the Cost Savings and Value Engineering activities (Section 8) and other information as appropriate. The other technical working groups may support the Design and Value Engineering technical working group as needed and may lead some of the tasks listed below.

The tasks associated with this work effort include the following.

- Cost Savings Workshop
- Design Standard and Code Review
- Concept Screening
- Concept Engineering
- Construction Packaging
- Value Engineering Workshop
- Technical Working Group participation during production engineering
- 60% Plan Review
- 60% VE study (may break out eastside project into two to three workshops)
- East Link Cost Risk Assessment
- Prepare for Baseline Action at ST Board

The process for advancing design, identifying cost savings, and proceeding through the value engineering process should include, unless otherwise agreed to by the Collaboration Team, the following elements:

- City staff and/or consultants integrated with Sound Transit staff and consultants, including availability of a work space in Sound Transit offices.
- Development of a design evaluation process, based on the joint goals described in Section 1 of the CDP Plan, to facilitate full and fair evaluation of design options and trade-offs.
- Development of a clear timeline for when PE comments and other City comments will be addressed in the design development process (e.g. cost savings workshop, value engineering, Early Work, or design advancement to 60%).
- Agreement on a review schedule providing sufficient time for each party to review materials in advance of providing input on design, technical, and other project issues; agreement on minimum and maximum turnaround times.

- Agreement on the level of information needed at different decision thresholds and/or at different points in the design development process. When additional analysis is needed the Technical Working Group shall identify the most appropriate agency to develop additional analysis based on the technical nature of the issue and timeframe for decision making.

## **7. City Requested Modifications (112<sup>th</sup> Avenue SE)**

The Design and Value Engineering technical working group will evaluate the City requested modifications described in Exhibit E of the MOU. The City-requested modifications on 112<sup>th</sup> Avenue SE are defined as “Option B: Flyover to Trench” in the *112<sup>th</sup> Avenue SE Alternatives Technical Memorandum* (October 2011). This design is the presumed configuration for the beginning of the cost-saving process. The 112<sup>th</sup> modifications will undergo the cost savings evaluation (based on the level of design available as of October 2011) along with the remainder of the alignment selected by the Sound Transit Board. Once the project configuration is selected (anticipated at the conclusion of the value engineering process), preliminary engineering on 112<sup>th</sup> will occur. Both the cost savings evaluation and the PE and final design for 112<sup>th</sup> will consider the following objectives as described in the MOU:

- Design flyover to allow minimum clearance over the right-of-way
- Minimize the elevated portion of the design as practicable and feasible
- Include permanent sound walls along the west side of the elevated portion
- Minimize the visual impact of the elevated portion
- Avoid the use of straddle bents where practical

If any audible warning systems are required for the 112<sup>th</sup> alignment, they will be evaluated by the Collaboration Team, who will present a recommendation to the Steering Committee.

The final design process will include specific outreach to and participation by residents adjacent to and along 112th as determined by the outreach plan developed by the Public Outreach and Government Relations technical working group.

## **8. Station Area Planning**

Beginning in 2012, the City will undertake a station area planning (SAP) process.

The SAP technical working group will meet on a weekly basis or as needed to collaborate on the SAP process. Sound Transit will participate by providing staff for the group and sharing East Link project design info, data and analysis to inform the City’s SAP objectives. City staff will provide relevant data and analysis to inform Sound Transit’s final design. The Technical Working Group will review concepts and develop recommendations to address issues raised through the SAP process.

The SAP process provides the opportunity for the City and Sound Transit to jointly engage the community in a dialogue about station area concerns and opportunities. The City has lead responsibility for public engagement for the SAP process; Sound Transit will have an integral role in the SAP outreach effort, which will be coordinated consistent with the structure described earlier.

## 9. Project Cost Estimate and Budget

The MOU Accounting and Cost Estimating technical working group is responsible to fulfill the financial accounting tasks outlined in the MOU, including tasks identified in Section 4.0 City Funding Contributions for C9T Tunnel, and prepare the documentation to demonstrate completion of these tasks. This group is also responsible to work collaboratively to jointly review the final design consultant's cost estimating deliverables, resolve issues, and identify elements and timing for independent review of cost estimates to improve confidence in the final design consultant's cost estimate. This includes preparing documentation at each appropriate stage of the cost estimate development to have a roadmap of how the cost estimate was advanced from the values in the MOU to the final 60% updated project cost estimate.

Per the MOU Section 4.2 (b), Sound Transit will formally provide the City with the 60% updated project cost estimate, triggering a 45-day period in which either party may opt to terminate the agreement with no further obligation. The cost estimate will be prepared in accordance with Sound Transit's project control and phase gate procedures and based on 60% design drawings following any necessary land use approvals from the City. This formal provision of the 60% design cost estimate will be the culmination of the City's participation in the integrated team structure described previously. The goal of the City's participation in the development of the 60% design cost estimate and the opportunity for formal review and comment is to ensure that the City has a clear understanding of the basis of the cost estimate and confidence in the final 60% updated project cost estimate when it is provided to the City at Project baselining. To achieve this goal, the City will have the opportunity to participate in the development of the baseline cost estimate in, at a minimum, the following ways:

1. On-going, day-to-day participation in the cost estimate development as part of the Design and Value Engineering technical working group. This work will be guided by the principle of an integrated team, including the free flow of information between parties, City participation in the development of the cost estimate in real time, and a commitment to collaboration in spirit and actions.
2. Joint review of cost estimate deliverables as part of the MOU Accounting and Cost Estimating technical working group: The City and Sound Transit will jointly review cost estimate-related deliverables from the design consultants. City and Sound Transit staff will develop comments and collaboratively seek resolution with the consultant.
3. The City may utilize a consultant to assist in review of the cost estimating deliverables, which may include but is not limited to consultant's deliverables, price checks of quantities and materials, and independent review of cost estimates. Resources shall be used for betterment of the project, with the goal of ensuring the City has clear understanding of the basis of the cost estimate and confidence in the final 60% updated project cost estimate when it is provided to the City at Project baselining.

## **10. Reporting Procedures and Protocols**

Sound Transit and City staff will coordinate and, as appropriate, jointly participate in briefings for the Sound Transit Board, City Council, and the community to ensure timely information sharing using the best available information. Each party will have different reporting needs and demands. Staff commits to coordinate briefings using the following guidelines:

1. Information will be reviewed by staff at both agencies prior to briefings or public release. Staff should work together to ensure that the best available information is released and to coordinate the timing of the release.
2. Sensitive information, such as items exempt from public disclosure, will be treated as confidential by staff of both agencies. The producing agency shall determine the appropriate timing for release of sensitive information.
3. Every effort should be made to allow the producing agency to present their information in briefings and at public meetings.
4. A copy of materials presented at non-confidential briefings will be provided to the partner agency in electronic format.

## **11. Private Utility Relocation Coordination**

The City has agreements and franchises with third party utilities that describe processes and notice requirements associated with requests for relocation of such facilities for city projects. Sound Transit and the City will collaboratively develop procedures for ensuring that notices and required plans and specifications are prepared and provided to third party utility providers consistent with all applicable agreements and code provisions. It is anticipated that such procedures will be developed by the end of the second quarter of 2012. To facilitate development of these procedures, the City will provide a summary of applicable notice and other requirements from those franchises or other agreements with third party utility providers potentially impacted by the East Link project.

**ATTACHMENT D****EAST LINK PUBLIC OUTREACH ACTIVITIES**



## East Link public meetings to date (April 18, 2014)

\* Open houses with mailed postcard notification and print/online advertisements

| Date    | Event  | Attendees  |
|---------|--|------------|
| 9/2006  | Environmental Scoping: Bellevue                            | ~210       |
| 9/2006  | Environmental Scoping: Seattle                             | ~105       |
| 9/2006  | Environmental Scoping: Redmond                             | ~60        |
| 9/2006  | Environmental Scoping: Mercer Island                       | ~60        |
| 3/2007  | Route & Station Workshop: Bellevue                         | ~160       |
| 3/2007  | Route & Station Workshop: Seattle                          | ~20        |
| 4/2007  | Route & Station Workshop: Bel-Red/Overlake                 | ~60        |
| 4/2007  | Route & Station Workshop: Redmond                          | ~70        |
| 4/2007  | Route & Station Workshop: Mercer Island                    | ~30        |
| 1/2009  | EIS Open House: Redmond                                    | ~80        |
| 1/2009  | EIS Open House: Mercer Island                              | ~50        |
| 1/2009  | EIS Open House: Seattle                                    | ~10        |
| 1/2009  | EIS Open House: Bellevue (Downtown)                        | ~175       |
| 1/2009  | EIS Open House: Bellevue (South Bellevue)                  | ~150       |
| 10/2009 | Neighborhood Workshop: South Bellevue                      | ~375 total |
| 10/2009 | Neighborhood Workshop: Downtown Bellevue                   |            |
| 10/2009 | Neighborhood Workshop: Bel-Red                             |            |
| 11/2009 | Neighborhood Workshop: Overlake                            |            |
| 2/2010  | Downtown Bellevue Design Alternatives                      | ~170       |
| 3/2010  | Mercer Island Preliminary Engineering Open House           | ~90        |
| 4/2010  | Bel-Red/Overlake Preliminary Engineering Open House        | ~60        |
| 6/2010  | 112th Ave. Options Workshop #1                             | ~100       |
| 6/2010  | 112th Ave. Options Workshop #2                             | ~100       |
| 7/2010  | 112th Ave. Options Workshop #3                             | ~100       |
| 7/2010  | 112th Ave. Open House                                      | ~110       |
| 7/2010  | Hospital Station Open House                                | ~30        |
| 11/2010 | Supplemental DEIS Public Hearing: Bellevue                 | ~130       |
| 4/2012  | Cost Savings Open House #1                                 | ~200       |
| 6/2012  | Cost Savings Open House #2                                 | ~160       |
| 10/2012 | Cost Savings Drop-In Session #1: Bellevue Way              | ~40        |
| 10/2012 | Cost Savings Drop-In Session #2: 112th Ave SE              | ~35        |
| 10/2012 | Cost Savings Drop-In Session #3: Downtown Bellevue         | ~40        |
| 3/2013  | Final Design Open House: Bel-Red ~30% design               | ~115       |
| 4/2013  | Cost Savings Open House #3                                 | ~100       |
| 5/2013  | Final Design Open House: Downtown Bellevue ~30% design     | ~70        |
| 5/2013  | Final Design Open House: South Bellevue ~30% design        | ~110       |
| 6/2013  | Final Design Open House: Mercer Island ~30% design         | ~85        |
| 9/2013  | Final Design Open House: Seattle ~30% design               | ~70        |
| 9/2013  | Final Design Open House: Bel-Red 60% design                | ~95        |
| 11/2013 | Pre-Final Design Open House: Overlake                      | ~105       |
| 2/2014  | Final Design Open House: South Bellevue Segment 60% design | ~70        |



|        |   |      |
|--------|---|------|
| 2/2014 | Final Design Open House: East Main Station Segment 60% design | ~100 |
| 3/2014 | Final Design Open House: Downtown Bellevue Segment 60% design | ~120 |
| 4/2014 | Overlake Master Planned Development Permit Open House         | ~30  |

**ATTACHMENT E****BUILDING A BETTER BELLEVUE VS. USDOT**

THE HONORABLE JOHN C. COUGHENOUR

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UNITED STATES DISTRICT COURT  
WESTERN DISTRICT OF WASHINGTON  
AT SEATTLE

BUILDING A BETTER BELLEVUE;  
and FRIENDS OF ENATAI,

Plaintiffs,

v.

U.S. DEPARTMENT OF  
TRANSPORTATION, FEDERAL  
TRANSIT ADMINISTRATION; R.F.  
KROCHALIS, in his official capacity as  
the Regional Administrator of the FTA,  
Region X; U.S. DEPARTMENT OF  
TRANSPORTATION, FEDERAL  
HIGHWAY ADMINISTRATION; and  
DANIEL M. MATHIS, in his official  
capacity as the Division Administrator,  
Washington Division, for the Federal  
Highway Administration,

Federal Defendants,

and

CENTRAL PUGET SOUND REGIONAL  
TRANSIT AUTHORITY ("SOUND  
TRANSIT"),

Interested Party.

CASE NO. C12-1019-JCC

ORDER GRANTING  
DEFENDANTS' MOTIONS FOR  
SUMMARY JUDGMENT

1 This matter comes before the Court on the parties’ cross-motions for summary judgment  
2 (Dkt. Nos. 24, 28–29). Having thoroughly considered the parties’ briefing and the relevant  
3 record, the Court finds oral argument unnecessary and hereby DENIES Plaintiffs’ motion (Dkt.  
4 No. 24) and GRANTS Defendants’ motions (Dkt. Nos. 28–29) for the reasons explained herein.

5 **I. BACKGROUND**

6 Central Puget Sound Regional Transit Authority (“Sound Transit”) plans to construct an  
7 extension of its light rail transit system between Seattle and the east side of Lake Washington  
8 (the “East Link”). The East Link would cross Lake Washington and Mercer Island along U.S.  
9 Interstate 90 from Seattle to south Bellevue (“Segment A”), travel north from I-90 to downtown  
10 Bellevue (“Segment B”), continue through downtown Bellevue (“Segment C”), travel north to  
11 Overlake (“Segment D”), and finally connect Overlake to Redmond (“Segment E”). (AR  
12 004527.) The stated purpose of the East Link project is “to expand the Sound Transit Link light  
13 rail system from Seattle to Mercer Island, Bellevue, and Redmond via I-90 in order to provide a  
14 reliable and efficient alternative for moving people throughout the region.” (AR 004539.)



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23 In connection with the East Link project, Sound Transit and Defendant Federal Transit  
24 Administration prepared a final environmental impact statement. The Federal Transit  
25 Administration found that the impact statement satisfied the requirements of the National  
26 Environmental Policy Act and that the project satisfied Section 4(f) of the Department of

1 Transportation Act of 1966. (AR 011415, 011419, 011426, 011432–11434.) Defendant Federal  
2 Highway Administration then adopted the final environmental impact statement for purposes of  
3 that agency’s required approvals. (AR 017137, 017141.)

4 Plaintiff Building a Better Bellevue is an association of Bellevue homeowners, residents,  
5 businesses, and neighborhood groups. (Dkt. No. 1 at 3 ¶ 10.) Plaintiff Friends of Enatai is an  
6 association of residents of South Bellevue neighborhoods along Bellevue Way and 112th Avenue  
7 SE between I-90 and Bellevue’s Main Street, along the Mercer Slough Nature Park. (*Id.* at 4  
8 ¶ 13.) In this action, Building a Better Bellevue and Friends of Enatai seek a declaratory  
9 judgment that the Federal Transit and Highway Administrations were arbitrary and capricious  
10 and failed to comply with federal law when they found that the East Link final environmental  
11 impact statement satisfied the requirements of the National Environmental Policy Act and that  
12 the project satisfied Section 4(f) of the Department of Transportation Act.

## 13 **II. DISCUSSION**

### 14 **A. National Environmental Policy Act**

15 The National Environmental Policy Act “is a purely procedural statute.” *Neighbors of*  
16 *Cuddy Mountain v. Alexander* (“*Cuddy Mountain II*”), 303 F.3d 1059, 1070 (9th Cir. 2002). It  
17 “does not mandate particular results, but simply provides the necessary process to ensure that  
18 federal agencies take a ‘hard look’ at the environmental consequences of their actions.”  
19 *Muckleshoot Indian Tribe v. U.S. Forest Serv.*, 177 F.3d 800, 814 (9th Cir. 1999) (per curiam)  
20 (quoting *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350 (1989)) (quotation  
21 marks omitted). One aspect of that process is the mandated preparation of an environmental  
22 impact statement for “major Federal actions significantly affecting the quality of the human  
23 environment.” 42 U.S.C. § 4332(2)(C). “The goal of [the Act] is two-fold: (1) to ensure that the  
24 agency will have detailed information on significant environmental impacts when it makes  
25 decisions; and (2) to guarantee that this information will be available to a larger audience.”  
26 *Cuddy Mountain II*, 303 F.3d at 1063.

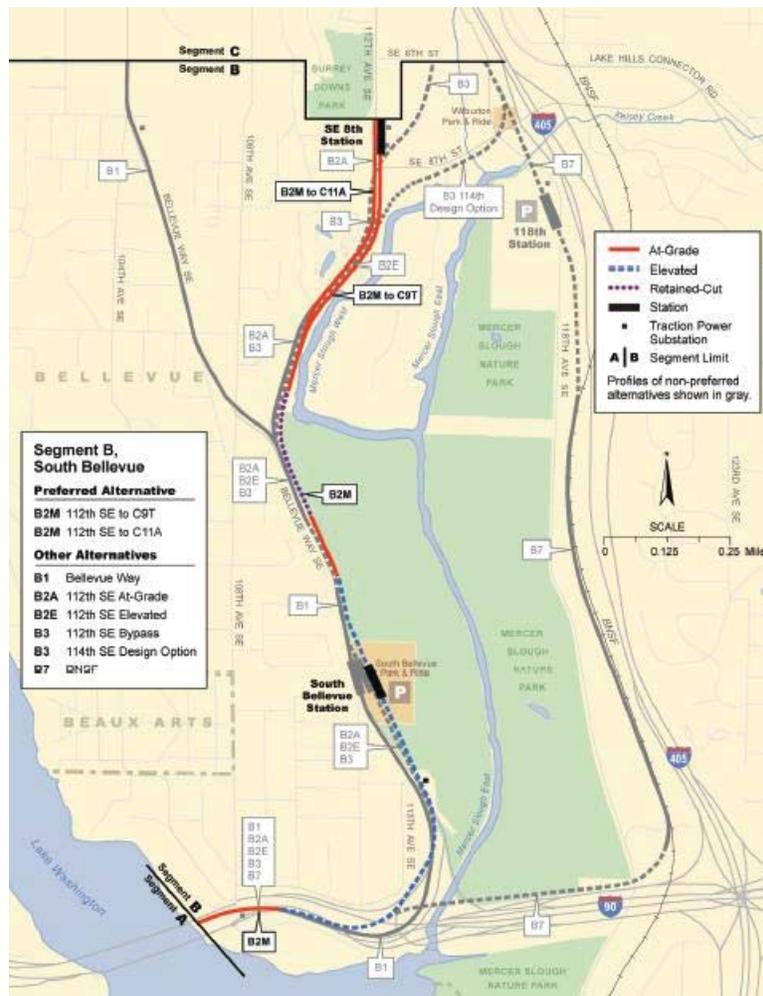
1 Courts assess the adequacy of an environmental impact statement under “a ‘rule of  
2 reason’ that does not materially differ from an ‘arbitrary and capricious’ review.” *Id.* at 1071.  
3 The relevant inquiry is whether the impact statement contains a “reasonably thorough discussion  
4 of the significant aspects of probable environmental consequences.” *Neighbors of Cuddy*  
5 *Mountain v. U.S. Forest Serv.* (“*Cuddy Mountain I*”), 137 F.3d 1372, 1376 (9th Cir. 1998)  
6 (quotation marks omitted). If the court is “satisfied that an agency’s exercise of discretion is truly  
7 informed, [the court] must defer to that informed discretion.” *Greenpeace Action v. Franklin*, 14  
8 F.3d 1324, 1332 (9th Cir. 1992) (quotation marks and indications of alteration omitted).

### 9 1. Failure To Address Reasonable Alternatives

10 An environmental impact statement “shall inform decisionmakers and the public of the  
11 reasonable alternatives [for a project] which would avoid or minimize adverse impacts or  
12 enhance the quality of the human environment.” 40 C.F.R. § 1502.1. It must “[r]igorously  
13 explore and objectively evaluate all reasonable alternatives”—*i.e.*, “alternatives that are  
14 ‘reasonably related to the purposes of the project’”—and, “for alternatives which were  
15 eliminated from detailed study, briefly discuss the reasons for their having been eliminated.” 40  
16 C.F.R. § 1502.14(a); *League of Wilderness Defenders-Blue Mountains Biodiversity Project v.*  
17 *U.S. Forest Serv.*, 689 F.3d 1060, 1069 (9th Cir. 2012) (quoting *Westlands Water Dist. v. U.S.*  
18 *Dep’t of Interior*, 376 F.3d 853, 868 (9th Cir. 2004)). An impact statement’s consideration of  
19 alternatives is sufficient “if it considers an appropriate range of alternatives, even if it does not  
20 consider every available alternative.” *Headwaters, Inc. v. Bureau of Land Mgmt.*, 914 F.2d 1174,  
21 1181 (9th Cir. 1990); *see Vt. Yankee Nuclear Power Corp. v. Natural Res. Def. Council, Inc.*,  
22 435 U.S. 519, 551 (1978) (“[T]he ‘detailed statement of alternatives’ cannot be found wanting  
23 simply because the agency failed to include every alternative device and thought conceivable by  
24 the mind of man.”). The Court reviews “both the choice of alternatives as well as the extent to  
25 which the . . . Impact Statement . . . discuss[es] each alternative” under a rule of reason. *City of*  
26 *Carmel-By-The-Sea v. U.S. Dep’t of Transp.*, 123 F.3d 1142, 1155 (9th Cir. 1997).

**a. Segment B Tunnel Alternative**

The East Link final environmental impact statement discusses six alternatives for Segment B: five following Bellevue Way SE north from I-90, parallel to the western edge of the Mercer Slough Nature Park and to the residential communities of south Bellevue, and one continuing east parallel to I-90 on an elevated structure across Mercer Slough before turning north to run parallel to I-405 (the “B7” alternative). (AR 004652, 004659–4662.) All of the alternatives are above-ground.



1 Plaintiffs contend that a tunnel for Segment B was a seventh reasonable alternative that  
2 the environmental impact statement should have considered. Sound Transit’s determination that  
3 such a tunnel was not a reasonable alternative was not arbitrary and capricious. Sound Transit  
4 considered and screened out a tunnel alternative during the scoping phase<sup>1</sup> of the project because  
5 it did not meet Sound Transit’s criteria for tunnel candidates: locations with steep slopes,  
6 physical barriers, inadequate rights of way, building density, and high train frequencies. (AR  
7 004646, 020705, 020227; see AR 004642 (explaining that the voter-approved funding package  
8 provides funds for at-grade or elevated alternatives).) A tunnel alternative would also have been  
9 more expensive, risky, and disruptive, undermining several goals of the project.<sup>2</sup> (AR 004646,  
10 020705, 020227; see AR 004636 (discussing project’s goals of providing financially feasible  
11 solution and reducing construction risk).) By contrast, Sound Transit is considering a tunnel for  
12 Segment C (through downtown Bellevue) because of the density of development and limited  
13 availability of rights of way, and because the City of Bellevue executed an agreement with  
14 Sound Transit to find additional funding sources to pay for the tunnel. (AR 020227, 004663,  
15 004642 (explaining that the non-tunnel alternative for Segment C “is preferred if additional  
16 funding and scope reductions cannot be found to afford the tunnel”).)

17 Nor did Sound Transit “fail[] to discuss and explain the reasoning behind eliminating  
18 consideration of a tunnel within the [impact statement] itself.” (Dkt. No. 30 at 11.) The impact  
19 statement explicitly addresses why a tunnel was considered a reasonable alternative for some  
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21 <sup>1</sup> “The purpose of the scoping period is to notify those who may be affected by a  
22 proposed government action, which is governed by [the Act], that the relevant entity is beginning  
23 the [environmental impact statement] process. This notice requirement ensures that interested  
24 parties are aware of and able to participate meaningfully in the entire [impact statement] process,  
25 from start to finish.” *Coalition for a Sustainable 520 v. U.S. Dep’t of Transp.*, 881 F. Supp. 2d  
26 1243, 1248–49 (W.D. Wash. 2012); see 40 C.F.R. § 1501.7.

<sup>2</sup> Plaintiffs’ substanceless assertion that “[i]t is . . . reasonable to assume that a tunnel  
may be economical” (Dkt. No. 24 at 10; Dkt. No. 30 at 9) does not call into question the impact  
statement’s operating assumption that tunnels involve substantially greater expense than above-  
ground builds.

1 segments (like Segment C) but not others (like Segment B). (AR 004646 (explaining that “[t]he  
2 proposed route and station alternatives vary in profile as traveling at-grade . . . , in an elevated  
3 configuration, or in a tunnel” and that, “[b]ecause of the conditions along the corridor, the East  
4 Link Project is largely elevated or at-grade; however, tunnel alternatives were also considered in  
5 Downtown Bellevue (Segment C),” and going on to describe the criteria for using tunnels.)  
6 Thus, even if the concept of a tunnel *had* developed into a standalone alternative that was  
7 nevertheless subsequently eliminated from detailed study, the environmental impact statement  
8 would have satisfied 40 C.F.R. § 1502.14(a)’s requirement of a “brief[] discuss[ion]” of reasons  
9 for eliminating it. But since Sound Transit eliminated the tunnel concept long before it became a  
10 studied alternative, even that brief discussion was not necessary to comply with the Act.

11 Adding to the reasonableness of Sound Transit’s decision not to include a Segment B  
12 tunnel alternative in the final environmental impact statement is the fact that it also did not  
13 include this alternative in the *draft* or *supplemental draft* impact statements, and of the hundreds  
14 of comments it received on Segment B, none (including Plaintiffs’) suggested that Sound Transit  
15 reconsider a Segment B tunnel alternative.<sup>3</sup> “[T]he very purpose of a draft [environmental impact  
16 statement] and the ensuing comment period is to elicit suggestions and criticisms to enhance the  
17 proposed project.” *Carmel-By-The-Sea*, 123 F.3d at 1156; *see Dep’t of Transp. v. Pub. Citizen*,  
18 541 U.S. 752, 764 (2004) (“[Parties] challenging an agency’s compliance with [the Act] must  
19 structure their participation so that it alerts the agency to the parties’ position and contentions, in  
20 order to allow the agency to give the issue meaningful consideration.”) (quotation marks and  
21 indications of alteration omitted). Had Plaintiffs objected to Sound Transit’s failure to include a  
22 Segment B tunnel alternative in the drafts, Sound Transit *might* have had reason to discuss that  
23 alternative in the final impact statement. But no one objected; Sound Transit had already ruled  
24 that alternative out; and it was therefore neither arbitrary nor capricious for Sound Transit not to

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25  
26 <sup>3</sup> One person advanced the distinct and infeasible concept of a tunnel for Segments B–E,  
based on his view of “the destruction of what trains do to an area.” (AR 008968.)

1 reintroduce it in the final impact statement.

2 In their reply, Plaintiffs move to supplement the record with a declaration prepared after  
3 the commencement of this litigation, purporting to show that Segment B meets Sound Transit’s  
4 criteria for tunnel eligibility. The Court DENIES Plaintiffs’ motion. Judicial review of agency  
5 actions is generally limited to the administrative record. *Nat’l Audubon Soc’y v. U.S. Forest*  
6 *Serv.*, 46 F.3d 1437, 1447 (9th Cir. 1993). “[C]ertain circumstances may justify expanding  
7 review beyond the record . . .” *Id.* (quotation marks omitted). Two such circumstances include  
8 (1) when extra-record evidence is necessary to explain technical terms or complex subject matter  
9 and (2) when the agency has “swept stubborn problems or serious criticism under the rug.”  
10 *Animal Def. Council v. Hodel*, 840 F.2d 1432, 1436–37 (9th Cir. 1988) (quotation marks and  
11 indications of alteration omitted). Plaintiffs argue the declaration should be admitted because it  
12 “addresses technical, complex subject matter that the agency ‘swept under the rug.’” (Dkt. No.  
13 30 at 6.) Not so. Early on in the scoping process, Sound Transit eliminated a tunnel alternative  
14 for Segment B because it determined that Segment B did not meet its (easy-to-understand)  
15 criteria for tunneling and would be riskier and more expensive. After that, no one resuscitated the  
16 tunnel idea, so there was no further analysis to be done—let alone to be “swept under the rug.”  
17 Plaintiffs have not established the existence of circumstances creating an exception to the general  
18 rule that “[p]arties may not use post-decision information as a new rationalization either for  
19 sustaining or attacking the Agency’s decision.” *Ctr. for Biological Diversity v. U.S. Fish &*  
20 *Wildlife Serv.*, 450 F.3d 930, 943 (9th Cir. 2006) (quotation marks omitted).

21 **b. B7R Alternative**

22 While Sound Transit was preparing the supplemental draft environmental impact  
23 statement—and more than a year and a half after the draft environmental impact statement was  
24 issued—the City of Bellevue requested that Sound Transit consider a variation on the B7  
25 alternative, called the “B7 Revised” alternative or “B7R.” (AR 004640.) The two alternatives are  
26 similar, the chief differences being the location of a new station and parking garage. (AR

1 005232.) The final environmental impact statement does not consider B7R as a standalone  
2 alternative; instead, it compares B7 to B7R in detail (AR 004576–4577, 004670, 005231–5236;  
3 *see* 011365–11414) and concludes:

4         With mitigation, B7R would result in improved traffic operations along Bellevue  
5 Way SE compared with B7 which does not affect or change this roadway. B7R  
6 would have greater residential displacements, property acquisition, visual, noise,  
7 park, and ecosystem impacts than B7 []. But, B7R would have less business and  
8 employee displacements than B7 []. The B7R [] Station parking garage would  
9 result in visual impacts and require residential acquisitions, while the 118th  
10 Station for B7 requires business displacements. Like B7, the B7R Mercer Slough  
11 Nature Park impacts are in areas of wetlands and wetland buffer. B7R would be  
12 on a retained fill on the east side of Sturtevant Creek, requiring relocation of the  
13 creek. Construction of B7R may result in higher ecosystem impacts along Mercer  
14 Slough, the wetland areas surrounding the slough and Sturtevant Creek than B7 [].

11 (AR 004576–4577.) The impact statement also observes that ridership within Segments B and C,  
12 and project-wide, would be 12,500 and 50,500, respectively, with B7R, and 10,500 and 49,000,  
13 respectively, with B7, and that “the B7R modifications increase the project cost [by]  
14 approximately \$10 to \$14 million [over] . . . B7.” (AR 004576–4577.)

15         Plaintiffs argue that the impact statement fails to adequately consider B7R. But the  
16 detailed discussion of B7R versus B7 is more than sufficient to satisfy 40 C.F.R. § 1502.14(a)’s  
17 requirement of a “brief[] discuss[ion]” of reasons for not considering B7R as a standalone  
18 alternative. As the quoted text shows, B7R was not a clear winner over B7; it was better in some  
19 respects and worse in others. It was entirely reasonable, then, to compare only B7, and not also  
20 B7R, to the other six Segment B alternatives in determining the preferred Segment B alignment.  
21 *See Westlands*, 376 F.3d at 871–72 (9th Cir. 2004) (Act does not require agency to consider  
22 “every conceivable permutation” of alternatives); *Headwaters*, 914 F.2d at 1181 (agency need  
23 not undertake “separate analysis of alternatives which are not significantly distinguishable from  
24 alternatives actually considered, or which have substantially similar consequences”); *N. Alaska*  
25 *Envtl. Ctr. v. Kempthorne*, 457 F.3d 969, 978 (9th Cir. 2006) (agency need not “discuss  
26 alternatives similar to alternatives actually considered”); *see, e.g., Laguna Greenbelt, Inc. v. U.S.*

1 *Dep't of Transp.*, 42 F.3d 517, 524 (9th Cir. 1994); 520, 881 F. Supp. 2d at 1256–57. The  
2 alternatives set forth in the impact statement, supplemented with a detailed discussion of B7R,  
3 “permit a reasoned choice” and an agency “hard look,” and are sufficient to satisfy the Act.  
4 *California v. Block*, 690 F.2d 753, 767 (9th Cir. 1982).

5 **c. Alternatives to Light Rail**

6 Plaintiffs also complain that Sound Transit failed to consider any modes of high-capacity  
7 transit other than light rail. But the stated purpose of the project is to “[e]xpand the Sound Transit  
8 Link light rail” to the east side. (AR 004625.) Plaintiffs respond that, by confining the purpose to  
9 expanding the light rail—as opposed to high-capacity transit generally—Sound Transit  
10 “unreasonably avoided consideration of other transit modes, such as bus rapid transit,” that might  
11 have had fewer environmental impacts. (Dkt. No. 24 at 13.)

12 This argument is a non-starter. The choice of light rail over bus service was the result of  
13 years of analysis and deliberation. (AR 004635–4636 (describing the process leading to  
14 “Identification of Light Rail as the Preferred Mode”), 011416–11418.) A 2004 assessment  
15 deemed bus rapid transit, light rail transit, and monorail appropriate for the east corridor. (AR  
16 004635.) Around the same time, in connection with updating its long-range plan, Sound Transit  
17 analyzed potential high-capacity transit projects, implementing an “extensive public outreach  
18 process” to consider the alternatives. (*Id.*) In 2005, the board adopted an updated long-range  
19 plan, which identified light rail and rail-convertible bus rapid transit for further consideration.  
20 (*Id.*) It then directed staff to conduct additional analyses and feasibility and traffic studies, and  
21 based on the results, “identified light rail as the preferred [high-capacity transit] transportation  
22 mode for the East Corridor” in July 2006:

23 The Sound Transit Board identified light rail because it provides the benefits of  
24 operating in an exclusive right-of-way separated from general-purpose and HOV  
25 traffic. . . . Light rail in the East Corridor would [also] use the same technology as  
26 the Central Link line and build on that investment. It would provide a higher level  
of system integration by interlining directly with the Central Link line and  
providing a direct ride between the Eastside, Downtown Seattle, and the North

1 Corridor stations . . . . Light rail provides the highest level of ridership and the  
2 shortest travel times of all technologies evaluated in the corridor.

3 (AR 004635–4636.) In July 2008, Sound Transit adopted “ST2,” known as the mass transit  
4 expansion proposal, a package of high-capacity transit investments in the regional transit system  
5 that includes the East Link project. (*Id.*) Voters approved ST2 in November 2008. (*Id.*)

6 Sound Transit’s decision to confine the purpose of the East Link project to expanding the  
7 light rail system was anything but arbitrary. To the contrary, it was the result of a long, careful,  
8 and deliberative process, and the light rail-specific purpose responds precisely to the  
9 transportation problems that needed to be solved. *See* 23 C.F.R. § 450.212(a)(1) (allowing  
10 agency to use planning processes of state and local transportation authorities to narrow and focus  
11 purpose and need statements);<sup>4</sup> *see, e.g., Carmel-By-The-Sea*, 123 F.3d at 1155–57 (rejecting  
12 Plaintiffs’ argument that the agency “preordained . . . the preferred choice” by “unjustifiably  
13 narrow[ing] its statement of ‘Purpose and Need,’” observing that the agency’s goal was  
14 “legitimate” and reasonable because it directly responded to the identified needs to “significantly  
15 alleviate traffic congestion, reduce accidents and achieve other transportation goals”; “[t]hat the  
16 Federal Highway Administration and Caltrans viewed Level of Service C as important and as the  
17 most plausible project goal given the severe traffic problems along this stretch of Highway 1  
18 cannot be said to be unreasonable simply because Level of Service D would have been a  
19 ‘tolerable’ alternative”). Because confining the purpose of the East Link to expanding light rail  
20 was reasonable, the environmental impact statement was not required to study alternatives—like  
21 bus rapid transit—that did not meet that purpose. *See City of Angoon v. Hodel*, 803 F.2d 1016,

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22 <sup>4</sup> Plaintiffs argue that “the local transportation planning process relied upon to limit the  
23 purpose of the project to light rail took place prior to the 2007 adoption of 23 C.F.R. § 450.212”  
24 and that “[n]othing in the 2007 regulations allows for retroactive application.” (Dkt. No. 30 at  
25 19.) That the regulations explicitly approved the use of local planning processes to narrow an  
26 impact statement’s purpose and need statements in 2007 does not mean that, prior to 2007, such  
use was impermissible. In any event, the draft impact statement was issued in December 2008,  
and the final impact statement was issued and approved in 2011—well after the regulations  
authorized use of local planning studies to produce purpose and need statements.

1 1021 (9th Cir. 1986).

2 **2. Failure To Consider Cumulative Impact of Extending Light Rail to**  
3 **Issaquah**

4 An environmental impact statement must consider the cumulative impact of the proposed  
5 action: “the impact on the environment which results from the incremental impact of the action  
6 when added to other past, present, and reasonably foreseeable future actions.” 40 C.F.R.

7 § 1508.7. “[R]easonably foreseeable actions . . . include proposed actions.” *Ctr. for Env'tl. Law &*  
8 *Policy v. U.S. Bureau of Reclamation*, 655 F.3d 1000, 1010 (9th Cir. 2011) (quotation marks and  
9 indications of alteration omitted). For example, when an agency issues a notice of intent to  
10 prepare an impact statement for an action, “[the] action is not too speculative to qualify as a  
11 proposed action . . . .” *Id.* (quotation marks omitted). On the other hand, when an action “could  
12 conceivably” occur but “it is at least as likely that it will never” occur, the “future activity is not  
13 reasonably foreseeable,” and its possible cumulative effects need not be considered. *Headwaters*,  
14 914 F.2d at 1182. Courts “defer to an agency’s determination of the scope of its cumulative  
15 effects review.” *Cuddy Mountain II*, 303 F.3d at 1071.

16 Plaintiffs argue that the environmental impact statement should have discussed the  
17 cumulative effect of the East Link project *and* a possible future project extending the light rail to  
18 Issaquah. They point out that one possible alignment for such an extension would connect the  
19 extension to the East Link around I-90 and Bellevue Way SE and continue east along the  
20 southern boundary of the Mercer Slough (as B7 and B7R would do). If such an extension were  
21 ultimately constructed, they argue, then the southern boundary of the Mercer Slough would  
22 eventually be impacted anyway, and so the East Link environmental impact statement should  
23 prefer B7 or B7R over the other Segment B alternatives, since B7 and B7R *also* run along the  
24 southern boundary, whereas the other Segment B alternatives run parallel to the *western*  
25 boundary, as well as impact the Winters House and Surrey Downs Park (discussed *infra*).

26 An Issaquah extension that runs along the southern boundary of the Mercer Slough is not

1 a reasonably foreseeable proposed action, and so the environmental impact statement  
2 appropriately did not consider it. The Issaquah extension is the subject of a preliminary study  
3 funded by ST2 that has not yet commenced. (AR 019886.) Voters would have to approve an ST3  
4 or ST4 funding package before Sound Transit would even start seriously considering potential  
5 alternatives and alignments. Even assuming the Issaquah extension were ultimately planned,  
6 approved, permitted, and funded—a big if—it may not cross the Mercer Slough at the southern  
7 boundary—and thus may not strengthen the case for B7 or B7R. (AR 020614, 020617–20618.)  
8 In other words, such an alignment “could conceivably” be built, but “it is at least as likely that  
9 [that alignment] will never” be built, and that Sound Transit will choose an alternative alignment.  
10 *Headwaters*, 914 F.2d at 1182. The Issaquah extension—and the particulars about how it might  
11 connect to the preexisting light rail system—are far too speculative and uncertain to merit  
12 consideration in the East Link impact statement’s cumulative effects analysis.

### 13 **3. Failure To Adequately Identify Mitigation for Affected Wetlands and** 14 **Wetland Buffers**

15 The Act “requires only that an [impact statement] contain ‘a reasonably complete  
16 discussion of possible mitigation measures.’” *Kemphorne*, 457 F.3d at 979 (quoting *Robertson*,  
17 490 U.S. at 352). It need not contain a “complete mitigation plan [that is] actually formulated  
18 and adopted,” *Robertson*, 490 U.S. at 352, and the mitigation plan may be “conceptual” and  
19 remain “flexible to adapt for future problems,” *Carmel-By-The-Sea*, 123 F.3d at 1154; *see, e.g.*,  
20 *Laguna Greenbelt*, 42 F.3d at 528 (discussion of impacts and “potential” and possibly  
21 unsuccessful mitigation measures satisfies the Act). “[I]t would be inconsistent with [the Act’s]  
22 reliance on procedural mechanisms—as opposed to substantive, result-based standards—to  
23 demand the presence of a fully developed plan that will mitigate environmental harm before an  
24 agency can act.” *Robertson*, 490 U.S. at 353.

25 The East Link environmental impact statement sufficiently discusses possible mitigation  
26 measures to ensure that the agency fairly evaluated the project’s environmental consequences.

1 Sound Transit commits in the impact statement to achieving no net loss of wetland function and  
2 area on a project-wide basis. (AR 005018, 010624.) Its plan for doing so is to apply interagency  
3 wetland mitigation guidance to identify compensatory mitigation sites—a proven wetlands  
4 mitigation method—within the same drainage basin as the affected areas and to compensate for  
5 lost functions in-kind. (AR 005018.) Although there are no existing approved mitigation banks in  
6 the Kelsey Creek subbasin—a subbasin affected by the project—“[d]uring field work, Sound  
7 Transit determined there are several opportunities for wetland mitigation within the study area  
8 close to potentially impacted areas that are expected to meet required mitigation ratios,” and  
9 Plaintiffs have pointed to no evidence showing that Sound Transit’s expectations are  
10 unreasonable. (*Id.*; *see also* AR 010626 (discussing four potential approaches to achieving  
11 wetlands mitigation goal).) Finally, the Federal Transit Administration has made mitigation  
12 achieving zero net wetlands loss a condition of its approval of the project and is requiring that  
13 Sound Transit establish a monitoring plan to ensure the effectiveness of its mitigation measures.  
14 (AR 011424–11425, 011430, 011478.) The impact statement’s commitment to zero wetlands  
15 loss, made credible with a plan to use already-identified opportunities for compensatory  
16 mitigation, and by the Federal Transit Administration’s conditioning approval of the project on  
17 achieving that commitment, is sufficient to “ensure that environmental consequences have been  
18 fairly evaluated.” *Robertson*, 490 U.S. at 352. The Act requires nothing more. *See, e.g.*,  
19 *Okanogan Highlands Alliance v. Williams*, 236 F.3d 468, 476 (9th Cir. 2000) (that impact  
20 statement’s discussion of “procedures for ensuring compliance with applicable water-quality  
21 standards . . . are stated in somewhat general terms” does not render them “deficient” under the  
22 Act); *Carmel-By-The-Sea*, 123 F.3d at 1154 (upholding “proposed mitigation plan [that] is  
23 intended to be ‘conceptual’ only”); *compare, e.g., Cuddy Mountain I*, 137 F.3d at 1381 (impact  
24 statement deficient where it “did not discuss which (or whether) mitigating measures might  
25 decrease the increased sedimentation in the three creeks affected by the timber sale,”  
26 “suggest[ed] that the [agency] did not even consider mitigating measures for the creeks actually

1 affected by the sale,” and failed to “provide[] an estimate of how effective the mitigation  
2 measures would be if adopted, or give[] a reasoned explanation as to why such an estimate is not  
3 possible,” and where “it [wa]s also not clear whether any mitigating measures would in fact be  
4 adopted”).

5 In reviewing Plaintiffs’ challenges to the environmental impact statement under the  
6 National Environmental Policy Act, the Court may not “substitute [its own—or Plaintiffs’—]  
7 judgment for that of the agency concerning the wisdom or prudence of [the] proposed action.”  
8 *Or. Env’tl. Council v. Kunzman*, 817 F.2d 484, 492 (9th Cir. 1987). The Court’s role is limited to  
9 ensuring that the agency took a hard look at a reasonable range of alternatives whose impacts on  
10 the environment were discussed in sufficient detail to render the agency’s decision informed. The  
11 final environmental impact statement here meets that standard.

12 **B. Department of Transportation Act Section 4(f)**

13 Section 4(f) of the Department of Transportation Act of 1966 provides:

14 [T]he Secretary may approve a transportation program or project . . . requiring the  
15 use of publicly owned land of a public park, recreation area, or wildlife and  
16 waterfowl refuge of national, State, or local significance, or land of an historic site  
of national, State, or local significance . . . only if—

17 (1) there is no prudent and feasible alternative to using that land; and

18 (2) the program or project includes all possible planning to minimize harm  
19 to the park, recreation area, wildlife and waterfowl refuge, or historic site  
20 resulting from the use.

21 49 U.S.C. § 303(c). Section 4(f) thus requires a two-phase inquiry: First, the agency determines  
22 whether there are any feasible and prudent “avoidance alternatives” to the taking of protected  
23 property. 23 C.F.R. § 774.3(a)(1). If no avoidance alternative is available, the agency must  
24 approve the alternative that “[c]auses the least overall harm in light of the statute’s preservation  
25 purpose” by balancing seven factors. 23 C.F.R. § 774.3(c)(1).

26 Here, the Federal Transit Administration issued a record of decision, adopting the final

1 environmental impact statement’s preferred alignments for Segments B and C. (AR 011415–  
2 11854.) Those selected alignments impact the following Section 4(f) resources: (1) the Mercer  
3 Slough, a 320-acre park characterized by wetland systems and upland habitat (AR 005134), (2)  
4 the Winters House, a National Registry of Historic Places property located in the Mercer Slough  
5 (AR 005117), and (3) Surrey Downs Park, which contains athletic fields, play structures, internal  
6 trails, open space, remnant stands of heritage filbert trees, and the King County District  
7 Courthouse (AR 005134–5135). The agency determined that “no project alignment alternative  
8 provided a prudent and feasible alternative that avoids all [Section 4(f)] resources” and that the  
9 environmental impact statement identified all reasonable measures to cause the least overall  
10 harm to those resources. (AR 011433; *see* AR 011433–11434, 005354–5358.) The agency did  
11 not analyze the B7R alternative in its Section 4(f) evaluation because the proposal was not  
12 sufficiently formulated when the environmental impact statement and Section 4(f) analysis were  
13 prepared. (AR 005374.) The City of Bellevue and the Department of the Interior reviewed the  
14 agency’s least-harm analysis and concurred with its conclusions. (AR 011631–11632, 015071–  
15 15072.)

16 Plaintiffs claim that the Federal Transit Administration’s Section 4(f) analysis was  
17 “arbitrary and capricious.” First, Plaintiffs argue that, “[b]y failing to take a hard look at a  
18 Segment B tunnel alternative, the Section 4(f) analysis failed to consider a feasible and prudent  
19 alternative that would avoid use of Section 4(f) resources.” (Dkt. No. 24 at 22.) But because  
20 Sound Transit rejected the tunnel alternative during scoping, it was not a feasible and prudent  
21 4(f) alternative that the agency was required to consider. *See* 520, 881 F. Supp. 2d at 1259  
22 (“Section 4(f) does not require that the agency ‘circle back’ to reconsider an option that it has  
23 already ruled out as imprudent.”) (quoting *Safeguarding the Historic Hanscom Area’s*  
24 *Irreplaceable Res., Inc. v. Fed. Aviation Admin.*, 651 F.3d 202, 213 (1st Cir. 2011)). In any  
25 event, Plaintiffs’ assertion that a tunnel-based alternative would *not* use Section 4(f) resources is  
26 entirely conclusory. Indeed, in their reply, they assert that “[a] tunnel alignment would eliminate

1 impacts to Section 4(f) resources, including at least the Winters House and Surrey Downs  
2 Park”—thus apparently conceding that it would not necessarily avoid the Mercer Slough. (Dkt.  
3 No. 30 at 27; *see also* Dkt. No. 24 at 10 (asserting that “[a] tunnel alternative would [only] *likely*  
4 avoid impacts to many Section 4(f) resources”) (emphasis added).)

5 Plaintiffs next argue that B7 and B7R are “avoidance alternatives” to the preferred and  
6 adopted Segment B alignment, since B7 and B7R, unlike the adopted alignment, would  
7 completely avoid use of the Winters House and Surrey Downs Park. The agency did not see it  
8 this way. In its view, since *all* the Segment B alternatives (including B7 and B7R) impacted the  
9 Mercer Slough in one way or another, none of the alternatives was an “avoidance alternative”—  
10 *i.e.*, an alternative that avoided use of 4(f) properties altogether—and so the agency proceeded to  
11 the second phase of the inquiry and approved one of the alternatives that caused the “least overall  
12 harm.” The agency’s decision not to treat alternatives that would use the Mercer Slough as  
13 avoidance alternatives was neither arbitrary nor capricious. *See* 23 C.F.R. § 774.17 (defining  
14 “feasible and prudent avoidance alternative” as an alternative that “avoids using Section 4(f)  
15 property,” and describing the § 774.3(a)(1) avoidance alternative analysis as one that “search[es]  
16 for feasible and prudent alternatives that *avoid Section 4(f) properties altogether*”) (emphasis  
17 added). What *is* arbitrary is *Plaintiffs’* proposed 4(f) analysis—which would count an alternative  
18 as an “avoidance alternative” because it avoids some, but not all, Section 4(f) properties, thus  
19 immunizing it from a “least overall harm” comparison with the other alternatives. *See, e.g.*,  
20 *Druid Hills Civic Ass’n, Inc. v. Fed. Highway Admin.*, 772 F.2d 700, 715 (11th Cir. 1985).

21 Plaintiffs next argue that, even if B7 and B7R are not “avoidance alternatives,” “the  
22 [agency]’s conclusion that the preferred . . . alternative would result in less harm to Section 4(f)  
23 resources than [the B7 or B7R] alternatives . . . arbitrarily failed to balance in favor of  
24 preservation and instead skewed the balance in favor of a possible slight increase in ridership and  
25 slight decrease in cost.” (Dkt. No. 24 at 23.) First, as discussed, the agency did not consider the  
26 B7R alternative in its Section 4(f) analysis because the proposal was not sufficiently formulated

1 when the final environmental impact statement and Section 4(f) analysis were prepared. As for  
2 B7, a review of the agency’s analysis belies Plaintiffs’ contention that the agency arbitrarily  
3 tipped the Section 4(f) factors against that alternative. The agency carefully considered the seven  
4 factors: Using the seven criteria, it prepared a matrix examining all possible permutations of  
5 Segment B and C options for a total of thirty-five alternatives. (AR 005361, 005385–5390.)  
6 From those thirty-five options, it identified eleven that caused the least overall harm, and it chose  
7 its preferred alignments for Segments B and C from among those eleven. (AR 005384.)

8 B7 was not among the eleven “least harmful” options. That is because the combinations  
9 of B7 with the various Segment C alternatives were generally more expensive and less  
10 accessible, and significantly reduced ridership in Segments B and C, thus scoring lower on the  
11 factor of “degree to which each alternative meets the purpose and need for the project” and, at  
12 best, no better on the factor of “[s]ubstantial differences in costs among the alternatives.” 23  
13 C.F.R. § 774.3(c)(1)(v) & (vii). (AR 005375, 005378–5381, 005383.) The B7 combinations also  
14 scored equally to or lower than other Segment B options on “[t]he ability to mitigate adverse  
15 impacts to each Section 4(f) property (including any measures that result in benefits to the  
16 property)” and “[t]he relative severity of the remaining harm, after mitigation, to the protected  
17 activities, attributes, or features that qualify each Section 4(f) property for protection.” *Id.*  
18 § 774.3(c)(1)(i) & (ii). That is because, while B7’s impact on the Mercer Slough could not be  
19 mitigated to create a net benefit, other Segment B alternatives allowed for a plan to add to the  
20 Mercer Slough up to three acres of land to replace the land permanently occupied by the project,  
21 which is projected to yield a net *benefit* to the park.<sup>5</sup> (AR 005362–5365, 005367–5368.)

22 Similarly, post-mitigation, some non-B7 alternatives would “have a net benefit to Surrey Downs  
23 Park” by “removing the King County District Courthouse and replacing the site with landscaped  
24

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25 <sup>5</sup> As discussed *supra*, the expected net benefit to the Mercer Slough from compensatory  
26 mitigation is not, contrary to Plaintiffs’ contention, “unfounded,” “conclusory,” or “speculative.”  
(Dkt. No. 30 at 5, 30–31.)

1 park grounds”—something the B7 combinations could not offer. (AR 005366, 005368.) And  
2 post-mitigation, non-B7 alternatives (unlike B7) are projected to yield a net benefit to the  
3 Winters House by providing “more historically appropriate landscaping” and “new interpretive  
4 signage.” (AR 005367–5368.)

5 Plaintiffs appear to believe that the only acceptable outcome of the Section 4(f) analysis  
6 was the emergence of B7 as the winner, since B7 would permanently impact fewer acres of the  
7 Mercer Slough and avoid any impact to the Winters House and Surrey Downs Park. But  
8 permanent, un-mitigated impact is not a factor for consideration under 23 C.F.R. § 774.3(c).  
9 Without exception, the § 774.3(c) factors direct the agency to consider *post*-mitigation impact,  
10 including any resulting net benefits. *Id.* § 774.3(c)(1)(i), (ii) & (vi). And as discussed, post-  
11 mitigation, the B7 alternatives fared no better than the non-B7 alternatives, and in some cases  
12 fared worse because they were not projected to yield a net benefit. Thus, even if, as Plaintiffs  
13 contend, “the balance must always be struck in favor of preservation of the Section 4(f)  
14 properties” and “the balance must . . . give paramount importance to preservation” (Dkt. No. 30  
15 at 28, 30), there is no indication that the agency failed to strike the balance in favor of  
16 preservation here.

17 Finally, for the same reasons the environmental impact statement was not required to  
18 consider the cumulative impact of the possible Issaquah extension—with its possible alignment  
19 along the southern boundary of the Mercer Slough—the agency was not required to consider that  
20 impact in its Section 4(f) evaluation.

### 21 **III. CONCLUSION**

22 For the foregoing reasons, the Court GRANTS Sound Transit’s and Defendants’ motions  
23 for summary judgment (Dkt. Nos. 28–29) and DENIES Plaintiffs’ motion for summary judgment  
24 (Dkt. No. 24).

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1 DATED this 7th day of March 2013.

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8 John C. Coughenour  
9 UNITED STATES DISTRICT JUDGE

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**ATTACHMENT F****SUMMARY OF APPLICABLE MITIGATION MEASURES FROM ROD**

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type        | Description  | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|------------------------|--|--|-----------|---------------------------------------|
| 1                 | 19482    | E320 So Bellevue to E Main St | Transportation/Traffic | During construction, the existing South Bellevue park-and-ride lot will either be partially or fully closed. Measures to mitigate the loss of parking at this location will, where deemed needed and effective to address adverse impacts, include the following: 4) Provide a temporary transit center at a nearby off-street location.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 2                 | 19483    | E320 So Bellevue to E Main St | Transportation/Traffic | During construction, the existing South Bellevue park-and-ride lot will either be partially or fully closed. Measures to mitigate the loss of parking at this location will, where deemed needed and effective to address adverse impacts, include the following: 1) Route transit riders that use this location to available spaces at nearby park-and-ride lots, such as the Eastgate Park-and-Ride Lot. 2) Lease parking lots and/or new parking areas within the vicinity of the closed park-and-ride lot. The South Bellevue Park-and-Ride Lot is predicted to be either partially closed or fully closed during construction. For this and other transit centers impacted during construction, Sound Transit will work with King County Metro and private transit service providers to revise transit service and minimize disruptions to bus facilities and service. Measures to minimize impacts to transit service will, where deemed needed and effective to address adverse impacts, include the following: 3) Relocate transit stops to adjacent streets. 5) Revise transit services by rerouting buses where appropriate. 6) Post informative signage before construction at existing transit stops that will be affected by construction activities.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 3                 | 19484    | E320 So Bellevue to E Main St | Transportation/Traffic | Sound Transit will perform any measures that may be identified by the Federal Highway Administration's Interchange Justification Report and environmental Record of Decision.  |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 4                 | 19485    | E320 So Bellevue to E Main St | Transportation/Traffic | During East Link construction, Sound Transit will coordinate with the Washington State Department of Transportation (WSDOT) on incident management, construction staging, and traffic control where the light rail construction might affect freeway traffic. Sound Transit will also coordinate with WSDOT to disseminate construction closure information to the public as needed.   | No action taken this quarter                             | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 5                 | 19486    | E320 So Bellevue to E Main St | Transportation/Traffic | Arterial and local street mitigation will be implemented where deemed effective to address adverse impacts at intersections where the intersection LOS with the East Link Project is predicted to degrade to levels that do not meet the LOS standards of the jurisdiction and are predicted to operate worse than the No Build Alternative. Final mitigation will be coordinated with each affected jurisdiction through subsequent phases of this project.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 6                 | 19487    | E320 So Bellevue to E Main St | Transportation/Traffic | Hide-and-Ride: Mitigation for potential hide-and-ride activities near stations and the best ways to mitigate such activities are specific to each area surrounding a station. At the South Bellevue Station the parking analysis determined a low potential for hide-and-ride impacts. However, given the locations of this station, Sound Transit will evaluate hide-and-ride impacts within one year of East Link commencing operations. If impacts are determined, Sound Transit will implement appropriate mitigation measures as discussed in this section. For the South Bellevue station, inventory of existing on-street parking will be conducted prior to closure to the South Bellevue park-and-ride lot. These inventories will document the current on-street parking supply within a one-quarter-mile radius of the station. Based on the inventory results, Sound Transit and the local jurisdiction will work with the affected stakeholders to identify and implement appropriate mitigation measures, if necessary. Parking control measures would, when deemed needed and effective to address adverse impacts, consist of parking meters, restricted parking signage, passenger and truck load zones, and residential parking zone (RPZ) signage. Other parking mitigation strategies could include promotion of alternative transportation services (e.g., encourage the use of bus transit, vanpool or carpool services, walking, or bicycle riding). For parking controls agreed to with the local jurisdiction and community, Sound Transit will be responsible for the cost of installing the signage or other parking controls and any expansion of the parking controls for one year after opening the light rail system. The local jurisdictions will be responsible for monitoring the parking controls and providing all enforcement and maintenance of the parking controls. The local residents will be responsible for any RPZ-related costs imposed by the local jurisdiction. |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type        | Description   | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|------------------------|---|--|-----------|---------------------------------------|
| 7                 | 19488    | E320 So Bellevue to E Main St | Transportation/Traffic | Traffic Control: All mitigation measures associated with the construction of the East Link Project will comply with local regulations governing construction traffic control and construction truck routing. Sound Transit will finalize detailed construction mitigation plans in coordination with local jurisdictions and WSDOT during the final design and permitting phase of the project. Options for mitigation measures are listed below and will be implemented, as necessary, to mitigate traffic impacts due to light rail construction: 1) Follow standard construction safety measures, such as installing advance warning signs, installing highly visible construction barriers, and using flaggers. 2) Use lighted or reflective signage to direct drivers to truck haul routes and enhance visibility during nighttime work hours. 3) Use temporary reflective truck prohibition signs on streets with a high likelihood of cut-through truck traffic. 4) In areas with high levels of traffic congestion, schedule traffic lane closures and high volumes of construction traffic during off-peak hours to minimize delays where practical.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 8                 | 19489    | E320 So Bellevue to E Main St | Transportation/Traffic | Traffic Control: All mitigation measures associated with the construction of the East Link Project will comply with local regulations governing construction traffic control and construction truck routing. Sound Transit will finalize detailed construction mitigation plans in coordination with local jurisdictions and WSDOT during the final design and permitting phase of the project. Options for mitigation measures are listed below and will be implemented, as necessary, to mitigate traffic impacts due to light rail construction: 5) Provide public information through tools such as print, radio, posted signs, websites, and e-mail to provide information regarding street closures, hours of construction, business access, and parking impacts. 6) Access closures will be coordinated in person with affected businesses and residents. If access closures are required, property access to residences and businesses will be maintained to the extent possible. If access to the property was not able to be maintained, the specific construction activity will be reviewed to determine if it could occur during non-business hours, or if the parking and users of this access (for example deliveries) would, when deemed needed and effective to address adverse impacts, be provided at an alternative location. 7) Where necessary, the contractor would, when deemed needed and effective to address adverse impacts, be responsible for providing parking areas for construction workers and at locations that would not contribute to the construction traffic impacts. | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 9                 | 19490    | E320 So Bellevue to E Main St | Transportation/Traffic | Sound Transit will provide non-motorized improvements at East Link stations, as shown in the conceptual engineering drawings in East Link Final EIS Appendix G1. Sound Transit will work with the local agencies regarding alternatives and stations that are located within the median of roadways so that the most appropriate treatments are provided for safe and effective pedestrian crossings and access. These treatments could include painted crosswalks or signals, street lighting, warning lights, or signage.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 10                | 19491    | E320 So Bellevue to E Main St | Transportation/Traffic | During construction, Sound Transit will minimize potential impacts on pedestrian and bicycle facilities by providing detours or clearly delineated facilities within construction areas such as walkways and notify the public as determined appropriate by the project. Multiuse trails affected by construction will generally be kept open for use, but detours will be provided when trails are unless they are closed for short durations or in areas where a detour is not feasible. Public notification efforts will be conducted for trail closures during construction.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 11                | 19492    | E320 So Bellevue to E Main St | Transportation/Traffic | During East Link construction, adverse truck impacts would likely be associated with business deliveries on arterials and local streets near surface or tunnel construction activities. To minimize these impacts, Sound Transit will work specifically with affected businesses throughout construction to maintain access as much as practical to each business and coordinate with businesses during times of limited access. During construction associated with I-90, SR 520, or I-405, Sound Transit will coordinate with freight stakeholder groups by providing construction information to WSDOT for use in the state's freight notification system. Sound Transit will provide information in a format required by WSDOT and compensate WSDOT for any direct costs associated with use of the freight notification system for East Link construction.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 12                | 19493    | E320 So Bellevue to E Main St | Real Estate            | No mitigation is proposed. As part of the project, Sound Transit will compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines. (Resolution #R98-20-1) Sound Transit will comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Code of Federal Regulations [CFR] Title 49, Part 24), as amended, and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary depending on the level of impact, available relocation options, and other factors.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type | Description   | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|-----------------|---|--|-----------|---------------------------------------|
| 13                | 19494    | E320 So Bellevue to E Main St | Outreach        | To minimize or limit impacts on businesses during construction, Sound Transit will dedicate staff to work specifically with affected businesses. Construction mitigation plans will be developed to address the needs of businesses during construction and could include, but are not limited to, the following elements: 1) Provide a 24-hour construction telephone hotline. 2) Provide business cleaning services on a case by case basis. 3) Provide detour, open for business, and other signage as appropriate. 4) Establish effective communications with the public through measures such as meetings and construction updates, alerts, and schedules. 5) Promotion and marketing measures to help affected business districts maintain their customer base to the extent possible during construction. 6) Maintain access as much as practical to each business and coordinate with businesses during times of limited access. 7) Provide a community ombudsman as a contact person for citizens to present unresolved complaints about construction impacts to agency leadership.  |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 14                | 19495    | E320 So Bellevue to E Main St | Air Quality     | For construction activities, Puget Sound Clean Air Agency (PSCAA) regulates particulate emissions (in the form of fugitive dust). To comply with the PSCAA policy of preventing air quality degradation, mitigation options are listed below and will be implemented as necessary and in accordance with standard practice to control particulate matter 10 microns or 2.5 microns or less in size (PM10 and PM2.5, respectively) and emissions of carbon monoxide (CO) and oxides of nitrogen (NOx) during construction of the project. Several of these measures would also reduce GHG emissions: 1) Spray exposed soil with dust control agent as necessary to reduce emissions of PM10 and deposition of particulate matter. 2) Cover all transported loads of soils and wet materials before transport, or provide adequate freeboard (i.e. space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate during transportation. 3) Provide wheel washes to reduce dust and mud that would be carried off site by vehicles and to decrease particulate matter on area roadways. 4) Remove the dust and mud that are deposited on paved, public roads to decrease particulate matter. 5) Route and schedule high volumes of construction traffic to reduce congestion during peak travel periods and reduce emissions of CO, NOx, and carbon dioxide equivalent (CO2e) where practical. 6) Require appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce CO and NOx emissions in vehicular exhaust. 7) Use well-maintained heavy equipment to reduce CO and NOx emissions, which may also reduce GHG emissions. 8) Cover, install mulch, or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.<br>The following other readily available mitigation measures could potentially be used: 1) Encourage contractors to employ emissions reduction technologies and practices for both on-road and off-road equipment/vehicles (e.g., retrofit equipment with diesel control technology and/or use of ultra-low sulfur diesel). 2) Implement construction truck-idling restriction (e.g., no longer than 5 minutes). 3) Locate construction equipment and truck staging zones away from sensitive receptors as practical and in consideration of other factors such as noise. | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 15                | 19497    | E320 So Bellevue to E Main St | Noise/Vibration | Traffic noise impacts will be mitigated by sound walls, where determined to be reasonable. For locations with residual traffic noise impacts caused by the project, residential sound insulation might also be considered by Sound Transit.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 16                | 19498    | E320 So Bellevue to E Main St | Noise/Vibration | Segment B: Based on noise predictions, noise mitigation will include a sound wall running continuously from the elevated section on 1-90 to the retained cut section south of the Winters House along Bellevue Way SE. A second wall will be installed just north of the 112th Avenue SE intersection, on the west side of the guideway. Openings would be required for pedestrian and vehicle access at SE 15th Street and SE 8th Street. Special trackwork will also be used for the crossovers. Approximately ten residences along 112th Avenue SE may also be provided with sound insulation if the sound walls are not effective at mitigating all impacts. (See Exhibits A-2-Na, A-2-Nb, A-3-Na, and A-3-Nb in East Link Final EIS Appendix H2) Sound walls and/or, if determined that they are not feasible, other reasonable and feasible noise mitigation measures will be employed at those areas where noise impacts have not been anticipated but are shown evident after operations commence.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 17                | 19499    | E320 So Bellevue to E Main St | Noise/Vibration | Segment C: Based on noise predictions, noise mitigation will include a sound wall along the west side of the alignment beginning near SE 6th Street continuing past the East Main Station to the tunnel transition. The wall may be located on a retaining wall to the west of the tracks, with final placement determined during final design. This sound wall, along with special trackwork at the crossover along 112th Avenue SE, is predicted to mitigate all impacts along this section of the corridor.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type | Description   | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|-----------------|---|--|-----------|---------------------------------------|
| 18                | 19501    | E320 So Bellevue to E Main St | Noise/Vibration | Several different jurisdictions are responsible for the regulation of construction noise. Most daytime construction activities will be exempt from the noise control ordinances. When required, Sound Transit or its contractor will seek the appropriate noise variance from the local jurisdiction. Sound Transit will control nighttime construction noise levels by applying noise level limits, established through the variance process, and use noise control measures where necessary. The contractor will have the flexibility of either prohibiting certain noise-generating activities during nighttime hours or providing additional noise control measures to meet these noise limits.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 19                | 19502    | E320 So Bellevue to E Main St | Noise/Vibration | Noise control mitigation for nighttime or daytime work will include the following measures, as necessary, to meet required noise limits: 1) Install construction site noise barrier wall by noise-sensitive receivers. 2) During nighttime work, use smart back-up alarms that automatically adjusts or lowers the alarm level or tone based on the background noise level, or switch off back-up alarms and replace with spotters. 3) Use low-noise emission equipment. 4) Implement noise-deadening measures for truck loading and operations. 5) Conduct monitoring and maintenance of equipment to meet noise limits. 6) Use lined or covered storage bins, conveyors, and chutes with sound-deadening material. 7) Use acoustic enclosures, shields, or shrouds for equipment and facilities. 8) Install high-grade engine exhaust silencers and engine-casing sound insulation. 9) Prohibit aboveground jack-hammering and impact pile driving during nighttime hours. 10) Minimize the use of generators or use whisper quiet generators to power equipment. 11) Limit use of public address systems. 12) Use movable noise barriers at the source of the construction activity. 13) Limit or avoid certain noisy activities during nighttime hours. While the mitigation provided herein is based on predicted impacts, noise mitigation shall be provided if, during construction, noise impacts occur for which mitigation is deemed necessary and appropriate under FTA noise standards. | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 20                | 19504    | E320 So Bellevue to E Main St | Noise/Vibration | Other than as provided herein, no additional segment-specific construction mitigation is predicted to be necessary for Segments A, B, or D during allowable daytime construction hours. Construction in Segment E along SR 520 near NE 51st Street could require moving existing sound walls and, if practical, these will be replaced early in project construction.   | No action taken this quarter                             | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 21                | 19511    | E320 So Bellevue to E Main St | Noise/Vibration | Minimize vibration at the Winters House during construction and prevent damage or limit to minor cosmetic damage by using the following method: 3) Photograph and inventory the building to establish existing conditions to determine if any damage is caused by construction, and repair the building in a manner consistent with the U.S. Department of the Interior Secretary's standards for treating historic properties.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 22                | 19512    | E320 So Bellevue to E Main St | Ecosystem       | Project impacts on high-value wildlife habitats regulated by local agencies will be mitigated with habitat replacement or enhancement. The type of habitat to be established will depend on the affected species. The type of habitat to be replaced and mitigation ratios will be determined through discussions with federal, state, and local permitting agencies during final design and project permitting. Sound Transit will adhere to local ordinances regarding tree replacement ratios.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 23                | 19513    | E320 So Bellevue to E Main St | Ecosystem       | Sound Transit has committed to achieving no net loss of wetland function and area on a project-wide basis. Sound Transit will apply the interagency wetland mitigation guidance prepared by Ecology, United States Army Corps of Engineers (USACE), and United States Environmental Protection Agency (EPA) (2006). Compensatory mitigation sites will be identified within the same drainage basin and compensate for lost functions in-kind. The specific compensatory mitigation sites for unavoidable impacts on wetlands will be determined during final design and project permitting. Compensatory mitigation-to-impact ratios for replacement of wetlands will comply with the requirements of the local critical area ordinances (CAOs) and the interagency wetland mitigation guidance (Ecology et al., 2006). During field work, Sound Transit determined there are several opportunities for wetland mitigation within the study area close to potentially impacted areas that are expected to meet required mitigation ratios. Additional compensatory mitigation may be required for impacts on existing wetland mitigation sites and will be determined during final design and project permitting. There are no existing approved mitigation banks in the Kelsey Creek subbasin. However, it is possible that a bank could become certified in the project study area in the future and could be used to mitigate project impacts.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 24                | 19514    | E320 So Bellevue to E Main St | Ecosystem       | High value habitat areas disturbed in the construction staging areas will be revegetated with native vegetation as soon as possible following construction. Sound Transit will update its survey of bird nests during final design. If a bald eagle nest is found within one-half mile of the proposed construction limits, a bald eagle management plan will be prepared. Under the Migratory Bird Treaty Act (MBTA), nesting migratory bird nests cannot be destroyed during the breeding season. Sound Transit will consult with the U. S. Fish and Wildlife Service on methods to implement during construction to avoid impacts on migratory birds consistent with the MBTA and the Bald and Golden Eagle Protection Act, such as limiting clearing activities in the Mercer Slough buffer outside the nesting season for migratory birds.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type          | Description  | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|--------------------------|--|--|-----------|---------------------------------------|
| 25                | 19515    | E320 So Bellevue to E Main St | Ecosystem                | Wetlands and wetland/stream buffer areas disturbed by construction will be protected by best management practices (BMPs) and revegetated as soon as possible after construction. BMPs will be implemented to avoid construction impacts on wetlands and wetland buffers. For wetlands to be restored after construction, Sound Transit will conduct detailed site surveys to establish existing topography and conduct hydrologic monitoring to restore topography. Restoration would include soil amendment and vegetation replacement.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 26                | 19516    | E320 So Bellevue to E Main St | Ecosystem                | BMPs will be implemented to avoid construction impacts on aquatic resources. Except for the in-water construction in Lake Washington, any in-water work will be isolated from adjacent waters using a coffer dam or other suitable technique. Such isolation is not necessary in Lake Washington due to the type of work done there (welding or bolting metal jackets together). In-water work will be conducted during approved in-water construction windows. Where ESA-listed species might be present, stream crossings will not require in-water work and the project will not install infrastructure below the ordinary high water mark (OHWM). Disturbed or temporarily cleared riparian vegetation will be replanted with suitable native species. The proposed channel relocation of Sturtevant Creek adjacent to the Hospital Station will follow guidelines found in the Integrated Streambank Protection Guidelines manual (WDFW et al., 2002) and other current stream design documents. If over-water construction is conducted over the Sammamish River during the migratory period of Endangered Species Act (ESA)-protected species, nighttime lighting will be shielded from the waters below. | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 27                | 19517    | E320 So Bellevue to E Main St | Ecosystem                | During final design, opportunities for regional management of project stormwater and on-site control of stormwater runoff will be explored. The project design team will work with local jurisdictions to identify opportunities to incorporate low-impact development features into the project. Stormwater management and treatment principles of Low-Impact Development (LID) will be favored over "traditional" stormwater treatment where practical.  | No action taken this quarter                             | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 28                | 19518    | E320 So Bellevue to E Main St | Ecosystem                | For Segment B, the retained cut constructed near Mercer Slough will be sealed to prevent groundwater from entering the retained cut but would allow groundwater to flow downgradient beneath the cut. This would maintain the existing groundwater flow toward the Slough and sustain downgradient wetlands and other surface water features.  | No action taken this quarter                             | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 29                | 19519    | E320 So Bellevue to E Main St | Ecosystem                | Engineering design standards and BMPs will be used to avoid and minimize potential construction impacts. Based on the review of potential impacts, the design and construction process will address seismic hazards, soft soils, settlement, steep-slope hazards, landslide hazards, erosion and sediment control, vibrations, and groundwater.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 30                | 19520    | E320 So Bellevue to E Main St | Hazardous Materials      | In order to mitigate potential impacts from all potential sites, including railroad corridor and crossings, Sound Transit will perform a level of environmental due diligence appropriate to the size and presumed past use of the property at all properties along the corridor before they are acquired. Phase 2 Environmental Site Assessments would be conducted where appropriate. Where responsible, Sound Transit will remediate contaminated soil and groundwater, including those previously unknown and found during construction. To the extent practical, Sound Transit will limit construction activities that might encounter contaminated groundwater or contaminated soils.  |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 31                | 19521    | E320 So Bellevue to E Main St | Public Service/Utilities | Sound Transit will coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times. Sound Transit will also coordinate with solid waste and recycling companies and schools if any rerouting of collection or bus routes will need to occur. Postal collection and delivery and solid waste and recycling collection will be maintained at all addresses.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 32                | 19522    | E320 So Bellevue to E Main St | Public Service/Utilities | The project includes design measures and coordination with utility providers and the public to minimize impacts on utilities during light rail construction. These measures include potholing and preconstruction surveys to identify utility locations. Sound Transit will continue to work with utility providers to minimize service interruptions and perform outreach to notify the community in advance of potential service interruptions.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 33                | 19524    | E320 So Bellevue to E Main St |                          | Mercer Slough Nature Park: 2) Preserve a left-hand turn from Bellevue Way to Sweylocken boat launch. 3) Relocate vehicle and pedestrian access point for blueberry farm. 4) Provide context-sensitive modifications to the project within the park between South Bellevue Park and Ride and Winters House, as agreed to with the City.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 34                | 19525    | E320 So Bellevue to E Main St |                          | Mercer Slough Nature Park: 1) Acquire replacement land pursuant to Washington State Recreation and Conservation Office (RCO) and Section 6(f) requirements (including, but not limited to, size, quality and value) and consistent with the natural character of the park.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 35                | 19526    | E320 So Bellevue to E Main St |                          | Mercer Slough Nature Park: 2) Restore temporarily disturbed areas to existing conditions. 3) Provide temporary parking for users off Bellevue Way and south of the South Bellevue Park-and-Ride or as agreed to with the City. 6) Maintain access or provide detours for trails, and maintain access to Sweylocken boat ramp   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 36                | 19527    | E320 So Bellevue to E Main St |                          | Mercer Slough Nature Park: 1) Provide financial compensation for temporary use of land as agreed to with the City.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type               | Description   | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|-------------------------------|---|--|-----------|---------------------------------------|
| 37                | 19528    | E320 So Bellevue to E Main St |                               | Surrey Downs Park: 2) Design treatments of the retaining wall and fence along realigned SE 4th Street in consultation with the City. 3) Coordinate with the City of Bellevue and community to revise the Surrey Downs Master Plan to address the impacted areas.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 38                | 19529    | E320 So Bellevue to E Main St |                               | Surrey Downs Park: 1) Provide compensation and/or replacement land to replace impacted acreage within the park as agreed with the City. Replacement land would consist of acquired properties north of the park along 112th Avenue SE.  |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 39                | 19530    | E320 So Bellevue to E Main St |                               | Surrey Downs Park: 2) Restore the temporarily disturbed area with landscaping in accordance with the Surrey Downs Master Park Plan. 3) Maintain overall access to the park by providing trail and sidewalk connectivity through detours in coordination with the City. 4) Maintain public parking and access for scheduled baseball/soccer fields (spring, late summer, and fall). Provide a barrier or fence adjacent to the main construction area. 5) Improve south driveway to increase traffic flow prior to closure of the north driveway.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 40                | 19531    | E320 So Bellevue to E Main St |                               | Surrey Downs Park: 1) Provide financial compensation for the temporary use of land as agreed with the City.   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 41                | 19532    | E320 So Bellevue to E Main St | Cultural/Historical Resources | Sound Transit will perform a conditions assessment of the Winters House building to establish existing conditions, including exterior and interior inspection.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 42                | 19533    | E320 So Bellevue to E Main St | Noise/Vibration               | Sound Transit will install vibration and settlement monitoring devices before undertaking ground-disturbing construction sufficient to provide the necessary monitoring and measurements to alert Sound Transit. Where called for, Sound Transit will adjust construction methods as needed based on monitoring results.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 43                | 19534    | E320 So Bellevue to E Main St | Noise/Vibration               | Sound Transit will use specific vibration and settlement-reducing construction methods, to be determined by Sound Transit during final design and construction.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 44                | 19535    | E320 So Bellevue to E Main St |                               | If warranted, Sound Transit will build a construction barrier around the Winters House building to minimize damage and minimize dust during construction. This will be determined by Sound Transit during final design and construction.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 45                | 19536    | E320 So Bellevue to E Main St |                               | Sound Transit will apply dust control measures during construction to minimize dust. After construction, in consultation with SHPO, Sound Transit will clean the outside of the Winters House building and windows in a manner sensitive to the historic property.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 46                | 19537    | E320 So Bellevue to E Main St |                               | The Winters House will be closed during construction and Sound Transit will temporarily relocate the EHC consistent with provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines (Resolution #R98-20-1); the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (CFR Title 49, Part 24), as amended; and the State of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Sound Transit will work with EHC to find options for a temporary relocation site and reimburse them for allowable moving expenses. Allowable expenses associated with a second move back to the Winters House will also be reimbursed. For the duration of the time the Winters House is closed, Sound Transit will provide information to the public regarding how to access EHC during construction. |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 47                | 19538    | E320 So Bellevue to E Main St |                               | If any physical damage occurs to the Winters House building as a result of the Project, Sound Transit, in consultation with SHPO, will make any necessary repairs consistent with U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 48                | 19539    | E320 So Bellevue to E Main St |                               | Sound Transit will install standard methods of vibration reductions, such as resilient fasteners or ballast mats, to reduce groundborne noise below FTA impact criteria. A floating slab will be incorporated in the project, if necessary, to eliminate groundborne noise and vibration impacts. This will be determined by Sound Transit, in consultation with FTA, during final design and construction. Sound Transit will conduct vibration and groundborne noise monitoring assessment at the Winters House within one year after light rail service opens to evaluate the operational performance of the Project related to FTA impact criteria. If the assessment indicates that vibration or groundborne noise levels are higher than the FTA impact criteria, Sound Transit will consult with SHPO and FTA to develop a remedy.   | No action taken this quarter                             | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 49                | 19540    | E320 So Bellevue to E Main St |                               | Any changes to character-defining features of the Winters House resulting from the Project (including, but not limited to: setting, landscaping, access, etc.) proposed to take place within the Winters House National Register designation boundary plus an additional 50-foot buffer, shall be developed in consultation with SHPO, City of Bellevue, and EHC. These changes shall be designed to meet as closely as feasible, the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. In its response to consultations, the SHPO shall be afforded an opportunity to review and approve any pertinent documents (i.e. plans, drawings, concepts, specifications, etc.). Upon Project completion and prior to the re-occupancy of the Winters House, or at a time mutually agreed to by the parties, Sound Transit will complete the approved changes within the National Register boundary area.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 50                | 19541    | E320 So Bellevue to E Main St |                               | Sound Transit will preserve, as practical, historic period plants in the Winters House National Register boundary that will be affected by Project construction.  |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |

Record of Decision (ROD) Commitments

| ROD Reference No. | Issue ID | Project Name                  | Commitment Type | Description  | Current Work   | Item Type | Path                                  |
|-------------------|----------|-------------------------------|-----------------|--|--|-----------|---------------------------------------|
| 51                | 19542    | E320 So Bellevue to E Main St |                 | Sound Transit will design, manufacture, and install one new interpretive sign. Said sign shall include information related to the history of the Winters House and will be located on or near the Winters House property, in consultation with the City of Bellevue, SHPO, and EHC.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 52                | 19543    | E320 So Bellevue to E Main St |                 | On behalf of FTA, project archaeologists who meet the Secretary of Interior's professional standards, shall prepare and Archaeological Resources Treatment Plan (Treatment Plan). The Treatment Plan will guide the actions of cultural resources professionals during project implementation. The Treatment Plan shall be developed, in consultation with SHPO, interested and affected tribes, and other consulting parties. The plan shall: 1) Describe Project actions based on review of the design plans and discussions with Project engineers (to clarify the extent of ground-disturbing actions and design parameters that could affect archaeological resources). 2) Summarize the environmental setting based on and with reference to the Technical Report, which includes area-specific subsurface testing results. 3) Describe and implement a pre-construction subsurface testing program. The pre-construction archaeological survey will target locations that are of higher sensitivity but currently inaccessible (due to paved surfaces or other factors) or are currently privately owned. 4) Based on the results of pre-construction subsurface testing and review of the project design, including tunneling, excavation, refine probability zones and develop appropriate levels of archaeological monitoring during construction. 5) Describe methods that will be used to recover and process archaeological materials and information that may be deemed eligible or not eligible for listing in the NRHP. Identify relevant research domains or questions that pertain directly to the history and prehistory of the Project area, which would be reviewed as part of determining the eligibility of any site(s) encountered during construction. 6) Develop an approach to communicate project updates; review of plans, or reporting of fieldwork activities with FTA, SHPO and consulting parties, depending on the nature and extent of recovered archaeological information. 7) Establish opportunities for interested and affected tribes to review and comment on the draft Treatment Plan within 30 days and offering to meet individually, or facilitating a meeting with multiple tribes, if appropriate. SHPO shall be invited to all meetings between FTA, Sound Transit and Tribes. 8) Identify requirements and procedures for final curation of artifacts and information associated with any data recovery actions. 9) Discuss measures that will be taken to disseminate findings to the general public, depending on the nature of the findings. | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 53                | 19544    | E320 So Bellevue to E Main St |                 | FTA, in consultation with SHPO, interested and affected tribes, and other consulting parties, shall prepare an Unanticipated Discovery Plan (UDP) that addresses resources other than those identified by previous studies that are found during construction activities. The UDP will be attached to the Treatment Plan and will be the basis for the construction specifications of the Project. The UDP will include: 1) Archaeological resources not previously identified in the Treatment Plans. This part will describe procedures to be followed by the construction contractors and Project staff, which ensure appropriate consideration of archaeological resources if encountered during construction. It will establish the formal process and notification responsibilities of relevant parties. 2) Treatment of human remains, if discovered. This part will describe actions that shall be taken in the event that human skeletal remains are discovered during construction. The plan will inform Project personnel about the requirements implementing the State law relating to the inadvertent discovery of Human Skeletal Remains under RCW 27.44.055 and RCW 68.60.55 and will provide Project personnel with a clear understanding of the subsequent process.   | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 54                | 19838    | E320 So Bellevue to E Main St |                 | Mercer Slough Nature Park: 4) Relocate blueberry farm retail use during construction. 5) Maintain blueberry farm operations and relocate Eastside Heritage Center during construction. .   |  | Item      | sites/legal/EC/ECTS/Lists/Commitments |
| 55                | 19839    | E320 So Bellevue to E Main St |                 | Mercer Slough Nature Park: 7) Provide long-term mitigation, as required by Section 6(f), for land deemed to be permanently converted from Section 6(f) use.  | Requirement will be included in specs or other documents | Item      | sites/legal/EC/ECTS/Lists/Commitments |

**ATTACHMENT G****FEIS AND ROD REFERENCES THAT ADDRESS THE CITY'S LAND USE CODE**

**East Link Project  
City of Bellevue Land Use Code 20.25H FEIS/ROD Mitigation Reference Chart**

| <b>STREAMS</b>                     |                                       |   |  |  |
|------------------------------------|---------------------------------------|---|--|--|
| <b>LUC<br/>20.25H.055.<br/>C.2</b> | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>   | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...a.i                             | Existing Infrastructure               | 2.3.1,<br>2.3.2,<br>3.3.2,<br>3.4.2,<br>3.5.2,<br>3.6.2,<br>3.7.2.<br>3.8.2,<br>3.9.1 | N.A.   | 22, 25, 26, 28, 35   |
| ...a.ii                            | Function/objective of proposed system | 1.1.2   | N.A.   | N.A.   |
| ...a.iii                           | Alternatives                          | 2.3   | N.A.   | N.A.   |
| ...a.iv                            | Cost Analysis                         | 6.2   | N.A.   | N.A.   |
| ...a.v                             | Mitigation                            | 4.8.4,<br>4.9.4   | Appendix C,<br>Appendix H3,<br>Appendix I            | 22, 25, 26, 28, 35   |
| ...b.i                             | Minimize Impacts to Critical Areas    | 4.8.3,<br>4.9.3   | Appendix C,<br>Appendix H3                           | 25, 26, 28, 35   |
| ...b.ii                            | Disturbance of Critical Areas         | 4.8.2,<br>4.8.3,<br>4.9.2,<br>4.9.3   | Appendix C,<br>Appendix H3                           | 22, 25, 26, 28, 35   |
| ...b.iii                           | Disturbance of Salmonid Habitat       | 4.8.3   | Appendix H3  | N.A.   |
| ...b.iv                            | Wetland/stream crossings              | 4.8.3   | Appendix H3  | N.A.   |
| ...b.v                             | COB Codes and Standards               | N.A.  | N.A.   | N.A.   |
| ...b.vi                            | Impact to aquatic systems             | 4.9.2,<br>4.9.3.<br>4.9.4   | Appendix H3  | 22, 25, 26, 35   |
| ...b.vii                           | Parking                               | 2.3.2   | Appendix G1  | 26   |
| ...b.viii                          | Mitigation                            | 2.5, 4.8.4,<br>4.9.4  | Appendix H3,<br>Appendix I                           | 22, 25, 26, 28, 35   |

| <b>LUC<br/>20.25H.080.A</b> | <b>Item</b>  | <b>FEIS<br/>Reference<br/>(Section)</b>                 | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
|-----------------------------|--|---|--|--|
| ...1                        | Stream lighting impacts  | 4.8.2,<br>4.8.3,<br>4.8.4,<br>4.9.2,<br>4.9.3,<br>4.9.4 | Appendix H3<br>Appendix I                            | 26   |
| ...2                        | Noise minimization   | 4.8.4,<br>4.9.4   | Appendix H3<br>Appendix I                            | 18, 19, 29   |
| ...3                        | Stream Protection from Toxic Runoff  | 4.8.4,<br>4.9.4   | Appendix H3<br>Appendix I                            | 14, 25, 26, 29, 30   |
| ...4                        | Treated water allowed in stream buffer                                       | 4.8.4,<br>4.9.4   | Appendix H3<br>Appendix I                            | N.A.   |
| ...5                        | Plant stream buffer with dense vegetation                                    | 4.8.4,<br>4.9.4   | Appendix H3<br>Appendix I                            | 22, 24, 25, 35   |
| ...6                        | No pesticides, insecticides or fertilizers within 150 feet of edge of buffer | N.A.  | N.A.   | 25, 26, 29   |
| <b>LUC<br/>20.25H.080.B</b> | <b>Item</b>  | <b>FEIS<br/>Reference<br/>(Section)</b>                 | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...1                        | Stream channel modification allowed with approved use                        | N.A.  | N.A.   | N.A.   |
| ...2                        | Critical Areas Report  | 4.8.2,<br>4.8.3,<br>4.9.2,<br>4.9.3                     | Appendix H3<br>Appendix I                            | N.A.   |
| ...3                        | Relocation of closed stream channel  | 4.8.2,<br>4.8.3,<br>4.9.2,<br>4.9.3                     | Appendix H3<br>Appendix I                            | N.A.   |

| <b>WETLANDS</b>                    |                                       |  |  |  |
|------------------------------------|---------------------------------------|--|--|--|
| <b>LUC<br/>20.25H.055.<br/>C.2</b> | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...a.i                             | Existing Infrastructure               | 2.3.1,<br>2.3.2,<br>3.3.2,<br>3.4.2,<br>3.5.2,<br>3.6.2,<br>3.7.2,<br>3.8.2, | N.A.   | 23, 24, 25, 35   |
| ...a.ii                            | Function/objective of proposed system | 1.1.2  | N.A.   | N.A.   |
| ...a.iii                           | Alternatives                          | 2.3  | N.A.   | N.A.   |
| ...a.iv                            | Cost Analysis                         | 6.2  | N.A.   | N.A.   |
| ...a.v                             | Mitigation                            | 4.8.4  | Appendix C,<br>Appendix H3,<br>Appendix I            | 22, 23, 24, 25,<br>35  |
| ...b.i                             | Impacts to Critical Areas             | 4.8.2,<br>4.8.3  | Appendix C,<br>Appendix H3                           | 14, 22, 23, 24,<br>25, 26, 35  |
| ...b.ii                            | Disturbance of Critical Areas         | 4.8.2,<br>4.8.3,   | Appendix C,<br>Appendix H3                           | 14, 22, 23, 24,<br>25, 26, 35  |
| ...b.iii                           | Disturbance of Salmonid Habitat       | 4.8.3  | Appendix H3  | N.A.   |
| ...b.iv                            | Wetland/stream crossings              | 4.8.3  | Appendix H3  | N.A.   |
| ...b.v                             | COB Codes and Standards               | N.A.   | N.A.   | N.A.   |
| ...b.vi                            | Impact to aquatic systems             | 4.9.2,<br>4.9.3,<br>4.9.4  | Appendix H3  | 23, 24, 25, 26,<br>35  |
| ...b.vii                           | Parking                               | 2.3.2  | Appendix G1  | N.A.   |
| ...b.viii                          | Mitigation                            | 2.5, 4.8.4,<br>4.9.4   | Appendix H3,<br>Appendix I                           | 22, 23, 24, 25,<br>35  |
| <b>LUC<br/>20.25H.100</b>          | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |

|      |  |                     |                         |                |
|------|--|---------------------|-------------------------|----------------|
| ...A | Wetland lighting impacts   | 4.8.2, 4.8.3, 4.8.4 | Appendix H3, Appendix I | N.A.           |
| ...B | Noise minimization   | 4.8.4               | Appendix H3, Appendix I | 18, 19, 29     |
| ...C | Wetland Protection from Toxic Runoff   | 4.8.4               | Appendix H3, Appendix I | 25, 26, 29, 30 |
| ...D | Treated water allowed in wetland buffer                                      | 4.8.4               | Appendix H3, Appendix I | N.A.           |
| ...E | Plant wetland buffer with dense vegetation                                   | 4.8.4               | Appendix H3, Appendix I | 22, 24, 25, 35 |
| ...F | No pesticides, insecticides or fertilizers within 150 feet of edge of buffer | N.A.                | N.A.                    | 25, 26, 29     |

| <b>SHORELINES</b>                  |                                       |  |  |  |
|------------------------------------|---------------------------------------|--|--|--|
| <b>LUC<br/>20.25H.055.<br/>C.2</b> | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...a.i                             | Existing Infrastructure               | 2.3.1,<br>2.3.2,<br>3.3.2,<br>3.4.2,<br>3.5.2,<br>3.6.2,<br>3.7.2,<br>3.8.2, | N.A.   | 23, 24, 25, 35   |
| ...a.ii                            | Function/objective of proposed system | 1.1.2  | N.A.   | N.A.   |
| ...a.iii                           | Alternatives                          | 2.3  | N.A.   | N.A.   |
| ...a.iv                            | Cost Analysis                         | 6.2  | N.A.   | N.A.   |
| ...a.v                             | Mitigation                            | 4.8.4,<br>4.9.4  | Appendix C,<br>Appendix H3,<br>Appendix I            | 22, 23, 24, 25,<br>35  |
| ...b.i                             | Impacts to Critical Areas             | 4.8.3,<br>4.9.3  | Appendix C,<br>Appendix H3                           | 14, 22, 23, 24,<br>25, 26, 35  |
| ...b.ii                            | Disturbance of Critical Areas         | 4.8.2,<br>4.8.3,<br>4.9.2,<br>4.9.3  | Appendix C,<br>Appendix H3                           | 14, 22, 23, 24,<br>25, 26, 35  |
| ...b.iii                           | Disturbance of Salmonid Habitat       | 4.8.3  | Appendix H3  | 22, 26   |
| ...b.iv                            | Wetland/stream crossings              | 4.8.3  | Appendix H3  | N.A.   |
| ...b.v                             | COB Codes and Standards               | N.A.   | N.A.   | N.A.   |
| ...b.vi                            | Impact to aquatic systems             | 4.9.2,<br>4.9.3,<br>4.9.4  | Appendix H3  | 23, 24, 25, 26,<br>35  |
| ...b.vii                           | Parking                               | 2.3.2  | Appendix G1  | N.A.   |
| ...b.viii                          | Mitigation                            | 2.5, 4.8.4,<br>4.9.4   | Appendix H3,<br>Appendix I                           | 22, 23, 24, 25,<br>35  |
| <b>LUC<br/>20.25E.080.B</b>        | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |

|       |  |                            |                                     |                            |
|-------|--|----------------------------|-------------------------------------|----------------------------|
| ...1  | Water Quality Standards                | 4.9.1                      | Appendix H3                         | 26, 27, 28                 |
| ...2  | Shoreline Overlay District Property    | 2.3.2.2                    | N/A                                 | N.A.                       |
| ...3  | Shoreline Overlay District Development | 2.5, 4.8.4, 4.9.4          | Appendix C, Appendix I              | N. A.                      |
| ...4  | Critical Area Impacts                  | 4.8.3, 4.8.4, 4.9.3, 4.9.4 | Appendix C, Appendix H3, Appendix I | 14, 22, 23, 24, 25, 26, 35 |
| ...5  | Maximum Height Restriction             | 2.3.2.2                    | N/A                                 | N.A.                       |
| ...6  | Bellevue Shoreline Master Program      | N.A.                       | N.A.                                | N.A.                       |
| ...7  | COB Codes and Standards                | N.A.                       | N.A.                                | N.A.                       |
| ...8  | Dead Storage of Watercraft             | 2.3.2.2, 3.9.2             | N.A.                                | N.A.                       |
| ...9  | COB Environmental Best Practices       | 4.8.4, 4.9.4               | Appendix H3, Appendix I             | 26, 29                     |
| ...10 | Storm Drainage Facilities              | 2.4.1, 4.9.1               | N.A.                                | 27                         |

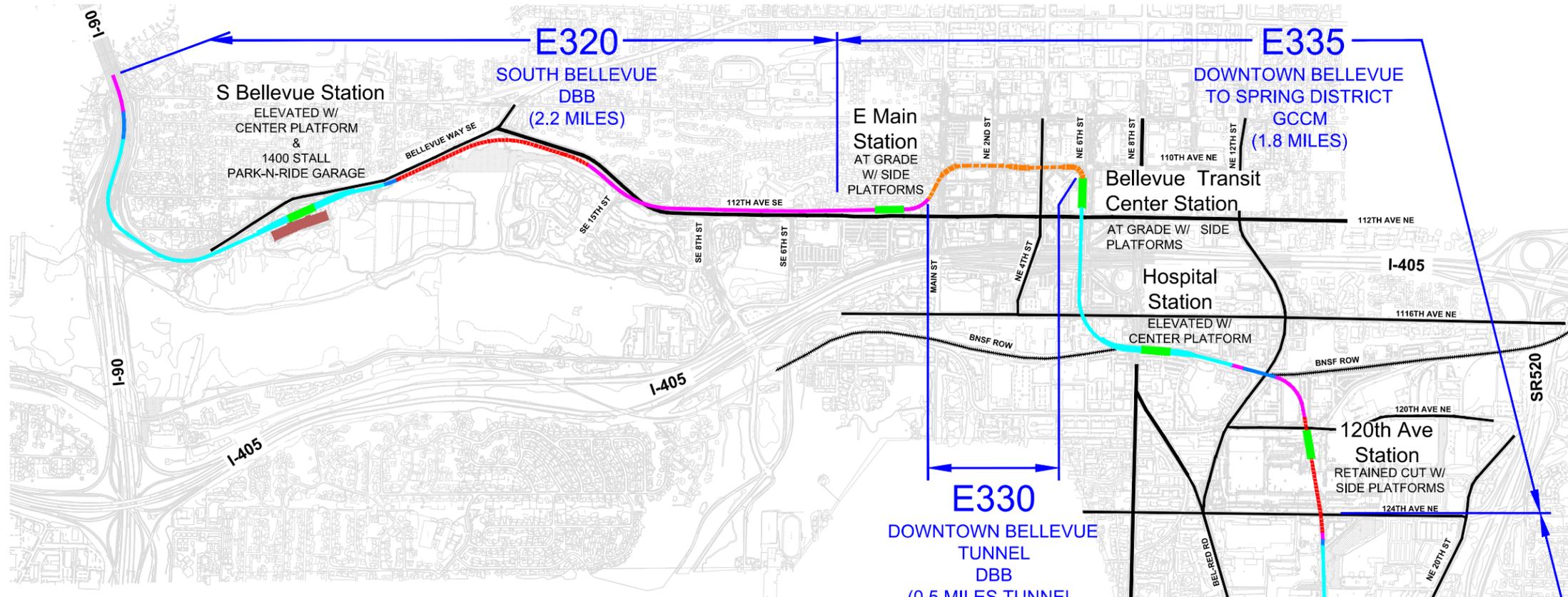
| <b>GEOLOGIC HAZARD AREAS</b>       |                                       |  |  |  |
|------------------------------------|---------------------------------------|--|--|--|
| <b>LUC<br/>20.25H.055.<br/>C.2</b> | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...a.i                             | Existing Infrastructure               | 2.3.1,<br>2.3.2,<br>3.3.2,<br>3.4.2,<br>3.5.2,<br>3.6.2,<br>3.7.2,<br>3.8.2, | N.A.   | 29   |
| ...a.ii                            | Function/objective of proposed system | 1.1.2  | N.A.   | N.A.   |
| ...a.iii                           | Alternatives                          | 2.3  | N.A.   | N.A.   |
| ...a.iv                            | Cost Analysis                         | 6.2  | N.A.   | N.A.   |
| ...a.v                             | Mitigation                            | 4.11.4   | Appendix C,<br>Appendix H3,<br>Appendix I            | 29   |
| ...b.i                             | Impacts to Critical Areas             | 4.11.2.2,<br>4.11.3  | Appendix C,<br>Appendix H3                           | 29   |
| ...b.ii                            | Disturbance of Critical Areas         | 4.11.2.2,<br>4.11.3  | Appendix C,<br>Appendix H3                           | 29   |
| ...b.iii                           | Disturbance of Salmonid Habitat       | 4.8.3  | Appendix H3  | 22, 26   |
| ...b.iv                            | Wetland/stream crossings              | 4.8.3  | Appendix H3  | N.A.   |
| ...b.v                             | COB Codes and Standards               | N.A.   | N.A.   | N.A.   |
| ...b.vi                            | Impact to aquatic systems             | 4.9.2,<br>4.9.3,<br>4.9.4  | Appendix H3  | 23, 24, 25, 26,<br>35  |
| ...b.vii                           | Parking                               | 2.3.2  | Appendix G1  | N.A.   |
| ...b.viii                          | Mitigation                            | 2.5, 4.8.4,<br>4.9.4   | Appendix H3,<br>Appendix I                           | 29   |
| <b>LUC<br/>20.25H.125</b>          | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |

|      |  |                         |                |    |
|------|--|-------------------------|----------------|----|
| ...A | Structure and improvements impacts                           | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...B | Structure and improvements location                          | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...C | No increase of buffer need on neighbor properties            | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...D | Retaining wall preferred to artificial slopes                | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...E | Minimize impervious surfaces within critical area and buffer | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...F | Change in grade outside building footprint                   | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...G | Building foundation walls                                    | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...H | Pole-type construction required on slopes over 40%           | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...I | Piled deck support structures                                | 4.11.2.2, 4.11.3        | Appendix F4.11 | 29 |
| ...J | Areas of permanent and temporary disturbance                 | 4.11.2.2, 4.11.3, 4.8.4 | Appendix F4.11 | 29 |

| <b>AREAS OF SPECIAL FLOOD HAZARD</b> |                                       |  |  |  |
|--------------------------------------|---------------------------------------|--|--|--|
| <b>LUC<br/>20.25H.055.<br/>C.2</b>   | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |
| ...a.i                               | Existing Infrastructure               | 2.3.1,<br>2.3.2,<br>3.3.2,<br>3.4.2,<br>3.5.2,<br>3.6.2,<br>3.7.2.<br>3.8.2, | N.A.   | 25, 26   |
| ...a.ii                              | Function/objective of proposed system | 1.1.2  | N.A.   | N.A.   |
| ...a.iii                             | Alternatives                          | 2.3  | N.A.   | N.A.   |
| ...a.iv                              | Cost Analysis                         | 6.2  | N.A.   | N.A.   |
| ...a.v                               | Mitigation                            | 4.9.4  | Appendix C,<br>Appendix H3,<br>Appendix I            | 25, 26   |
| ...b.i                               | Impacts to Critical Areas             | 4.9.2.3,<br>4.9.3  | Appendix C,<br>Appendix H3                           | 25, 26   |
| ...b.ii                              | Disturbance of Critical Areas         | 4.9.2.3,<br>4.9.3  | Appendix C,<br>Appendix H3                           | 25, 26   |
| ...b.iii                             | Disturbance of Salmonid Habitat       | 4.8.3  | Appendix H3  | 22, 26   |
| ...b.iv                              | Wetland/stream crossings              | 4.8.3  | Appendix H3  | N.A.   |
| ...b.v                               | COB Codes and Standards               | N.A.   | N.A.   | N.A.   |
| ...b.vi                              | Impact to aquatic systems             | 4.9.2,<br>4.9.3.<br>4.9.4  | Appendix H3  | 23, 24, 25, 26,<br>35  |
| ...b.vii                             | Parking                               | 2.3.2  | Appendix G1  | N.A.   |
| ...b.viii                            | Mitigation                            | 2.5, 4.8.4,<br>4.9.4   | Appendix H3,<br>Appendix I                           | 25, 26   |
| <b>LUC<br/>20.25H.180.C</b>          | <b>Item</b>                           | <b>FEIS<br/>Reference<br/>(Section)</b>                                      | <b>FEIS<br/>Appendix/Backup<br/>Report Reference</b> | <b>Appendix E<br/>ROD/Mitigation<br/>Summary (ROD<br/>Reference No.)</b> |

|      |   |                |      |        |
|------|---|----------------|------|--------|
| ...1 | Intrusion over the area of special flood hazard allowed | 4.9.2.3, 4.9.3 | N.A. | N.A.   |
| ...2 | Elevation certificate following construction            | 4.9.2.3, 4.9.3 | N.A. | N.A.   |
| ...3 | Construction materials and methods                      | 4.9.2.3, 4.9.3 | N.A. | N.A.   |
| ...4 | No rise in base flood elevation (BFE)                   | 4.9.2.3, 4.9.3 | N.A. | N.A.   |
| ...5 | Development in regulatory floodway                      | 4.9.2.3, 4.9.3 | N.A. | 25, 26 |
| ...6 | Modification of stream channel                          | 4.9.2.3, 4.9.3 | N.A. | N.A.   |
| ...7 | Compensatory storage                                    | 4.9.2.3, 4.9.3 | N.A. | N.A.   |

**ATTACHMENT H****CITY OF BELLEVUE EAST LINK CONTRACT PACKAGES MAP**



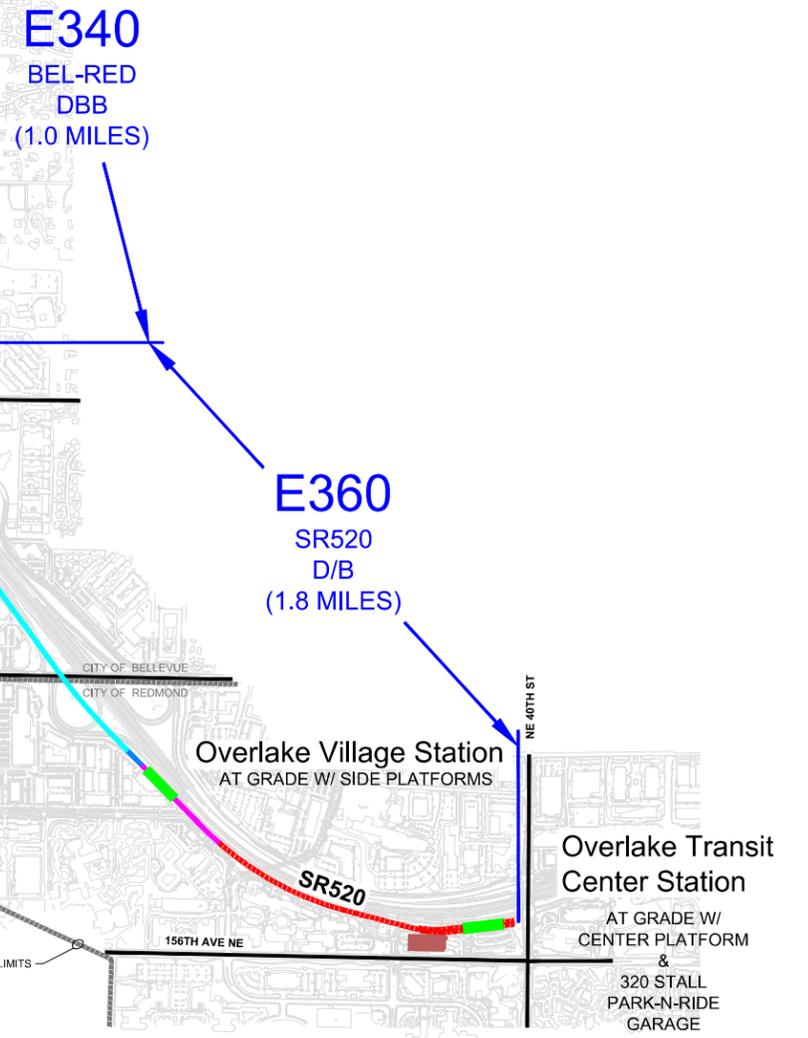
- LEGEND:**
- █ - STATIONS
  - █ - GARAGES
  - █ - ELEVATED
  - █ - AT GRADE
  - ▬▬▬ - RETAINED CUT
  - ▬▬▬ - RETAINED FILL
  - - - - TUNNEL
- EXXX** - PACKAGE NUMBER
- DBB - DESIGN BID BUILD
  - GCCM - GENERAL CONTRACTOR CONSTRUCTION MANAGER
  - D/B - DESIGN BUILD

# EAST LINK SITE MAP

## SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER



FINAL DESIGN PARTNERS.



**ATTACHMENT I****E320 CONSTRUCTION STAGING PLANS**

**RESERVED FOR E320 CONSTRUCTION STAGING PLANS**

**ATTACHMENT J****DESIGN AND VALUE ENGINEERING CHARTER**

## DESIGN AND VALUE ENGINEERING (DAVE) TECHNICAL WORKING GROUP TEAM CHARTER

---

### Purpose:

The purpose of the Design and Value Engineering technical working group is to support the advancement of all aspects of the design development, to ensure adequate resources are available, and to reach agreement on 60% design plans in the fall of 2013 that can serve as the basis of cost estimating for project baselining and final land use approvals.

The group will review design progress, identify possible cost savings, resolve Preliminary Engineering (PE) comments, resolve other City comments, advance design development and mitigation associated with the 112<sup>th</sup> design modifications, discuss possible design changes, and participate in the VE process.

Philosophy: Core assumption is that this will work. Approach issues assuming a resolution is available.

### Functions:

Support design progress, identify potential issues and provide timely resolutions.

Support the concept development during the Early Work.

Support VE workshops, schedule development, Contract packaging development and Risk Assessments.

The tasks associated with this work effort include the following:

- Review and support concept development during the Early Work
- Support Construction Packaging development
- Early work Value Engineering Workshop
- Technical Working Group participation during production engineering
- Provide 60% Plan Review
- Support the 60% VE study (may break out eastside project into two to three workshops)
- Support East Link Cost Risk Assessment
- Support for work associated with the Baselining Action at ST Board

**Composition:**

| Design and Value Engineering Work Technical Work Group |               |
|--|---------------|
| City of Bellevue                                       | Sound Transit |

| Co-Lead(s)    |            |
|---------------|------------|
| Maheer Welaye | Tony Raben |

| Core Staff      |  |                      |  |
|-----------------|--|----------------------|--|
| Darek Jarzynski | Traffic Engineering and Operation          | Jason Bailey         | Civil roads and track                              |
| Kam Szabo       | Traffic Engineering – Signals and Lighting | John Walser          | Architecture, Urban Design, and Landscaping        |
| Mike Kattermann | Planning & Coordination                    | John Walser          | Mechanical, Electrical, and Plumbing               |
| Patti Wilma     | Planning, and Use Design and Environmental | Barbara Luecke       | Art  |
| Regan Sidie     | City Utilities - Water, Sewer & Stormwater | John Walser          | FLS  |
| Rick Logwood    | Cost Estimating                            | Elma Borbe           | Environmental                                      |
| Maria Koengeter | Planning & Coordination                    | Joel Theodore        | Geotechnical                                       |
| Camron Parker   | Parks                                      | Tanveer Sahoo        | Structures   |
|                 |  | Cliff Kurtzweg       | Traffic and traffic signals                        |
|                 |  | Robert Bean          | Utilities and storm water                          |
|                 |  | Leonard McGhee       | Project Development - Segment D                    |
|                 |  | Sue Comis            | Project Development - Segment B & C / Coordination |
|                 |  | ST Final Design Team | Start date anticipated mid-March                   |

| As needed     |                    |  |                 |
|---------------|--------------------|--|-----------------|
| Max Jacobs    | Real Property      |  | Real Property   |
| Travis Ripley | Fire               |  | ROW engineering |
| Lee Kranz     | Building           |  | Outreach        |
| Nancy Lacombe | Design             |  |                 |
| Dave Cieri    | Construction       |  |                 |
| Tim Stever    | Private Utilities  |  |                 |
| Abdy Farid    | Development Review |  |                 |

**Relationships:**

The group will work cooperatively to support the East Link final design. Relationships with all other Technical Work Groups and the Collaboration Team must be present and maintained in order for the group to succeed.

An early deliverable is a review and identification of conflicting codes, standards and criteria. With respect to codes, the DAVE group will work closely with the CAP group to identify potential conflicts and to determine whether code variances or modification are required and the implantation of the variance or modification.

## **Method of Operation:**

### **Design Development:**

The team will be sub-divided into sub-groups by discipline. Each group will develop a list of elements required to complete permit ready final design packages. The groups will provide over the shoulder review as the design develops confirming the elements required for permit ready documents are addressed. These elements will be logged and tracked to monitor completion.

### **Support for Early design work, cost saving concept development, VE, and Contract Packaging**

The team will work closely with the project designers, review and provide comments.

**Issue resolution:** Impasses at the sub-group level will be escalated to the Co-Chairs of the DAVE group. Impasses at the Co-Chair level will be escalated to the Collaboration Team for resolution.

### **Four main deliverables are anticipated:**

- Code review resulting in potential variances or modifications
- Site specific concurrence on project scope (i.e. design of the 120<sup>th</sup> LRT crossing including cross section, profile, limits of construction, utility relocation, landscaping requirements, etc.).
- Standards, criteria and specification review; identify conflicts or suggested modifications and determine resolutions
- Over the shoulder review to confirm required elements are addressed.

## **Conduct:**

DAVE members will conduct themselves in accordance with the following:

- Be prepared
- Meet deadlines
- Respect opinions
- Attend meetings and participate
- Active listening
- Avoid talking over others
- Results driven
- Seek feedback
- Maintain fun and collaborative climate
- Assume accountability for assigned work

## **Administration:**

**Meetings:** The Co-leads will convene meetings of the Core Team and As Needed Team

Members on a weekly basis and or as frequently as needed. The Co-leads will provide at least 2 days advance notice whenever possible. The meetings will be held at Sound Transit offices.

**Record Keeping:** Co-Leads will assign a note-taker for each meeting. The note-taker will provide the Co-Leads with the notes within 2 days of the meeting and the Co-Leads will then be responsible for distributing the notes and any required follow-up on tasks, coordination, etc. All meeting notes and other TWG materials will be made available on the agencies' respective intranet sites.

**Communication:** The Co-leads should be copied on all communication within sub-groups, between team members, and with other workgroups. Communication with the public should always go through the co-leads. The co-leads will communicate with other work group and the collaboration team as needed.

It is expected that this Team Charter may be modified, refined or amended throughout the Collaborative Design Process to ensure that the work continues to meet and support project objectives.

**ATTACHMENT K****LUC 20.25M.010(C) WHO MAY APPLY – SUPPORTING DOCUMENTS**



**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6386  
www.wsdot.wa.gov

September 25, 2013

Mr. Mike Brennan  
Director, Department of Development Services  
City of Bellevue  
450 110<sup>th</sup> Ave NE  
Bellevue, WA

**Re: East Link Project – Sound Transit permit applications on WSDOT  
property**

Dear Mr. Brennan,

WSDOT is the owner of certain properties located in the City of Bellevue and upon which Sound Transit intends to apply to the City for permits to develop portions of the proposed East Link Project. WSDOT was co-lead in preparation of the environmental documents for the proposed East Link Project and is aware of the Project's alignment and station locations.

Please be advised that the principal approvals for Sound Transit's construction on WSDOT owned property will be granted by WSDOT. Sound Transit also has WSDOT's consent to apply for City permits on WSDOT owned property as may be necessary for development of the East Link Project.

Please contact me at (206) 464-1232 if you have any questions in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dylan Counts'.

Dylan Counts, Sound Transit Liaison  
Public Transportation Division

Cc Terry Beals

**CITY OF  
BELLEVUE**



P.O. Box 90012 • Bellevue, WA • 98009-9012

December 18, 2013

Joni Earl  
Chief Executive Officer  
Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104

Re: East Link Project – Applications Affecting City of Bellevue Property

Dear Ms. Earl:

Sound Transit is in the process of applying for its Design and Mitigation Permits under Part 20.25M of the Bellevue City Code. Section 20.25M.010.C requires Sound Transit to demonstrate that it has authority to apply for the permit for each property affected by the application. That authority can be demonstrated a number of ways, as further detailed in the Land Use Code.

This letter serves as the written consent of the City of Bellevue to apply for Design and Mitigation Permits affecting City-owned property, where such City property is the subject of existing agreements between our two agencies. The Memorandum of Understanding dated November 15, 2011, the Transit Way Agreement dated November 2011, as each has been amended, and Resolution 8452 each describe City-owned properties that will ultimately be used in the construction and operation of East Link light rail.

This letter does not modify any existing agreement between the City and Sound Transit, nor does it authorize entry onto or modification of City property. Finally, this letter does not transfer any property interest to Sound Transit.

Sincerely,

A handwritten signature in black ink that reads "Brad Miyake".

Brad Miyake  
Acting City Manager

Cc: Steve Sheehy, Sound Transit counsel  
Terry Beals, Sound Transit permit manager  
Carol Helland, Land Use Division Director

**RESOLUTION NO. R2013-22**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, environmental compliance pursuant to the State Environmental Policy Act (SEPA) for East Link was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011 and the East Link Extension 2013 SEPA Addendum issued March 26, 2013; the Federal Transit Administration and Federal Highway Administration issued a Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act (NEPA) process; and

WHEREAS, in order to acquire the properties determined to be necessary for the construction, operation and maintenance of project improvements required under Sound Move and ST2, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain rights in the property for public purposes, and to pay eligible relocation and re-establishment benefits to affected parties; and

WHEREAS, Sound Transit has identified certain real properties as necessary for the construction and permanent location of the East Link Project are reasonably described in Exhibit A of this resolution; and

WHEREAS, in order to acquire the properties determined to be necessary for the light rail construction, operation and maintenance in the South downtown/112<sup>th</sup> Ave SE Corridor of Bellevue, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain lands and rights in property for public purposes, and to pay eligible relocation and re-establishment benefits to affected parties; and

WHEREAS, Sound Transit has commissioned or will commission appraisals to determine the fair market value of the properties, and will continue to negotiate in good faith with the owners of the properties authorized to be acquired by negotiated purchase or condemned, with the intent of reaching agreements for the voluntary acquisition of the property for fair market value; and

WHEREAS, the funds necessary to acquire the property by voluntary purchase or to pay just compensation adjudged due after condemnation and the funds necessary to pay eligible relocation and re-establishment costs shall be paid from Sound Transit general funds.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

SECTION 1. The chief executive officer is hereby authorized to execute such agreements as are customary and necessary for the acquisition, lease, or disposal of the real property interests described in Exhibit A (said property to be used for the East Link Extension) and incorporated herein by reference, and for the payment of eligible relocation and re-establishment costs. In accordance with Sound Transit's adopted Real Property Acquisition and Relocation Policies, Procedures and Guidelines, the acquisition price of the properties shall not exceed the fair market value to be determined through the appraisal process; provided that in the event the total of the acquisition, relocation, and re-establishment costs of the properties for the East Link Extension

exceeds Sound Transit's approved budget for right-of-way acquisition (plus contingency), then the chief executive officer shall obtain approval from the appropriate committee or the Board, per Resolution No. 78-2, before the acquisition of the property for the East Link Extension by purchase or by condemnation and the payment of eligible relocation and re-establishment costs.

SECTION 2. The chief executive officer or her designee is hereby authorized to settle condemnation litigation or enter administrative settlements (a settlement in lieu of initiating condemnation litigation) for the acquisition of the real property interests described in Exhibit A. Such settlements shall be made only upon the finding of legal counsel that the settlement is consistent with the law and is reasonable, prudent, and in the public interest. Such settlements shall not exceed established project budgets. For all other settlements proposed, the chief executive officer shall obtain prior approval of the appropriate committee or the Board, per Resolution No. 78-2.

SECTION 3. The Sound Transit Board deems the East Link Extension to be a public use for a public purpose. The Board deems it necessary and in the best interests of the citizens residing within Sound Transit's boundaries to acquire the property identified in Exhibit A as being necessary for the construction, operation, and permanent location of the East Link Extension, parties be paid relocation and re-establishment costs associated with displacements from the properties.

SECTION 4. The Sound Transit Board of Directors finds that the public health, safety, necessity, convenience, and welfare demand and require that the properties described in Exhibit A be immediately acquired, condemned, appropriated, taken and damaged for the construction, operation, and permanent location of the East Link Extension.

SECTION 5. In addition to the authority granted the chief executive officer in Section 1 above, condemnation proceedings are hereby authorized to acquire all, or any portion thereof, of the properties and property rights and/or rights in those of the properties described in Exhibit A to the extent permitted by law, for the purpose of constructing, owning, and operating a permanent location of the East Link Extension and light rail guideway. The chief executive officer is also

authorized to make minor amendments to the legal descriptions of the properties described in Exhibit A, as may be necessary to correct scrivener's errors and/or to conform the legal description to the precise boundaries of the property required for the Project.

SECTION 6. The funds necessary to acquire the property by purchase or to pay just compensation adjudged due after condemnation shall be paid from Sound Transit general funds.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2013.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator

**RESOLUTION NO. R2013-28**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to acquire, dispose, or lease certain real property interests in the South Bellevue/Downtown neighborhood of Bellevue, including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, environmental compliance pursuant to the State Environmental Policy Act (SEPA) for East Link was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011 and the East Link Extension 2013 SEPA Addendum issued March 26, 2013; the Federal Transit Administration and Federal Highway Administration issued a Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act (NEPA) process; and

WHEREAS, in order to acquire the properties determined to be necessary for the construction, operation and maintenance of project improvements required under Sound Move and ST2, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain rights in the property for public purposes, and to pay eligible relocation and re-establishment benefits to affected parties; and

WHEREAS, Sound Transit has identified certain real properties as necessary for the construction and permanent location of the East Link Project that are reasonably described in Exhibit A of this resolution; and

WHEREAS, in order to acquire the properties determined to be necessary for the light rail construction, operation and maintenance in the South Bellevue/Downtown neighborhood of Bellevue, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain lands and rights in property for public purposes, and to pay eligible relocation and re-establishment benefits to affected parties; and

WHEREAS, Sound Transit has commissioned or will commission appraisals to determine the fair market value of the properties, and will continue to negotiate in good faith with the owners of the properties authorized to be acquired by negotiated purchase or condemned, with the intent of reaching agreements for the voluntary acquisition of the property for fair market value; and

WHEREAS, the funds necessary to acquire the property by voluntary purchase or to pay just compensation adjudged due after condemnation and the funds necessary to pay eligible relocation and re-establishment costs shall be paid from Sound Transit general funds.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

SECTION 1. The chief executive officer is hereby authorized to execute such agreements as are customary and necessary for the acquisition, lease, or disposal of the real property interests described in Exhibit A (said property to be used for the East Link Extension) and incorporated herein by reference, and for the payment of eligible relocation and re-establishment costs. In accordance with Sound Transit's adopted Real Property Acquisition and Relocation Policies, Procedures and Guidelines, the acquisition price of the properties shall not exceed the fair market value to be determined through the appraisal process; provided that in the event the total of the acquisition, relocation, and re-establishment costs of the properties for the East Link Extension

exceeds Sound Transit's approved budget for right-of-way acquisition (plus contingency), then the chief executive officer shall obtain approval from the appropriate committee or the Board, per Resolution No. 78-2, before the acquisition of the property for the East Link Extension by purchase or by condemnation and the payment of eligible relocation and re-establishment costs.

SECTION 2. The chief executive officer or her designee is hereby authorized to settle condemnation litigation or enter administrative settlements (a settlement in lieu of initiating condemnation litigation) for the acquisition of the real property interests described in Exhibit A. Such settlements shall be made only upon the finding of legal counsel that the settlement is consistent with the law and is reasonable, prudent, and in the public interest. Such settlements shall not exceed established project budgets. For all other settlements proposed, the chief executive officer shall obtain prior approval of the appropriate committee or the Board, per Resolution No. 78-2.

SECTION 3. The Sound Transit Board deems the East Link Extension, to be a public use for a public purpose. The Board deems it necessary and in the best interests of the citizens residing within Sound Transit's boundaries to acquire the property identified in Exhibit A as being necessary for the construction, operation, and permanent location of the East Link Extension, parties be paid relocation and re-establishment costs associated with displacements from the properties.

SECTION 4. The Sound Transit Board of Directors finds that the public health, safety, necessity, convenience, and welfare demand and require that the properties described in Exhibit A be immediately acquired, condemned, appropriated, taken and damaged for the construction, operation, and permanent location of the East Link Extension.

SECTION 5. In addition to the authority granted the chief executive officer in Section 1 above, condemnation proceedings are hereby authorized to acquire all, or any portion thereof, of the properties and property rights and/or rights in those of the properties described in Exhibit A to the extent permitted by law, for the purpose of constructing, owning, and operating a permanent

location of the East Link Extension and light rail guideway. The chief executive officer is also authorized to make minor amendments to the legal descriptions of the properties described in Exhibit A, as may be necessary to correct scrivener's errors and/or to conform the legal description to the precise boundaries of the property required for the Project.

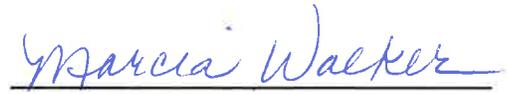
SECTION 6. The funds necessary to acquire the property by purchase or to pay just compensation adjudged due after condemnation shall be paid from Sound Transit general funds.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 21, 2013.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Marcia Walker  
Board Administrator

**RESOLUTION NO. R2013-28  
EAST LINK EXTENSION  
E330 SEGMENT**

EXHIBIT A

| <b>R/W No</b> | <b>Tax Parcel No</b> | <b>Owner</b>   |
|---------------|----------------------|--|
| EL170         | 0662880010           | W2007 Seattle Office Bellefield Office Park Realty LLC |
| EL201         | 8146100645           | Robert A Grella & Sharon K Grella                      |
| EL203         | 8146100650           | Main Street Business, LLC                              |
| EL204         | 8146100655           | Paradise Holdings, LLC                                 |
| EL207         | 8146100660           | Mac Lane Investments, LLC                              |
| EL209         | 6729700005           | Rose Property Management Corp.                         |
| EL212         | 3225059089           | CBD Properties, LLC                                    |

**RESOLUTION NO. R2013-28  
EAST LINK EXTENSION  
E330 SEGMENT**

EXHIBIT A

| R/W No. | Owner/Contact  | Parcel #   | Address  |
|---------|--|------------|--|
| EL170   | W2007 SEATTLE OFFICE<br>BELLEFIELD OFFICE PARK<br>Realty LLC | 0662880010 | 11201 SE 8 <sup>th</sup> St.<br>Bellevue, WA 98004 |

LOT 1 TOGETHER WITH UNDIVIDED INTEREST IN TRACTS A, B, C, D, E, F, G, H, I AND J, ALL IN BELLEFIELD OFFICE PARK, ACCORDING TO THE BINDING SITE PLAN RECORDED IN VOLUME 138 OF PLATS, PAGES 25 THROUGH 29, INCLUSIVE, IN KING COUNTY, WASHINGTON. TOGETHER WITH AND SUBJECT TO EASEMENT OF RECORD, RECORDED UNDER RECORDING NO. 8211300188.

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS AND UTILITIES OVER TRACT A AS DELINEATED ON THE PLAT OF BELLEFIELD OFFICE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 119, PAGES 81 THROUGH 90, IN KING COUNTY, WASHINGTON AND RECORDED NOVEMBER 3, 1977 UNDER RECORDING NO. 7711030797.

| R/W No. | Owner/Contact                          | Parcel #   | Address                              |
|---------|--|------------|--------------------------------------|
| EL201   | Robert A Grella<br>and Sharon K Grella | 8146100645 | 11121 Main St.<br>Bellevue, WA 98004 |

LOT 16, BLOCK 7, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, IN KING COUNTY, WASHINGTON; EXCEPT THOSE PORTIONS THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEEDS RECORDED UNDER RECORDING NUMBERS 6551569 AND 20051216002698.

| R/W No. | Owner/Contact             | Parcel #   | Address                              |
|---------|---------------------------|------------|--------------------------------------|
| EL203   | Main Street Business, LLC | 8146100650 | 11113 Main St.<br>Bellevue, WA 98004 |

LOT 17, BLOCK 7, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT RECORDED IN VOLUME 50 OF PLATS, PAGES 32, 33, AND 34, IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

| R/W No. | Owner/Contact          | Parcel #   | Address                              |
|---------|------------------------|------------|--------------------------------------|
| EL204   | Paradise Holdings, LLC | 8146100655 | 11105 Main St.<br>Bellevue, WA 98004 |

LOT 18, BLOCK 7, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, 33 AND 34, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact             | Parcel #   | Address                              |
|---------|---------------------------|------------|--------------------------------------|
| EL207   | Mac Lane Investments, LLC | 8146100660 | 11041 Main St.<br>Bellevue, WA 98004 |

LOT 19, BLOCK 7, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, 33 AND 34, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                  | Parcel #   | Address                                  |
|---------|--------------------------------|------------|--|
| EL209   | Rose Property Management Corp. | 6729700005 | 106 110th Pl. S.E.<br>Bellevue, WA 98004 |

LOT 1, PETERSONS ADDITION TO BELLEVUE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 49 OF PLATS, PAGE(S) 48, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact       | Parcel #   | Address                              |
|---------|---------------------|------------|--------------------------------------|
| EL212   | CBD Properties, LLC | 3225059089 | 11100 Main St.<br>Bellevue, WA 98004 |

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SUBDIVISION;

THENCE NORTH 88°01'42" WEST ALONG SOUTHERLY LINE THEREOF 569.30 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 0°12'48" EAST PARALLEL WITH THE EASTERLY LINE OF SAID SUBDIVISION 177.50 FEET;

THENCE NORTH 88°01'42" WEST 107.50 FEET;

THENCE SOUTH 0°12'48" WEST 177.50 FEET TO THE SOUTHERLY LINE OF SAID SUBDIVISION;

THENCE SOUTH 88°01'42" EAST ALONG SAID SOUTHERLY LINE 107.50 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THE SOUTHERLY 30.00 FEET IN WIDTH THEREOF FOR STREET; AND

EXCEPT THE WEST 30 FEET THEREOF CONVEYED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 5282770.

**RESOLUTION NO. R2013-28**
**To Acquire Real Property Interests in Bellevue Required for the East Link Extension**

| MEETING:          | DATE:    | TYPE OF ACTION:             | STAFF CONTACT:  | PHONE:                       |
|-------------------|----------|-----------------------------|---|------------------------------|
| Capital Committee | 11/14/13 | Recommendation to the Board | Ahmad Fazel, DECM<br>Executive Director   | 206-398-5389                 |
| Board             | 11/21/13 | Final Action                | Don Billen, East Link<br>Deputy Project Director<br><b>Roger Hansen, Real<br/>Property Director</b> | 206-398-5052<br>206-689-3366 |

**PROPOSED ACTION**

Authorizes the chief executive officer to acquire, dispose, or lease certain real property interests in the South Bellevue/Downtown neighborhood of Bellevue, including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

**KEY FEATURES SUMMARY**

- Authorizes the acquisition, disposal or lease of seven parcels in the South Bellevue/Downtown neighborhood in the City of Bellevue for construction of light rail facilities for the East Link Extension.
- The properties are needed for construction, maintenance and operation of the light rail guideway in the south Bellevue corridor.
- Sound Transit will pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary.
- The real properties identified in this requested action are included in Exhibit A.

**BACKGROUND**

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The ST2 plan provides for environmental review for a future expansion between the Overlake Transit Center and downtown Redmond.

Sound Transit initiated East Link environmental and preliminary engineering work in 2006. The East Link final environmental impact statement was published in July 2011, in compliance with the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). The East Link route, profiles, and station locations were selected by the Sound Transit Board on July 28, 2011. The Federal Transit Administration and Federal Highway Administration issued a NEPA Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively. On November 17, 2011, the Sound Transit Board authorized the chief executive officer to advance the East Link Extension into final design. On March 26, 2013 the East Link Extension 2013 SEPA Addendum was issued. On April 22, 2013 the Bellevue City Council passed Resolution No. 8576 approving the East Link Project and on April 25, 2013 by Resolution No. R2013-09 the Sound Transit Board amended the route, profiles, and station locations for the East Link Extension. Revenue service between Seattle and the Overlake Transit Center is forecasted to begin in 2023.

Certain property interests have been identified as necessary for construction of the East Link Extension. The proposed action would authorize the acquisition of seven property interests from commercial properties, by condemnation, if necessary, to the extent permitted by law, as needed for the construction, operation and maintenance of the East Link Extension and the payment of relocation benefits to eligible affected owners and tenants. Sound Transit's authorizing legislation grants the agency the power of eminent domain to accomplish such acquisitions when efforts to reach agreement with property owners are unsuccessful.

The parcels identified in Exhibit A are in the vicinity of Main Street and 112<sup>th</sup> Ave SE extending to NE 6<sup>th</sup> Street near the Bellevue Transit Center Station along the light rail alignment identified in the East Link Extension.

**FISCAL IMPACT**

This action is within the adopted budget and sufficient funds remain after approval of this action to fund the remaining work in the Right of Way Phase as contained in the current cost estimates.

| <b>East Link Extension</b>  | <b>2013 TIP</b> | <b>Board Approvals</b> | <b>This Action</b> | <b>Board Approved Plus Action</b> | <b>Uncommitted / (Shortfall)</b> |
|-----------------------------|-----------------|------------------------|--------------------|-----------------------------------|----------------------------------|
| Agency Administration       | 66,539          | 20,059                 | 0                  | 20,059                            | 46,480                           |
| Preliminary Engineering     | 61,123          | 55,123                 | 0                  | 55,123                            | 6,000                            |
| Final Design                | 223,685         | 147,347                | 0                  | 147,347                           | 76,338                           |
| <b>Right of Way</b>         | <b>365,408</b>  | <b>17,717</b>          | <b>0</b>           | <b>17,717</b>                     | <b>347,691</b>                   |
| Construction                | 0               | 0                      | 0                  | 0                                 | 0                                |
| Construction Services       | 0               | 0                      | 0                  | 0                                 | 0                                |
| Third Party Agreements      | 40,064          | 5,110                  | 0                  | 5,110                             | 34,954                           |
| Vehicles                    | 0               | 0                      | 0                  | 0                                 | 0                                |
| <b>Total Current Budget</b> | <b>756,819</b>  | <b>245,357</b>         | <b>0</b>           | <b>245,357</b>                    | <b>511,462</b>                   |

| <b>Phase Detail - Right of Way</b> |                |               |          |               |                |
|------------------------------------|----------------|---------------|----------|---------------|----------------|
| ROW Phase                          | 365,408        | 17,717        | 0        | 17,717        | 347,691        |
| <b>Total Phase</b>                 | <b>365,408</b> | <b>17,717</b> | <b>0</b> | <b>17,717</b> | <b>347,691</b> |

| <b>Property Acquisition Details</b> |                                |   |                        |  |
|-------------------------------------|--------------------------------|---|------------------------|--|
|                                     | <b>Board Approvals to Date</b> | <b>Current Approved Contract Status</b> | <b>Proposed Action</b> | <b>Proposed Total for Board Approval</b> |
| Property Acquisition Contract       | 0                              | 0                                       | 0                      | 0  |
| Contingency                         | 0                              | 0                                       | 0                      | 0  |
| <b>Total Contract Amount</b>        | <b>0</b>                       | <b>0</b>                                | <b>0</b>               | <b>0</b>                                 |
| Percent Contingency                 | 0%                             | 0%                                      | 0%                     | 0%                                       |

**Notes:**

- Amounts are expressed in Year of Expenditure \$000s.
- Board Approvals to Date includes amounts through September 30th 2013, plus any pending Board Actions.
- Project Budget is located on page 38 of the 2013 Transit Improvement Plan (TIP), plus any pending Board Action.
- Board Approvals = Committed to-date + Contingency.

In accordance with Sound Transit policy, budgets for specific parcels will be discussed with the Board in executive session. Consistent with the current estimate at completion for real property acquisition, this action and acquisitions of remaining certified properties are affordable within the adopted project budget.

## SMALL BUSINESS PARTICIPATION

Not applicable to this action.

## EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

## PUBLIC INVOLVEMENT

Public outreach on the East Link Extension has taken place over the last six years. Outreach activities have included meeting with communities, property owners, businesses, stakeholders, local jurisdictions, and agencies. Since the project kickoff in 2006, Sound Transit has hosted 35 public meetings, while also holding nearly 300 briefings to property owners and stakeholders.

Sound Transit has utilized an extensive community outreach effort to ensure that potentially affected property owners and community members have had opportunities to be engaged in the decision-making process.

In compliance with state law regarding public notification, Sound Transit mailed certified letters to property owners affected by this action on November 5, 2013. Legal notices of this proposed Board action will be published in the Seattle Times newspaper on November 8 and 15, 2013.

## TIME CONSTRAINTS

Board authorization to acquire these properties is needed in order to be able to apply for permits from the City of Bellevue. Moving forward with the Board authorization and property acquisition at this time will facilitate securing construction permits in a timely manner.

## PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2013-21: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.

Resolution No. R2013-22: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.

Resolution No. R2013-16: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-14: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-11: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-09: Selected the route, profiles, and station locations for the East Link Extension and superseding Resolution No. R2011-10.

Motion No: M2012-67: Authorized the chief executive officer to execute an Agreement with the City of Bellevue, HEI Bellevue LLC, and White/Peterman Properties Inc., to support construction, operation, and maintenance of the East Link Extension.

Motion No: M2011-81: Implemented the East Link Light Rail Extension.

Resolution No: R2011-10: Selected the route, profiles, and station locations for the East Link Extension.

Motion No: M2010-44: Modified the preferred light rail routes and stations previously identified in Motion No. M2009-41 for the East Link Light Rail Project Final Environmental Impact Statement.

#### ENVIRONMENTAL REVIEW

JI 11/7/2013

#### LEGAL REVIEW

JW 11/8/2013

**RESOLUTION NO. R2014-08**
**To Acquire Real Property Interests Required for the East Link Extension**

| MEETING:          | DATE:    | TYPE OF ACTION:    | STAFF CONTACT:   |
|-------------------|----------|--------------------|--|
| Capital Committee | 05/08/14 | Recommend to Board | Ahmad Fazel, DECM Executive Director   |
| Board             | 05/22/14 | Final Action       | Ron Lewis, Executive Project Director - East Link<br><b>Roger Hansen, Real Property Director</b> |

**PROPOSED ACTION**

Authorizes the chief executive officer to acquire, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

**KEY FEATURES SUMMARY**

- Authorizes the partial acquisition or lease of 40 commercial and residential parcels from South Bellevue to the Overlake Village Station in the Cities of Bellevue and Redmond for construction of light rail facilities for the East Link Extension.
- The properties are needed for construction, maintenance and operation of the light rail system from South Bellevue to the Overlake Village Station in Redmond.
- The real properties identified in this requested action are included in Exhibit A.

**BACKGROUND**

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The ST2 plan also provides for environmental review for possible expansion between the Overlake Transit Center and downtown Redmond.

Sound Transit initiated East Link environmental and preliminary engineering work in 2006. The East Link final environmental impact statement was published in July 2011, in compliance with the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA). The East Link route, profiles, and station locations were selected by the Sound Transit Board on July 28, 2011. The Federal Transit Administration and the Federal Highway Administration issued a NEPA Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively. On November 17, 2011, the Sound Transit Board authorized the chief executive officer to advance the East Link Extension into final design. On March 26, 2013 the East Link Extension 2013 SEPA Addendum was issued. On April 22, 2013 the Bellevue City Council passed Resolution No. 8576 approving East Link, and on April 25, 2013 by Resolution No. R2013-09 the Sound Transit Board amended the route, profiles, and station locations for the East Link Extension. Revenue service between Seattle and the Overlake Transit Center is forecasted to begin in 2023.

Certain property interests have been identified as necessary for construction of the East Link Extension. The proposed action would authorize the acquisition of 40 property interests from commercial and residential properties, by condemnation to the extent permitted by law, if necessary, as needed for the construction, operation and maintenance of the East Link Extension

and the payment of relocation benefits to eligible affected owners and tenants. Sound Transit's authorizing legislation grants the agency the power of eminent domain to accomplish such acquisitions when efforts to reach agreement with property owners are unsuccessful.

The parcels identified in Exhibit A are spread across the East Link alignment extending from South Bellevue to Redmond.

**FISCAL INFORMATION**

In accordance with Sound Transit policy, budgets for specific parcels will be discussed with the Board in executive session. Consistent with the current estimate at completion for real property acquisition, this action and costs for acquisitions of remaining certified properties are within the adopted project budget.

| <b>East Link Extension</b>  | <b>2014 TIP</b> | <b>Board Approvals</b> | <b>This Action</b> | <b>Board Approved Plus Action</b> | <b>Uncommitted / (Shortfall)</b> |
|-----------------------------|-----------------|------------------------|--------------------|-----------------------------------|----------------------------------|
| Agency Administration       | 68,119          | 24,039                 | 0                  | 24,039                            | 44,080                           |
| Preliminary Engineering     | 56,594          | 55,123                 | 0                  | 55,123                            | 1,471                            |
| Final Design                | 232,621         | 156,798                | 0                  | 156,798                           | 75,823                           |
| <b>Right of Way</b>         | <b>365,408</b>  | <b>26,073</b>          | <b>0</b>           | <b>26,073</b>                     | <b>339,335</b>                   |
| Construction                | 24,000          | 0                      | 0                  | 0                                 | 24,000                           |
| Construction Services       | 11,000          | 0                      | 0                  | 0                                 | 11,000                           |
| Third Party Agreements      | 40,605          | 5,427                  | 0                  | 5,427                             | 35,178                           |
| Vehicles                    | 0               | 0                      | 0                  | 0                                 | 0                                |
| <b>Total Current Budget</b> | <b>798,347</b>  | <b>267,460</b>         | <b>0</b>           | <b>267,460</b>                    | <b>530,887</b>                   |

| <b>Phase Detail - Right of Way</b> |                |               |          |               |                |
|------------------------------------|----------------|---------------|----------|---------------|----------------|
| ROW Phase                          | 365,408        | 26,073        | 0        | 26,073        | 339,335        |
| <b>Total Phase</b>                 | <b>365,408</b> | <b>26,073</b> | <b>0</b> | <b>26,073</b> | <b>339,335</b> |

| <b>Property Acquisition Details</b> |                                |   |                        |  |
|-------------------------------------|--------------------------------|---|------------------------|--|
|                                     | <b>Board Approvals to Date</b> | <b>Current Approved Contract Status</b> | <b>Proposed Action</b> | <b>Proposed Total for Board Approval</b> |
| Property Acquisition Contract       | 0                              | 0                                       | 0                      | 0  |
| Contingency                         | 0                              | 0                                       | 0                      | 0  |
| <b>Total Contract Amount</b>        | <b>0</b>                       | <b>0</b>                                | <b>0</b>               | <b>0</b>                                 |
| Percent Contingency                 | 0%                             | 0%                                      | 0%                     | 0%                                       |

**Notes:**

- Amounts are expressed in Year of Expenditure \$000s.
- Board Approvals to Date includes amounts through March 31st, 2014 plus any pending Board Actions.
- Project Budget is located on page 31 of the 2014 Proposed Transit Improvement Plan (TIP) plus any pending Board Action.
- Board Approvals = Committed to-date + Contingency.

**SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

**PUBLIC INVOLVEMENT**

Public outreach on the East Link Extension has taken place over the last six years. Outreach activities have included meeting with communities, property owners, businesses, stakeholders,

local jurisdictions, and agencies. Since the project kickoff in 2006, Sound Transit has hosted 35 public meetings, while also holding nearly 300 briefings to property owners and stakeholders.

Sound Transit has utilized an extensive community outreach effort to ensure that potentially affected property owners and community members have had opportunities to be engaged in the decision-making process.

In compliance with state law regarding public notification, Sound Transit mailed certified letters to property owners affected by this action on May 6, 2014. Legal notices of this proposed Board action will be published in the Seattle Times newspaper on May 9 and 16, 2014.

## TIME CONSTRAINTS

Board authorization to acquire these properties is needed in order to be able to apply for permits from the City of Bellevue and to advance the permitting process with the City of Redmond and initiate the property acquisition process with property owners in a timely manner. Moving forward with the Board authorization and property acquisition at this time will facilitate securing construction permits and proceeding with property acquisition in a timely manner.

## PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2014-01: Authorized the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-28: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests in the South Bellevue/Downtown neighborhood of Bellevue, including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-27: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests in the Overlake Village/Overlake Transit Center neighborhood of Redmond, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-22: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.

Resolution No. R2013-21: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.

Resolution No. R2013-16: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-14: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-11: Authorized the chief executive officer to acquire, dispose, or lease certain real property interests including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the East Link Extension.

Resolution No. R2013-09: Selected the route, profiles, and station locations for the East Link Extension and superseding Resolution No. R2011-10.

Motion No: M2012-67: Authorized the chief executive officer to execute an Agreement with the City of Bellevue, HEI Bellevue LLC, and White/Peterman Properties Inc., to support construction, operation, and maintenance of the East Link Extension.

Motion No: M2011-81: Implemented the East Link Light Rail Extension.

Resolution No: R2011-10: Selected the route, profiles, and station locations for the East Link Extension.

Motion No: M2010-44: Modified the preferred light rail routes and stations previously identified in Motion No. M2009-41 for the East Link Light Rail Project Final Environmental Impact Statement.

#### ENVIRONMENTAL REVIEW

JI 5/1/2014

#### LEGAL REVIEW

JB 5/1/14

**RESOLUTION NO. R2014-08**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the East Link Extension.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in order to use the property determined to be necessary for the construction, operation and maintenance of project improvements required under the voter approved high capacity transportation system plans, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain rights in the property for public purposes, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants; and

WHEREAS, the identified property are necessary for the Link Light Rail, East Link Extension Project; and

WHEREAS, Sound Transit has identified certain real properties as necessary for the construction and permanent location of the East Link Extension and such properties are reasonably described in Exhibit A of this resolution; and

WHEREAS, in order to use the property determined to be necessary for the construction, operation, and permanent location of the East Link Extension, it is necessary for Sound Transit to acquire by negotiated purchase or to condemn certain lands and rights in property for public purposes, and reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants; and

WHEREAS, Sound Transit has commissioned or will commission appraisals to determine the fair market value of the properties, and will negotiate in good faith with the owners of the properties authorized to be acquired by negotiated purchase or condemned, with the intent of reaching agreements for the voluntary acquisition of the property for fair market value; and

WHEREAS, the funds necessary to acquire the property by voluntary purchase or to pay just compensation adjudged due after condemnation and the funds necessary to reimburse eligible relocation and reestablishment expenses shall be paid from Sound Transit general funds.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

SECTION 1. The chief executive officer is hereby authorized to execute such agreements as are customary and necessary for the acquisition or lease of interests in the real property described in Exhibit A (said property to be used for East Link Extension) and incorporated herein by reference, and for the reimbursement of eligible relocation and reestablishment expenses. In accordance with Sound Transit's Real Property Acquisition and Relocation Policies, Procedures and Guidelines, the acquisition price of the properties may not exceed the fair market value to be determined through the appraisal process; provided that in the event the total of the acquisition, relocation, and re-establishment costs of the properties for the East Link Extension exceeds Sound Transit's approved budget for right-of-way acquisition (plus contingency), then the chief executive officer must obtain approval from the appropriate committee or the Board, per Resolution No. 78-2,

before the acquisition of the property for the East Link Extension by purchase or by condemnation and the reimbursement of eligible relocation and reestablishment expenses.

SECTION 2. The chief executive officer or her designee is hereby authorized to settle condemnation litigation or enter administrative settlements (a settlement in lieu of initiating condemnation litigation) for the acquisition of interests in the real property described in Exhibit A. Such settlements shall be made only upon the finding of legal counsel that the settlement is consistent with the law and is reasonable, prudent, and in the public interest. Such settlements may not exceed established project budgets. For all other settlements proposed, the chief executive officer must obtain prior approval of the appropriate committee or the Board, per Resolution No. 78-2.

SECTION 3. The Sound Transit Board deems the East Link Extension, to be a public use for a public purpose. The Board deems it necessary and in the best interests of the citizens residing within Sound Transit's boundaries to acquire interests in the real property identified in Exhibit A as being necessary for the construction, operation, and permanent location of the East Link Extension, and affected owners and tenants be reimbursed eligible relocation and reestablishment expenses associated with displacements from the properties.

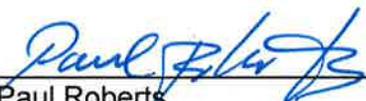
SECTION 4. The Sound Transit Board of Directors finds that the public health, safety, necessity, convenience, and welfare demand and require that interests in the real property described in Exhibit A be immediately acquired, condemned, appropriated, taken and damaged for the construction, operation, and permanent location of the East Link Extension.

SECTION 5. In addition to the authority granted the chief executive officer in Section 1 above, condemnation proceedings are hereby authorized to acquire all, or any portion thereof, of the properties and property rights and/or rights in those of the properties described in Exhibit A to the extent permitted by law, for the purpose of constructing, owning, and operating a permanent location of the East Link Extension. The chief executive officer is also authorized to make minor amendments to the legal descriptions of the properties described in Exhibit A, as may be

necessary to correct scrivener's errors and/or to conform the legal description to the precise boundaries of the property required for the Project.

SECTION 6. The funds necessary to acquire the property by purchase or to pay just compensation adjudged due after condemnation shall be paid from Sound Transit general funds.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 22, 2014.

  
\_\_\_\_\_  
Paul Roberts  
Board Vice Chair

ATTEST:

  
\_\_\_\_\_  
Marcia Walker  
Board Administrator

**RESOLUTION NO. R2014-08**  
**EAST LINK EXTENSION**  
E320, 330, 335, 340 and 360 SEGMENTS

EXHIBIT A

| R/W No  | Tax Parcel No | Owner   |
|---------|---------------|---|
| EL104.1 | 7000100460    | Steven R Karpman and Danielle L Belisle                     |
| EL114   | 0644200035    | Jeffrey V Fowler and Noel A Murphy                          |
| EL171   | 0662870010    | W2007 Seattle Office Bellevue Gateway 1 Realty, LLC         |
| EL172   | 3225059134    | Bellevue Lincoln Plaza, LLC                                 |
| EL174   | 8146300280    | Jia Lin Chen  |
| EL177   | 3225059046    | Pacific Recreation Associates                               |
| EL187   | 8146300025    | Ivan J Jimenez and Frances H Jimenez                        |
| EL188   | 3225059061    | PD Bellevue Associates, LLC                                 |
| EL189   | 8146300020    | Brian W Smith   |
| EL190   | 8146300015    | Eva Jones Smith Trustee of the Eva Jones Smith Living Trust |
| EL191   | 8146300010    | Kevin Y Chae and Jawon Chae                                 |
| EL192   | 8146300005    | Eva Gill  |
| EL194   | 8146100685    | Wei Liu and Li Qian   |
| EL195   | 8146100680    | Pamela R Davis and Nathan W Unger                           |
| EL196   | 8146100675    | Yi-Hsing Jack Chen  |
| EL206   | 8146100625    | James V Hamilton  |
| EL208   | 6729700010    | Daren M Gertz and Nancy A Gertz                             |
| EL210   | 3225059103    | Sir Gallahad, LLC   |
| EL215   | 3225059057    | Benenson Bellevue II, LP                                    |
| EL226.1 | 8081200010    | Summit REIT, Inc.   |
| EL231   | 3225059058    | FSP - City Center Plaza, LLC                                |
| EL238   | 3225059201    | Legacy Bellevue 530, LLC                                    |
| EL238.1 | 3225059171    | JG 520 Building, LLC  |
| EL241   | 3225059005    | City of Bellevue  |
| EL243   | 3325059124    | Fazenda, LLC  |
| EL244   | 3325059036    | Beta-Bellevue Auto Center, LLC                              |
| EL250   | 3325059209    | TRF Capital, LLC  |
| EL252   | 3325059210    | Midlakes, LLC   |
| EL253   | 1099100496    | Thomas H Codwin Jr. et al. (7 owners total)                 |
| EL253.1 | 1099100480    | Robert D Griffith and Danielle Griffith                     |
| EL255   | 1099100490    | RBJK Ventures, LLC  |
| EL256   | 2825059083    | Rosen Building Supply, LLC                                  |
| EL258   | 6093500000    | Nine Lake Bellevue Condominium – owners of record           |
| EL256.2 | 2825059080    | RCJ Properties II, LLC                                      |
| EL257   | 2825059019    | Design Market Properties, LLC                               |
| EL305.1 | 2725059132    | Lakeside Northwest, LLC                                     |

|          |            |   |
|----------|------------|---|
| EL305.2  | 2725059127 | Morris Gorelick et al.                        |
| EL305.3  | 2725059292 | Michail McComsey and Vilma McComsey           |
| EL349.1  | 5503000070 | Microsoft Corporation                         |
| EL I-405 | 9999999124 | Washington State Department of Transportation |

**RESOLUTION NO. R2014-08  
EAST LINK EXTENSION  
E320, 330, 335, 340 and 360 SEGMENTS**

EXHIBIT A

| R/W No. | Owner/Contact                              | Parcel #   | Address                                    |
|---------|--|------------|--|
| EL104.1 | STEVEN R KARPMAN<br>AND DANIELLE L BELISLE | 7000100460 | 2841 BELLEVUE WAY SE<br>BELLEVUE, WA 98004 |

TRACTS A CITY OF BELLEVUE SHORT PLAT NUMBER 08-143205, RECORDED UNDER KING COUNTY RECORDING NUMBER 20090626900005, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                         | Parcel #   | Address  |
|---------|---------------------------------------|------------|--|
| EL114   | JEFFREY V FOWLER<br>AND NOEL A MURPHY | 0644200035 | 11041 SE 26 <sup>th</sup> ST<br>BELLEVUE, WA 98004 |

LOT 7, BLOCK 1, BEL FOREST ADDITION NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE 60, IN KING COUNTY, WASHINGTON; TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS AND UTILITIES AS SET FORTH BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 8406180578.

| R/W No. | Owner/Contact   | Parcel #   | Address   |
|---------|---|------------|---|
| EL171   | W2007 SEATTLE OFFICE<br>BELLEVUE GATEWAY 1<br>REALTY, LLC | 0662870010 | 11400 SE 8 <sup>TH</sup> ST<br>BELLEVUE, WA 98004 |

LOT 1, BELLEFIELD OFFICE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 119 OF PLATS, PAGE(S) 81 THROUGH 90, INCLUSIVE, RECORDS OF KING COUNTY, WASHINGTON, AND CORRECTED BY AFFIDAVIT RECORDED SEPTEMBER 23, 1981 UNDER RECORDING NO. 8109230492.

TOGETHER WITH THE RIGHTS RESERVED AND BENEFITS OF COVENANTS RUNNING WITH THE LAND, INCLUDING THE RIGHT OF FIRST REFUSAL DESCRIBED IN STATUTORY WARRANTY DEED DATED APRIL 12, 1985 AND RECORDED AUGUST 10, 1985 IN THE OFFICE OF THE KING COUNTY RECORDER UNDER RECORDING NO. 8508100775, WHICH IS INCORPORATED HEREIN BY THIS REFERENCE.

| R/W No. | Owner/Contact               | Parcel #   | Address   |
|---------|-----------------------------|------------|---|
| EL172   | BELLEVUE LINCOLN PLAZA, LLC | 3225059134 | 600 112 <sup>th</sup> AVENUE SE<br>BELLEVUE, WA 98004 |

LOT 1, CITY OF BELLEVUE LOT LINE ADJUSTMENT NUMBER 85-28, ACCORDING TO THE LOT LINE ADJUSTMENT RECORDED UNDER KING COUNTY RECORDING NUMBER 8706019004, SAID LOT LINE ADJUSTMENT BEING A PORTION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON.

EXCEPT THE PORTION CONVEYED TO CITY OF BELLEVUE FOR RIGHT-OF-WAY PURPOSES AS RECORDED IN DEED UNDER RECORDING NO. 20060330002548.

| R/W No. | Owner/Contact | Parcel #   | Address   |
|---------|---------------|------------|---|
| EL174   | JIA LIN CHEN  | 8146300280 | 11121 SE 4 <sup>TH</sup> ST<br>BELLEVUE, WA 98004 |

LOT 2, BLOCK 12, SURREY DOWNS ADDITION NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE 10, IN KING COUNTY, WASHINGTON; ALSO BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 2;  
 THENCE NORTH 26°03'48" WEST ALONG THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 60.90 FEET TO AN ANGLE POINT ON THE WEST LINE OF SAID LOT 2;  
 THENCE SOUTH 33°10'18" WEST 28.70 FEET;  
 THENCE SOUTHEASTERLY TO THE POINT OF BEGINNING.

| R/W No. | Owner/Contact                    | Parcel #   | Address   |
|---------|----------------------------------|------------|---|
| EL177   | PACIFIC RECREATION<br>ASSOCIATES | 3225059046 | 11200 SE 6 <sup>TH</sup> ST<br>BELLEVUE, WA 98004 |

THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 30 FEET DEEDED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER KING COUNTY RECORDING NO. [5073880](#);

ALSO EXCEPT THE SOUTH 30 FEET DEEDED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER KING COUNTY RECORDING NO. [5241369](#);

ALSO EXCEPT ANY PORTION THEREOF LYING WITHIN THE EAST 40 RODS OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER.

| R/W No. | Owner/Contact                           | Parcel #   | Address  |
|---------|---|------------|--|
| EL187   | IVAN J JIMENEZ AND<br>FRANCES H JIMENEZ | 8146300025 | 240 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 10, BLOCK 8, SURREY DOWNS ADDITION NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE(S) 10, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                  | Parcel #   | Address  |
|---------|--------------------------------|------------|--|
| EL188   | PD BELLEVUE<br>ASSOCIATES, LLC | 3225059061 | 300 112 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

**PARCEL 1:**

THAT PORTION OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF STATE HIGHWAY (SR 405 MIDLAKES TO KIRKLAND)

EXCEPT THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY MARGIN OF 112<sup>TH</sup> AVENUE SOUTHEAST, AS CONVEYED BY DEED RECORDED UNDER RECORDING NUMBER 8003140834.

**PARCEL 2:**

AN EASEMENT FOR INGRESS AND EGRESS, 26 FEET WIDE, HAVING 13 FEET OF SUCH WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: COMMENCING AT THE NORTHEAST CORNER OF THAT PORTION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THAT PORTION CONVEYED TO THE STATE OF WASHINGTON FOR HIGHWAY PURPOSES BY DEEDS RECORDED UNDER RECORDING NUMBERS 3208353, 4342024 AND 4913774;

THENCE NORTH 88°17'22" WEST ALONG THE NORTH LINE OF SAID SUBDIVISION, 109.50 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 00°25'16" WEST PARALLEL TO THE WEST LINE THEREOF, 291.09 FEET;

THENCE SOUTH 88°21'43" EAST PARALLEL TO THE SOUTH LINE THEREOF, 243.55 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 42.25 FEET THROUGH A CENTRAL ANGLE OF 27°37'09", AN ARC DISTANCE OF 20.35 FEET TO THE TERMINUS AT A POINT ON THE WESTERLY MARGIN OF SAID STATE HIGHWAY, WHICH IS 50 FEET NORTHWESTERLY, AS MEASURED ALONG SAID MARGIN FROM THE SOUTHEAST CORNER OF SAID PARCEL.

| R/W No. | Owner/Contact | Parcel #   | Address   |
|---------|---------------|------------|---|
| EL189   | BRIAN W SMITH | 8146300020 | 236 111 <sup>TH</sup> AVE. SE<br>BELLEVUE, WA 98004 |

LOT 9, BLOCK 8, SURREY DOWNS ADDITION NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE(S) 10, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact  | Parcel #   | Address   |
|---------|--|------------|---|
| EL190   | EVA JONES SMITH TRUSTEE OF THE<br>EVA JONES SMITH LIVING TRUST | 8146300015 | 226 111 <sup>TH</sup> AVE. SE<br>BELLEVUE, WA 98004 |

LOT 8, BLOCK 8, SURREY DOWNS ADDITION NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE(S) 10, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                  | Parcel #   | Address  |
|---------|--------------------------------|------------|--|
| EL191   | KEVIN Y CHAE<br>AND JAWON CHAE | 8146300010 | 220 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 7, BLOCK 8, SURREY DOWNS NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE(S) 10, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact | Parcel #   | Address  |
|---------|---------------|------------|--|
| EL192   | EVA GILL      | 8146300005 | 212 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 6, BLOCK 8, SURREY DOWNS NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 60 OF PLATS, PAGE(S) 10, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact       | Parcel #   | Address  |
|---------|---------------------|------------|--|
| EL194   | WEI LIU AND LI QIAN | 8146100685 | 204 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 5, BLOCK 8, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                        | Parcel #   | Address  |
|---------|--------------------------------------|------------|--|
| EL195   | PAMELA R DAVIS<br>AND NATHAN W UNGER | 8146100680 | 200 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 4, BLOCK 8, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact      | Parcel #   | Address  |
|---------|--------------------|------------|--|
| EL196   | YI-HSING JACK CHEN | 8146100675 | 112 111 <sup>TH</sup> AVE SE<br>BELLEVUE, WA 98004 |

LOT 3, BLOCK 8, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact    | Parcel #   | Address   |
|---------|------------------|------------|---|
| EL206   | JAMES V HAMILTON | 8146100625 | 11102 SE 1 <sup>ST</sup> PL<br>BELLEVUE, WA 98004 |

LOT 12, BLOCK 7, SURREY DOWNS ADDITION NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 50 OF PLATS, PAGE(S) 32 TO 34 INCLUSIVE, RECORDS OF KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact                      | Parcel #   | Address   |
|---------|------------------------------------|------------|---|
| EL208   | DAREN M GERTZ<br>AND NANCY A GERTZ | 6729700010 | 112 110 <sup>TH</sup> PL SE<br>BELLEVUE, WA 98004 |

LOT 2, PETERSON'S ADDITION TO BELLEVUE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 49 OF PLATS, PAGE 48, IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact     | Parcel #   | Address                             |
|---------|-------------------|------------|-------------------------------------|
| EL210   | SIR GALLAHAD, LLC | 3225059103 | 11030 MAIN ST<br>BELLEVUE, WA 98004 |

**PARCEL A:**

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SUBDIVISION;  
 THENCE NORTH 88°01'42" WEST ALONG THE SOUTHERLY LINE THEREOF 476.80 FEET;  
 THENCE NORTH 0°12'48" EAST PARALLEL WITH THE EASTERLY LINE OF SAID SUBDIVISION 177.50 FEET TO THE TRUE POINT OF BEGINNING;  
 THENCE CONTINUING NORTH 0°12'48" EAST PARALLEL WITH THE EASTERLY LINE OF SAID SUBDIVISION 100.00 FEET;  
 THENCE NORTH 88°01'42" WEST PARALLEL WITH THE SOUTHERLY LINE OF SAID SUBDIVISION 200.00 FEET;  
 THENCE SOUTH 0°12'48" WEST PARALLEL WITH THE EASTERLY LINE OF SAID SUBDIVISION 100.00 FEET;  
 THENCE SOUTH 88°01'42" EAST 200.00 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THE WEST 30 FEET THEREOF CONVEYED TO THE CITY OF BELLEVUE FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NUMBER 5440651.

**PARCEL B:**

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SUBDIVISION;  
 THENCE NORTH 88°01'42" WEST ALONG THE SOUTHERLY LINE THEREOF 476.80 FEET TO THE TRUE POINT OF BEGINNING;  
 THENCE NORTH 0°12'48" EAST PARALLEL WITH THE EASTERLY LINE OF SAID SUBDIVISION 177.50 FEET;  
 THENCE NORTH 88°01'42" WEST 92.50 FEET;

THENCE SOUTH 0°12'48" WEST 177.50 FEET TO THE SOUTHERLY LINE OF SAID SUBDIVISION;  
 THENCE SOUTH 88°01'42" EAST ALONG SAID SOUTHERLY LINE 92.50 FEET TO THE TRUE POINT  
 OF BEGINNING;

EXCEPT THE SOUTHERLY 30.00 FEET IN WIDTH THEREOF FOR STREET; AND  
 EXCEPT THAT PORTION CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER  
 RECORDING NUMBER 20031126001870; (BEING KNOWN AS TRACT 1, BERKEY'S ADDITION TO  
 BELLEVUE, ACCORDING TO THE UNRECORDED PLAT THEREOF).

| R/W No. | Owner/Contact               | Parcel #   | Address  |
|---------|-----------------------------|------------|--|
| EL215   | BENENSON<br>BELLEVUE II, LP | 3225059057 | 103 110 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION  
 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY,  
 WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SUBDIVISION;  
 THENCE NORTH 88°03'32" WEST, ALONG THE SOUTH LINE OF SAID SUBDIVISION, 706.81 FEET  
 TO ITS INTERSECTION WITH THE WESTERLY MARGIN OF 110TH AVENUE NORTHEAST,  
 EXTENDED SOUTHERLY;

THENCE NORTH 00°12'17" EAST, ALONG SAID EXTENSION AND SAID MARGIN, TO A LINE 145.00  
 FEET NORTH OF AND PARALLEL TO, WHEN MEASURED AT RIGHT ANGLES TO THE  
 CENTERLINE OF MAIN STREET, AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE NORTH 88°03'32" WEST, ALONG SAID PARALLEL LINE 224.48 FEET TO THE EAST  
 BOUNDARY OF A PARCEL OF LAND DESCRIBED UNDER RECORDING NUMBER 5866571, IN KING  
 COUNTY, WASHINGTON;

THENCE NORTH 01°56'16" EAST, ALONG SAID BOUNDARY, 517.68 FEET TO THE SOUTH MARGIN  
 OF NORTHEAST 2ND STREET;

THENCE SOUTH 89°12'58" EAST, ALONG SAID MARGIN, 208.73 FEET TO THE WEST MARGIN OF  
 SAID 110TH AVENUE NORTHEAST;

THENCE SOUTH 00°12'17" WEST, ALONG SAID WEST MARGIN, 522.13 FEET TO THE TRUE POINT  
 OF BEGINNING.

| R/W No. | Owner/Contact    | Parcel #   | Address  |
|---------|------------------|------------|--|
| EL226.1 | SUMMIT REIT, INC | 8081200010 | 325 110 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

LOT 1, THE SUMMIT (BINDING SITE PLAN), ACCORDING TO THE PLAT THEREOF RECORDED IN  
 VOLUME 255 OF PLATS, PAGE(S) 44 THROUGH 47, INCLUSIVE, IN KING COUNTY, WASHINGTON;  
 (ALSO KNOWN AS LOT 1, CITY OF BELLEVUE BINDING SITE PLAN NUMBER 10-107177 LJ,  
 RECORDED UNDER RECORDING NUMBER 20100810001366, IN KING COUNTY, WASHINGTON).

| R/W No. | Owner/Contact                   | Parcel #   | Address  |
|---------|---------------------------------|------------|--|
| EL231   | FSP - CITY CENTER<br>PLAZA, LLC | 3225059058 | 555 110 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

LOTS 2 AND 3, CITY OF BELLEVUE SHORT PLAT NUMBER 85-18, RECORDED UNDER  
 RECORDING NUMBER 8508209012 IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact            | Parcel #   | Address  |
|---------|--------------------------|------------|--|
| EL238   | LEGACY BELLEVUE 530, LLC | 3225059201 | 530 112 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

THAT PORTION OF LOT 1, CITY OF BELLEVUE, SHORT PLAT NUMBER 76-24, RECORDED UNDER AUDITOR'S FILE NO. 7606180653, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 1;  
 THENCE ALONG THE WEST LINE OF LOT 1, SOUTH 0°11'40" WEST 236.00 FEET;  
 THENCE LEAVING SAID WEST LINE AND PARALLEL WITH THE NORTH LINE OF LOT 1, SOUTH 88°04'15" EAST 5.03 FEET TO THE POINT OF BEGINNING;  
 THENCE NORTH 02°24'28" WEST 145.58 FEET TO A POINT OF CURVATURE OF A 34.50 FOOT RADIUS CURVE TO THE RIGHT;  
 THENCE ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 94°13'03" SUBTENDED BY AN ARC LENGTH OF 56.73 FEET TO A POINT OF TANGENCY;  
 THENCE SOUTH 86°11'25" EAST 158.83 FEET TO A POINT OF CURVATURE OF A 157.62 FOOT RADIUS CURVE TO THE RIGHT;  
 THENCE ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°32'32" SUBTENDED BY AN ARC LENGTH OF 29.00 FEET;  
 THENCE RADIALLY SOUTH 14°21'07" WEST 50.46 FEET;  
 THENCE SOUTH 35°47'12" EAST 105.00 FEET;  
 THENCE SOUTH 1°20'23" WEST 28.00 FEET;  
 THENCE SOUTH 54°20'25" WEST 20.00 FEET;  
 THENCE NORTH 88°04'15" WEST 254.97 FEET TO THE POINT OF BEGINNING, ALL IN KING COUNTY, WASHINGTON; (BEING A PORTION OF THE CITY OF BELLEVUE, BOUNDARY LINE ADJUSTMENT NUMBER 93-6573, RECORDED UNDER RECORDING NUMBER 9407149001, IN KING COUNTY, WASHINGTON);

EXCEPT ANY PORTION THEREOF CONDEMNED BY CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY BY STIPULATED DECREE OF APPROPRIATION ENTERED OCTOBER 27, 2004 IN KING COUNTY SUPERIOR COURT CAUSE NO. 02-2-31674-3, RECORDED UNDER RECORDING NUMBER 20041201001268, AND ALSO DESCRIBED IN DEEDS RECORDED UNDER RECORDING NUMBERS 20071206000712 AND 20081001001415;  
 TOGETHER WITH EASEMENT RIGHTS FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS AS ESTABLISHED UNDER RECORDING NUMBERS 7611120570, 8007180111 AND 9407251495.

| R/W No. | Owner/Contact        | Parcel #   | Address  |
|---------|----------------------|------------|--|
| EL238.1 | JG 520 BUILDING, LLC | 3225059171 | 520 112 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

PARCEL A:

THAT PORTION OF LOTS 1 AND 2, CITY OF BELLEVUE SHORT PLAT NUMBER 76-24, RECORDED UNDER RECORDING NUMBER 7606180653, KING COUNTY, WASHINGTON, BEING A PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF LOT 1;  
 THENCE ALONG THE WEST LINE OF LOT 1 SOUTH 0°11'40" WEST 236.00 FEET;  
 THENCE LEAVING SAID WEST LINE AND PARALLEL WITH THE NORTH LINE OF LOT 1 SOUTH 88°04'15" EAST 5.03 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 88°04'15" EAST 254.97 FEET;  
THENCE NORTH 54°20'25" EAST 20.00 FEET;  
THENCE NORTH 1°20'23" EAST 28.00 FEET;  
THENCE NORTH 35°47'12" WEST 105.00 FEET;  
THENCE NORTH 14°21'07" EAST 50.46 FEET TO A POINT ON A NON-TANGENT CURVE;  
THENCE SOUTHEASTERLY ALONG SAID CURVE, OF WHICH THE CENTER BEARS SOUTH 14°21'07" WEST 157.62 FEET, THROUGH A CENTRAL ANGLE OF 54°33'03", SUBTENDED BY AN ARC LENGTH OF 150.07 FEET TO THE WESTERLY MARGIN OF STATE ROAD NO. 405, AS CONDEMNED BY THAT CERTAIN ACTION RECORDED UNDER SUPERIOR COURT CAUSE NUMBER 87-2-00618-2;  
THENCE ALONG SAID WESTERLY MARGIN SOUTH 3°31'28" EAST 162.56 FEET;  
THENCE SOUTH 1°36'46" EAST 97.86 FEET TO A LINE BEING 260.00 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES TO, THE SOUTH LINE OF THE NORTHEAST QUARTER, OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;  
THENCE LEAVING SAID WESTERLY MARGIN AND PARALLEL WITH SAID SOUTH LINE NORTH 88°03'53" WEST 343.89 FEET;  
THENCE NORTH 1°37'36" EAST 39.66 FEET TO A POINT BEING 6.50 FEET EASTERLY OF, AS MEASURED AT RIGHT ANGLES TO, THE WEST LINE OF LOT 2;  
THENCE NORTH 0°24'28" WEST 139.67 FEET TO THE POINT OF BEGINNING, AND THERE ENDING, ALL IN KING COUNTY, WASHINGTON;

EXCEPT THE FOLLOWING PORTION THEREOF AS APPROPRIATED FOR THE CENTRAL PUGET REGIONAL TRANSIT AUTHORITY BY STIPULATED DECREE OF APPROPRIATION DATED MARCH 2, 2005 UNDER KING COUNTY SUPERIOR COUNTY CAUSE NO. 02-2-31675-1 AND RECORDED UNDER RECORDING NUMBER 20060315000840, DESCRIBED AS FOLLOWS: THAT PORTION OF THE FOLLOWING DESCRIBED EXISTING TAX LOT PARCEL NO. 322505-9171-02 WHICH LIES NORTHERLY OF A LINE THAT IS 28.87 FEET SOUTHERLY FROM AND PARALLEL WITH THE NE 6TH LINE SURVEY OF "SR 405, NE 2ND ST. VICINITY TO NE 8TH STREET", AND BEARING AN APPROVAL DATE OF OCTOBER 16, 2002, REVISED MARCH 3, 2003, ON FILE IN THE OFFICE OF THE OFFICE OF THE SECRETARY OF TRANSPORTATION AT OLYMPIA, WASHINGTON; AND ALSO EXCEPT THE FOLLOWING PORTION THEREOF AS APPROPRIATED FOR THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY BY STIPULATED DECREE OF APPROPRIATION DATED MARCH 2, 2005 UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 02-2-31675-1 AND RECORDED UNDER RECORDING NUMBER 20060315000840, DESCRIBED AS FOLLOWS: COMMENCING ON THE NORTHEAST CORNER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;  
THENCE ALONG THE NORTH LINE OF SAID SECTION 32, NORTH 88° 04'10" WEST A DISTANCE OF 760.10 FEET TO THE SR 405 LINE SURVEY OF "SR 405, NE 2ND ST. VICINITY TO NE 8TH ST" AND BEARING AN APPROVAL DATE OF OCTOBER 16, 2002, REVISED MARCH 3, 2003, ON FILE IN THE OFFICE OF THE SECRETARY OF TRANSPORTATION AT OLYMPIA, WASHINGTON;  
THENCE ALONG SAID SR 405 LINE SURVEY, SOUTH 00°17'07" WEST A DISTANCE OF 767.11 FEET;  
THENCE AT A RIGHT ANGLE TO SAID SR 405 LINE SURVEY NORTH 89° 42'53". WEST A DISTANCE OF 214.84 FEET TO A POINT AT HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) SOUTH 27+57.71 ON THE SOUTH LINE SURVEY OF SAID HIGHWAY, SAID POINT ALSO BEING THE RADIUS POINT OF THE FOLLOWING DESCRIBED CURVE (OF RADIUS 48.50 FEET);  
THENCE ALONG A RADIAL LINE (OF THE FOLLOWING DESCRIBED CURVE), SOUTH 01° 58' 19" WEST A DISTANCE OF 48.50 FEET TO THE BEGINNING OF A NONTANGENT CURVE TO THE RIGHT, CONCAVE TO THE NORTHEAST, WITH RADIUS OF 48.50 FEET (THE RADIUS POINT WHICH IS STATED ABOVE) AND THE TRUE POINT OF BEGINNING;  
THENCE WESTERLY, NORTHWESTERLY, NORTHERLY AND NORTHEASTERLY ALONG SAID CURVE, AN ARC LENGTH OF 111.81 FEET, THROUGH AN ANGLE OF 132°05'10" TO A NON-TANGENT CURVE TO THE RIGHT, SAID CURVE BEING ALONG THE NORTHEASTERLY LINE OF THE FOLLOWING DESCRIBED EXISTING TAX LOT PARCEL NO. 322505-9171-02, CONCAVE TO

THE SOUTHWEST, THE RADIUS POINT OF WHICH BEARS SOUTH 34°45'19" WEST A DISTANCE OF 157.62 FEET;  
 THENCE SOUTHEASTERLY ALONG SAID CURVE, AN ARC LENGTH OF 93.58 FEET, THROUGH AN ANGLE OF 34°01'07" TO A POINT OF NON-TANGENCY ON THE EAST LINE OF SAID EXISTING TAX LOT PARCEL;  
 THENCE ALONG SAID EAST LINE, SOUTH 03°32'19" EAST A DISTANCE OF 22.12 FEET TO A NON TANGENT CURVE TO THE LEFT, CONCAVE TO THE SOUTHWEST, WITH RADIUS OF 34.50 FEET, THE RADIUS POINT OF WHICH BEARS SOUTH 50°01'44" WEST (SAID RADIUS POINT ALSO BEARS SOUTH 01°58'19" WEST A DISTANCE OF 83.00 FEET FROM HES 27+57.71 ON SAID SOUTH LINE SURVEY);  
 THENCE NORTHWESTERLY AND WESTERLY ALONG SAID CURVE OF RADIUS 34.50 FEET, AN ARC LENGTH OF 28.94 FEET, THROUGH AN ANGLE OF 48°03' 25" TO A POINT OF REVERSE CURVE AND THE TRUE POINT OF BEGINNING

**PARCEL B:**

A NON-EXCLUSIVE EASEMENT RIGHTS FOR INGRESS AND EGRESS, PARKING AS SET FORTH IN INSTRUMENT RECORDED UNDER RECORDING NUMBER 7607020799 AS MODIFIED BY AMENDMENT RECORDED UNDER RECORDING NUMBER 9407251496.

| R/W No. | Owner/Contact    | Parcel #   | Address  |
|---------|------------------|------------|--|
| EL241   | CITY OF BELLEVUE | 3225059005 | 555 116 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

**PARCEL I:**

THAT PORTION OF THE FOLLOWING DESCRIBED TRACT OF LAND LYING EASTERLY OF THE EASTERLY LINE OF PRIMARY STATE HIGHWAY NO. 1, MID LAKES TO KIRKLAND, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SECTION 660.60 FEET SOUTH OF THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHEAST QUARTER;  
 THENCE WEST 988.92 FEET;  
 THENCE SOUTH 220.37 FEET;  
 THENCE EAST 988.56 FEET;  
 THENCE NORTH 220.37 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION THEREOF LYING WITHIN 116TH AVENUE N.E.

**PARCEL II:**

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SECTION 880.97 FEET SOUTH OF THE NORTHEAST CORNER THEREOF;

THENCE SOUTH ON THE EAST LINE 220.45 FEET, MORE OR LESS, TO THE NORTH LINE OF A TRACT OF LAND CONVEYED TO CHARLES ROON AND WIFE, TO WILLIAM JOSEPH AND WIFE BY DEED RECORDED IN VOLUME 645 OF DEEDS, PAGE 251, UNDER RECORDING NO. 553489, RECORDS OF KING COUNTY;  
 THENCE WEST ALONG SAID NORTH TRACT LINE A DISTANCE OF 988.19 FEET;  
 THENCE NORTH 00° 06' 06" WEST PARALLEL WITH SAID EAST SECTION LINE TO A POINT WEST OF THE POINT OF BEGINNING;  
 THENCE EAST 988.56 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION THEREOF LYING WITHIN 116TH AVENUE N.E.;

AND EXCEPT THE EAST 300 FEET OF THE NORTH 190 FEET OF SAID PROPERTY; AND EXCEPT THAT PORTION LYING WESTERLY OF THE EAST LINE OF PRIMARY STATE HIGHWAY NO. 1;  
 AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PARCELS I AND II LYING SOUTHWESTERLY AND WESTERLY OF A LINE BEGINNING AT POINT OPPOSITE HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) N.E. 4TH 18+35.97 ON THE N.E. 4TH STREET SURVEY LINE OF SR 405 BELLEVUE: N.E. 4TH STREET INTERCHANGE, AND 60 FEET NORTHEASTERLY THEREFROM;  
 THENCE NORTHWESTERLY TO A POINT OPPOSITE HES 326+60.69 ON THE SR 405 SURVEY LINE OF SAID HIGHWAY AND 182.3 FEET EASTERLY THEREFROM;  
 THENCE NORTHWESTERLY TO A POINT OPPOSITE HES 327+50 ON SAID SR 405 SURVEY LINE AND 140 FEET EASTERLY THEREFROM;  
 THENCE NORTHERLY PARALLEL WITH SAID SR 405 SURVEY LINE TO A POINT OPPOSITE HES 330+05.4 ON SAID SR 405 SURVEY LINE;  
 THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 403.47 FEET A DISTANCE OF 97.92 FEET TO A POINT OPPOSITE HES R3 2+50 ON THE R3 LINE (R/W) SURVEY OF SAID HIGHWAY AND 74 FEET SOUTHEASTERLY THEREFROM, AND THE END OF THIS LINE DESCRIPTION;  
 AND EXCEPT ANY PORTIONS CONDEMNED IN U.S. DISTRICT COURT JUDGMENT NO. 4795 AND IN KING COUNTY SUPERIOR COURT CAUSE NO. 86-2-01518-3 NOT EXCEPTED ABOVE.  
 AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED PARCELS I AND II AS DESCRIBED IN STIPULATED CONSENT DECREE OF APPROPRIATION ENTERED JULY 18, 2003 UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 02-2-31213-6 SEA AND RECORDED UNDER RECORDING NUMBER 20030722002069, AND DESCRIBED AS FOLLOWS:  
 THAT PORTION OF PARCELS I AND II LYING WESTERLY OF A LINE BEGINNING AT A POINT OPPOSITE HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) 327+24.52 ON THE SR 405 LINE SURVEY OF "SR 405, N.E. 2ND ST. VICINITY TO N.E. 8TH ST." AND BEARING AN APPROVAL DATE OF OCTOBER 16, 2002, REVISED DECEMBER 3, 2002, ON FILE IN THE OFFICE OF THE SECRETARY OF TRANSPORTATION AT OLYMPIA, WASHINGTON AND 152.01 FEET EASTERLY THEREFROM, SAID POINT BEING ON THE SOUTHWESTERLY BOUNDARY LINE OF SAID PARCELS;  
 THENCE NORTHERLY TO A POINT OPPOSITE HES 328+19.07 ON SAID SR 405 LINE SURVEY AND 147 FEET EASTERLY THEREFROM;  
 THENCE NORTHERLY TO A POINT OPPOSITE HES R3 12+19.51 ON THE R3 LINE SURVEY OF SAID HIGHWAY AND 74 FEET SOUTHEASTERLY THEREFROM, SAID POINT BEING ON THE NORTHWESTERLY BOUNDARY LINE OF SAID PARCELS AND THE END OF THIS LINE.

| R/W No. | Owner/Contact | Parcel #   | Address  |
|---------|---------------|------------|--|
| EL243   | FAZENDA, LLC  | 3325059124 | 600 116 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

THE SOUTH 156 FEET OF THAT PORTION OF THE NORTH 733 FEET OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING WEST OF THE NORTHERN PACIFIC RAILWAY RIGHT OF WAY;  
 EXCEPT THE WEST 50 FEET THEREOF LYING WITHIN SECONDARY STATE HIGHWAY 1-A.

| R/W No. | Owner/Contact                     | Parcel #   | Address  |
|---------|-----------------------------------|------------|--|
| EL244   | BETA-BELLEVUE<br>AUTO CENTER, LLC | 3325059036 | 614 116 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98004 |

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SUBDIVISION;  
 THENCE SOUTH 00°17'17" WEST ALONG THE WEST LINE OF SAID SUBDIVISION 305.00 FEET;  
 THENCE SOUTH 89°26'52" EAST PARALLEL WITH THE NORTH LINE OF SAID SECTION 50.00 FEET TO THE EASTERLY RIGHT OF WAY MARGIN OF 116TH AVENUE NORTHEAST AND THE TRUE POINT OF BEGINNING;  
 THENCE CONTINUING SOUTH 89°26'52" EAST ALONG SAID PARALLEL LINE 143.60 FEET;  
 THENCE NORTH 00°17'17" EAST, PARALLEL WITH THE WEST LINE OF SAID SUBDIVISION 126.50 FEET TO AN INTERSECTION WITH THE NORTH LINE OF THAT CERTAIN PROPERTY CONVEYED TO GEORGE S. MOORE BY DEED RECORDED UNDER RECORDING NUMBER 8403290766, SAID LINE BEING 178.50 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE NORTH LINE OF SAID SUBDIVISION;  
 THENCE SOUTH 89°26'52" EAST ALONG THE NORTH LINE OF SAID DEED AND PARALLEL WITH THE NORTH LINE OF SAID SUBDIVISION 70.00 FEET TO THE EAST LINE OF THE WEST 263.60 FEET OF SAID SUBDIVISION;  
 THENCE SOUTH 00°17'17" WEST PARALLEL WITH THE WEST LINE OF SAID SUBDIVISION 0.80 FEET TO AN INTERSECTION WITH THE LINE DESCRIBED IN THAT CERTAIN BOUNDARY AGREEMENT BETWEEN A. W. ROBERTSON, MARGARET IRENE ROBERTSON (HIS WIFE), GEORGE S. MOORE AND RUSSELL H. WHALEY, AS RECORDED UNDER RECORDING NUMBER 8406250475, SAID POINT BEING 179.30 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE NORTH LINE OF SAID SUBDIVISION;  
 THENCE SOUTH 89°43'57" EAST ALONG SAID BOUNDARY LINE 192.4 FEET, MORE OR LESS, TO THE WESTERLY MARGIN OF THE NORTHERN PACIFIC RAILROAD RIGHT OF WAY;  
 THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT OF WAY MARGIN TO AN INTERSECTION WITH A LINE WHICH BEARS SOUTH 89°26'52" EAST FROM A POINT ON THE EASTERLY RIGHT OF WAY MARGIN OF 116TH AVENUE NORTHEAST WHICH IS 272.00 FEET SOUTHERLY AS MEASURED ALONG SAID RIGHT OF WAY MARGIN FROM THE TRUE POINT OF BEGINNING;  
 THENCE NORTH 89°26'52" WEST PARALLEL WITH THE NORTH LINE OF SAID SUBDIVISION 401.2 FEET, MORE OR LESS, TO SAID EASTERLY MARGIN OF 116TH AVENUE NORTHEAST;  
 THENCE NORTH 00°17'17" EAST ALONG SAID MARGIN 272.00 FEET TO THE TRUE POINT OF BEGINNING.

| R/W No. | Owner/Contact    | Parcel #   | Address  |
|---------|------------------|------------|--|
| EL250   | TRF CAPITAL, LLC | 3325059209 | 11XX NE 8 <sup>TH</sup> ST<br>BELLEVUE, WA 98004 |

THE EASTERLY 30.0 FEET OF THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S (FORMERLY NORTHERN PACIFIC RAILWAY COMPANY) 100.0 FOOT WIDE SEATTLE BELT LINE BRANCH LINE RIGHT OF WAY, BEING 50.0 FEET WIDE ON EACH SIDE OF SAID RAILWAY COMPANY'S MAIN TRACK CENTERLINE, AS LOCATED AND CONSTRUCTED ON 6-8-01, UPON, OVER AND ACROSS THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING BETWEEN TWO LINES DRAWN CONCENTRIC WITH AND DISTANT, RESPECTIVELY, 20.0 FEET AND 50.0 FEET EASTERLY, AS MEASURED RADIALLY FROM SAID MAIN TRACK CENTERLINE, BOUNDED ON THE NORTH BY

THE SOUTH LINE OF NORTHEAST 8TH STREET IN BELLEVUE, WASHINGTON, AND BOUNDED ON THE SOUTH BY A LINE DRAWN RADIALLY TO SAID MAIN TRACK CENTERLINE, AT A POINT DISTANT 300.00 FEET SOUTHERLY OF THE NORTH LINE OF SAID SECTION 33, AS MEASURED ALONG SAID MAIN TRACK CENTERLINE.

| R/W No. | Owner/Contact | Parcel #   | Address   |
|---------|---------------|------------|---|
| EL252   | MIDLAKES, LLC | 3325059210 | 11643 NE 8 <sup>TH</sup> ST<br>BELLEVUE, WA 98004 |

THE WESTERLY 31 FEET OF THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S 100-FOOT-WIDE SEATTLE BELT LINE BRANCH LINE RIGHT-OF-WAY, BEING 50 FEET WIDE ON EACH SIDE OF SAID RAILWAY COMPANY'S MAIN TRACK CENTERLINE, AS LOCATED FEBRUARY 24, 1998 UPON, OVER AND ACROSS THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING BETWEEN TWO LINES DRAWN CONCENTRIC WITH AND DISTANT, RESPECTIVELY, 19 AND 50 FEET WESTERLY, AS MEASURED RADIALLY FROM SAID MAIN TRACK CENTERLINE, BOUNDED ON THE NORTH BY THE SOUTH LINE OF NORTHEAST 8TH STREET, IN BELLEVUE, WASHINGTON, AND BOUNDED ON THE SOUTH BY A LINE DRAWN RADIALLY TO SAID MAIN TRACK CENTERLINE, AT A POINT DISTANT 210 FEET SOUTHERLY OF THE NORTH LINE OF SAID SECTION 33, AS MEASURED ALONG SAID MAIN TRACK CENTERLINE.

| R/W No. | Owner/Contact                                | Parcel #   | Address   |
|---------|--|------------|---|
| EL253   | THOMAS H CODWIN JR<br>ET AL (7 OWNERS TOTAL) | 1099100496 | 11660 NE 8 <sup>TH</sup> ST<br>BELLEVUE, WA 98005 |

THAT PORTION OF VACATED GRIFFIN AVENUE IN BRIERWOOD PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17 OF PLATS, PAGE(S) 18, IN KING COUNTY, WASHINGTON, LYING BETWEEN THE WESTERLY PRODUCTION OF THE SOUTH LINE OF TRACT 90 OF SAID PLAT AND A LINE PARALLEL WITH AND 120.00 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES TO, THE WESTERLY PRODUCTION OF THE SOUTH LINE OF SAID TRACT 90;

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF BELLEVUE BY STATUTORY WARRANTY DEED RECORDED UNDER RECORDING NUMBER 6556707.

| R/W No. | Owner/Contact                              | Parcel #   | Address   |
|---------|--|------------|---|
| EL253.1 | ROBERT D GRIFFITH<br>AND DANIELLE GRIFFITH | 1099100480 | 11802 NE 8 <sup>TH</sup> ST<br>BELLEVUE, WA 98005 |

THAT PORTION OF LOTS 89 AND 90, BRIERWOOD PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17 OF PLATS, PAGE 18, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID LOT 90 AND EASTERLY LINE OF COUNTY ROAD, AS SAME WAS DEEDED TO KING COUNTY BY DEED RECORDED APRIL 21, 1931 UNDER RECORDING NO. [2667775](#);

THENCE EAST ALONG THE SOUTH LINE OF SAID LOTS 89 AND 90, 60.86 FEET;

THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID LOT 89, 167.00 FEET;

THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID LOTS 89 AND 90, 60 FEET, MORE OR LESS, TO THE EASTERLY LINE OF SAID COUNTY ROAD;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE 167 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.  
 EXCEPT THE SOUTH 10 FEET THEREOF CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED JUNE 27, 1969 UNDER RECORDING NO. [6530937](#), IN KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact      | Parcel #   | Address  |
|---------|--------------------|------------|--|
| EL255   | RBJK VENTURES, LLC | 1099100490 | 808 118 <sup>TH</sup> AVE NE<br>BELLEVUE, WA 98005 |

**PARCEL A:**

THAT PORTION OF VACATED GRIFFIN AVENUE OF BRIERWOOD PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 17 OF PLATS, PAGE 18, IN KING COUNTY, WASHINGTON, IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING BETWEEN LINES PARALLEL WITH AND DISTANT RESPECTIVELY 150 FEET AND 350 FEET NORTHERLY (MEASURED AT RIGHT ANGLES) FROM THE SOUTH LINE OF SAID SECTION 28 AND BETWEEN LINES PARALLEL WITH AND DISTANT RESPECTIVELY 50 AND 110 FEET EASTERLY (MEASURED AT RIGHT ANGLES) FROM THE CENTERLINE OF THE NORTHERN PACIFIC RAILWAY COMPANY'S MAIN TRACK FOR ITS LAKE WASHINGTON BELT LINE AS AT PRESENT LOCATED AND CONSTRUCTED.

**PARCEL B:**

THE EASTERLY 30 FEET OF THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY'S (FORMERLY NORTHERN PACIFIC RAILWAY COMPANY) 100 FOOT WIDE SEATTLE BELT LINE BRANCH LINE RIGHT OF WAY, BEING 50 FEET WIDE ON EACH SIDE OF SAID RAILWAY COMPANY'S MAIN TRACK CENTERLINE, AS NOW LOCATED AND CONSTRUCTED UPON, OVER AND ACROSS THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING BETWEEN TWO LINES DRAWN CONCENTRIC WITH AND DISTANT, RESPECTIVELY, 20 FEET AND 50 FEET EASTERLY, AS MEASURED RADially FROM SAID MAIN TRACK CENTERLINE, BOUNDED ON THE SOUTH BY THE NORTH LINE OF NORTHEAST 8TH STREET IN BELLEVUE, WASHINGTON, AND BOUNDED ON THE NORTH BY A LINE DRAWN RADially TO SAID MAIN TRACK CENTERLINE AT A POINT DISTANT 350 FEET NORTHERLY OF THE SOUTH LINE OF SAID SECTION 28, AS MEASURED ALONG SAID MAIN TRACK CENTERLINE.

| R/W No. | Owner/Contact              | Parcel #   | Address  |
|---------|----------------------------|------------|--|
| EL256   | ROSEN BUILDING SUPPLY, LLC | 2825059083 | 888 116 <sup>th</sup> AVE NE<br>BELLEVUE, WA 98004 |

**PARCEL C-1:**

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF 116TH AVENUE NORTHEAST WITH THE NORTHERLY LINE OF NORTHEAST 8TH STREET, WHICH POINT IS 30.00 FEET NORTH AND NORTH 89°42'00" EAST 30.00 FEET FROM THE SOUTHWEST CORNER OF SAID SUBDIVISION;  
 THENCE NORTHERLY ALONG SAID EASTERLY LINE OF 116TH AVENUE NORTHEAST 191.90 FEET;  
 THENCE NORTH 89°42'00" EAST 218.46 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;

THENCE CONTINUING NORTH 0°58'30" EAST 246.00 FEET;  
 THENCE NORTH 89°42'00" EAST 60.26 FEET;  
 THENCE 0°49'30" EAST 168.80 FEET;  
 THENCE SOUTH 89°10'30" EAST 112 FEET TO THE WESTERLY LINE OF THE RIGHT OF WAY OF THE NORTHERN PACIFIC RAILWAY;  
 THENCE SOUTHERLY, ALONG SAID RIGHT OF WAY, 347.00 FEET TO AN ANGLE POINT IN SAID WESTERLY LINE;  
 THENCE WEST, ALONG THE BOUNDARY OF SAID RIGHT OF WAY, 30.00 FEET TO THE WESTERLY LINE THEREOF;  
 THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY, TO A POINT FROM WHICH THE TRUE POINT OF BEGINNING BEARS SOUTH 89°42'00" WEST;  
 THENCE SOUTH 89°42'00" WEST TO THE TRUE POINT OF BEGINNING.

**PARCEL C-2:**

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 26;  
 THENCE NORTHERLY ALONG THE WESTERLY LINE THEREOF, 221.9 FEET;  
 THENCE NORTH 89°40'00" EAST, PARALLEL TO THE SOUTHERLY LINE OF SAID SECTION 28, A DISTANCE OF 243.46 FEET;  
 THENCE NORTH 0°58'30" EAST 246 FEET;  
 THENCE NORTH 89°42'00" EAST 60.26 FEET;  
 THENCE NORTH 0°49'30" EAST 158.8 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;  
 THENCE NORTH 0°49'30" EAST 25 FEET;  
 THENCE SOUTH 89°10'30" EAST TO THE WESTERLY LINE OF THE NORTHERN PACIFIC RAILWAY COMPANY PRESENT RIGHT OF WAY;  
 THENCE SOUTHERLY ALONG THE WESTERN MARGIN OF THE EAST FROM THE NORTHERN PACIFIC RAILWAY COMPANY RIGHT OF WAY TO A POINT WHICH BEARS SOUTH 88°10'30" EAST FROM THE TRUE POINT OF BEGINNING;  
 THENCE NORTH 89°10'30" WEST 112 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

| R/W No. | Owner/Contact   | Parcel #   | Address                                     |
|---------|---|------------|---|
| EL258   | NINE LAKE BELLEVUE<br>CONDOMINIUM<br>OWNERS OF RECORD | 6093500000 | 9 LAKE BELLEVUE DRIVE<br>BELLEVUE, WA 98005 |

COMMON AREAS OF NINE LAKE BELLEVUE, A CONDOMINIUM, ACCORDING TO THE DECLARATION THEREOF RECORDED UNDER RECORDING NO. 8202170563, AND ANY AMENDMENTS THERETO, AND SURVEY MAP AND PLANS RECORDED IN VOLUME 58 OF CONDOMINIUMS, PAGE(S) 82 THROUGH 86, RECORDS OF KING COUNTY, WASHINGTON.

| R/W No. | Owner/Contact          | Parcel #   | Address  |
|---------|------------------------|------------|--|
| EL256.2 | RCJ PROPERTIES II, LLC | 2825059080 | 888 116 <sup>th</sup> AVE NE<br>BELLEVUE, WA 98004 |

**PARCEL B:**

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SUBDIVISION;  
 THENCE NORTH ALONG THE WEST LINE THEREOF 221.9 FEET;  
 THENCE NORTH 89°42'00" EAST 30 FEET TO A POINT ON THE EAST LINE OF 116TH AVENUE NORTHEAST AND THE TRUE POINT OF BEGINNING;  
 THENCE CONTINUING NORTH 89°42'00" EAST 213.46 FEET;  
 THENCE NORTH 0°58'30" EAST 246 FEET;  
 THENCE NORTH 89°42'00" EAST 60.26 FEET;  
 THENCE NORTHERLY PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER 100 FEET;  
 THENCE WESTERLY PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER TO THE EAST LINE OF SAID 116TH AVENUE NORTHEAST;  
 THENCE DUE SOUTH ALONG SAID AVENUE LINE 345.95 FEET TO THE POINT OF BEGINNING.

| R/W No. | Owner/Contact                 | Parcel #   | Address   |
|---------|-------------------------------|------------|---|
| EL257   | DESIGN MARKET PROPERTIES, LLC | 2825059019 | 1014 116 <sup>th</sup> AVE NE<br>BELLEVUE, WA 98004 |

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SUBDIVISION;  
 THENCE NORTH 0°57'40" WEST ALONG THE WEST LINE THEREOF, 759.25 FEET;  
 THENCE NORTH 88°38'49" EAST PARALLEL WITH THE SOUTH LINE OF SAID SUBDIVISION, 30.00 FEET TO A POINT BEING ON A CURVE 40 FEET SOUTHEASTERLY OF AND CONCENTRIC WITH THE NORTHWESTERLY MARGIN OF THE RIGHT-OF-WAY DEEDED TO NORTHERN PACIFIC AND PUGET SOUND SHORE RAILROAD COMPANY, BY DEED RECORDED UNDER RECORDING NUMBER 68622, THE CENTER OF WHICH CURVE LIES NORTH 31°7'25" WEST 1,422.69 FEET;  
 THENCE NORTHEASTERLY ALONG SAID CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 31°4'20" AN ARC DISTANCE OF 771.54 FEET TO THE TRUE POINT OF BEGINNING;  
 THENCE NORTH 88°38'49" EAST 23.67 FEET TO THE WESTERLY MARGIN OF THE BURLINGTON NORTHERN RAILROAD COMPANY'S RIGHT-OF-WAY (NORTHERN PACIFIC RAILROAD COMPANY'S BELT LINE RIGHT-OF-WAY) AS NOW CONSTRUCTED AND MAINTAINED, 100 FEET IN WIDTH, AS CONVEYED BY DEED RECORDED UNDER RECORDING NUMBER 267077;  
 THENCE SOUTH 13°26'19" WEST ALONG SAID RIGHT-OF-WAY MARGIN 661.07 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ELMO M. CHASE AND JOHN H. CONNER BY DEED RECORDED UNDER RECORDING NUMBER 5721732;  
 THENCE SOUTH 88°38'49" WEST 117.85 FEET;  
 THENCE SOUTH 0°57'40" EAST 93.80 FEET;  
 THENCE SOUTH 88°38'49" WEST 273.72 FEET TO THE EAST MARGIN OF 116TH AVENUE NORTHEAST;  
 THENCE NORTH 0°57'40" WEST ALONG SAID EAST MARGIN 595.08 FEET;

THENCE NORTH 88°38'49" EAST 445.57 FEET TO A POINT ON SAID CONCENTRIC LINE 40 FEET SOUTHEASTERLY OF THE NORTHWESTERLY MARGIN OF SAID NORTHERN PACIFIC AND PUGET SOUND SHORE RAILROAD;  
 THENCE NORTHEASTERLY ALONG SAID CURVE TO THE TRUE POINT OF BEGINNING;

EXCEPT THAT PORTION CONVEYED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NUMBER 8607151344.

| R/W No. | Owner/Contact           | Parcel #   | Address  |
|---------|-------------------------|------------|--|
| EL305.1 | LAKESIDE NORTHWEST, LLC | 2725059132 | 13242 NE 16 <sup>th</sup> ST<br>BELLEVUE, WA 98005 |

PARCEL A:  
 THE SOUTH 125 FEET OF THE NORTH 145 FEET OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;  
 EXCEPT THE WEST 180 FEET THEREOF;

PARCEL B:  
 A NON EXCLUSIVE EASEMENT FOR ROADWAY AND UTILITY PURPOSES OVER THE EAST 30.00 FEET OF THE WEST 180 FEET OF SAID SUBDIVISION;

EXCEPT THE NORTH 20.00 FEET THEREOF; AND EXCEPT THE SOUTH 30.00 FEET THEREOF.

| R/W No. | Owner/Contact         | Parcel #   | Address  |
|---------|-----------------------|------------|--|
| EL305.2 | MORRIS GORELICK ET AL | 2725059127 | 13244 NE 16 <sup>th</sup> ST<br>BELLEVUE, WA 98005 |

PARCEL A:  
 THE WEST 125 FEET OF THE NORTH 270 FEET OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON

EXCEPT THE WEST 180 FEET THEREOF;

PARCEL B:  
 A NON-EXCLUSIVE EASEMENT FOR ROADWAY PURPOSES OVER THE EAST 30 FEET OF THE WEST 180 FEET OF SAID SUBDIVISION;

EXCEPT THE NORTH 20 FEET THEREOF AND EXCEPT THE SOUTH 30 FEET THEREOF.

| R/W No. | Owner/Contact                              | Parcel #   | Address  |
|---------|--|------------|--|
| EL305.3 | MICHAIL T MCCOMSEY<br>AND VILMA E MCCOMSEY | 2725059292 | 13340 NE 16 <sup>th</sup> ST<br>BELLEVUE, WA 98005 |

PARCEL A:  
LOT 1, CITY OF BELLEVUE SHORT PLAT NUMBER 80-09, RECORDED UNDER RECORDING NUMBER 8007239008, IN KING COUNTY, WASHINGTON;

PARCEL B:  
A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE EAST 30 FEET OF THE WEST 180 FEET OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 25 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;  
EXCEPT THE SOUTH 30 FEET THEREOF; AND EXCEPT THAT PORTION THEREOF LYING WITHIN SAID LOT 1.

| R/W No. | Owner/Contact            | Parcel #   | Address   |
|---------|--------------------------|------------|---|
| EL349.1 | MICROSOFT<br>CORPORATION | 5503000070 | 15700 NE 39 <sup>th</sup> ST<br>REDMOND, WA 98052 |

PARCEL A:  
LOT 7 OF MICROSOFT MAIN CAMPUS BINDING SITE PLAN, ACCORDING TO THE PLAT RECORDED OCTOBER 22, 2008 IN VOLUME 249 OF PLATS AT PAGES 35 THROUGH 48 AS RECORDING NO. [20081022000945](#), IN KING COUNTY, WASHINGTON.

| R/W No.  | Owner/Contact                                       | Parcel #   | Address         |
|----------|---|------------|-----------------|
| EL I-405 | WASHINGTON STATE<br>DEPARTMENT OF<br>TRANSPORTATION | 9999999124 | NO SITE ADDRESS |

THAT PORTION OF THE INTERSTATE 405 CORRIDOR LOCATED IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER IN SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON

**ATTACHMENT L****COMPREHENSIVE PLAN AND LIGHT RAIL BEST PRACTICES ANALYSIS**

## Attachment L

### South Bellevue Design and Mitigation Permit Application – Comprehensive Plan and Light Rail Best Practices Analysis

As discussed in Section III.A of this Design and Mitigation Permit (DMP) Application, the review criterion applicable to RLRT Facilities requires consistency with Bellevue’s Comprehensive Plan as well as the Light Rail Best Practices adopted by the City in June of 2008. See LUC 20.25M.030.C.3.b. (see also LUC 20.25M.010.B.7). This attachment discusses the Project’s consistency with these documents. The relevant provisions of each document are shown in **bold text** in the following sections, followed by a discussion of each item.

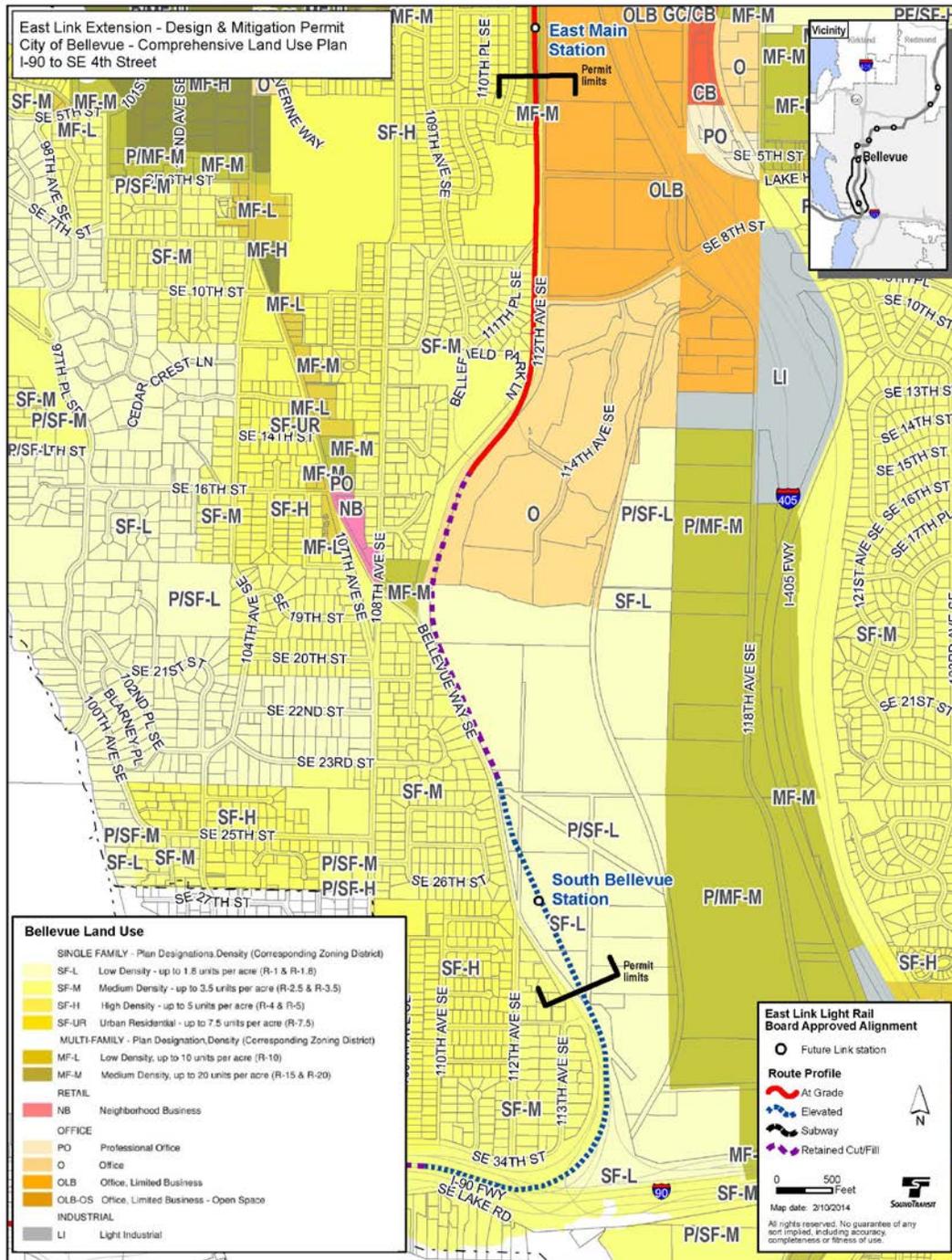
#### A. **BELLEVUE COMPREHENSIVE PLAN**

##### **LU-9 - Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area.**

**Sound Transit Discussion:** The Project will be located on or adjacent to three transportation corridors: I-90, Bellevue Way SE, and 112<sup>th</sup> Avenue SE. The station covered by this DMP Application has been carefully designed to ensure compatibility with the surrounding areas. See, *e.g.*, **Attachment N**. The Facilities proposed in this DMP Application pass through developed and undeveloped land in four general zoning designations: Single Family Residential, Multi-Family Residential, Office and Limited Business, and Office. **Figure 1**, below, shows the Comprehensive Plan designations that apply to these areas. The guideway avoids much of the surrounding built environment by being located partly on an existing structure (I-90) and partly within the Mercer Slough Critical Area Buffer. See, *e.g.*, **Attachment M**, drawings L85-RPP101 and RPP113. The Facilities along 112<sup>th</sup> Avenue SE have been designed for compatibility with the developed, private properties in this area through the use of setbacks between the Facilities and these properties, construction of sound walls, and vegetative buffering. See Landscape Planting Plan, **Attachment M**, drawings L85-LPP125 and LPP126, for an example of the landscape buffering proposed for the South Bellevue area. The proposed alignment itself, along with these mitigating design features, improves the Facilities’ compatibility with the existing uses and built environment of the area.

The developed areas adjacent to the Facilities proposed in this DMP Application include: single family homes, and multifamily homes, and offices. See **Figure 1**. The Light Rail Overlay District Ordinance (Overlay) incorporated specific development standards to ensure the Facilities’ consistency with this existing development. As discussed in Section 4.0 of the DMP Application, these specific requirements have been satisfied except where an administrative modification has been requested. The single administrative modification requested is described in Section 11 of this DMP Application. In addition, the iterative process described in the Collaborative Design Process (CDP) Management Plan, ensures that the use and design reflected in this application are compatible with the surrounding built environment.

Figure 1. City of Bellevue Comprehensive Land Use Plan – South Bellevue Area



**Station:**

## South Bellevue Station

Located south of the intersection at 112th Ave. SE and Main Street, this at-grade station provides increased transit access to surrounding residences, neighborhoods and businesses as well as kiss-and-ride drop-off and pick-up.



As noted above, Sound Transit developed the design of the South Bellevue Station in close coordination with the City and the public through multiple open houses and public comment opportunities. The design elements of the proposed Station, which are shown in the renderings in **Attachment N**, demonstrate the significant design features that are incorporated into the design to ensure its compatibility with the surrounding built environment.

In particular, the following design features are included in the station design:

- a) Internal walkways with convenient connections to public sidewalks.
- b) Design features that complement the character of the surrounding area. The built environment surrounding the South Bellevue Station includes a mix of development including Bellevue Way SE, a major four lane arterial, single family housing to the west, and a highly modified natural environment to the east, Mercer Slough. Sound Transit designed the Station within this context to establish a strong visual presence for recognition as a transit station without dominating the view shed.
- c) Sound Transit's art program, *STart*, will be implemented to enhance the aesthetics of each station when viewed from within the station site or from the surrounding properties. Information on the STart program is available at <http://www.soundtransit.org/Rider-Community/Public-art>.
- d) Landscaping will be provided in and around the Station, as shown in the Landscaping Plan drawings. See **Attachment M**, Drawings L85-LPP109 to LPP111 and L85-LPP229 to LPP232. **Attachment N** shows multiple renderings of the alignment, the context, the station, and the landscaping.

- e) Sound Transit refined the pedestrian plaza areas and site perimeter to accommodate a very high expected use of the station and parking garage. Today, the existing park and ride is over utilized. The view from the neighborhood is currently of a full surface park and ride lot. The station will provide capacity for 1,500 vehicles within a five level parking garage, with two levels of the parking garage below grade to reduce the overall height of the above-ground elements.
- f) The visual appearance of the garage exterior was designed incorporating two approaches, an architectural treatment on the west elevation and landscape screening on the north, south and east elevations of the structure. The west elevation screening is a combination of shaped, vertical, perforated metal panels and flat, perforated metal panels at three locations as shown in **Attachment M**, Drawing E09-AEE106. On the roof of the parking garage, a continuous canopy along the western side is provided to screen the rooftop from the neighborhood and the station. The landscaping screens views from the Mercer Slough and the northern/southern approaches to the site along Bellevue Way. The Landscape Planting Plan at **Attachment M** shows the selection and extent of proposed landscaping. See **Attachment M**, Drawings L85-LPP229 through LPP232.
- g) The landscaping design for the station portions of the Project is focused on low-maintenance and drought-tolerant plant materials to meet City of Bellevue code requirements for landscaped areas within the City's right-of-way.
- h) The Station and associated parking areas are proposed within the limits of the existing paved parking lot in order to minimize the environmental impacts of these Facilities.

**Guideway:**

The alignment shown in this DMP Application includes various sections that are proposed to be at grade, elevated, in a retained cut, and in a trench west of the Winters House. The criteria used for selecting the alignment type included compatibility with surrounding areas.

The alignment enters the City in an aerial guideway where it travels over the eastbound lanes of I-90 proceeding north on the east side of Bellevue Way SE into the South Bellevue Station. A Traction Power Substation (TPSS), located fully within WSDOT limited access ROW, will be built below the aerial guideway at approximately SE 30th Street. The station includes a parking garage with capacity for approximately 1500 cars and a surface parking lot, bus passenger loading areas, and bus layover. The alignment continues north from the station on the east side of Bellevue Way and west side of the West Mercer Slough Nature Park in an aerial guideway that transitions to a lidded trench near the historic Winters House. The Winters House parking lot access will be reconfigured to accommodate access to the blueberry farm and a future blueberry farm retail building. Drawing L85-LPP114 shows the structural lid and driveway, the proposed access to the blueberry farm, and the landscaping in front of the Winters House. As the alignment proceeds north out of the trench, it follows along the east side of Bellevue Way SE and 112th Avenue SE and the west side of the Mercer Slough Nature Park in combinations of cut/fill and at-grade sections. Bridges will be constructed to cross over Wye and Alcove creeks. At approximately SE 15th Street, the alignment crosses to the west side of 112th Avenue SE at the elevation of the existing street, and 112th Avenue SE will be reconstructed to cross over the light rail

guideway to create a grade separation in a road over rail configuration. The guideway proceeds north, along the west side of 112th Avenue SE past a signal house, the Surrey Downs Park, and through an at-grade crossing of SE 4th Street which is isolated from vehicular and pedestrian traffic. See drawing L85-RPP125. The guideway remains at-grade to the terminus of the E320 contract package, which is located approximately 500 feet north of SE 4th Street and adjacent to the Facilities that will be proposed in the E335 contract package through Downtown Bellevue. The at-grade portions of the guideway are located in areas where trains would not diminish the functioning of City intersections or limit pedestrian use found in this area of Bellevue as all changes in pedestrian use are mitigated. In particular, the following design features are included in the guideway design:

- a) As shown in **Attachment M**, Drawing L85-LPP120, trees and landscaping are being used to soften the appearance of the guideway and vicinity, as opposed to using concrete barriers in these areas. Drawing L85-LPP126 shows planters in profile being used as a green barrier.
- b) The guideway has been integrated into the overall architectural design of the South Bellevue Station, which is described in Item (f) in the prior section (discussing the design of the South Bellevue Station). This design provides a context sensitive identity to the guideway. Sound Transit has retained an artist, Vicki Scuri, who has proposed an innovative landscape design concept to blend the aerial guideway into the landscape, the Front Approach Art Opportunity. See the May 21<sup>st</sup> Sound Transit Art Presentation to the CAC <http://www.bellevuewa.gov/light-rail-permitting-cac-meetings.htm>. The Front Approach Art Opportunity would provide a grand entry into the City of Bellevue as the train approaches from the south by complementing the Mercer Slough Natural Area with the green and natural aesthetic of the proposed art installation.
- c) The design of the guideway uses durable materials selected for their fit within the context of the Station as well as maintenance considerations based on their past successful use in other Sound Transit stations. The materials are listed in the E320 Contract Specifications and their use is specifically noted on the architectural finish plan drawings for the garage in the glazing drawings E09-ADS002 to ADS007. Renderings and examples of these materials are shown in **Attachment N**.
- d) Typical cross sections showing below grade, at grade, and section elevation of the track guideway are provided in **Attachment M**, Drawings L85-GZK024 through GZK035.
- e) The guideway design provides an elegant grade separation between 112<sup>th</sup> Avenue SE traffic and the guideway near NE 15<sup>th</sup> Street. See **Attachment N** for a rendering of this separation.

As further described in Sections 4 and 6 of this DMP Application, one of the primary goals in the design of the Project was compatibility with its surroundings, and numerous design features were included to advance this goal. These measures and the quality design that resulted from their incorporation into the Project result in the Facilities' consistency with Comprehensive Plan Policy LU-9, which generally encourages a project's use and design to be compatible with the surrounding built environment

**LU-22 - Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.**

**Sound Transit Discussion:** Sound Transit has designed the RLRT Facilities to be consistent with the context sensitive design considerations and Subarea Plan guidelines provided in LUC 20.25M.050 and the Comprehensive Plan; as well as the applicable provisions of the underlying zones (except where these provisions are modified administratively or by the light rail overlay regulations), including LUC 20.10.180, LUC 20.10.200, LUC 20.10.220, and LUC 20.10.260, all of which directly or indirectly limit the scale of a proposal. The DAVE meetings as well as workshops and public meetings regarding the Project have provided a forum for addressing the scale as well as the design of the Project. Design features included to limit the actual and apparent scale of the project include limitations on the height of the Facilities to the extent feasible, buffering through the layout and landscaping surrounding the Facilities, louvers, colors that fit the context of the Slough, and creative use of open space.

**LU-24 - Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.**

**Sound Transit Discussion:** This policy is not applicable since the Park & Ride is not a residential site, but the South Bellevue Station proposed in this DMP Application is designed to ensure convenience of pedestrian access from public sidewalks. A typical sidewalk configuration is shown in **Attachment M**, Drawing L85-CYX006. The South Bellevue Station includes parking for approximately 1,500 vehicles in a 5-story structure. Vehicle entrances are located at the north, south and center of the site. The station site accommodates bicycle parking and pedestrian walkways for safe non-motorized access to the station. See, e.g., the Project renderings in **Attachment N**. A Site Access Study for the South Bellevue Station is shown on the station renderings in **Attachment N**.

**UT-39 - Require the undergrounding of all new electrical distribution and communication lines except that interim installation of new aerial facilities may be allowed if accompanied by a program to underground through coordination with the City and other Utilities.**

**Sound Transit Discussion:** All new electrical and communication lines will be placed underground consistent with this policy. Existing Puget Sound Energy (PSE) power lines passing over the I-90 ramp terminal/SE 30th Street/Bellevue Way SE intersection will be relocated to avoid conflicts with the East Link aerial guideway structure. This work includes raising the elevation of the existing 115kV transmission line crossing the proposed light rail alignment and the intersection. Work also includes relocating the existing 12.5kV undercrossing on the 115kV transmission poles to a new underground crossing of Bellevue Way SE. The 12.5 kV underground crossing is proposed to be routed in an 18-inch diameter steel casing pipe using trenchless construction. Information on the PSE work is shown on Civil Composite Utility Drawings L85-UCP108, UCP128, and UCP138 in **Attachment M**.

**TR-75.1 - Develop a light rail system in collaboration with the regional transit provider that advocates the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.**

***Sound Transit Discussion:*** The creation of the CDP under the MOU provides a mechanism for the City and Sound Transit to jointly satisfy this policy. The work of the CDP and the City Council’s approval of the alignment, profile, and station locations ensure that the Project design is consistent with the City’s long-term transportation and land use objectives, minimizes impacts, and achieves an appropriate balance between those impacts and the performance of the light rail system. The Project will support the City’s land use goals for South Bellevue corridor by providing increased ridership and ease of transportation to the area. The City’s close involvement in the collaborative design process carried out for the Project ensures regional system performance and appropriate mitigation of Environmental impacts—including multiple measures to avoid or minimize potential impacts of the Project. For example, a bridge was proposed to avoid impacts to Wye Creek, as shown in **Attachment M**, Drawing L85-SEP540. In addition, the new park and ride lot fits within the original park and ride lot’s foot print, yet accommodates substantially more parking. Other mitigation measures included in the Project are discussed in detail at **Attachment F**

**TR-75.2 - Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.**

***Sound Transit Discussion:*** The applicable provisions of the Best Practices Report, including the specific expectations identified for Sound Transit, are discussed in detail in Section B, Light Rail Best Practices. The CDP and the Project’s consistency with the best practices have resulted in a superior community outcome for the development and operation of the Project.

**TR-75.5 - Work with the Regional Transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the City's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.**

***Sound Transit Discussion:*** The City has worked with Sound Transit to select an alignment that will provide attractive alternatives to single-occupant vehicle travel and provide service to the City’s major employment centers as well as residential areas. See the 2006 East Link FEIS where the impacts and benefits of alternatives are discussed, and see the ROD where the preferred alignment was selected based on several factors including maximum access (<http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/East-Link-Final-EIS-document-collection>). The Project’s operations in Bellevue will be similar to its operations in other locations, where there is a track record of high performance and reliability, and where the system attracts riders who are accustomed to other means of transport. Ridership projections are expected to meet Sound Transit’s 2020 goals.

The Project will operate within its own right-of-way consistent with this policy. Transit mode of travel will also be enhanced by provisions for additional bus layover area at the South Bellevue Station.

**TR-75.7 - Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.**

**Sound Transit Discussion:** As discussed above, the City has taken a number of steps, including an alignment decision, and enacting the Light Rail Overlay Ordinance, to ensure the Project's consistency with the City's land use and transportation plans. In addition to requiring the Project to be consistent with the specific land use and transportation policies discussed in this attachment, the City developed a light rail-specific document -- the Light Rail Best Practices Report -- to set expectations for the development of Sound Transit's Facilities in the City.

In addition, the CDP was created to ensure that the Project will continue to satisfy local area goals and achieve the City's vision. The City and Sound Transit meet regularly in the DAVE group in support of this process and there will be continued coordination between the two agencies, as well as opportunities for public participation and input on the final design of the Facilities. These efforts satisfy this policy goal of City advocacy for light rail service that is consistent with the City's land use and transportation policies.

**TR-75.8 - Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by: 1. Optimizing ridership, system performance, and user convenience; 2. Locating stations in proximity (within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. Addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. Minimizing impacts on businesses and residents during construction; and 5. Minimizing overall impacts of a light rail system on the operation of the downtown street network.**

**Sound Transit Discussion:** This Comprehensive Plan policy does not apply to this DMP Application, as the Facilities proposed here are not located in the City's Downtown area.

**TR-75.9 - Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: 1. Protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. Minimizing impacts to wetland and other natural resources; 3. Providing local access to the system for Bellevue neighborhoods; and 4. Optimizing ridership and user convenience.**

**Sound Transit Discussion:** As noted previously, the Bellevue City Council approved the Project alignment in Resolution 8576. This action along with other design measures ensured consistency of the Facilities with the City's land use vision for these areas. Consistent with Subpart 1 of Policy TR-75.9, ingress and egress from neighborhoods was designed as part of the DAVE process to ensure functionality and cost-effectiveness of the access reconfigurations approved by the City. As discussed above, and in Sections 4 and 6 of this DMP Application, the design and layout of the Project were developed with compatibility and mitigation of impacts on surrounding neighborhoods as a primary goal. Consistent with Subpart 2 of this Policy, the use of bridges and elevated guideway—along with the City Council's alignment decision for the Project—served to avoid and minimize impacts to wetlands and other natural resources. Notably, the entire two mile segment of the Facilities proposed in this DMP Application will impact less than a half-acre of wetlands. Further, as discussed in Section 10 of this DMP application, impacts to other critical areas were avoided or extensively mitigated, especially considering the size and scope of the Project. Local access to the system is available through six different stations located solely within the City of Bellevue, and the Station is configured for ease of access consistent with Subpart 3 of this Policy. Finally, the alignment approved by the City Council was selected to maximize ridership as well as

public access to the stations consistent with Subpart 4 of this Policy. The above measures, as further described in this Application and shown in the attached plan drawings, have satisfied this Comprehensive Plan policy.

**TR-75.12 - Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes but is not limited to the following: 1. Incorporating superior urban design, contemporary building materials, and public art; and 2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are at a minimum saplings.**

**Sound Transit Discussion:** Sound Transit's design of the South Bellevue Station was developed in close coordination with the City and the public through several open houses and public comment opportunities (**Attachment D**). Sound Transit's collaborative efforts have resulted in a context-sensitive design that integrates the South Bellevue Station and the guideway into the surrounding areas and the community. In addition to the context-sensitive design features described in this attachment, the South Bellevue Station will be included in Sound Transit's STart art program, which will ensure the presence of public art at the station. The final design of the RLRT station thus is consistent with Subpart 1 of this policy by providing superior urban design, contemporary building materials, and public art. The station renderings showing these design treatments are attached to this DMP Application as **Attachment N**. Additional enhancements to the station design may be added as the Project progresses through the CAC and public review process.

As set forth in the DMP Application, landscaping will be provided for the Facilities consistent with the requirements of Chapter 20.25M LUC, except where a minor administrative modification is requested. The RLRT Facilities in this DMP Application are located within urban areas that have been logged multiple times, which has left the area with no old growth. The alignment within the South Bellevue area travels through buffers associated with Mercer Slough or on existing ROW, in order to avoid significant impacts to the built environment. The Facilities proposed in this DMP application will impact approximately 825 significant trees. To the maximum extent possible, trees will be retained outside the guideway alignment. Sound Transit has planned a mitigation site within South Bellevue in an abandoned blueberry planting area, at Sweyolocken, and another planned mitigation site for the Project is in Bel-Red along a tributary to Kelsey Creek. See **Attachment M**, Drawings L85-LMP201 through LMP206. At this location, some of the trees removed for the project will be used as large woody debris and habitat structures for construction of the mitigation site.

Large trees that are not in good health near the alignment are considered significant hazards and will be removed to avoid the possibility of trees or large branches falling directly on the guideway. Trees removed during the course of the Project will either be replaced in a location where they will not interfere with the safe operation of the guideway or planted in one of the mitigation sites planned for the project. Sound Transit will coordinate with the City on potential off-site mitigation locations or other alternatives when a tree cannot be replaced due to safety and operational concerns of the guideway. The Kelsey Creek mitigation site is anticipated to accommodate a large number of tree plantings and will be protected in perpetuity by property development restrictions. Both mitigation sites, i.e., the west

tributary to Kelsey Creek and Sweyolocken, will be owned by the City of Bellevue with deed restrictions preventing any other use. Sound Transit is providing a comprehensive tree survey identifying all trees impacted for this portion of the Project. The South Bellevue project plans will be at the 90% design level in the summer of 2014 and will be finalized by late 2014.

All of the above-described mitigation measures for trees impacted by the Project will be provided as required by City Code. In addition to the tree retention and relocation described above, the extensive landscaping provided around the South Bellevue Station area complies with Subpart 2 of this policy by providing substantial landscaping in and near the Facilities proposed in this DMP, including more trees and greenery in these areas than what currently exists. As part of the tree mitigation plan, the project will plant trees in the Sweyolocken wetland mitigation site, along Bellevue Way SE and 112<sup>th</sup> Avenue SE and at the South Bellevue Station. The replacement trees planted by Sound Transit will be commensurate with its application and will correspond with its placement setting whether it is a street tree, for wetland mitigation, or landscape screening. See **Attachment M**, Drawing L85-LPP229, *et seq.* (South Bellevue Station landscaping), and Drawing L85-LMP305, *et seq.* (corridor landscaping).

All of the above efforts and design refinements are consistent with this policy goal of the City to partner with Sound Transit to design transit Facilities that are sensitive to their surroundings, City neighborhood objectives, and the community.

**Additional Tree-Related Policies:** The following Comprehensive Plan policies, which also relate to urban design, trees, and vegetation, are discussed here for ease of reference:

**POLICY EN-67. Preserve a proportion of the significant trees throughout the city in order to sustain fish and wildlife habitat.**

**Sound Transit Discussion:** Sound Transit, as part of its wetland and stream mitigation plan, will enhance existing critical areas, which currently provide wildlife habitat along Mercer Slough at the Sweyolocken Mitigation Site. Native trees and shrubs at the mitigation site will be preserved to provide habitat complexity and maintain the existing character. Additionally, significant trees will be protected in areas immediately surrounding the proposed South Bellevue Station. The design of the project included as part of this DMP accounts for, and preserves, more than 50% of the total trees surveyed. For example, significant trees are preserved to the extent feasible where located just outside of the RLRT required vegetation clear zone. Within the Bellevue Way SE vicinity, the vegetation clear zone generally abuts the existing delineated wetland edge, so by preserving trees to the extent feasible reduces any potential adverse impact to the adjacent sensitive resource, including fish and wildlife habitats. See **Attachment M** L85-CXP130 for tree preservation near the South Bellevue Station.

**LU-15. Encourage dedication of open space and preservation and restoration of trees and vegetation to perpetuate Bellevue's park-like setting and enhance the city's natural environment.**

**Sound Transit Discussion:** Trees and vegetation will be preserved, and/or planted in the Project vicinity consistent with this policy. Areas adjacent to the Project which have been identified by the City of

Bellevue for open space preservation and restoration include the Mercer Slough Nature Park, Surrey Downs Park and the Winters House. See **Attachment M**, Drawings L85-LPP104 through L85-LPX100.

**UD-18. Preserve significant trees and mature vegetation, with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.**

Trees will be preserved by following applicable City Codes and the City's Clear and Grade Best Management Practices. Significant trees removed within critical areas will be mitigated at a ratio of 3:1 for coniferous trees and 1:1 for deciduous trees. Critical area tree replacement will be located at the designated mitigation sites for the project, including the Sweyolocken Mitigation Site. Refer to **Attachment M**, Drawings L85-LPP104 to LPX-100 for further details on the proposed landscaping and replacement vegetation details.

**UD-19. Preserve trees as a component of the skyline to retain the image of a "City in a Park."**

**Sound Transit Discussion:** As noted above, trees have been a major design consideration of the Facilities covered by this DMP Application, as many areas have been identified for retention or new plantings. See **Attachment M**, Drawings L85-CXP 130.

**POLICY UD-51. Encourage dense plantings, hedges, or large, fast-growing trees to act as visual screens at locations where existing views of or from freeways are unappealing.**

**Sound Transit Discussion:** The landscaping plans associated with the proposed Facilities will provide visual screens in several locations in the Project vicinity. See **Attachment M**, Drawings L85-LPP104 through L85-LPX100 for landscape planting plans and planting schedule.

**UD-75. Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.**

**Sound Transit Discussion:** Landscape planters are proposed along the mixed use path at South Bellevue station to soften public right-of-way. Bioretention planting areas and sunken gardens will be constructed at the South Bellevue Station to channel and store water while encouraging the growth of native wetland plant species. In addition, street trees will be planted along the guideway where appropriate. See **Attachment M** Drawings L84-LPP230 to KL84-LPP232 for bioretention planting areas and sunken gardens. Street trees will also be planted along Bellevue Way SE and 112<sup>th</sup> Ave SE. See **Attachment M**, L85-LPP104 through L85-LPX100 for street trees to be planted by the Project in South Bellevue.

**UD-79. Identify vista points and landmarks such as major trees, buildings and landforms to preserve as Bellevue develops.**

**Sound Transit Discussion:** Vista points will be provided at the Sweyolocken Mitigation Site at strategic locations along the park pathway. Interpretive signage will be installed at vista points to provide

educational opportunities for the recreating public. Detailed plan sets of the Sweyolocken Mitigation Site will be provided in late 2014.

**TR-75.15 - Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing the following: 1. Access the linkages to the surrounding community; 2. A comfortable place to be not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.**

**Sound Transit Discussion:** The City has satisfied this Comprehensive Plan policy through a number of actions, including (1) approval of the alignment for the overall Project in the City, (2) adoption of the Light Rail Overlay, setting specific requirements for the design and construction of the RLRT Facilities in the City, and (3) adoption and incorporation of the Light Rail Best Practices Report into the City's requirements for the Project, including specific "Expectations of Sound Transit" to be used in evaluating the Facilities' compliance with these specific City requirements.

Each of the four Subparts of this policy is addressed in the discussion below, and by Sound Transit's Design Criteria Manual. The South Bellevue Station has entrance/exits that are context specific to the station location. The entrance/exits serve as orientation points for transit system passengers and as an orientation point to the neighborhood including maps to significant destinations. Connections to pedestrian pathways, bikeways, and other transit connections are provided at the South Bellevue Station. Subpart 1 of this policy has been further satisfied by the sidewalk configuration and pedestrian links discussed above in reference to LU-24, and the design of the access ways to the station, as further discussed in reference to the "Connecting People to Light Rail" topic of the Light Rail Best Practices. See drawings in **Attachment N** for circulation patterns.

Subparts 2 and 4 are addressed in the Land Use topic of the Light Rail Best Practices regarding the directive to design stations to be "a place, not a project."

Regarding Subparts 3 and 4, while the South Bellevue Station was designed to have ample capacity for projected ridership, the spaces were designed with a human scale so that they are comfortable for riders and other visitors at non-peak times, as well. Informal gathering places at station benches and wind breaks provide opportunities for interaction among passengers.

Each of these measures, in addition to the other design elements shown in the renderings attached as **Attachment N**, has ensured the Project's consistency with this policy.

**TR-75.17 - Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic, and noise impacts.**

**Sound Transit Discussion:** Mitigation measures have been incorporated into the Project based on the environmental review under SEPA and NEPA, the ongoing CDP review process and compliance with Chapter 20.25M LUC. A discussion of noise impacts within the South Bellevue area is provided in the DMP Application Section 5.

The alignment passes through residential and office zones. Potential negative impacts to these areas have been minimized. As part of Sound Transit's construction outreach plan, a residential and business mitigation program will be implemented during construction. To minimize impacts on businesses during construction, Sound Transit will dedicate staff to work specifically with affected businesses to develop construction outreach plans that address the needs of businesses during construction. A full summary of the mitigation measures for the facilities included in this DMP Application is provided in **Attachment F**.

The horizontal and vertical alignment was refined through design changes and the CDP to reduce impacts to the Mercer Slough. See, *e.g.*, **Attachment M**, Drawing L85-SEP108 which shows how the alignment utilizes bridges to avoid impacts to Wye and Alcove Streams.

Section 5 of the DMP Application discusses noise studies and mitigation measures to minimize noise impacts from ongoing light rail operations. See *also* Specification Sections 13 48 34 (Acoustic Barrier Wall System) and 34 11 62 (Rail Lubricators).

The City and Sound Transit together are acting consistently with this policy to minimize potential adverse environmental impacts.

**TR-75.18 - Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic resulting from system construction and/or operation with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.**

**Sound Transit Discussion:** The design of the South Bellevue Station reflects the City's vision for the South Bellevue Area in location and design. The South Bellevue Station design accommodates and supports the existing land use of single family, multifamily, and office use.

Sound Transit has developed proposed haul route plans for City approval to route traffic throughout the construction area without impacting the traffic flow within any of the adjacent neighborhoods, residential or otherwise, and the approved haul route plans will be included in the Contract Documents. Haul routes will be restricted to designated Truck Routes as determined by the City. City Right-of-Way Use Permits will include conditions and requirements for the Contractor regarding haul routes, hours, street sweeping, etc. For Truck Routes for the work sites within the South Bellevue area, See construction staging plans starting on page L85-TMP100; Haul Routes L85-CHP101 to CHP103; and Specification Sections 01 55 00 (Staging, Vehicular Access, and Parking) and 01 55 26 (Traffic Control) as shown in **Attachment M**. Sound Transit will diligently monitor for spillover effects and make adjustments during construction as needed to minimize potential impacts.

Once the Facilities are operational, a number of measures will help protect nearby neighborhoods from "spillover impacts" related to the Facilities. See East Corridor Best Practices Research and Assessment of Station Areas (PSRC, February 2013). Through the measures detailed in this Best Practices Assessment, and the measures described above, the City and Sound Transit are acting consistently with this policy to protect adjacent residential neighborhoods from spillover impacts.

**TR-75.20-Maintain and enhance the safety of Bellevue's streets when incorporating light rail through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.**

**Sound Transit Discussion:** The City and Sound Transit are acting consistently with this policy to maintain and enhance traffic safety through the use of numerous design features, including many of those specifically referenced in this policy. The right-of-way and intersection design features proposed in this DMP Application include, for example:

- a) Design features that include pavement markings and City of Bellevue traffic signage during construction and operations to provide clear, unambiguous direction to all users of the rights-of-way. A traffic phasing plan will be implemented prior to construction to maintain traffic and local access. In addition, the contractor will prepare detailed construction sequencing and traffic control plans. See **Attachment M**, Drawing L85-TMP100 through TMP423.
- b) Traffic signalization to direct motorist, cyclist and pedestrians will be installed to maintain transportation flow. Use of varying materials as well as lane marking to distinguish travel lanes, "safe zones," and other clear direction to users, including Pedestrian Signal Heads, Vehicle Signal Heads, and LRT Traffic Operational Signage. See **Attachment M**, Drawing L85-TNP101 through 111.
- c) Street signage is shown at affected intersections. See **Attachment M**, L85-TNP101 to TNP111 (demonstrating that the City's crosswalk standards are used).
- d) In addition to the above design treatments, all City streets will be designed consistent with applicable City codes in order to safely incorporate the RLRT Facilities into the City street layout. See, *e.g.*, **Attachment M**, Drawings L85-TSP100 through 109 (MOT Signalization); Drawings L85-TNP101 through TNP111 (Operational Signage); Specification Sections 10 14 53 (Traffic Signage) and 10 14 60 (Facility, Operational, and Regulatory Signage).

**TR-75.22-Encourage quality design and construction in the light rail system by 1) Including durable materials in design and construction to ensure facilities retain appearance, functionally, and community value, and 2) Incorporating art, public spaces, and other features as community assets.**

**Sound Transit Discussion:** As discussed above with respect to the design and materials used in the Facilities, Sound Transit will use quality materials throughout the Project which will be incorporated consistently with Subpart 1 of this Comprehensive Plan policy. The materials selected for the Project were specifically chosen for their aesthetic appeal as well as their durability, and their consistency with Sound Transit's Design Criteria Manual. Sound Transit has reviewed the selection and use of materials and refined its choices through the CAC review of the Project design, as well as the iterative, collaborative design process for the Facilities. The quality and durability of the materials selected will ensure the Facilities' retention of their appearance, functionality, and community value in years to come. Sound Transit has employed a select palette of flooring, canopy, and coating materials throughout the Link System intended to provide durable, long lasting, and vandal resistant surfaces at stations. Many of these materials can be seen throughout the existing Central Link light rail stations.

As discussed above, Sound Transit's STart art program will be implemented in the stations. Sound Transit will incorporate the strategic involvement of community to enhance the aesthetics of the RLRT

Facilities when viewed from within the station sites or from the surrounding properties. Start enhances transit connections by helping create a sense of place in the communities where it builds and operates.

As it has done for its other facilities, Sound Transit will set aside construction dollars for art in order to keep temporary construction sites attractive and make the South Bellevue Station feel inviting, safe and memorable. See, e.g., Specification Section 12 10 00 (Art Coordination and Installation). This, in addition to the unique and tasteful public spaces and features within the Facilities, addresses Subpart 2 of this policy.

**TR-75.23-Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations and use available technologies to deter crime, examples include the following: 1. Visibility of station platform from adjacent streets and parking; 2. Video surveillance on station platforms and trains; and 3. Establishing and enforcing a fare paid zone for station platforms.**

***Sound Transit Discussion:*** Sound Transit has developed a crime prevention program based on its many years of experience as a transit provider, and will execute this program through various measures including the following:

The design of the South Bellevue Station incorporates Crime Prevention through Environmental Design (CPTED) design principles. These design guidelines call for open, spacious, and well-lit rail stations that promote safety for all users. Attention is given to clear site lines and visibility along with eliminating or minimizing dark or hidden areas and station structures that block visibility. Public waiting areas, including station platforms, will be easily visible to other patrons and to police and Sound Transit security personnel. CPTED design measures minimize impacts by directing passenger movements with specified traffic flow patterns; creating areas that can be easily viewed by closed-circuit television (CCTV) cameras or persons, including transparent exterior walls and good lighting; using vandal proof surfaces and lighting; and using easily maintained materials. Other measures to minimize crime include equipment (e.g., CCTV, sealed fare boxes on ticket vending machines, and automatically sealed exits), anticrime programs (such as anti-graffiti programs), and Sound Transit police, City police, and Sound Transit security personnel patrolling the stations and the trains.

The station will include ample lighting to deter crime. Station platforms will be visible from surrounding areas, including adjacent streets and parking lots, as shown in the Project renderings attached as **Attachment N** where Station platforms, entrances, plaza areas, and landscaping have been designed to minimize opportunities for anyone to be hidden from view.

The design of the station includes graffiti-resistant materials, and Sound Transit's maintenance programs ensure prompt removal of any graffiti. The use of available technologies to deter crime includes 24 hour video surveillance on station platforms and trains. Cameras are located for full view of station platforms, ticket vending machines, elevators and bike parking areas. Cameras are shown as CCTV on the architectural plan drawings. The South Bellevue Station will utilize CCTV cameras and security guards instead of paid fare zones.

Emergency phones will be located in the station so riders in need of assistance can contact Sound Transit's security personnel or 911, 24 hours a day. Passenger emergency phones are located at station entrances by ticket vending machines, on the platforms, in the elevators, and in the bike cages.

Sound Transit security personnel will be frequently present at the station and on trains. Security personnel schedules will be determined one year prior to opening and will be adjusted based on the particular issues at the station.

Washington State requires its cities to have the primary responsibility for safety within their boundaries. Thus, the Bellevue Police Department (PD) will be the primary law enforcement agency for the South Bellevue Station and surrounding properties, and will be generally responsible for the protection of public health, safety and welfare. In addition, Sound Transit has established both the Sound Transit Security and Sound Transit Police in order to enhance the safety on its services and facilities. Sound Transit Security and Sound Transit Police will support Bellevue PD in ensuring a safe and secure environment in the station and its vicinity pursuant to safety and security protocols to be developed jointly by these agencies.

Sound Transit Security and Police will also establish a Memorandum of Understanding with the Bellevue PD on light rail vehicle accident response protocols. Every incident will be offered to the Bellevue PD as the primary jurisdiction. In the event Bellevue PD declines an incident, Sound Transit Public Safety (either Security or the Police) will address the incident based on availability of resources and the type of incident. Sound Transit Security/Law Enforcement are enhancements to public safety and will continue to be allocated based on risk and trends. The City and Sound Transit are acting consistently with this Comprehensive Plan policy regarding crime prevention principles.

**TR-75.27-Provide reliable access to the system for Bellevue residents, in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.**

**Sound Transit Discussion:** Sound Transit has and will continue to coordinate with other transit providers to ensure reliable and convenient access to riders who use multiple forms of transit. Local and regional express bus service will be accessible from the South Bellevue Station through convenient pedestrian connections. The South Bellevue Station will also be accessible by a vehicle drop-off lane. See **Attachment N**. The South Bellevue Station has a five level parking garage with an approximate 1,500 parking stall capacity. The South Bellevue Station will also have convenient access to local and regional express bus services. Pedestrian and bike access to the South Bellevue Station will be along existing and new sidewalks proposed along Bellevue Way SE. See **Attachment N**.

**TR-75.28-Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit to transit, transit to pedestrian, transit to bicycle and transit to pick up/drop off transfers with an emphasis on safety for people transferring between the station platform and the various modes.**

**Sound Transit Discussion:** In order to facilitate intermodal transfers and access to the Facilities by members of the public, Sound Transit and the City are already coordinating service with other providers

of transit and shuttle services. Bus service, including the locations of bus stops and frequency of service at these stops, will be updated once the build out occurs and the Facilities are operational. The RLRT Facilities proposed in this DMP Application were designed to maximize convenience and safety for riders entering, using, and exiting the stations. The following design and operational features have been included in the Project in order to encourage intermodal transfers, and to ensure the safety of Sound Transit's riders:

- a) Pedestrian connections between the South Bellevue Station and existing and proposed sidewalks provide convenient, safe access for "transit to transit" travelers, such as bus riders who transfer to and from Sound Transit's trains.
- b) "Transit to pedestrian" travelers will enjoy multiple access points to the station. Pedestrian access to the South Bellevue Station is along Bellevue Way SE as shown in the plan drawings at **Attachment M**, Drawing L85-RPP129.
- c) A number of amenities will be available for "transit to bicycle" travelers, including bike lockers, cages, and racks. An example of bike storage areas is shown in **Attachment M**, Drawing P09-AED040.
- d) The station includes an off-street drop-off location connecting to a direct pedestrian access to the station, as well as parking near the station, ensuring safe, convenient access for transit to car and "transit to pick up/drop off" riders.

Through all of these measures, as well a station layout that was expressly designed to accommodate access by bicycle, foot, and car, the City and Sound Transit are acting consistently with this policy in favor of facilitating and encouraging safe, convenient, intermodal transfers at the South Bellevue Station.

**TR-75.32-Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.**

***Sound Transit Discussion:***

Sound Transit will provide the contractor with flexibility to prepare construction work plans consistent with this policy that will be submitted for each permit for construction of the Facilities, *e.g.* in the traffic control plans and specs. Sound Transit will prepare a Project Management Plan to document and optimize construction sequencing and phasing.

Construction of all the Facilities will be sequenced with consideration to vehicular and pedestrian access, as well as other potential impacts of construction. See, *e.g.*, Specification Section 01 12 16 (Work Sequence) and 01 55 26 (Traffic Control). As discussed above in reference to Comprehensive Plan policy TR-75.18, the traffic control plans for the Project have been developed specifically to minimize disruption to traffic flows, and to prevent "spillover" into surrounding neighborhoods. See, *e.g.*, **Attachment M**, Drawing L85-TMP100 to TMP423. In addition, the contractor will prepare detailed construction sequencing and traffic control plans.

Noise mitigation measures will be implemented for each construction phase, as well. See, *e.g.*, Specification Section 01 57 15 (Temporary Construction Noise and Vibration Control).

The corridor length affected by each stage of the Project has been minimized by having the construction of the Facilities sequenced with consideration for vehicular and pedestrian access, as well as other potential impacts of construction showing a sequence of work to minimize disruption of traffic. See, e.g., Specification Section 01 12 16 (Work Sequence) and 01 55 26 (Traffic Control); (L85-TMP100 to TMP423 Traffic Control plans E320).

The City and Sound Transit, by implementing each of these measures, all of which will be monitored and reevaluated during Project construction, are acting consistently with this policy to create a Construction Management Plan for all major transit investments.

**TR-75.33-Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.**

*Sound Transit Discussion:* See Section 5 of this DMP Application and the accompanying noise study for a discussion of steps taken to address noise impacts of the Project.

**TR-75.34-Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.**

*Sound Transit Discussion:* Sound Transit is committed to engaging the public on the East Link Project in a robust way by providing ample opportunity for meaningful public involvement throughout the lifetime of the Project. Sound Transit will continue to work with the City and other partner jurisdictions in reaching local and regional members of the public by hosting public meetings and workshops, speaking at open forums, attending community events and fairs/festivals, providing briefings, and being available to discuss the Project with businesses, neighborhood, stakeholders, interested individuals and transportation interest groups.

To make information about the Project as widely available as possible, Sound Transit continually provides updates on the Project through a variety of communication tools and materials, including a website, fact drawings, e-newsletter, press releases, and graphic displays.

Through the CDP, Sound Transit has worked with City staff in developing and implementing a plan and schedule for outreach activities to the public and project stakeholders. While this work has focused on designing and executing meaningful public engagement during final design, it is anticipated that the work will continue into the construction phase of the Project.

By mid-2014, Sound Transit will also develop a construction outreach plan that identifies goals, objectives, key messages, risks and challenges, key audiences, and strategies for completion of the entire Project, including the South Bellevue Station. Sound Transit will continue to seek involvement from the City and other partner jurisdictions in refining and implementing the outreach plan at various stages throughout construction.

Throughout preliminary design of the Project and leading up to this DMP Application, Sound Transit has continually informed individuals living and working in the affected areas of any field work planned in

their area. Sound Transit, in coordination with the City, will continue its public outreach program to develop and implement a business mitigation plan to address construction activities that can be disruptive to local businesses. Sound Transit's business mitigation plan helps local businesses continue to attract customers while construction goes on nearby. Sound Transit provides mitigation for the direct impacts of construction, and works with local businesses to address the indirect impacts of construction by developing a program that promotes the neighborhood and attracts customers.

Through these cooperative efforts, Sound Transit is acting consistently with this policy in favor of an ongoing program to assist residents and businesses affected by the construction of the Facilities.

**TR-75.35- Minimize disruption and inconvenience of construction staging areas to adjacent land uses in collaboration with the regional transit provider through actions such as site selection design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.**

*Sound Transit Discussion:* Sound Transit will continue to work with the City through the DAVE technical working group to develop detailed construction staging plans in areas which will include measures to minimize disruption and inconvenience to adjacent land uses. The South Bellevue segment includes one construction staging area for the Facilities proposed in this DMP Application. Sound Transit will use the existing South Bellevue Park and Ride lot for construction staging as shown in **Attachment M**, Drawing L85-TMP212.

This location was chosen to ensure an orderly flow of traffic on City streets and to minimize any impacts to the local area. The South Bellevue area is characterized principally by residential, office, and commuter uses. The impact will be minimal as the staging area is an open parking area now. Temporary parking will be located to the south with similar parking stalls and equivalent ingress and egress. Some commuter impacts will result from temporary lane closures on Bellevue Way SE for utility and other staging work. These impacts will be well coordinated and major closures will be limited to the shortest time possible. Further, no construction staging is proposed in any residential neighborhood in this DMP Application. Rather, the single staging area at the current park and ride has little, if any adjacent neighborhood use and is separated from the neighborhood by an arterial street.

Considering these measures, the City is acting consistently with this Comprehensive Plan policy by collaborating with Sound Transit to "minimize disruption and inconvenience of staging areas to adjacent land uses."

**TR-118-Mitigate air quality, noise, light/glare and other significant adverse environmental impacts of the proposed transportation projects on adjacent neighborhoods.**

*Sound Transit Discussion:* The comprehensive environmental review process conducted for the Project analyzed and included appropriate mitigation for all probable significant adverse environmental impacts of the Project on adjacent neighborhoods in accordance with State and Federal law. As noted above, these measures included mitigation for both temporary (e.g., construction-related) and potential ongoing impacts of the Project, and are summarized in this DMP Application in **Attachment F**. Considering these mitigation measures, the City has gone well beyond this policy to "mitigate . . .

significant adverse environmental impacts” on adjacent neighborhoods: The development process has ensured a comprehensive, robust mitigation package to avoid and/or mitigate each of the potential adverse environmental impacts of the proposal.

**ED-3-Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.**

*Sound Transit Discussion:* As discussed above, the Project will provide a critical transit link to many of the City’s employment centers and major residential areas, which will benefit the short and long-term economic well-being of the City and its communities. The Project preserves and enhances the quality of life in the adjacent City neighborhoods by providing additional transit options to its residents while ensuring the Project’s consistency with the LUC and the City’s long-range planning policies. The City has developed regulations that furthers each of these Comprehensive Plan policies, including Chapter 20.25M of the LUC, which sets forth comprehensive development standards and other requirements for the City’s review and approval of the RLRT system, including the Facilities proposed in this DMP Application.

**Southwest Subarea Policy S-SW-19 Provide for the aesthetic development of Bellevue Way S.E. and 112th Avenue S.E. including the provision of sidewalks and bicycle lanes on both sides of the street and landscaping along the entire street so as to provide the feeling of a continuous boulevard and a gateway for Bellevue.**

*Sound Transit Discussion:* The Project is consistent with this policy as it will provide for the aesthetic development of these streets, including new wider sidewalks and new planter strips being added to both Bellevue Way SE and 112th Ave SE. The new sidewalk, while it does not constitute a “bike lane,” is a multi-use path that can be used by bicyclists as well as pedestrians. This strengthens the identity of these thoroughfares as continuous boulevards as well as serving as a “gateway” for Bellevue.

**Southwest Subarea Policy S-SW-25 Provide for pedestrian and bicycle facilities along Bellevue Way S.E. and 112th Avenue S.E. to enhance non-motorized access from residential streets to Downtown.**

*Sound Transit Discussion:* The Project is consistent with this Policy based on the enhanced facilities for pedestrians and other non-motorized access that will be provided along Bellevue Way SE and 112th SE. These facilities have been designed with ample landscaping and street separation to make them more user-friendly, and most of these facilities will be shielded from the road by a wide planter strip. These thoroughfares will provide convenient access to the South Bellevue Station by area residents, as well as enhanced access from residential streets to Downtown Bellevue.

**Southwest Subarea Policy S-SW-26 Buffer the pedestrian and/or bicyclist from vehicular traffic on heavily traveled arterials such as Bellevue Way, 112th Avenue S.E., and Main Street.**

*Sound Transit Discussion:* While none of the Facilities covered by this DMP Application are near Main Street, the pedestrian facilities along Bellevue Way SE and 112<sup>th</sup> SE are enhanced with buffers between vehicular and non-motorized traffic consistent with this Policy.

## **B. LIGHT RAIL BEST PRACTICES**

As noted above, the Bellevue Comprehensive Plan and the decision criteria for the Light Rail Overlay District incorporate the Light Rail Best Practices Report. See LUC 20.25M.030.C.3.b.

Like many broad planning and policy-level statements, the Light Rail Best Practices Report contains a general discussion of goals, stating both Guiding Principles as well as a number of “Best Practices” under various topics addressed in the Report. The Report defines Best Practices as “processes, methods, and activities that will be most effective at delivering the desired outcome for Bellevue.” The Report further identifies five categories of more specific, detailed “actions” for the City and Sound Transit to take in order to ensure the Project’s consistency with these Best Practices. In the years since their adoption, the Light Rail Best Practices have guided the City’s actions with respect to the East Link Project.

The Report includes an action category of “Expectations of Sound Transit” which will be considered as part of the City’s review of the individual DMP Applications for each segment of the Project. The following sections discuss each of the topics identified in the Light Rail Best Practices, as well as the specific “Expectations” identified for Sound Transit’s compliance with the Best Practices. As with the discussion of the relevant Comprehensive Plan provisions above, the relevant portions of the Light Rail Best Practices are reproduced verbatim below in **bold text**, followed by responses demonstrating Sound Transit’s compliance with each objective.

### **1. COMMUNITY & NEIGHBORHOODS**

**This topic of the Report focuses on developing an efficient light rail transit system designed to be well integrated into the neighborhoods through which it travels. The Best Practices for this topic are as follows:**

- A. Establish a clear vision and confirm the community goals for the light rail system.**
- B. Design light rail facilities to be an extension of the community.**
- C. Use the investment in light rail as the foundation for other community enhancements.**
- D. Be proactive in addressing potential operational impacts to adjacent neighborhoods.**

The “Expectations of Sound Transit” in the Community & Neighborhoods topic appear below using the same numbering as in the Light Rail Best Practices Report:

- 15. Sound Transit station design should reflect the character of the community through context-sensitive design and use of building materials and landscaping, including retained significant trees and transplanted sapling trees.**
- 16. Sound Transit stations should be designed to be a “place, not a project” and should include high quality furnishings and public art.**

17. In collaboration with the City, Sound Transit should undertake a station area design and planning effort that engages the community about specific issues for each station once the sites are selected.
18. Sound Transit should conduct frequent community involvement during the design and construction of the project to keep the community informed of project developments, upcoming events, and opportunities to participate in developing the system.
19. Sound Transit should, in collaboration with the City, create a management plan for safety and security, maintenance and operations, and (where appropriate) marketing and economic activities in stations and public spaces.
20. Sound Transit should use computer visualizations to demonstrate and analyze the visual impacts of the various profiles and in designing stations. This technique is a useful tool for engaging the public in a dialogue about mitigation and design issues.

**Sound Transit Discussion:** This DMP Application is consistent with the Communities and Neighborhoods Best Practices because the station and guideway design meets each of the above Expectations of Sound Transit. As discussed with reference to Comprehensive Plan Policies LU-9, LU-24, TR 75.12, and TR 75.23 above, through the CDP, the design of the stations and guideways proposed in this DMP Application has resulted in a superior proposal. The process fully engaged the community with respect to specific issues in the layout and design of each station, and frequent opportunities for community involvement were included in the public planning process outlined in Section 1 of the DMP Application.

The community will remain engaged in station design and the design of other Facilities through the CAC's review of the Project. Further, Sound Transit has and will continue to provide ongoing opportunities for community involvement through its business mitigation plan. The continuation of this public process will ensure ample opportunities for the community to participate in developing the Project. See <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive> for a comprehensive list of the public involvement opportunities.

Among the many planning and design tools used during the public design process, Sound Transit has and will continue to use computer visualizations to convey the design, layout, and overall "feel" of the Project to the CAC and other members of the public participating in the design process. For example, in refining the design of the stations, Sound Transit typically creates 2 - 4 renderings for comment, and has included the latest version of these renderings in **Attachment N** in support of the final design proposed for the South Bellevue Station. Sound Transit also created a computer generated animation of a visual "fly-over" of the alignment to further describe its appearance and integration into the environment. Through this process of public involvement, as well as the context- and site-sensitive design features included in the Project, the design of the stations responds to the character of the community, as well.

Significant trees will be retained throughout the Project as required by LUC 20.20.900 and as encouraged in this policy. Saplings will be included in and around the Facilities, as well. Consistent with

Expectation No. 15, the final E320 plans will include a comprehensive tree survey and identification of the trees to be retained, or removed, and the proposed trees to be replanted.

The artistic design, as well as public art that will be installed under Sound Transit's "STart" program, will reinforce the high-quality design of the South Bellevue Station, and distinguish it as a "place, not a project." Furnishings proposed for the South Bellevue Station are shown in the renderings in **Attachment N**.

Sound Transit's management plans for safety, security, maintenance and operations have been developed through years of experience gained at Sound Transit's other operating facilities in the region. Please refer to the Sound Transit Construction and Safety Manual and the Sound Transit Design Criteria Manual, Chapter 29, for further discussion on the management plans provided.

## **2. COMMUNITY INVOLVEMENT**

**This topic of the Report focuses on the importance of engaging the public through meaningful community involvement efforts. The Best Practices for this topic are as follows:**

- A. Create a sense of ownership by engaging the community in the planning, design, construction, and operation of the system.**
- B. Form a citizen advisory committee for the East Link Project.**

The Expectations of Sound Transit are as follows:

- 7. In collaboration with the City, jointly appoint a citizen advisory committee for early and ongoing involvement in the project. The committee could be charged with a variety of tasks, including reviewing major project technical and policy issues and providing advice to Sound Transit and the City.**
- 8. Conduct frequent public forums and use web-based communication throughout the duration of the project to broaden the reach of public involvement efforts.**
- 9. In collaboration with the City and stakeholders, develop a construction management program that includes participation by and assistance to affected residents and business owners.**
- 10. Coordinate with City staff dedicated to manage the project and resolve issues on the City's behalf.**
- 11. Use computer visualization to demonstrate and analyze the visual impacts of the various profiles and in designing stations. This technique is a useful tool for engaging the public in a dialogue about mitigation and design issues.**
- 12. Involve the contractor in meetings with the public to share information and respond to questions and concerns about construction.**

**Sound Transit Discussion:** This DMP Application is consistent with the Community Involvement Best Practices based on the public process that is being followed for the planning and design of the Project. The City has appointed the East Link Project Citizen Advisory Committee (CAC) and the CAC has conducted public meetings to review the Facilities proposed in this DMP Application. Sound Transit and City staff provided the CAC with an orientation to Sound Transit’s existing light rail system, including a tour of existing facilities in the City of Seattle. Frequent public forums have been held and will continue throughout design and construction of the Project. Sound Transit has been responsive to the CAC’s input by providing follow up sessions on topics of specific interest to the CAC, and incorporating its context sensitivity report into the design of the Facilities. For example, in an effort to provide a “grand entry” for light rail riders into the City of Bellevue, Sound Transit has retained an artist, Vicki Scuri whose proposed innovative landscape design concept will blend the aerial guideway into the landscape, the Front Approach Art Opportunity. See May 7<sup>th</sup> Sound Transit Art Presentation to the CAC <http://www.bellevuewa.gov/light-rail-permitting-cac-meetings.htm>.

Bellevue residents, businesses, and other citizens have two primary means through which to provide input on design and construction of the Project: 1) through Sound Transit’s final design public involvement process described in Section 1 of this application, the CAC review process. There have been and will continue to be other multiple opportunities to provide input on Project elements such as station design, art, safety, and landscaping. See **Attachment D** for a summary of public outreach activities completed to date. Sound Transit also provides opportunities to stay informed through the Project website, [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink), and subscription to the East Link listserv. Sound Transit Community Outreach staffs are also available by contacting [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org) or 206-398-5470.

As part of the final design process, Sound Transit presented 30% design plans for the Facilities proposed in this DMP Application to the public in South Bellevue and Downtown in May 2013. A series of open houses are planned and have been conducted in locations along the Project alignment. Based on feedback from the public and additional technical information, the station design was advanced to a 60% level of design. In May 2013, Sound Transit hosted an open house to share the design plans for the Facilities covered by this South Bellevue DMP Application. Approximately 110 Bellevue residents attended this meeting to learn about elements such as general design, landscaping, and station materials.

Construction issues will be specifically discussed at future public meetings. As the Project continues and the contractor is selected by Sound Transit for construction of the Facilities proposed in this DMP Application, additional opportunities for public involvement will be provided. Expectations No. 9 and 12 will be addressed through these efforts.

Expectation No. 10 is satisfied through the creation and implementation of the CDP. The DAVE technical working group has been successful in resolving issues and ensuring the Project’s consistency with City codes applicable to this DMP Application.

As noted above, Sound Transit has used computer visualizations to communicate Project design and layout to the public consistently with Expectation No. 11. Project renderings in **Attachment N** show the Facilities proposed to be built under this DMP Application.

### **3. CONNECTING PEOPLE TO LIGHT RAIL**

**This topic of the Report focuses on developing an efficient and accessible light rail system by effectively coordinating light rail with pedestrian and bicycle facilities, transit and parking. The Best Practices for this topic are as follows:**

- A. Provide connections to the station that are safe, secure, and convenient for pedestrians and bicycle riders**
- B. Provide transit feeder service to light rail.**
- C. Design stations to be accessible and identifiable to all transit riders irrespective of their language, age, or ability.**
- D. Park and ride facilities should be located where they can provide convenient access to light rail for Bellevue neighborhoods not directly serviced by light rail, and they should be integrated contextually with the surrounding environment.**

The Expectations of Sound Transit are as follows:

- 11. Station design that incorporates:**
  - **An emphasis on transit patron safety that utilizes techniques such as “Z” crossings;**
  - **Entrances that minimize conflicts between bicyclists, pedestrians, automobiles, and buses;**
  - **Bicycle parking in convenient, well-lighted, and secure locations;**
  - **Maps showing pedestrian and bicycle routes connecting stations and local destinations; and**
  - **Physical features that promote use of alternatives to single-occupant vehicle (SOV), such as:**
    - **preferential parking for non-SOVs relative to demand at each location;**
    - **clearly marked and visible loading and unloading areas for drop-offs and taxis; and**
    - **convenient bus stops and comfortable waiting areas.**
- 12. Pedestrian connections to bus facilities should minimize walking distances and, where possible, avoid street and driveway crossings.**
- 13. Coordinate with other transit and shuttle providers to provide feeder bus service for patrons living more than one-half mile from the station.**

14. **Universal design principles should be used in the design of stations and platforms to facilitate access to high capacity transit by all riders.**
15. **Real-time arrival information should be provided at stations and nearby major activity centers (e.g., Meydenbauer Center and Bellevue Square) for light rail and regional transit services.**
16. **Include pedestrian and bicycle infrastructure in station planning and construction to facilitate use by these rider groups.**
17. **Evaluate demand for additional park and ride facilities as part of the East Link Project. Consider how the development of new or expansion of existing park and ride facilities would serve local communities, support ridership, and impact the surrounding environment. Design park and ride lots to be consistent with the land use vision and community context of each unique location.**

**Sound Transit Discussion:** This DMP Application is consistent with the Connecting People to Light Rail topic because it has incorporated each of the design principles raised in the Expectations of Sound Transit.

With respect to Sound Transit Expectation No. 11 under this topic, a number of transit rider safety measures have been incorporated into the station design, including those listed in the discussion of Comprehensive Plan Policy TR-75.20, above. Channelization pavement markings and signage at the South Bellevue Station guide pedestrians and passenger vehicles to light rail transit facilities. See **Attachment M**, Drawings E09-ANP100 through ANP203. Entrances have been developed in order to provide a wide and convenient pathway to the separate access points that are provided for automobiles, bicyclists, pedestrians, and those riders transferring from other buses.

**Attachment N**, Figure 1 shows the passenger drop-off area in the front of the South part of the station. Station entrances are located at either end and in the middle of the station, and will be accessed from Bellevue Way SE. Bicycle parking is provided on a portion of the plaza and within the parking garage. The plaza's location and ample size allows for pedestrian flow between the station and the garage and allows for pedestrians and bicycles to remain separated from the vehicles in the station area, thus minimizing potential conflicts between bicycles, pedestrians, automobiles and bus traffic. A variety of bicycle storage facilities are provided, including lockers, secured covered bike parking, and bike racks. The station area, park and ride lot and associated plazas will be well-lit and have a layout and plantings that allow for high visibility of patrons from the surrounding streets.

Ample room has been provided for access by people arriving by each of these means of transport, and bicycle racks and lockers are included in the station and the parking garage and are separate from the drop-off area in order to reduce any conflict between bicycle traffic and other travelers. See **Attachment M**, Drawing E09-AEE102. Bicycle parking is located close to the entrances for each station, in convenient, well-lighted, secure locations, as shown on the station renderings. See **Attachment N**. Maps will be provided at the stations, as they are in other Sound Transit stations.

Spaces will be designated for carpools. Drop-off areas will be designed for safety and capacity at the South Bellevue Station in coordination with the City Transportation Department. The station will have a designated signed passenger drop-off area. All vehicle turnouts will be clearly marked with signs and by other means as drop-off areas so that taxis and other users can easily locate them. As noted in the discussion of Comprehensive Plan policies TR-75.27 and TR-75.28, bus stops will be located at the South Bellevue Station, and the waiting areas within each station will include furniture, vendor areas, public art, open spaces, and other features designed to ensure riders' comfort. Also see the discussion of station design elements in the "Community and Neighborhoods" topic, above.

With respect to Sound Transit Expectation No. 12, the ample pedestrian connections within the South Bellevue Station have been designed to minimize walking distances, and to provide the most direct route possible between each point of access and the station entrances. See **Attachment N**.

Regarding Expectation No. 13, Sound Transit and the City are coordinating with other service providers to ensure the availability of connections to other transit options. See discussion of Comprehensive Plan policy TR-75.27 and TR-75.28. Part of this coordination effort is a proposed "feeder bus" program for riders residing over one half mile from the station. Sound Transit will work with other transit providers (King County Metro) and the City of Bellevue to establish changes to bus routes. Service hours will be redistributed to best fit the needs of the surrounding community. It is common for one or more transit "feeder" programs to be established. Sound Transit's Service Planning Department will develop and implement this plan.

While the elements of the station design are discussed in greater detail above (see, *e.g.*, discussion under Comprehensive Plan Policy LU-9), universal design principles were included in the design per Expectation No. 14, allowing access to the site by all people. In addition to facilitating access to high capacity transit for riders coming from multiple modes of transport (as discussed under Comprehensive Plan policies TR-75.27 and 75.28, above), the facilities are ADA compliant and designed to be convenient and accessible for all riders. Sound Transit's criteria for accessibility goes beyond code minimums such that all public areas and public pathways are accessible, as opposed to just one designated route. Sound Transit provides standard tactile way finding elements to assist the vision impaired locate the boarding locations on the station platforms as well as system signage (braille) and passenger emergency telephones.

Within the South Bellevue Station, real-time arrival information will be provided on the platform entry with electronic variable message signs (VMS) as suggested in Expectation No. 15. These signs will display data regarding estimated arrival times for trains as well as emergency communications. Similar VMS features can be viewed at existing stations along the Central Link light rail corridor.

Regarding Expectation No. 16, a number of bicycle amenities will be available at the station, including bike lockers, cages, and racks. See, *e.g.*, **Attachment N**; **Attachment M**, Drawing E09-AED001.

Sound Transit will track and evaluate demand for additional park and ride facilities as part of its East Link Project, as it does for its stations in other locations, as suggested by Expectation No. 17. Decisions regarding the expansion of park and ride facilities, or the addition of new lots, will depend on demand, and the extent to which additional facilities would increase Sound Transit's ridership. Sound Transit's System Access Policy establishes a framework for Sound Transit's support and management of, and investment in, infrastructure and facilities to provide customer access to its transit services. Sound Transit will seek to provide or facilitate equitable improvements in access to transit services in cooperation with public and private entities as allowed by applicable laws, regulations, plans and policies. When designing transit facilities and services, Sound Transit will work with partner agencies, jurisdictions, and other interested third parties to maximize pedestrian, bike and transit access and to provide parking capacity within available resources. As with the development of RLRT Facilities in Seattle, Tukwila and SeaTac, environmental impacts of any new facilities will be considered, and any additional facilities will be designed to be consistent with the City's land use policies and the other provisions of the Overlay. See *also* discussion of Comprehensive Plan Policy LU-9.

Based on each of the above measures, this DMP Application is consistent with Sound Transit's Expectations regarding Connecting People to Light Rail Best Practices.

#### **4. LAND USE**

**This topic of the Report focuses on light rail planning and other actions that support the Comprehensive Plan land use vision. The Best Practices for this topic are as follows:**

- A. Support the land use vision in Bellevue's Comprehensive Plan for each neighborhood adjacent to light rail.**
- B. Where consistent with the City's land use vision, encourage the development of projects adjacent to light rail that exhibit the following characteristics: An emphasis on being "a place, not a project"; Includes housing as well as other uses; Higher urban scale densities; Pedestrian oriented; Density tapers down to adjacent lower density communities; and Integrated into the station and/or the neighborhood.**
- C. Invest in infrastructure to make stations and adjacent development successful.**
- D. Develop station area plans once the locations are known and before design and development of the stations.**

The Expectations of Sound Transit are as follows:

- 9. Provide adequate resources for pedestrian connections, art, and other amenities that will complement adjacent development and enhance the community.**
- 10. Cooperate with Bellevue on station area plans for each of the sites ultimately selected.**

***Sound Transit Discussion:*** This DMP Application is consistent with the Expectations for the Land Use topic. Sound Transit has gone beyond the policy of Expectation No. 9 to "provide adequate resources" for the amenities specified. The South Bellevue Station design includes numerous amenities that will serve riders and other visitors to the station alike. Public art will be installed under Sound Transit's "STart" program and the high-quality furnishings, open areas, and public spaces within the station,

which include bicycle and pedestrian amenities as well as vendor areas, will distinguish the station as a “place, not a project.” See **Attachment N**. Each of these amenities is designed to be consistent with the context-sensitive, site-specific design of the South Bellevue Station which is subject to review and input by both the CAC and other members of the public, in addition to collaborative efforts between the City and Sound Transit.

With respect to Expectation No. 10, Sound Transit has worked with the City to select the location, layout, and design of the South Bellevue Station included in this DMP Application. These station locations were thoroughly analyzed and vetted prior to their approval by the Sound Transit Board and the City. Each station has been designed with context-sensitivity and consistency with its surroundings. See, *e.g.*, discussion of Comprehensive Plan policies LU-9 and TR-75.12, above. Although the City has elected not to conduct station area planning for the South Bellevue Station, Sound Transit will work with the City on such planning efforts if the City decides to do so.

## **5. STREET DESIGN AND OPERATIONS**

**This topic of the Report focuses on design and operation practices that create a safe and efficient street environment. The Best Practices for this topic are as follows:**

- A. Minimize confusion and maximize predictability for all street users.**
- B. Increase visibility at transit stops, intersections, and railroad crossings.**
- C. Employ design features at stations to enhance pedestrian and bicyclist safety.**
- D. Design the light rail stations and line, and any street modifications, to avoid and minimize potential impacts.**
- E. Apply principles of universal design in the design of streets and sidewalks adjacent to light rail stations.**
- F. Employ transit signal priority to optimize transit operation, balanced with pedestrian bicycle, and other vehicle movements.**

The Expectations of Sound Transit are as follows:

- 12. Design light rail stations and intersections to direct pedestrians to safe, direct street crossings.**
- 13. Use distinctive, paved (i.e., no tie and ballast) treatment of trackway when located in street right- of-way for pedestrian-oriented residential and commercial areas.**
- 14. Require quality design and materials in system facilities (for example, stations, tracks, supports, access areas, and power substations) that mitigate impacts related to safety and aesthetics and enhance the public regard for the system.**
- 15. Minimize line-of-sight obstructions for light rail transit drivers.**
- 16. Reduce people’s ability to rush across the tracks.**
- 17. Make safety devices accessible to the visually impaired.**

18. Provide audible and visible warnings.
19. Apply traffic control devices uniformly and consistently throughout light rail system.
20. Provide light rail signals that are clearly distinguishable from traffic signals.

**Sound Transit Discussion:** The Facilities proposed in this DMP Application are consistent with the Street Design and Operations Light Rail topic because they have incorporated each of the design and operations elements raised in the Expectations of Sound Transit above.

With respect to Expectation No. 12 in the Street Design and Operations topic, pedestrian thoroughfares in and surrounding the South Bellevue Station will connect directly to safe, direct street crossings. The South Bellevue Station will connect to crosswalks across Bellevue Way SE to the west at the middle entrance. Sidewalks are also provided to the north and south of the Station. See **Attachment N**. The guideway can also be crossed at a number of crossings that are fully grade-separated. First, the South Bellevue Station is elevated to allow unobstructed crossing underneath the station by all forms of traffic. Second, there are two additional crossings at the Winter's house; one for vehicular, bike, and pedestrian traffic, and another pedestrian-only crossing. A third guideway undercrossing is located at SE 15<sup>th</sup> Street. Here, all forms of traffic can safely cross the guideway using 112<sup>th</sup> Street and its associated sidewalks. These access points will be available on the day the South Bellevue Station begins operating. The South Bellevue Station will also connect to crosswalks across Bellevue Way SE and 112<sup>th</sup> Avenue SE to the west, which will include a signalized intersection at the time of opening.

Consistent with Expectation No.13, all crossings include distinctive paved treatment of the guideway, and ballasted track is used only in areas that have no vehicle or pedestrian access.

With respect to Expectation No. 14, an in-depth discussion of the aesthetic quality of the design and materials used in the Facilities, including guideways, supports, access areas, substations and related facilities, is included in the discussion of Comprehensive Plan policies LU-9 and TR-75.22. The design of each of these elements was formulated based upon best practices for light rail design with input from Sound Transit's Safety and Security personnel. In addition to the safety features discussed above, these include egress stairs, emergency phones, safety signage and fire alarms. Sound Transit has incorporated each of these features into the design of the Facilities in a tasteful manner, which will preserve the aesthetics of the Facilities and enhance the public regard for the system. Guideway supports have the same design to create common and linked themes for this portion of the Facilities. See, e.g., **Attachment M**, Drawing E09-SBE101. The traction power substation near SE 30<sup>th</sup> Street will be behind a fence and shielded from view as much as possible.

The alignment of the system addressed, among other concerns, drivers' line of sight when operating Sound Transit's trains consistent with Expectation No. 15. For example, each turn along the Facilities' guideway was designed to be gradual and ensure good visibility. All sight distances for the Facilities meet standard engineering requirements for road speed, grades, and lane numbers.

Among the safety-specific features included in the design of the Facilities are fences, walls, and other barriers to reduce individuals' ability to cross the tracks, which were incorporated into the design of the Facilities consistent with Expectation No. 16. See, e.g., **Attachment M**, Drawing L85-GZK029.

Consistent with Expectation No. 17, Sound Transit will make safety devices accessible to its visually impaired customers. The South Bellevue Station utilizes tactile way finding provisions to assist people with disabilities, who are blind, or have vision impairments. These include a platform edge detectable warning surface which meets ADA Accessibility Guidelines, a tactile path ("braid") to guide the user through the station, and tactile train waiting areas identifying the location of the set of center-most doors of a two-car train based on the vehicles' stopping location. These provisions begin at ticketing and continue the length of the platform.

In addition to prominent safety signage, audible alarm systems will be used in the South Bellevue Station and along the guideway to reduce the chances of anyone crossing the guideway in inappropriate or unsafe locations, and to prevent accidents in case someone ends up in harm's way in any place in the Facilities. The RLRT System includes three types of audible safety warning devices which fall under this category, each of which is designed to minimize sound levels while maintaining their effectiveness for safety purposes. Train mounted bells will generally be sounded twice as a train approaches and passes through an at-grade crossing, and also when the trains enter and exit stations. Station announcements of arrivals and departures are made, as well. Finally, a louder horn is available to train operators for use in emergency situations. Sound Transit has met Expectation No. 18 by incorporating each of these elements into its design and the operation of the South Bellevue Station.

Traffic control devices for trains and the traffic that will be sharing the roads in and near the facilities have been designed to preserve their uniformity throughout the City consistent with Expectation No. 19. In addition to crosswalk lights and traffic lights, other control devices will be used in various locations throughout the Facilities consistent with standard railroad and roadway requirements. Motorists, pedestrians, and cyclists are accustomed to seeing these devices, which include standard traffic signals, railway flashing lights/arms, pedestrian signals and signs. Consistent with Expectation No. 20, light rail signals will be clearly distinguishable from traffic signals. These signal types were selected because they look very different from traffic signals in the area—which will reduce the risk of driver confusion. The Facilities proposed in this DMP Application do not include any non-grade separated pedestrian or motor cross ways, with the exception of an access for emergency vehicles at SE 4<sup>th</sup> Street. See **Attachment M**, Drawing L85-RPP125.

Because the Facilities included in this DMP Application incorporate each of the above design and operational measures, Sound Transit has met each of the Expectations under the Street Design and Operations Light Rail Best Practices.

## **6. ELEVATED, AT-GRADE, AND TUNNEL**

This topic of the Report focuses on balancing the objectives of both the transportation system and the community for the selected alignment profiles. The Best Practices for this topic are as follows:

- A. Connect “somewhere to somewhere.”**
- B. Build it right the first time.**
- C. The alignment profile should support the land use plan for each of the area it travels through.**
- D. The alignment profile should minimize impacts on street operations.**
- E. The alignment profile should optimize ridership.**
- F. Employ urban design features to enhance safety and community integration.**

The Expectations of Sound Transit are as follows:

- 9. Public art for the project should be coordinated with the Bellevue Arts Commission and consistent with city policies on public art.**
- 10. Use urban design features to enhance safety and community integration, including but not limited to:**
  - Integrated public art, design, and finishes at stations to improve aesthetics;**
  - Use of sapling or larger trees and other landscaping along the trackway to visually screen the catenary system.**
- 11. At-grade systems should feature:**
  - Distinctive trackway treatment (i.e., no tie and ballast) and landscaping as a design element;**
  - Landscaping, low bollards, chains, or ornamental fencing or art projects to define pedestrian areas;**
  - Integrated public art, design, and finishes at stations to improve aesthetics;**
  - Design techniques such as “Z-crossings” in locations other than intersections to increase pedestrian awareness and safety;**
  - Design and maintenance techniques that mitigate operational noise on adjacent properties**
  - Designs that prevent train headlights from blinding oncoming motorists or creating a nuisance for nearby land uses; and**
  - Trackway finishes that complement community objectives.**
- 12. Elevated systems should feature:**

- Integrated public art, design, and finishes at stations and on support structures to improve aesthetics;
- Design and maintenance techniques that mitigate operational noise on adjacent properties;
- Placement of supports to accommodate motorist sight lines and avoid creation of visual and pedestrian barriers;
- Placement and design of aerial and support structures that address shadow effects; and
- Designs that prevent train headlights from creating a nuisance for adjacent land uses.

**13. Tunnel systems should feature:**

- Integrated public art, design, and finishes at stations to improve aesthetics;
- Portals and associated facilities integrated into the surrounding area;
- Portal design that prevents unauthorized vehicles and pedestrians from entering tunnel;
- Station entrances that create a recognizable visual signal that transit service is “available here”;
- Design and maintenance techniques that mitigate operational noise for riders waiting on station platforms;
- Underground station entrances that provide easy access for all patrons and avoid impeding pedestrian movements; and
- Underground stations that use high ceilings, natural light and air, or other design techniques to create bright, open, and safe feeling platforms.

**Sound Transit Discussion:** This DMP Application is consistent with the “Elevated, At-Grade, and Tunnel” topic of the Light Rail Best Practices because it has incorporated each of the design and operations elements provided in the above Expectations. There are two lidded track structures to the west of the Winters House and an undercrossing, road over rail structure, of the guideway near SE 15<sup>th</sup> Street. None of these structures qualify as a tunnel.

With respect to Expectation No. 9, public art for the Facilities, including art installed under Sound Transit’s “STart” program, will be coordinated with the Bellevue Arts Commission and will be consistent with City’s policies on public art.

As discussed in greater detail in the discussion relating to Comprehensive Plan policies LU-9 and TR-75.12, sound urban design principles have been employed in the station design to enhance aesthetics—including the planting of sapling or larger trees, and retaining significant trees throughout the alignment where possible. The safety benefits of the design proposed in this DMP Application are enumerated under the Street Design and Operations topic and the discussion of Comprehensive Plan policy 75.23. As discussed above, public art, design, and the finishes selected provide a superior aesthetic for the

South Bellevue Station consistent with this policy. The potential aesthetic impacts of the catenary system (poles and wires) were addressed in several ways, in addition to the alignment, design, and layout considerations described in detail above. Today the view of the area selected for the alignment, in particular from the residences above the guideway to the West of Bellevue Way, includes numerous power poles and a multitude of utility wires which will be undergrounded as a part of the Project. The catenary system included in the Facilities is shorter and much less visually intrusive than the current maze of poles and wires that exist along the alignment today. Trees planted along the guideway will provide some screening of the Facilities, as well, though it may take several years for this screening to be apparent from a ground-level perspective. Systems facilities such as signal bungalows and TPSS structures exposed to public view will be screened. Sound Transit's incorporation of these elements into the design of the Facilities proposed in this DMP Application satisfies Expectation No. 10.

The design includes only one at-grade crossing in this DMP Application. This is the SE 4<sup>th</sup> Street crossing, which will be designated for emergency use only. There is a moveable noise wall blocking all but emergency access at this location. The at-grade Facilities proposed in this DMP Application satisfy Expectation No. 11 through their incorporation of the following design features, among others:

- Pedestrian and guideway areas use design features such as low bollards, chains, and ornamental fencing, as well as landscaping, and other design techniques to increase pedestrian awareness and safety. See, e.g., **Attachment M**, Drawing P09-APP301. As noted above, distinctive track treatments are included in the design of the Facilities, ballasted track is confined to areas with no vehicular or pedestrian access and the at-grade portions of the Project include no ballasted track. Direct fixation of rails tracks is proposed for at-grade portions of the Project (See **Attachment M** Drawing L85-KYX300).
- Integrated public art will be provided for the overall Facilities, as discussed above in reference to Comprehensive Plan policy LU-9 and others.
- The Facilities have been designed to prevent train lights from blinding motorists or adversely affecting nearby land uses. The trains' lights will be directed to the tracked sections of the Facilities, and Sound Transit does not anticipate interference with pedestrian or motorist use of adjacent properties.
- Design features to mitigate operational noise on adjacent properties, as discussed in Section 5 of this DMP application.
- As noted above in reference to Comprehensive Plan policy LU-9, the context-sensitive guideway finishes included in the Project are shown best in the renderings of Attachment N.

The elevated Facilities covered by this DMP Application satisfy Expectation No. 12 through the incorporation of the following design features:

- a) Integrated public art, which will be installed per Sound Transit's "STart" program at the South Bellevue Station.
- b) The design and finishes proposed for the South Bellevue Station and the elevated Facilities leading to the station have been designed to be aesthetically pleasing. The guideway will share

design elements developed for segments throughout the Bellevue area including enhanced detailing of the column and crosshead forms.

- c) Design features to mitigate operational noise on adjacent properties are discussed in Section 5 of this DMP Application.
- d) Sound Transit has worked with the City through the DAVE technical working group to identify locations of columns for elevated guideway. The locations for columns were selected to avoid undue placement in critical areas.
- e) The elevated guideway segments are not located in areas where the guideways will create a visual barrier. The column supports are not located within the roadway limits.
- f) The creation of visual barriers was avoided by designing the supports to have a narrow visual profile, in addition to optimizing the location of the supports to avoid impacts to pedestrians and motorists' sight lines. See **Attachment M**, Drawing L85-SEX001.
- g) The potential shadow effects of the aerial and support structures were reviewed and analyzed in Section 4.5 Visual and Aesthetics Resources of the East Link Project FEIS, July 2011. As set forth in this document, the design proposed in this DMP Application was selected based on a balance of performance and minimization of these shadow impacts consistent with the policy of Expectation No. 12.
- h) Design measures used to soften and mitigate the effects of train headlights on uses adjacent to the elevated Facilities include a limit to horizontal curves within the street right of way to reduce the effects of train headlights on oncoming motorists.

With respect to Expectation No. 13, no tunnel systems are included in the Facilities covered by this DMP Application.

- a) Integrated public art will be installed in and around the South Bellevue Station per Sound Transit's "STart" program. Selection of artists and specific art work for this station has begun, a preview of selected artist was presented by Sound Transit at the May 21<sup>st</sup> CAC meeting.
- b) Aesthetically pleasing finishes, as set forth in further detail in the discussion of Comprehensive Plan policy LU-9, above.
- c) Because the South Bellevue Station proposed in this DMP Application has above-ground and elevated features, as well as a distinctive design and clear signage, the availability of transit services at these locations will be clear to the public.
- d) Operational noise for riders waiting on station platforms will be mitigated by the size of the platforms, as well as their "open air" design.
- e) Mechanical equipment and other components create "operational noise" at the South Bellevue Station. A full analysis of these components and equipment has been completed. No excessive noise will be produced by these systems.
- f) Pedestrian routes leading up to the station entrances and from the entrances to the platforms are designed to ensure comfortable movement even during peak travel times. See **Attachment M**, Drawing E09-ANP100.
- g) At night, lighting of the spacious platform areas will ensure bright, safe-feeling platforms. See **Attachment N**.

Based on Sound Transit’s incorporation of the above design features in elevated and at-grade portions of the Facilities, the RLRT Facilities proposed in this DMP Application are consistent with the Elevated, at Grade and Tunnel Light Rail Best Practices.

## **7. PROPERTY VALUES**

**This topic of the Report focuses on the best practices that could help protect properties from factors that could decrease property values as well as maximize values where more urban development or redevelopment is desired. The Best Practices for this topic are as follows:**

- A. Design and maintain high quality stations that are an asset to the community.**
- B. Develop a comprehensive strategy for limiting and mitigating negative impacts from light rail construction and operations.**

The Expectations of Sound Transit are as follows:

- 6. Coordinate with City of Bellevue on traffic-calming and diversion techniques to mitigate for cut-through traffic in residential areas.**
- 7. Coordinate infrastructure improvements with City of Bellevue to minimize disruptions and identify efficiencies in construction timing.**
- 8. Provide a high level of maintenance at stations and along tracks in order to meet community standards and protect property values.**
- 9. Collaborate with Bellevue on developing a comprehensive mitigation strategy to assign responsibility for a full range of potential impacts including noise, vibration, traffic, safety, and security.**

***Sound Transit Discussion:*** This DMP Application is consistent with the Property Values Light Rail Best Practices because Sound Transit has met each of the above Expectations. As the Best Practices Report notes under this topic, “designing and maintaining a quality system are the best practices that can be applied to protect the value of properties along the light rail line and around stations.” As discussed in detail in the discussion of Comprehensive Plan policy LU-9, the City and Sound Transit have prioritized quality in the design and operations of the proposed RLRT Facilities.

With regards to Expectation No. 6, the Facilities proposed in this DMP Application are located in the South Bellevue area, which is comprised of single and multifamily homes, offices, and partially-developed natural areas. Sound Transit and the City will continue to coordinate detour and haul routes to minimize impacts to existing residential neighborhoods. Minimal potential for cut-through traffic has been identified for any residential area. The City and Sound Transit have satisfied this Expectation by incorporating traffic-calming and detour techniques in the final right-of-way configuration for the Project. This is in addition to the measures described in the discussion of Comprehensive Plan Policy TR-75.18, which will be implemented and monitored to address the impacts of the Facilities’ ongoing

operations on surrounding neighborhoods. Maintenance of Traffic is provided in **Attachment M**, Drawings L85-TMP100 through TMP423.

Expectation No. 7 will be addressed through Sound Transit's project management plan developed and implemented in coordination with its contractor and the City.

Sound Transit has developed detailed protocols for upkeep, maintenance, and cleanliness of its facilities as described in Central Link Maintenance Plan, and an East Link-specific maintenance plan is in development. Expansion of the maintenance program to the Facilities in this DMP Application will satisfy Expectation No. 8's policy regarding "a high level of maintenance" for the proposed Facilities in order to protect property values.

Sound Transit has satisfied Expectation No. 9 by coordinating with the City and other government agencies to identify and implement a mitigation package for the overall Project. The mitigation measures are summarized in **Attachment F**, and include mitigation for the full range of potential impacts, including those specifically cited in this Expectation.

Based on Sound Transit's implementation of the above measures, the Facilities proposed in this DMP Application fully satisfy the policy of the Property Values Light Rail Best Practices.

## **8. STATION SECURITY**

**This topic of the Report focuses on developing proactive approaches to station design and operating practices that can help deter criminal activity. The Best Practices for this topic are as follows:**

- A. Employ design techniques that deter crime.**
- B. Foster a sense of ownership by users and neighbors of stations.**
- C. Establish a fare paid zone at stations and program an active presence of transit and law enforcement personnel on the train and on platforms.**
- D. Employ effective technologies to protect the safety of station users and neighbors.**

The Expectations of Sound Transit are as follows:

- 8. All stations and related facilities should incorporate CPTED design principles.**
- 9. All trains should be monitored with video surveillance equipment during operating hours. All stations should be monitored with video surveillance equipment at all times.**
- 10. All stations should be equipped with emergency phones connected directly to 911 or security personnel.**
- 11. Sound Transit, in coordination with the City, should initiate a crime prevention program that includes public awareness campaigns and outreach to neighborhoods on crime prevention techniques in and around stations.**

12. **Sound Transit should establish a fare paid zone at stations and provide for the regular and frequent presence of enforcement and security personnel on the platforms and trains.**
13. **Sound Transit should ensure that all facilities are maintained in good condition. Damage to furnishings should be repaired promptly. Graffiti should be removed promptly.**

**Sound Transit Discussion:** Sound Transit has satisfied the policies for station Security by incorporating a number of safety-related design features in the Facilities proposed in this DMP Application, as well as a number of safety measures in its ongoing operation of the Facilities. As noted above in the discussion regarding Comprehensive Plan policy TR-75.23, the design of the South Bellevue Station includes a number of features that will ensure station security consistent with these Best Practices. Specifically, the design proposed in this DMP Application, and Sound Transit's ongoing operations of the proposed Facilities, incorporate the following:

- a) The South Bellevue Station has been designed in accordance with CPTED design principles. See discussion of Comprehensive Plan policy TR-75.23 above.
- b) The Facilities outside the South Bellevue Station implement a number of CPTED design principles. The park and ride garage and associated plazas and secure bike parking areas are designed to enhance patron security by providing maximum visibility and clear lines of sight, adequate illumination and ease of access for surveillance. The landscape design of the station allows for maximum visibility and clear lines of sight by not permitting foliage in a range between 36" and 84" to prevent vegetation from hindering fields of vision. Lighting of the park and ride garage is designed to prevent the creation of dark areas during non-daylight hours. A passenger emergency telephone is also provided and there is a secured bike parking area. CCTV cameras provide surveillance of all public areas on Sound Transit property outside the station proper (park and ride, plazas and associated bike parking areas).
- c) All trains will be monitored with video surveillance equipment during operating hours, and stations will be monitored with video surveillance at all times. See Sound Transit Design Criteria Manual, Chapter 29.
- d) Emergency phones to contact 911 and Sound Transit security personnel will be provided.
- e) Sound Transit and the City will initiate and develop a crime prevention program to implement public awareness and outreach campaigns to educate the public about safety issues and assistance with crime prevention techniques in and around the stations. See Sound Transit Design Criteria Manual, Chapter 29.
- f) Sound Transit proposes frequent presence of its security personnel on the Station platforms and on trains. This method has proven to be just as effective as, or more effective than, fare paid zones in other Sound Transit stations throughout the region. Through its comprehensive maintenance program detailed in the discussion of Expectation No. 8, Sound Transit will carry out regularly scheduled maintenance to keep all of its Facilities in good condition. Per the requirements of Sound Transit's program for station and Facilities maintenance, any damage to furnishings will be promptly repaired, and graffiti will be removed within 1-2 days after it is discovered.

## **9. CONSTRUCTION IMPACTS AND MITIGATION**

This topic of the Report focuses on thoughtful planning and design practices to minimize the scope and intensity of light rail construction impacts to businesses and residences. The Best Practices for this topic are as follows:

- A. Develop a Construction Management Plan.**
- B. Site and design construction staging areas to minimize disruption and inconvenience to adjacent land uses.**
- C. Plan for and address the impacts of construction by providing adequate alternative access and mitigating negative impacts such as noise and vibration.**
- D. Engage the business community in developing plans to provide support to businesses before, during, and after construction.**
- E. Engage the residential community in developing approaches to minimize impacts and provide support during construction.**
- F. Develop a broad public engagement program and provide regular communications to the public about construction project activities and impacts.**

The Expectations of Sound Transit are as follows:

- 7. In collaboration with the City, develop a Construction Management Plan. At a minimum, the plan should address mitigation techniques and timeline, parking and access, public involvement, and contractor responsibilities. The plan should establish a process for monitoring, reviewing, handling complaints, and adjusting techniques as necessary to ensure effectiveness of the mitigation techniques.**
- 8. In collaboration with the City, develop a public involvement program that defines the type and extent of communications with the public. The goal should be to ensure extensive communication about construction schedules, impacts, responsiveness, and effectiveness of or changes to mitigation measures so that residents and businesses are provided with predictability about project events and have a regular and convenient means of conducting a dialogue with Sound Transit.**
- 9. Minimize duration of construction in any given area through techniques such as:**
  - Divide construction into “reaches” or shorter segments and limit activity in one segment until completion in another;**
  - Break construction into phases, which could coincide with the “reaches” guideline above;**
  - Detail and validate pre-planning for sensitive areas; and**
  - Allow a specified time for completion of work in each “reach.”**
- 10. Minimize disruption and provide support to businesses by:**

- Establishing a construction mitigation fund;
- Establishing a loan program;
- Providing a local marketing campaign during construction;
- Providing management and technical assistance;
- Maintaining at least one vehicle and pedestrian access path during business hours;
- Maintaining nearby parking;
- Providing additional signage during construction.

**11. When selecting and negotiating agreements with contractors:**

- Allow for selection of the contractor who is most capable of delivering the project in a timely, professional, expedient manner while minimizing impacts and being responsive to community interests (this may not be the lowest bidding contractor);
- Provide opportunities for qualified businesses who may not typically be able to compete on large projects;
- Structure contractor payment to provide incentives for mitigating negative temporary effects and to encourage responsiveness to complaints;
- Structure construction phases and contracting arrangements to provide for timely repair of individual owners' properties, for example, by using separate contractors to perform mitigation work.

**12. Address impacts on Historic and Archaeological Resources by:**

- Conducting pre-construction surveys to identify presence of resources;
- Coordinating mitigation measures with the State Department of Archeology and Historic Preservation and local agencies;
- Requiring the contractor to halt work if unidentified resources are encountered;
- Minimizing fugitive emissions by watering areas of exposed soil, covering open body trucks, and removing soil and other materials from paved streets;
- Restricting hours of construction and using sound dampening equipment;
- Establishing vibration limits and monitoring vibration and foundation conditions at nearby historic buildings;
- Working in phases for demolition, earth-moving, and other ground impacting operations; and
- Restoring sites to at least pre-construction condition.

**13. Address impacts on Soil Erosion and Air Quality by:**

- Watering exposed soil to control dust;
- Covering open body trucks traveling to and from construction sites;
- Using wheel baths or rock aprons to prevent dirt from being carried onto public streets;
- Promptly removing accumulated soil and other materials from paved streets; and
- Temporarily paving, repaving, and/or revegetating exposed areas during specific phases.

**14. Address Visual and Aesthetic impacts by:**

- Constructing temporary fences and screens to shield staging and construction areas; and
- Integrating art (*e.g.*, murals) on temporary fences or walls.

**15. Address Noise impacts by:**

- Completing detailed assessment during final design to identify sensitive noise receptors;
- Conducting construction activities according to state and local requirements;
- Providing an appropriate waiver process for unique circumstances;
- Employing design considerations such as constructing temporary noise barriers, routing trucks away from residential areas, and locating noisy equipment away from residential and environmentally sensitive areas;
- Using an operations sequence that avoids nighttime construction in residential areas or altering practices to reduce noise at night;
- Using alternative demolition and construction methods (for example, drilled piles instead of pile driving and noise suppressed equipment);
- Providing a 24-hour staffed hotline for noise complaints;
- Using temporary noise walls (for example, semi-trailer box cars) that can be moved; and
- Using hotel vouchers for residents living very close to nighttime work.

**16. Address Vibration impacts by:**

- Inspecting and monitoring nearby foundation conditions;
- Establishing vibration limits during construction (historic structures may require special attention);
- Requiring contractors to monitor and report vibration levels at nearby buildings throughout excavation and construction while adhering to the City of Bellevue construction standards; and
- Working in phases so that demolition, earth-moving, and other ground impacting operations do not overlap.

- 17. Address Safety and Security issues by:**
- Using temporary construction fencing and barricades around construction sites;
  - Controlling access to construction sites; and
  - Requiring the contractor to provide adequate traffic control.
- 18. Address Transportation, Traffic, and Parking impacts by:**
- Conducting off-peak-hour construction;
  - Relocating utilities simultaneously with or in advance of light rail construction;
  - Placing mitigation measures in construction contract specifications and plans;
  - Providing full and controlled pedestrian access to businesses;
  - Limiting open excavation and trackway construction and coordinating phasing;
  - Including limitations on construction (for example, during holidays, festivals, and special events) in specifications;
  - Using dynamic message signs (DMS) to inform the public about upcoming work, road closures, and detours; and
  - Providing a project budget for transportation demand management activities (for example, transit and vanpool subsidies, and community outreach and education).
- 19. Address impacts to Ecological Resources in the following ways:**
- Floodplains and floodways: Design bridge and culvert crossings to minimize backwater conditions and design rail and/or road profiles to minimize overtopping.
  - Groundwater: Monitor groundwater table depth and contain and manage contaminants.
  - Surface water: Restrict in-stream construction activities to periods of low-flow or based on needs of local fish populations and require contractors to install filter devices to prevent sediments from discharging directly into stormwater system.
  - Wetlands: Install fabric filters along the periphery of the wetland (or construction zone), revegetate within temporary construction areas with native plantings, and require wetland replacement per local regulations.
- 20. Address Hazardous Materials and Contamination issues by:**
- Requiring a hazardous material spill prevention plan and emergency response procedures prior to construction;
  - Requiring specialty subcontractors to remove contaminants or hazardous materials, and requiring proper documentation of disposal at approved sites;

- Monitoring excavation and dewatering to identify changes in conditions, requiring work to stop with discovery of contaminated or potentially contaminated materials, and having technically qualified personnel available to determine proper course of action;
- Stockpiling excavated soils on heavy, waterproof plastic, and segregating and covering contaminated materials;
- Using innovative resource management techniques and creating an environmental management plan with responsibilities for monitoring, maintaining, and managing mitigation efforts.

21. Address Staging Area needs by:

- Locating construction staging areas outside of residential neighborhoods except where no practicable alternative exists;
- Designing staging areas to minimize size and disruption to surrounding areas through early consideration of avoidance and mitigation techniques;
- Exploring opportunities to consolidate staging areas;
- Providing design of staging areas in advance to evaluate trade-offs before selecting staging areas;
- Requiring staging area access and parking plan prior to construction;
- Paving, applying water, or applying (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;
- Sweeping daily (preferably using water sweepers) paved access roads, parking areas, staging areas at construction sites, and adjacent public streets; and
- Avoiding staging of construction equipment and idling of equipment within 200 feet of noise- sensitive land uses whenever feasible.

22. Create a project tree farm using saplings that can mature during construction and provide larger trees for project landscaping.

23. Minimize the effects of hauling activities through measures such as:

- Operating on routes and/or during hours that do not coincide with peak traffic;
- Daily sweeping of haul routes; and
- Prompt repair of street damage.

**Sound Transit Discussion:** Sound Transit has satisfied, or will satisfy, the Construction Impacts and Mitigation Best Practices by incorporating the measures discussed below.

Management of construction for the Project is principally addressed in the Contract E320 – South Bellevue Right-of-Way Contract Specifications Divisions 01-34. The mitigation measures identified in the

NEPA Documents will also be applicable to construction activities as described in those documents. See **Attachment F**.

Sound Transit will identify constraints and requirements that provide the contractor flexibility to prepare its work plans while addressing the items set forth in the Construction Impacts and Mitigation topic of the Light Rail Best Practices. The expectations of Sound Transit listed under this topic are discussed in some detail below, and may be among the measures incorporated into the contract and the contractor's work plan to ensure the Project's consistency with these policies. The rules (constraints and requirements) are included in the plans submitted for permits (e.g. in the traffic control plans and specs). Sound Transit will prepare a Project Management Plan to document and optimize construction sequencing and phasing. A Construction Management Plan will be developed by the contractor once selected consistent with Expectation No. 7.

Consistent with Expectation No. 8, Sound Transit and the City will develop a construction outreach plan. The construction outreach plan will be developed in coordination with the City through its Public Outreach and Government Relations (POGR) program. Sound Transit will continue to work with partner jurisdictions to reach local and regional members of the public by hosting public meetings and workshops, speaking at open forums, attending community events and fairs/festivals, providing briefings, and being available to discuss East Link with businesses, neighborhood, stakeholders, interested individuals and transportation interest groups. As the Project progresses and the contractor is selected by Sound Transit for the segment in this DMP Application, continual opportunities for public involvement will be provided.

The Program will ensure frequent communications to the public regarding construction schedules, traffic and other impacts, and the status of mitigation measures to provide as much predictability as possible to the public regarding construction of the Project. To make information about East Link as widely available as possible, Sound Transit continually updates a variety of communication tools and materials, including a website, fact drawings, e-newsletter, press releases and graphic displays.

The Project will include phasing as suggested by Expectation No. 9, in order to minimize the duration of construction-related impacts to any given area. As suggested by this item, the Project construction will divide construction into "reaches." Sound Transit will identify constraints and requirements that provide the contractor flexibility to prepare work plans while balancing such plans with public impact. The rules (constraints and requirements) are included in the plans submitted for permits (e.g. in the Traffic Control plans and specs). As discussed in Section 9 of this DMP Application, mitigation has been planned for the critical areas that could be affected by the Project, and these mitigation measures will be included in Project construction at the earliest stages to ensure their quick and efficient implementation. See **Attachment P**, East Link Light Rail Extension Critical Areas Report and Mitigation Plan; see also Specification Sections 32 71 00 (Wetland and Stream Mitigation) and 32 72 00 (Wetland and Stream Restoration). While exact dates of Project construction will, of course, vary, the general timeframe for completion of each phase of construction is set forth in the Project schedule.

Consistent with Expectation No. 10, Sound Transit will minimize disruption to and provide support to business, including the following:

- Providing a local marketing campaign during construction
- Providing management and technical assistance
- Maintaining at least one vehicle and pedestrian access path during business hours.
- Maintaining nearby parking
- Providing additional signage during construction.

Project contractors will be selected using the Design Bid Build (DBB) project delivery method, consistent with Expectation No. 11. Under this traditional method, an architectural and engineering firm is selected by Sound Transit. The selected firm has numerous responsibilities including the selection of sub-consultants. Its primary responsibility is to provide and oversee the design and construction documents for the project. Once permit approvals are completed and the contractor scope of work is finalized for release to the public, Sound Transit will issue an Invitation for Bid (IFB) for publication within the construction industry to request bids from qualified businesses. The contract is awarded to the general contractor who is the lowest responsive/responsible bidder. Construction phases and contracting arrangements will be structured to provide for timely repair, if needed, of individual owners' properties.

The Project's potential impacts on historic and archeological resources, and mitigation measures to protect these resources, are addressed in the 2011 East Link Light Rail Transit Project Final Environmental Impact Statement. See **Attachment F** and in **Attachment C** of the FTA record of decision. Sound transit has satisfied Expectation No. 12 through the implementation of the following measures in its construction plans for the Project:

- Conducting extensive reviews of the Winters House and making extensive provisions for avoidance of impacts to this structure.
- Conducting pre-construction surveys to identify the possible presence of these resources
- Coordinating mitigation measures with the State Department of Archeology and Historic Preservation and local agencies.
- Requiring the contractor to halt work if unidentified resources are encountered.
- Minimizing fugitive emissions by watering areas of exposed soil, covering open body trucks, and removing soil and other materials from paved streets.
- Restricting hours of construction and using sound dampening equipment.
- Establishing vibration limits and monitoring vibration and foundation conditions at nearby historic buildings.
- Working in phases for demolition, earth-moving, and other ground impacting operations.
- Restoring sites to at least pre-construction condition, where applicable.

The Project's potential impacts on soil and air quality as well as related mitigation measures are addressed in the NEPA Documents in **Attachment F** and **Attachment G**. The ROD is provided at: <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/East-Link-Final-EIS-document-collection>. Sound transit has satisfied Expectation No. 13 through the implementation of the following measures in its construction plans for the Project:

- Watering exposed soil to control dust
- Covering open body trucks traveling to and from construction sites

- Using wheel baths or rock aprons to prevent dirt from being carried onto public streets
- Promptly removing accumulated soil and other materials from paved streets
- Temporarily paving, repaving, and/or revegetating exposed areas during specific phases

Sound Transit has satisfied Expectation No. 14 by including requirements for shielding of staging and construction areas by using temporary fences, screens, and other measures. In addition, art, such as murals, will be integrated into construction sites by placing them on or near temporary fences or walls. Sound Transit will develop construction outreach plans by mid-2014 that will include visual and aesthetic mitigation techniques.

The Project's potential noise and vibration impacts and related mitigation measures are addressed in Section 5.0 of the DMP application, Noise and Vibration and in the ROD. Sound Transit has satisfied Expectation No. 15 through the implementation of the mitigation measures in the ROD and in the Noise Impact Analysis Using Bellevue City Code submitted in support of the DMP application, as reflected in the construction plans for the Project.

Sound Transit has satisfied Expectation No. 16, regarding vibration impacts, through the implementation of the following measures in its construction plans for the Project:

- Conducting pre-construction surveys
- Inspecting and monitoring nearby foundation conditions.

Sound Transit has satisfied Expectation No. 17 regarding safety and security as described in TR 75.23 beginning at page 15. Detailed site access and traffic control provisions are described in **Attachment M**, in the drawings starting on Drawing number L85-TMP100.

Sound transit will satisfy Expectation No. 18 through the implementation of the following measures in its construction specifications and plans:

- Relocating utilities simultaneously with or in advance of light rail construction
- Placing mitigation measures in construction contract specifications and plans
- Providing adequate and controlled pedestrian access to businesses
- Limiting open excavation and guideway construction and coordinating phasing
- Including limitations on construction (for example, during holidays, festivals, and special events) in specifications.
- Using dynamic message signs (DMS) for short periods to inform the public about upcoming work, road closures, and detours. Static signs are used when signage is installed for long periods of time.

Sound transit has satisfied Expectation No. 19 by identifying potential impacts on ecological resources, as well as related mitigation measures, in the NEPA documents and the critical areas approvals discussed at Section 9 of this DMP Application, including for example the following measures:

- Design bridge and culvert crossings to minimize backwater conditions and design rail and/or road profiles to minimize overtopping
- During tunnel construction, monitoring groundwater table depth and contain and manage contaminants

- Restrict in-stream construction activities to periods of low-flow or based on needs of local fish populations and require contractors to install filter devices to prevent sediments from discharging directly into stormwater system
- Install fabric filters along the periphery of wetlands or construction zones, revegetate temporary construction areas with native plantings, and require wetland replacement per local regulations.

Sound Transit has satisfied Expectation No. 20 in its NEPA documents and through the implementation of the following measures in its construction plans for the Project:

- Sound Transit has adopted a hazardous material spill prevention plan and emergency response procedures
- Specialty subcontractors will be required to remove contaminants or hazardous materials, and proper documentation of disposal at approved sites will be required.
- Monitoring of excavation and dewatering to identify changes in conditions, requiring work to stop with discovery of contaminated or potentially contaminated materials, and having technically qualified personnel available to determine proper course of action.
- Stockpiling excavated soils on heavy, waterproof plastic, and segregating and covering contaminated materials.
- Using resource management techniques, and monitoring, maintaining, and managing mitigation efforts

Sound Transit has satisfied Expectation No. 21 through implementation of the following measures:

- No staging areas are proposed in residential neighborhoods for the Facilities covered by this DMP Application, consistent with the policy that staging will only occur in residential neighborhoods where no practicable alternative exists.
- All staging areas have been designed to minimize size and disruption to surrounding areas through early consideration of avoidance and mitigation techniques. Construction staging will be contained within the existing paved area of the park and ride site, in order to mitigate impacts to the surrounding natural areas.
- Staging areas have been consolidated consistently with this Expectation. Most potential staging areas are mainly consolidated on select parcels within WSDOT ROW or within the existing park and ride areas.
- Staging areas have been designed and located in advance, to ensure adequate evaluation of trade-offs before selecting staging areas.
- All staging area access and parking plans will be complete prior to construction of the Facilities covered by this DMP Application.
- Paving, applying water, or applying (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweeping daily (preferably using water sweepers) paved access roads, parking areas, staging areas at construction sites, and adjacent public streets.
- No staging of construction equipment or idling of equipment within 200 feet of noise-sensitive land uses is proposed in the construction of the Facilities covered in this DMP Application.

Consistent with Expectation No. 22, Sound Transit's contractor will install tree saplings of the specified caliper.

Sound Transit will satisfy Expectation No. 23 by operating its haul routes during hours that do not coincide with peak traffic. In addition, haul routes will be swept daily, and any street damage caused by hauling activities will be promptly repaired.

Considering the above measures and the numerous additional mitigation measures incorporated into the design, construction, and operations plans for the Facilities covered by this DMP Application, this application is fully consistent with the Construction Impacts and Mitigation topic.

**ATTACHMENT M****DESIGN PLAN SHEETS**

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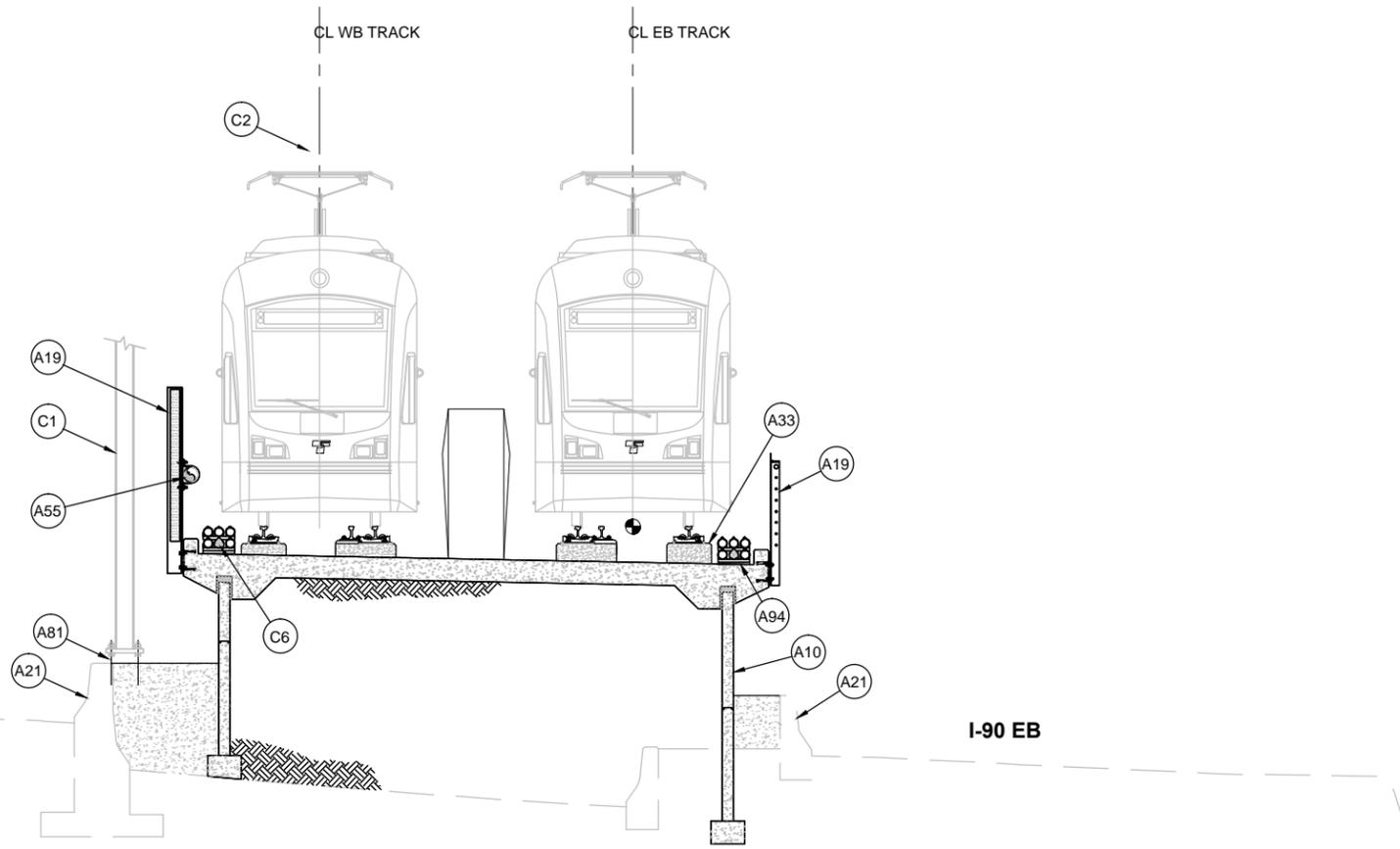
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XREF LIST:  
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 E320-L85-GZK024  
 E320-L85-GZK024  
 E320-L85-GZK024  
 E320-L85-GZK024

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NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**MSE WALL DIRECT FIXATION**  
 NTS

**CONTRACT E320**

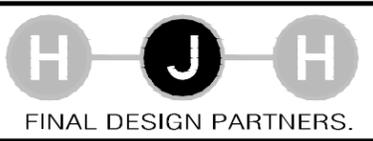
- (A10) MSE RETAINING WALLS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A19) HANDRAIL AND/OR ACOUSTIC BARRIERS - TBD
- (A21) ROADWAY BARRIER
- (A33) DIRECT FIXATION TRACK WITH CONTINUOUSLY WELDED RAIL, WITH GUARD RAIL, DF FASTENERS, INSERTS AND ALL RELATED APPURTENANCE ON RAISED PLINTH.
- (A55) FIRE PROTECTION STANDPIPE AND PIPE HANGERS
- (A81) OCS POLE FOUNDATION AND ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS).
- (A94) DUCTBANK TRAY

**CONTRACT E750 (NIC)**

- (C1) OCS POLE, TAPERED WASHERS AND GROUT
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS - TBD
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

**60% SUBMITTAL**

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER

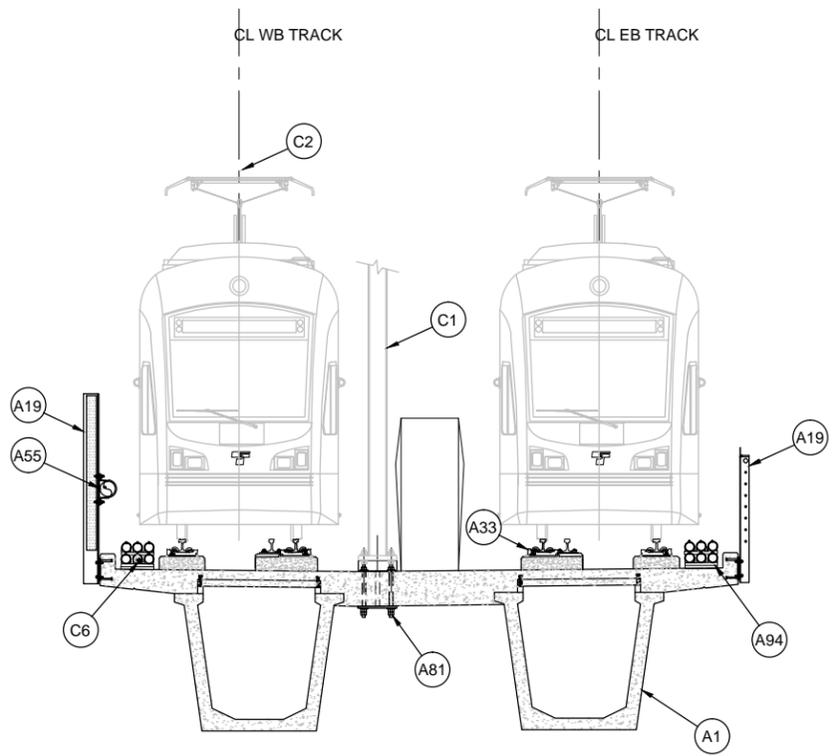


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 E320-L85-GZK024  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 GENERAL ARRANGEMENT  
 TYPICAL MIDDLE OF I-90 TRACK  
 ON FILL WITH MSE WALL

DRAWING No.:  
**L85-GZK024**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
 0

XREF LIST:  
 XE320-L85-517001  
 XE320-L85-472330  
 XE320-L85-170001  
 OB-SEAL-IC849860  
 XE320-G8-T822204



**CONTRACT E320**

- (A1) PRECAST SEGMENTAL DUAL TUB GIRDER, GUIDEWAY SUBSTRUCTURE, COLUMNS, BENTS, SEISMIC BUFFERS, RESTRAINERS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A19) HANDRAIL AND/OR ACOUSTIC BARRIERS
- (A33) DIRECT FIXATION TRACK CONTINUOUSLY WELDED RAIL WITH GUARD RAIL, DF FASTENERS, INSERTS AND ALL RELATED APPURTENANCES ON RAISED PLINTH
- (A55) FIRE PROTECTION STANDPIPE AND PIPE HANGERS
- (A81) OCS POLE ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS)
- (A94) DUCTBANK TRAY

**CONTRACT E750 (NIC)**

- (C1) OCS POLES, TAPERED WASHERS AND GROUT
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS, ARRESTORS AND GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

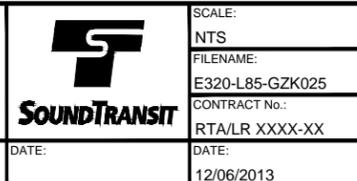
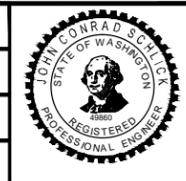
NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK

**TYPICAL AERIAL GUIDEWAY**  
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| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |

DESIGNED BY:  
**J. RYAN**  
 DRAWN BY:  
**R. PUNSALAN**  
 CHECKED BY:  
**J. SCHLICK**  
 APPROVED BY:  
**J. SCHESSLER**

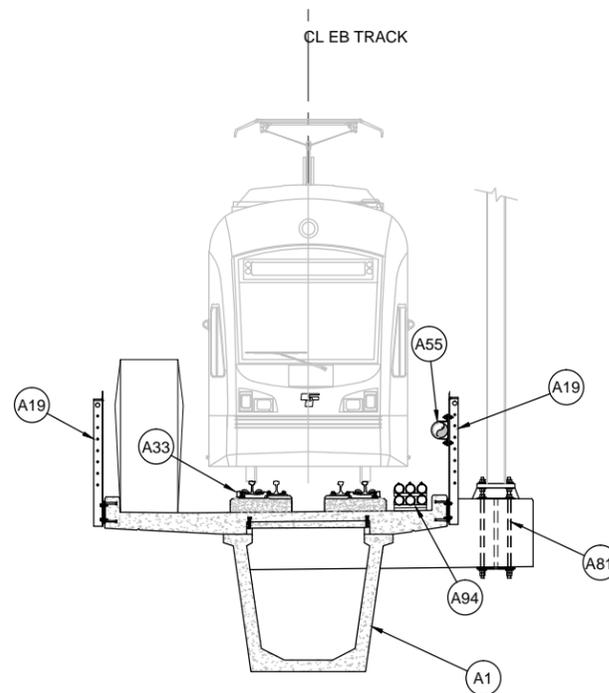
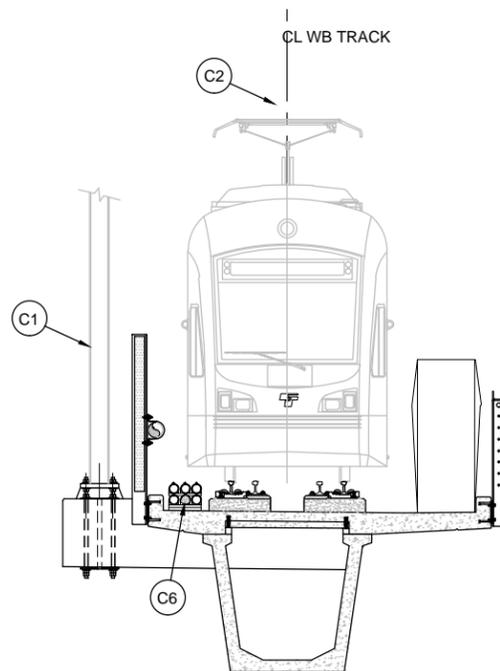


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**E320-L85-GZK025**  
 CONTRACT No.:  
**RTA/LR XXXX-XX**  
 DATE:  
**12/06/2013**

DRAWING No.:  
**L85-GZK025**  
 LOCATION ID:  
**G85**  
 SHEET No.:  
**0**  
 REV:  
**0**

**EAST LINK EXTENSION**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 GENERAL ARRANGEMENT  
 AERIAL GUIDEWAY  
 DUAL TRACK TUB

XREF LIST:  
 XE320-L85-17001  
 XE320-L85-17002  
 XE320-L85-17003  
 XE320-L85-17004  
 XE320-L85-17005  
 XE320-L85-17006  
 XE320-L85-17007  
 XE320-L85-17008  
 XE320-L85-17009  
 XE320-L85-17010



**CONTRACT E320**

- (A1) PRECAST SEGMENTAL TUB GIRDER, GUIDEWAY SUBSTRUCTURE, COLUMNS, BENTS, SEISMIC BUFFERS, RESTRAINERS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A19) HANDRAIL AND/OR ACOUSTIC BARRIERS
- (A33) DIRECT FIXATION CONTINUOUSLY WELDED RAIL WITH GUARD RAIL, DF FASTENERS, INSERTS AND ALL RELATED APPURTENANCES ON RAISED PLINTH
- (A55) FIRE PROTECTION STANDPIPE AND PIPE HANGERS
- (A81) OCS POLE ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS)
- (A94) DUCTBANK TRAY

**CONTRACT E750 (NIC)**

- (C1) OCS POLES, TAPERED WASHERS AND GROUT
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS, ARRESTORS AND GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**TYPICAL TUB TANGENT SINGLE TRACK**

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**60% SUBMITTAL**

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



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 FULL SCALE

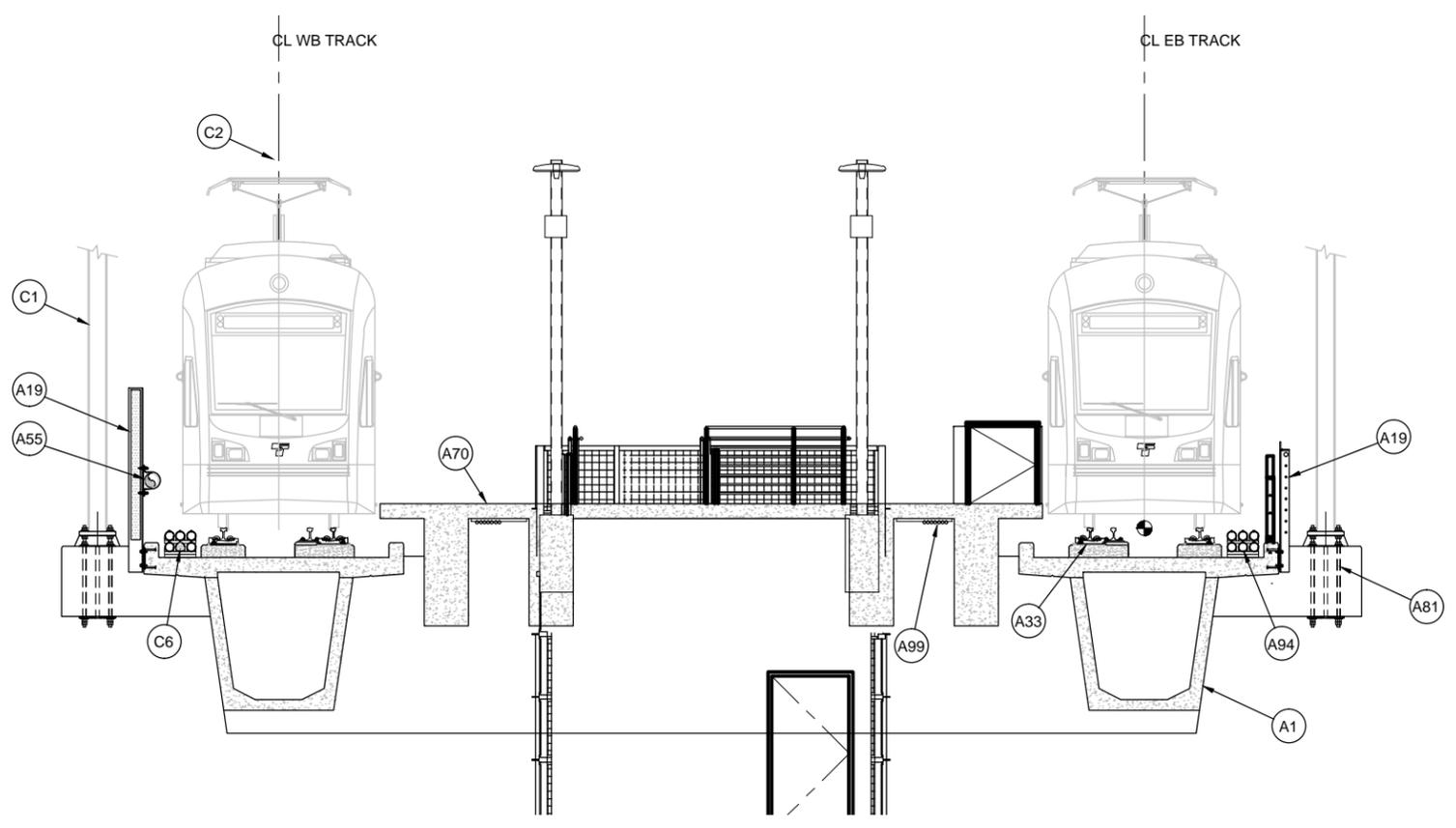


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 E320-L85-GZK026  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 GENERAL ARRANGEMENT  
 AERIAL GUIDEWAY  
 SINGLE TRACK TUB**

DRAWING No.:  
**L85-GZK026**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
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 XE320-L85-TB230  
 XE320-L85-FY001  
 XE320-L85-SY001  
 XE320-L85-AY001  
 GB-SEA-1054988



- CONTRACT E320**
- (A1) PRECAST SEGMENTAL DUAL TUB GIRDER, GUIDEWAY SUBSTRUCTURE, COLUMNS, BENTS, SEISMIC BUFFERS, RESTRAINERS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
  - (A19) HANDRAIL AND/OR ACOUSTIC BARRIERS
  - (A33) DIRECT FIXATION CONTINUOUSLY WELDED RAIL WITH GUARD RAILS, DF FASTENERS, INSERTS AND ALL RELATED APPURTENANCES ON RAISED PLINTH
  - (A55) FIRE PROTECTION STANDPIPE AND PIPE HANGERS
  - (A81) OCS POLE ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS)
  - (A94) DUCTBANK TRAY
  - (A70) STATION PLATFORM AND STRUCTURE
  - (A99) COMMUNICATION CONDUIT

- CONTRACT E750 (NIC)**
- (C1) OCS POLES, TAPERED WASHERS AND GROUT
  - (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS, ARRESTORS AND GROUNDING CONNECTIONS
  - (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK

**AERIAL GUIDEWAY - STATION**  
 NTS

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|---------------|------|-----|-----|-----|------------------------------|---|---|---|---|---------------------------------|---|----------------------------|
| 60% SUBMITTAL |      |     |     |     | DESIGNED BY:<br>J. RYAN      |  |  |  |  | SCALE:<br>NTS                   | <b>EAST LINK EXTENSION<br/>         CONTRACT E320<br/>         SOUTH BELLEVUE<br/>         GENERAL ARRANGEMENT<br/>         AERIAL GUIDEWAY<br/>         SOUTH BELLEVUE STATION</b> | DRAWING No.:<br>L85-GZK027 |
|               |      |     |     |     | DRAWN BY:<br>R. PUNSALAN     |   |   |   |   | FILENAME:<br>E320-L85-GZK027    |   | LOCATION ID:<br>G85        |
|               |      |     |     |     | CHECKED BY:<br>J. SCHLICK    |   |   |   |   | CONTRACT No.:<br>RTA/LR XXXX-XX |   | SHEET No.:<br>REV:         |
|               |      |     |     |     | APPROVED BY:<br>J. SCHESSLER |   |   |   |   | DATE:<br>12/06/2013             |   | 0                          |
| No.           | DATE | DSN | CHK | APP | REVISION                     | SUBMITTED BY:   | DATE:   | REVIEWED BY:  | DATE:   |                                 |   |                            |

XREF LIST:  
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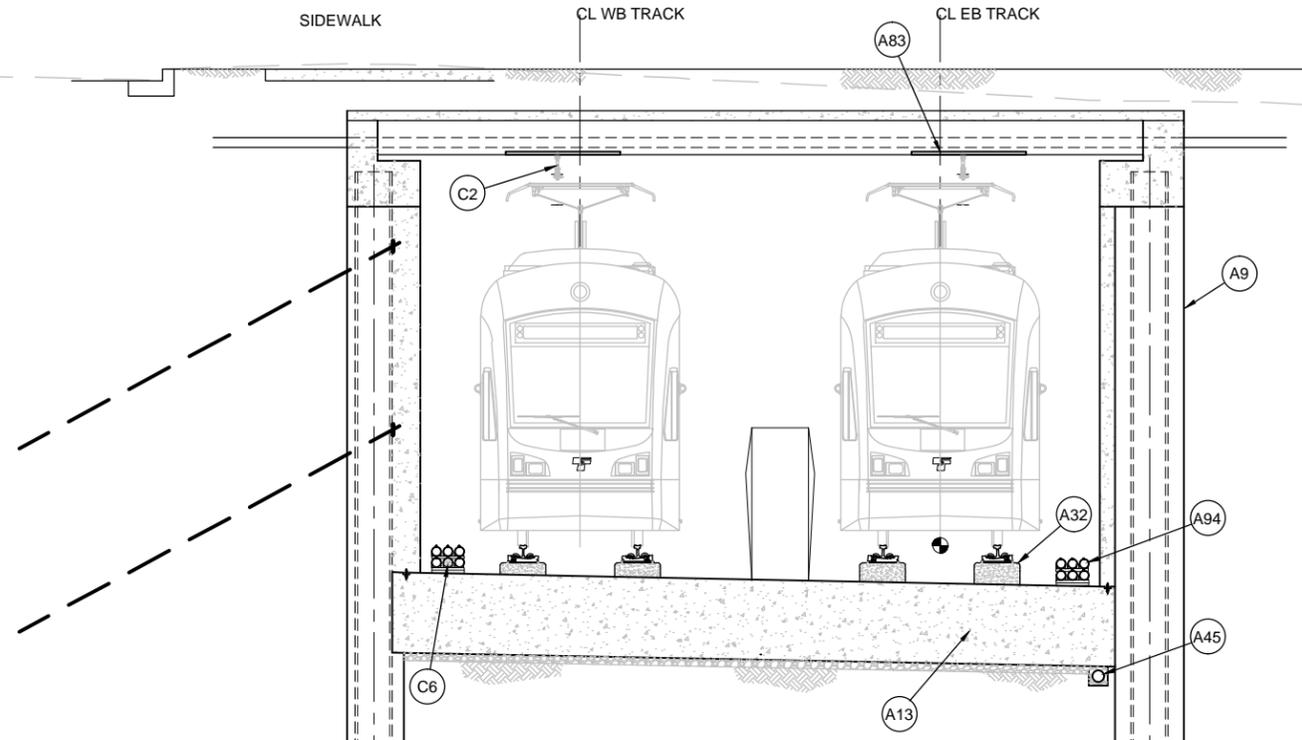
BELLEVUE WAY

SIDEWALK

CL WB TRACK

CL EB TRACK

WINTERS HOUSE



**CONTRACT E320**

- (A9) RETAINING WALLS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A13) TRACK SLAB
- (A32) DIRECT FIXATION TRACK WITH CONTINUOUSLY WELDED RAIL, DF FASTENERS, INSERTS AND ALL RELATED APPURTENANCES.
- (A45) TRACK DRAINAGE SYSTEM INCLUDING INLETS, PIPES, AND SUMPS
- (A83) UNISTRUT FOR OCS SUPPORT
- (A94) DUCTBANK TRAY

**CONTRACT E750 (NIC)**

- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**TRENCH WITH LID AT WINTERS HOUSE**  
 NTS

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**60% SUBMITTAL**

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



LINE IS 1" AT  
 FULL SCALE



SCALE:  
 NTS  
 FILENAME:  
 E320-L85-GZK028  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 GENERAL ARRANGEMENT  
 TYPICAL RETAINED CUT TRACK SECTION  
 WITH LID AT WINTERS HOUSE

DRAWING No.:  
**L85-GZK028**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
 0

| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
|     |      |     |     |     |          |

XREF LIST:  
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 XE320-L85-GZK029  
 XE320-L85-GZK029  
 XE320-L85-GZK029  
 XE320-L85-GZK029

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 1/12/13 | 2:16 PM | CALDWELL  
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BELLEVUE WAY

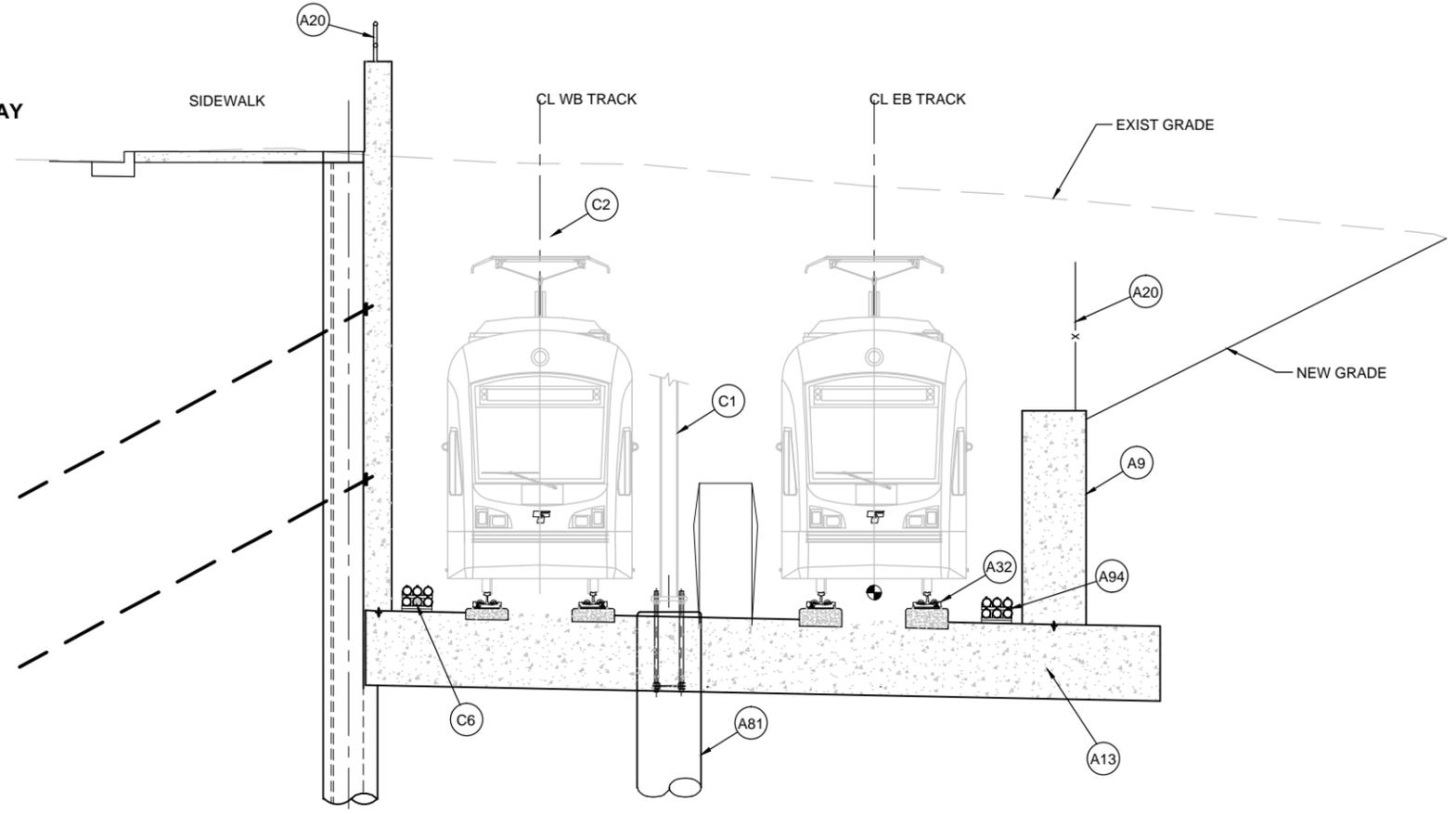
SIDEWALK

CL WB TRACK

CL EB TRACK

EXIST GRADE

NEW GRADE



**CONTRACT E320**

- (A9) RETAINING WALLS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A13) TRACK SLAB
- (A20) FENCE AND/OR ACOUSTIC BARRIERS
- (A32) DIRECT FIXATION TRACK WITH CONTINUOUSLY WELDED RAIL AND ALL RELATED APPURTENANCES.
- (A81) OCS POLE FOUNDATION AND ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS).
- (A94) DUCTBANK TRAY

**CONTRACT E750 (NIC)**

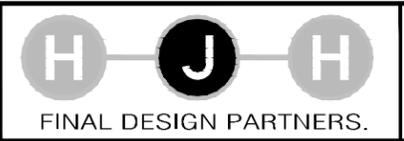
- (C1) OCS POLE AND TAPERED WASHERS
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS

NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK

**RETAINED CUT DIRECT FIXATION**  
 NTS

**60% SUBMITTAL**

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



SCALE:  
 NTS  
 FILENAME:  
 E320-L85-GZK029  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 GENERAL ARRANGEMENT  
 TYPICAL RETAINED CUT TRACK SECTION  
 ADJACENT TO BELLEVUE WAY

DRAWING No.:  
**L85-GZK029**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
 0

| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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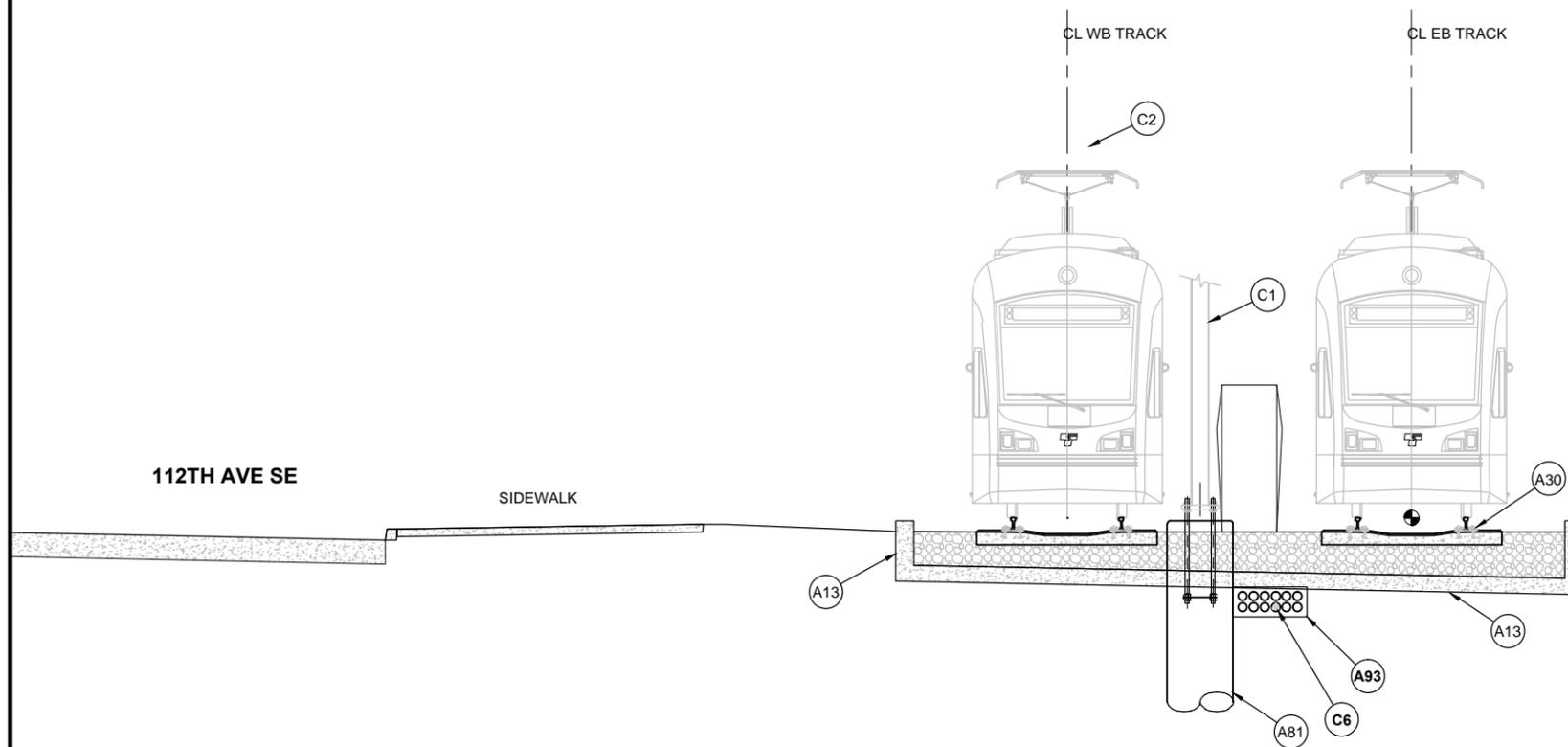
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 XE320-L85-FY0001  
 XE320-L85-SY0001  
 GB-SEAL-IC548860

**CONTRACT E320**

- (A13) TRACK SLAB AND CURB
- (A30) TIE AND BALLAST TRACK WITH CONTINUOUSLY WELDED RAIL AND ALL RELATED APPURTENANCES.
- (A81) OCS POLE FOUNDATION AND ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS).
- (A93) CAST-IN-PLACE DUCTBANK

**CONTRACT E750 (NIC)**

- (C1) OCS POLE AND TAPERED WASHERS
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS



NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

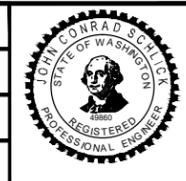
**TYPICAL AT-GRADE TRACK WITH BALLAST WALL**

NTS

ORIGINATED BY: / DATE: / CORRECTED BY: / DATE: /  
 CHECKED BY: / DATE: / VERIFIED BY: / DATE: /  
 11/21/13 | 2:16 PM | CALDWELL  
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|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
J. RYAN  
 DRAWN BY:  
R. PUNSALAN  
 CHECKED BY:  
J. SCHLICK  
 APPROVED BY:  
J. SCHESSLER



SCALE:  
NTS  
 FILENAME:  
E320-L85-GZK031  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 GENERAL ARRANGEMENT  
 TYPICAL AT-GRADE TRACK SECTION  
 WITH BALLAST WALL & TRACK SLAB

DRAWING No.:  
**L85-GZK031**  
 LOCATION ID:  
G85  
 SHEET No.: REV:  
0

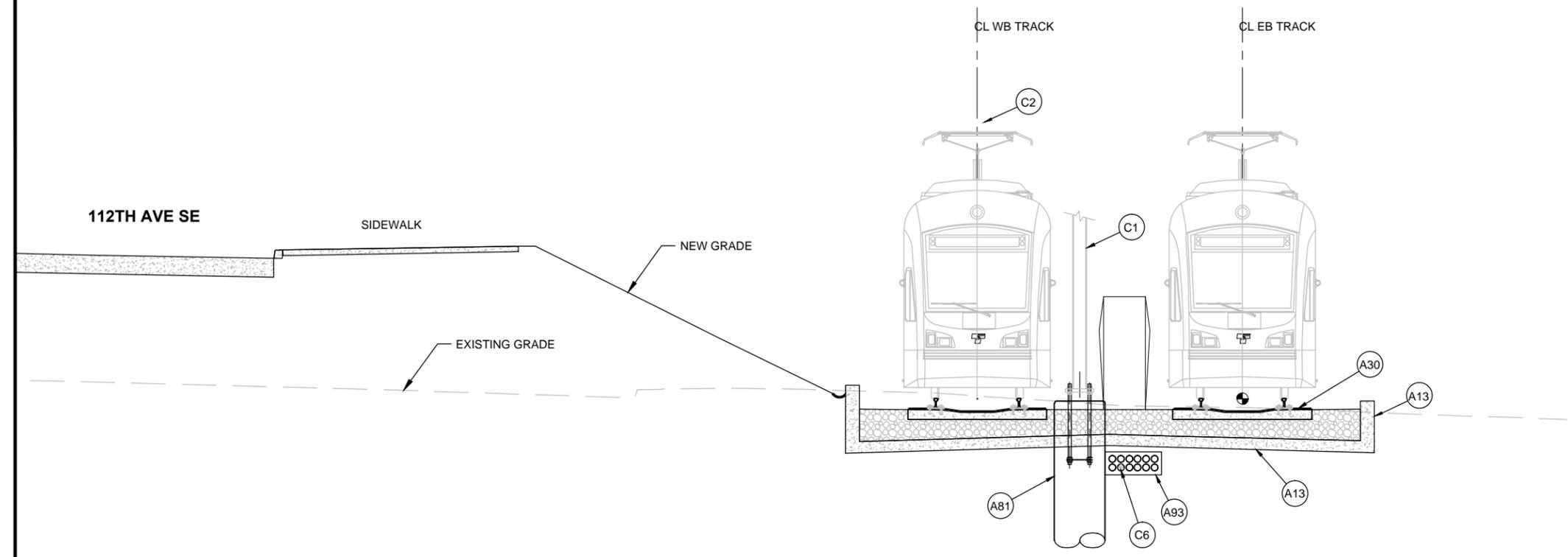
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 XE320-L85-GZK032-99  
 XE320-L85-GZK032-100

**CONTRACT E320**

- (A13) TRACK SLAB AND CURB
- (A30) TIE AND BALLAST TRACK WITH CONTINUOUSLY WELDED RAIL AND ALL RELATED APPURTENANCES.
- (A81) OCS POLE FOUNDATION AND ANCHOR BOLT ASSEMBLY. (ALL COMPONENTS EXCLUDING OCS POLES AND TAPERED WASHERS).
- (A93) CAST-IN-PLACE DUCTBANK

**CONTRACT E750 (NIC)**

- (C1) OCS POLE AND TAPERED WASHERS
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS



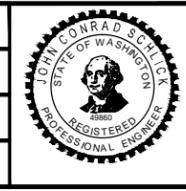
NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**TYPICAL AT-GRADE TRACK WITH BALLAST WALL SLAB**  
 NTS

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/21/13 | 2:17 PM | CALDWELL  
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|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



SCALE:  
 NTS  
 FILENAME:  
 E320-L85-GZK032  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

DRAWING No.:  
**L85-GZK032**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
 0

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 GENERAL ARRANGEMENT  
 TYPICAL AT-GRADE TRACK SECTION  
 AT-GRADE GUIDEWAY ON SLAB

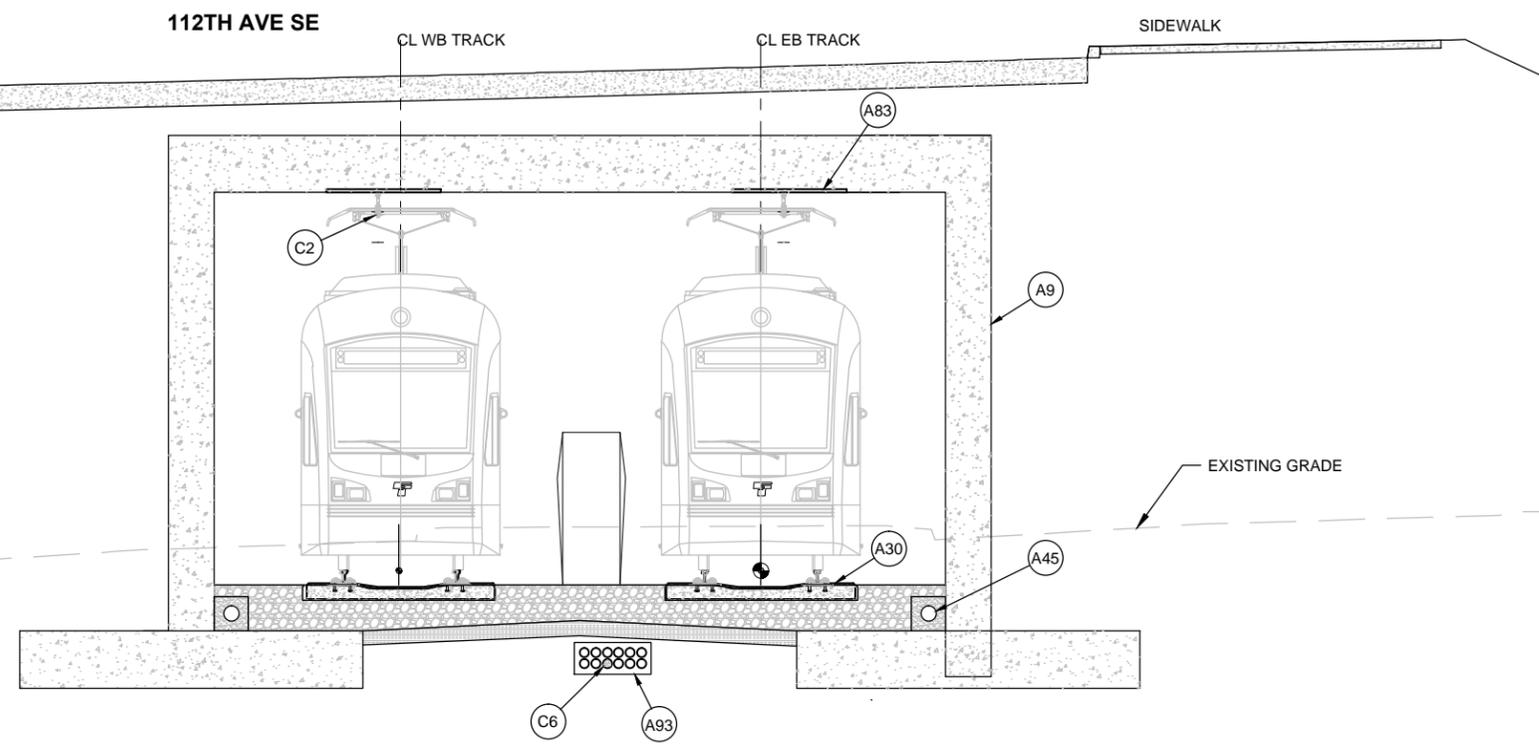
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 E320-L85-GZK033  
 E320-L85-GZK033  
 E320-L85-GZK033  
 E320-L85-GZK033

**CONTRACT E320**

- (A9) RETAINING WALLS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
- (A30) TIE AND BALLAST TRACK WITH CONTINUOUSLY WELDED RAIL AND ALL RELATED APPURTENANCES.
- (A45) TRACK DRAINAGE SYSTEM
- (A83) UNISTRUT FOR OCS SUPPORT
- (A93) CAST-IN-PLACE DUCTBANK

**CONTRACT E750 (NIC)**

- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
- (C6) CABLING FOR SIGNALS AND COMMUNICATIONS



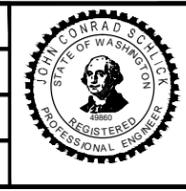
NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**112TH UNDERCROSSING BALLAST**  
 NTS

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/21/13 | 2:17 PM | CALDWELL  
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|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



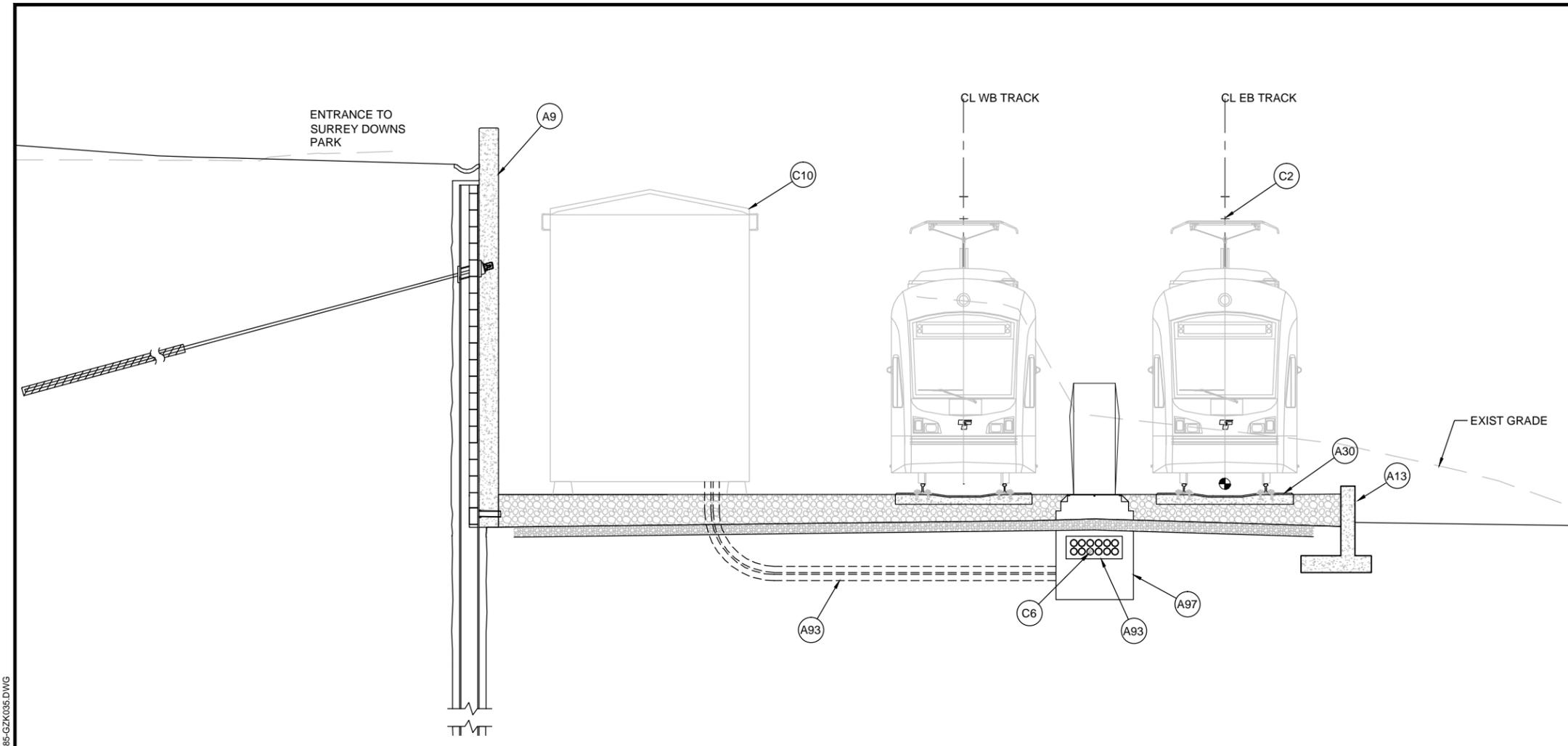
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 FILENAME:  
 E320-L85-GZK033  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

DRAWING No.:  
**L85-GZK033**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
 0

**EAST LINK EXTENSION**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 GENERAL ARRANGEMENT  
 RETAINED CUT TRACK SECTION  
 AT 112TH AVE SE

XREF LIST:  
 XE320-L85-KY2300  
 XE320-L85-TR2234  
 XE320-L85-FY0001  
 XE320-L85-SY0001  
 GB-SEAL-IC548860

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/21/13 | 2:17 PM | CALDWELL  
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- CONTRACT E320**
- (A9) RETAINING WALLS, BALLAST WALLS, EXPANSION JOINTS AND ALL ASSOCIATED PERMANENT AND TEMPORARY WORKS.
  - (A13) TRACK CURB
  - (A30) TIE AND BALLAST TRACK WITH CONTINUOUSLY WELDED RAIL AND ALL RELATED APPURTENANCES.
  - (A93) CAST-IN-PLACE DUCTBANK
  - (A97) SIGNAL/ COMM MANHOLE

- CONTRACT E750 (NIC)**
- (C2) CONTACT AND MESSENGER CABLES FITTINGS AND HARDWARE CANTILEVERS, CROSS SPANS AND LIGHTENING ARRESTORS GROUNDING CONNECTIONS
  - (C6) CABLING FOR SIGNALS AND COMMUNICATIONS
  - (C10) SIGNAL HOUSE

NOTE:  
 UNLESS NOTED OTHERWISE NOTES APPLY TO OTHER TRACK.

**RETAINED FILL GUIDEWAY AT SURREY DOWNS SIGNAL HOUSE**  
 NTS

**60% SUBMITTAL**

DESIGNED BY:  
 J. RYAN  
 DRAWN BY:  
 R. PUNSALAN  
 CHECKED BY:  
 J. SCHLICK  
 APPROVED BY:  
 J. SCHESSLER



LINE IS 1" AT FULL SCALE



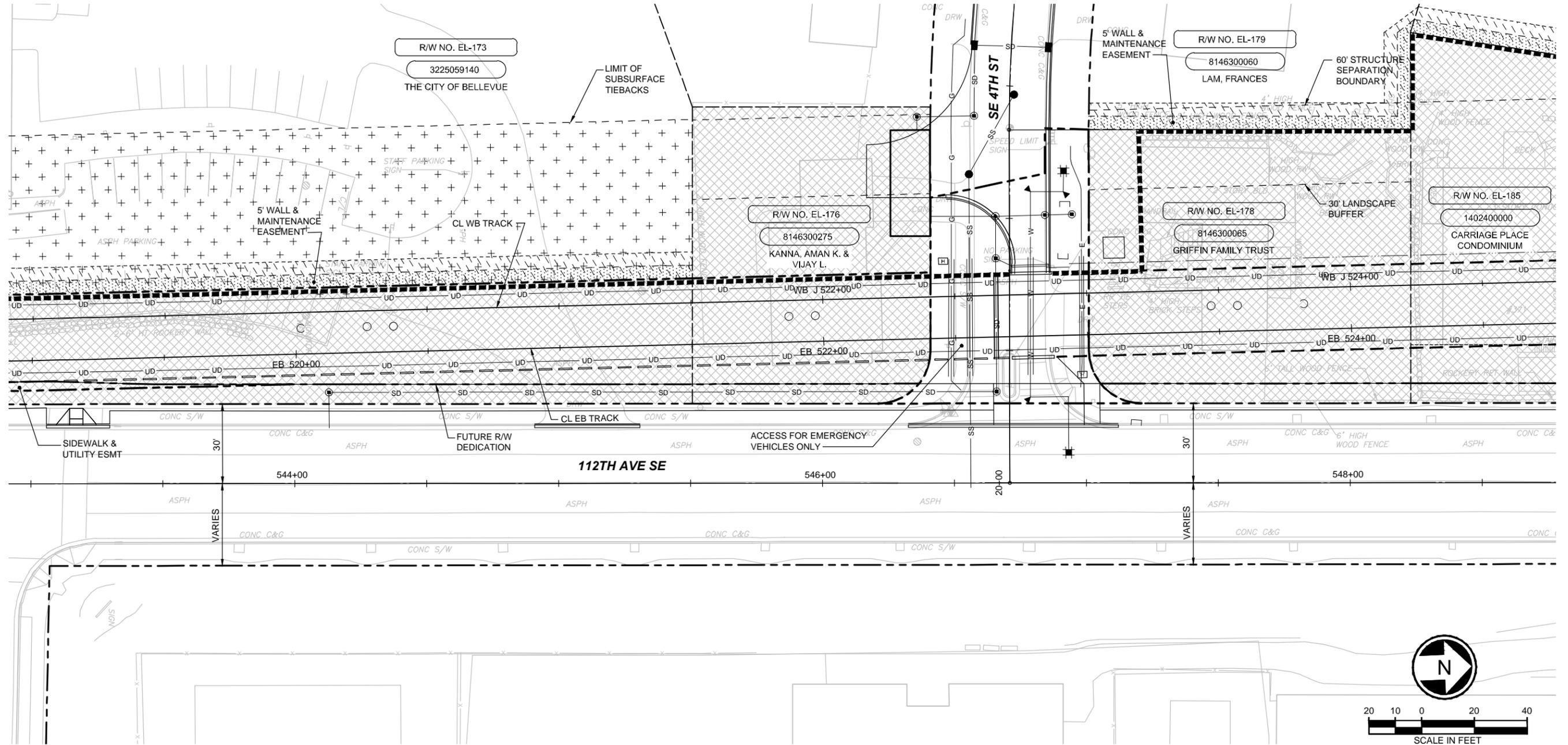
SCALE:  
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 FILENAME:  
 E320-L85-GZK035  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 GENERAL ARRANGEMENT  
 TYPICAL AT-GRADE TRACK SECTION  
 AT SURREY DOWNS SIGNAL HOUSE

DRAWING No.:  
**L85-GZK035**  
 LOCATION ID:  
 G85  
 SHEET No.:  
 REV:  
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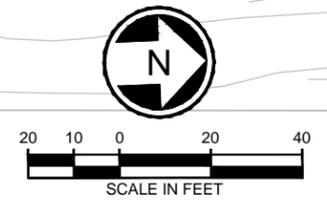






SEE DWG L85-RPP124

SEE DWG L85-RPP126



**NOTES:**

- SEE SHEET L85-RPP101 FOR GENERAL NOTES REGARDING BASIS OF BEARINGS, COORDINATE SYSTEM AND UNITS OF MEASURE.
- THIS SHEET SHOWS THE LATEST ROW REQUIREMENTS AND IS FOR ROW USE ONLY. REFER TO THE APPROPRIATE DISCIPLINE SHEETS FOR IMPROVEMENTS.
- FOR A COMPLETE LIST OF ROW MONUMENTS SURVEYED SEE DRAWING NUMBERS L85-RMP101 THROUGH L85-RMP103.

| CURVE DATA |       |   |   |   |
|------------|-------|---|---|---|
| NO.        | DELTA | R | T | L |
|            |       |   |   |   |
|            |       |   |   |   |

\*PARCEL AREA IS FROM THE KING COUNTY ASSESSOR RECORDS.

> WALL & MAINTENANCE ESMT

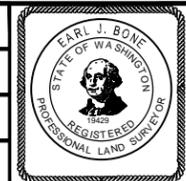
| SOUND TRANSIT R/W NO. | PARCEL NO. (TAX ACCOUNT NO.) | OWNERS     | PARCEL AREA SQ. FT.*       | FEE TAKE SQ. FT. | REMAINDER SQ. FT. | GUIDEWAY/ PERMANENT ESMT SQ. FT. | TEMPORARY CONSTRUCTION ESMT SQ. FT. | KING CO. RECORDING NO. |
|-----------------------|------------------------------|------------|----------------------------|------------------|-------------------|----------------------------------|-------------------------------------|------------------------|
| 1                     | EL-173                       | 3225059140 | SEE DWG L85-RPP123         |                  |                   |                                  |                                     |                        |
| 2                     | EL-176                       | 8146300275 | KANNA, AMAN K. & VIJAY L.  | 10,084           | 10,084            | 0                                |                                     |                        |
| 3                     | EL-178                       | 8146300065 | GRIFFIN FAMILY TRUST       | 12,510           | 12,510            | 0                                |                                     |                        |
| 4                     | EL-179                       | 8146300060 | LAM, FRANCES               | 11,958           |                   | > 780                            | 1,535                               |                        |
| 5                     | EL-185                       | 1402400000 | CARRIAGE PLACE CONDOMINIUM | 71,343           | 71,343            | 0                                |                                     |                        |

- XREF LIST:**
- XE3204-B5-CAP100
  - XE3204-B5-CAP101
  - XE3204-B5-CAP102
  - XE3204-B5-SPP100
  - XE3204-B5-SPP101
  - XE3204-B5-SPP102
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  - XE3204-B5-SPP142
  - XE3204-B5-SPP143
  - XE3204-B5-SPP144
  - XE3204-B5-SPP145
  - XE3204-B5-SPP146
  - XE3204-B5-SPP147
  - XE3204-B5-SPP148
  - XE3204-B5-SPP149
  - XE3204-B5-SPP150

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 CHECKED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
E. BONE  
 DRAWN BY:  
A. BREWER  
 CHECKED BY:  
A. FURTADO  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-RPP125  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

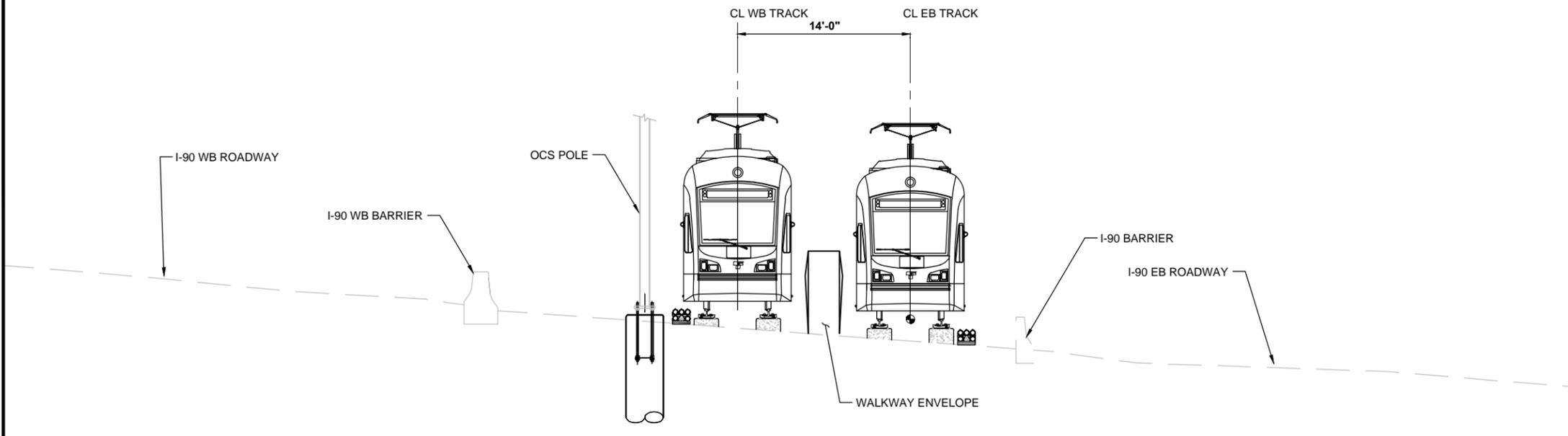
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 RIGHT-OF-WAY PLAN  
 EB STA 519+00 TO EB STA 524+50**

DRAWING No.:  
**L85-RPP125**  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
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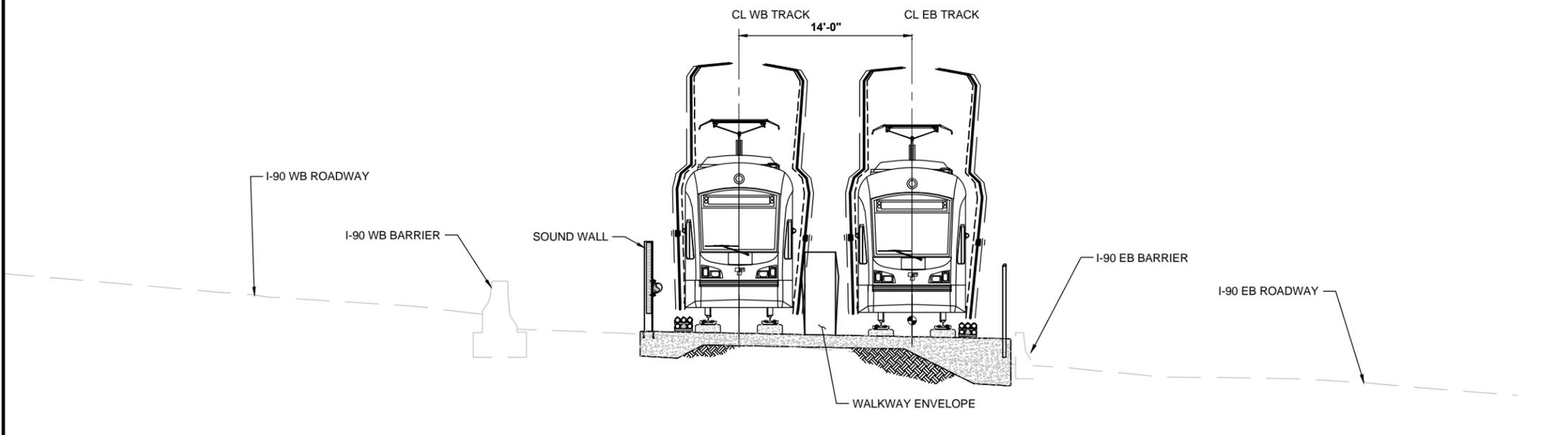


- NOTES:**
1. TRACK SECTIONS SHOWN FOR GENERAL LAYOUT AND CONFIGURATION.
  2. FOR WALL PLANS AND CONSTRUCTION DETAILS, SEE SWP DRAWINGS.
  3. FOR ROADWAY PLANS AND CONSTRUCTION DETAILS, SEE CRP DRAWINGS.

**XREF LIST:**  
 GB-SEA-8MW65496  
 JE320-L85-KY300  
 JE320-L85-SY001  
 JE320-L85-SWP100  
 JE320-L85-SWP150  
 JE320-L85-TS22-04  
 JE320-E09-AY001  
 JE320-L85-JY001  
 JE320-L85-KY100  
 JE320-L85-KY300



**AT-GRADE  
 DIRECT FIXATION**  
 EB 405+55.00 TO EB 405+62.00



**SLAB ON RETAINED FILL  
 DIRECT FIXATION**  
 EB 405+62.00 TO EB 408+02.00



ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
K. KLINKERS  
 DRAWN BY:  
D. FRANKUM  
 CHECKED BY:  
B. WILLIAMS  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
NTS  
 FILENAME:  
E320-L85-KY300  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

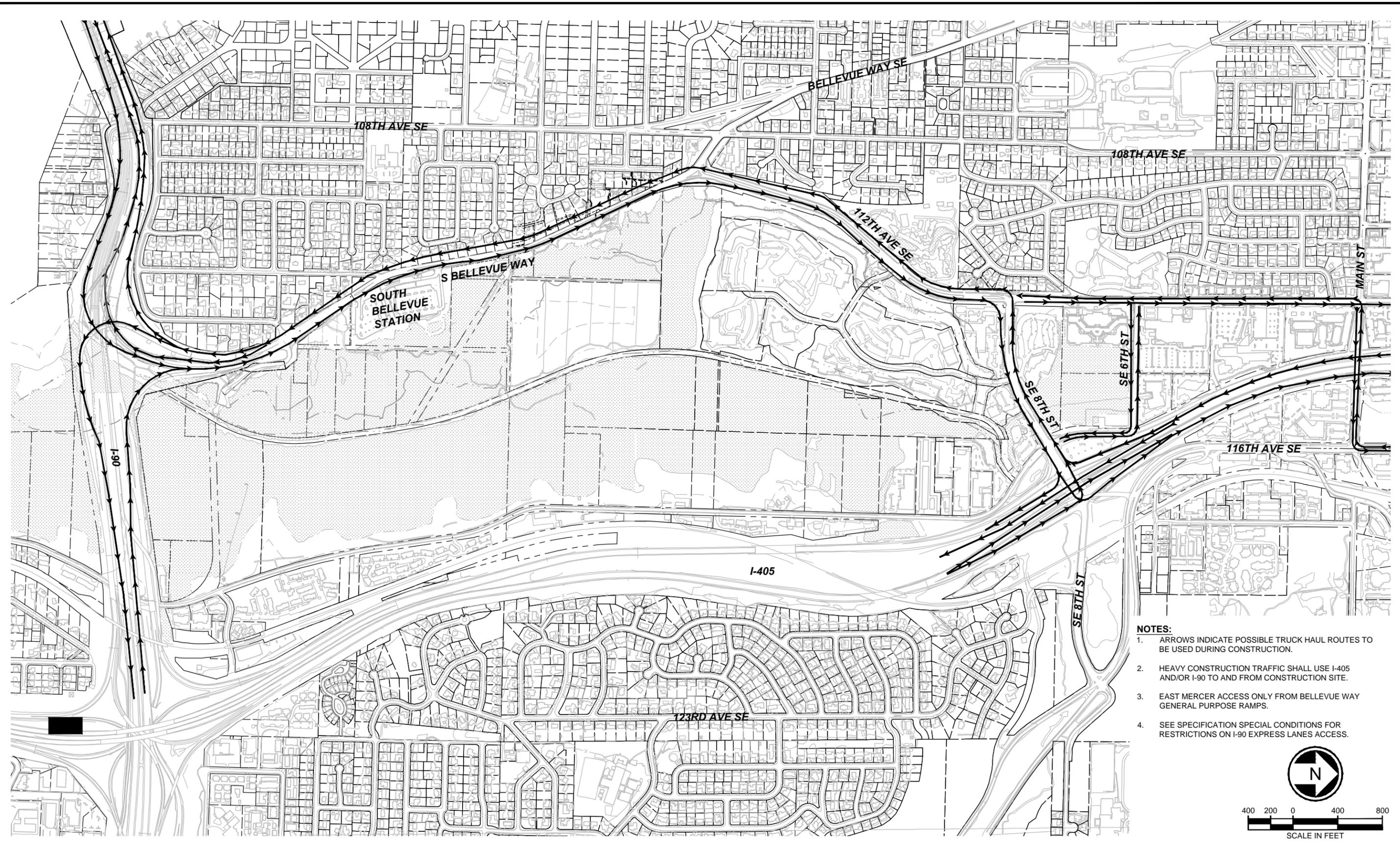
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRACKWORK  
 TYPICAL SECTION A & B**

|                                   |           |
|-----------------------------------|-----------|
| DRAWING No.:<br><b>L85-KYX300</b> |           |
| LOCATION ID:<br>E08               |           |
| SHEET No.:                        | REV:<br>0 |

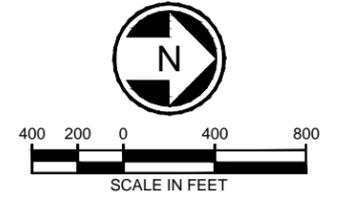


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 09-05AL-41024615

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /



- NOTES:**
- ARROWS INDICATE POSSIBLE TRUCK HAUL ROUTES TO BE USED DURING CONSTRUCTION.
  - HEAVY CONSTRUCTION TRAFFIC SHALL USE I-405 AND/OR I-90 TO AND FROM CONSTRUCTION SITE.
  - EAST MERCER ACCESS ONLY FROM BELLEVUE WAY GENERAL PURPOSE RAMPS.
  - SEE SPECIFICATION SPECIAL CONDITIONS FOR RESTRICTIONS ON I-90 EXPRESS LANES ACCESS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 400'  
 FILENAME:  
E320-L85-CHP102  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

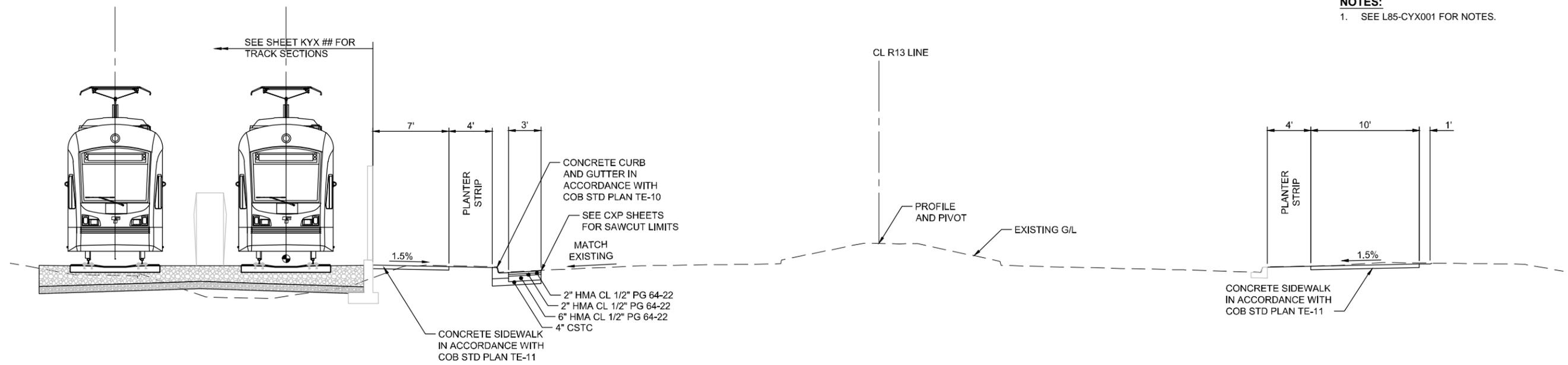
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 CIVIL  
 MAINTENANCE OF TRAFFIC  
 HAUL ROUTES

DRAWING No.:  
**L85-CHP102**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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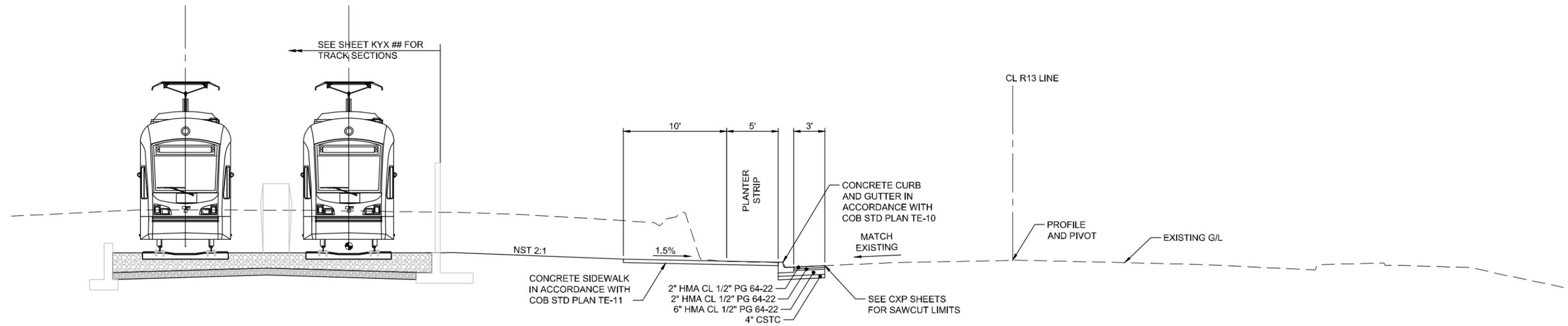
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**NOTES:**  
1. SEE L85-CYX001 FOR NOTES.



**R13 530+22 TO 531+05**  
**112TH AVE SE**  
SCALE: 1" = 5'



**R13 531+05 TO 550+90**  
**112TH AVE SE**  
SCALE: 1" = 5'

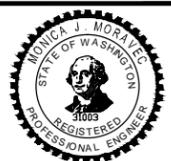


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GB-SEA-MM01003

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
DRAWN BY:  
J. TORR  
CHECKED BY:  
J. MATTHEWS  
APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE

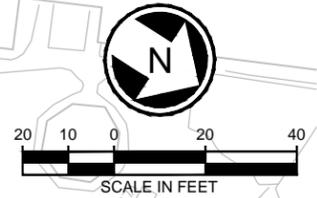


SCALE:  
1" = 5'  
FILENAME:  
E320-L85-CYX006  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

**EAST LINK EXTENSION**  
**CONTRACT E320**  
**SOUTH BELLEVUE**  
  
CIVIL  
TYPICAL SECTIONS  
112TH AVE SE

DRAWING No.:  
**L85-CYX006**  
LOCATION ID:  
E12  
SHEET No.: REV:  
0

SEE DWG L85-UCP138



SEE DWG L85-UCP107

SEE DWG L85-UCP109

SEE DWG L85-UCP128

CONSTRUCTION NOTES:

- 31 UTIL TO ABD TELECOMM CONDUIT, NIC.
- 41 PSE TO RMV PP, NIC.
- 42 PSE TO RMV OH ELEC, NIC.
- 49 CONTRACTOR TO RMV W/ EXC LIMITS.
- 83 PSE TO CONST OH ELEC, NIC.
- 92 PSE TO CONST UG POWER, NIC.

XREF LIST:  
 XE320-L85-CAP100  
 XE320-L85-CIP100  
 XE320-L85-KAP100  
 XE320-L85-SPP100  
 XE320-L85-SWP100  
 XE320-L85-TR100  
 XE320-L85-TR200  
 XE320-L85-TR300  
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 XE320-L85-TR1700  
 XE320-L85-TR1800  
 XE320-L85-TR1900  
 XE320-L85-TR2000

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 CHECKED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
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60% SUBMITTAL

DESIGNED BY:  
B. NELSON  
 DRAWN BY:  
D. FRANKUM  
 CHECKED BY:  
J. WEBER  
 APPROVED BY:  
J. SCHELLER



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-UCP108  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

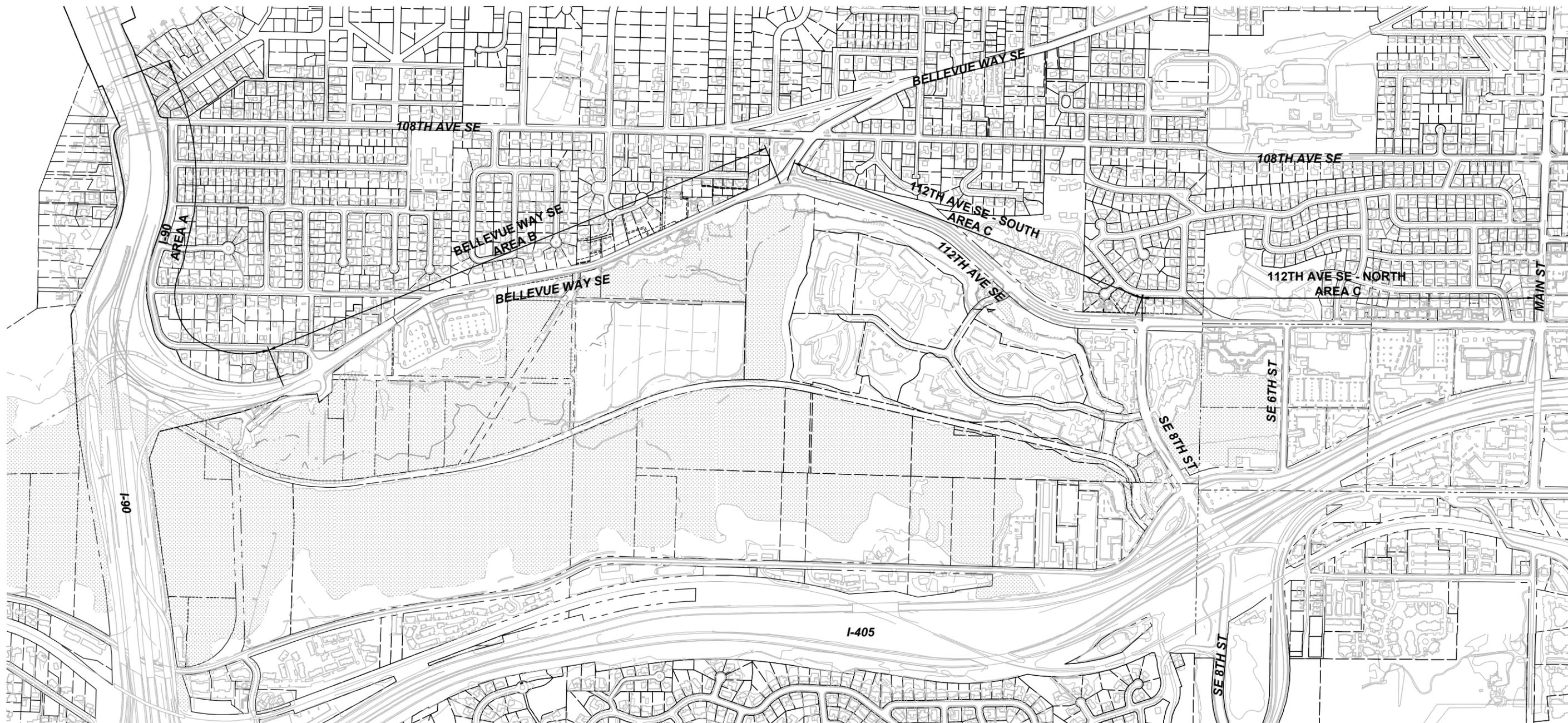
EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 COMPOSITE UTILITY PLAN  
 I-90 TO BELLEVUE WAY  
 EB STA 435+00 TO EB STA 440+50

DRAWING No.:  
L85-UCP108  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
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 XEL-45281#  
 GB-SEAL-W1024615



**AREA A PHASES:**

- A1. WALL AND AERIAL GUIDEWAY WORK SOUTH OF S-W HOV RAMP.
- A2. AERIAL GUIDEWAY WORK SOUTH OF WESTBOUND I-90
- A3. AERIAL GUIDEWAY WORK BETWEEN S-W HOV AND S-W RAMPS.
- A4. AERIAL GUIDEWAY WORK BETWEEN S-W HOV AND E-N RAMPS.
- A5. S-E RAMP WIDENING.
- A6. AERIAL GUIDEWAY SUPERSTRUCTURE WORK.
- A7. GUIDEWAY FINISH WORK.

**AREA B PHASES:**

- B1. EARLY UTILITY RELOCATIONS (TRAFFIC STAGING PLAN BY CONTRACTOR).
- B2. GUIDEWAY, SITE, STATION, AND PARKING GARAGE WORK EAST OF BELLEVUE WAY.
- B3. GUIDEWAY, SITE, STATION, AND PARKING GARAGE WORK EAST OF BELLEVUE WAY; AND ROADWAY WORK ON EASTSIDE OF BELLEVUE WAY.
- B4. ROADWAY WORK IN MEDIAN LANES OF BELLEVUE WAY; TRACK AND FINISH WORK.
- B5. ROADWAY WORK ON WEST SIDE OF BELLEVUE WAY; TRACK AND FINISH WORK.

**AREA C PHASES:**

- C1. EARLY UTILITY RELOCATIONS, MEDIAN WORK SOUTH OF SE 15TH.
- C2. 112TH AVE SE TEMPORARY BYPASS ROAD.
- C3. RETAINING WALLS AND 112TH AVE UNDERCROSSING STRUCTURES.
- C4. 112TH AVE SE UNDERCROSSING STRUCTURE COMPLETION, TRACK AND FINISH WORK.
- C5. 112TH AVE SE MEDIAN WORK AND TRACK AND FINISH WORK.

**AREA D PHASES:**

- D1. GUIDEWAY AND STATION WORK WEST OF 112TH AVE SE.
- D2. 112TH AVE SE FRONTAGE AND FINISH WORK.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 400'  
 FILENAME:  
E320-L85-TMP100  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 KEY LAYOUT INDEX - STAGING PLANS

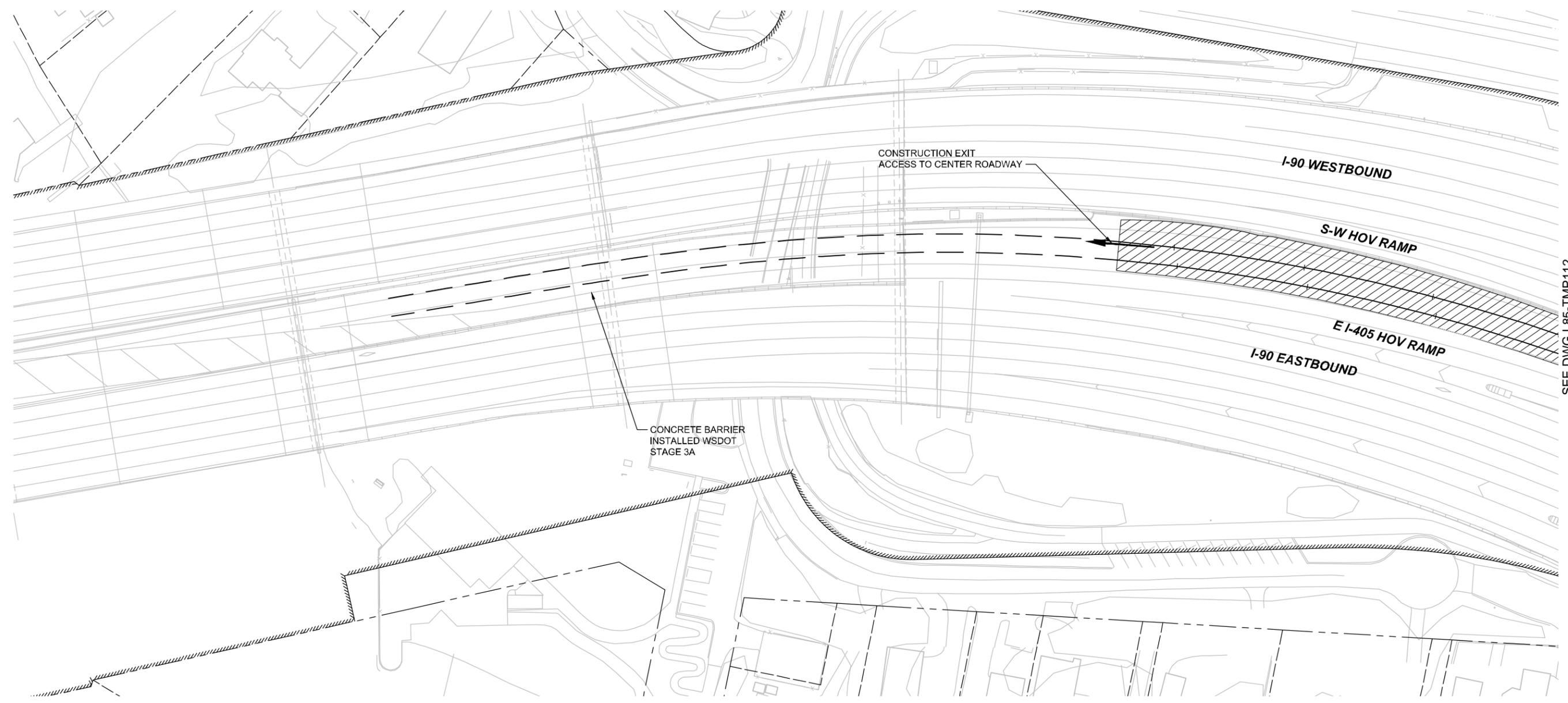
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 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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 XE1-0918d  
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 XE320-L85-52V040  
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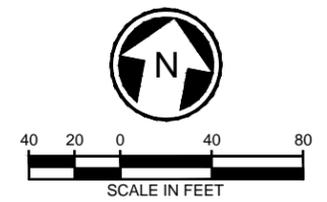


SEE DWG L85-TMP112

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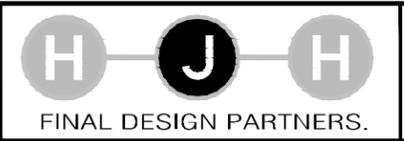
**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.
8. COORDINATE ACCESS TO CENTER ROADWAY WITH E120 AND E130 CONTRACTORS. SEE SPECIFICATIONS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

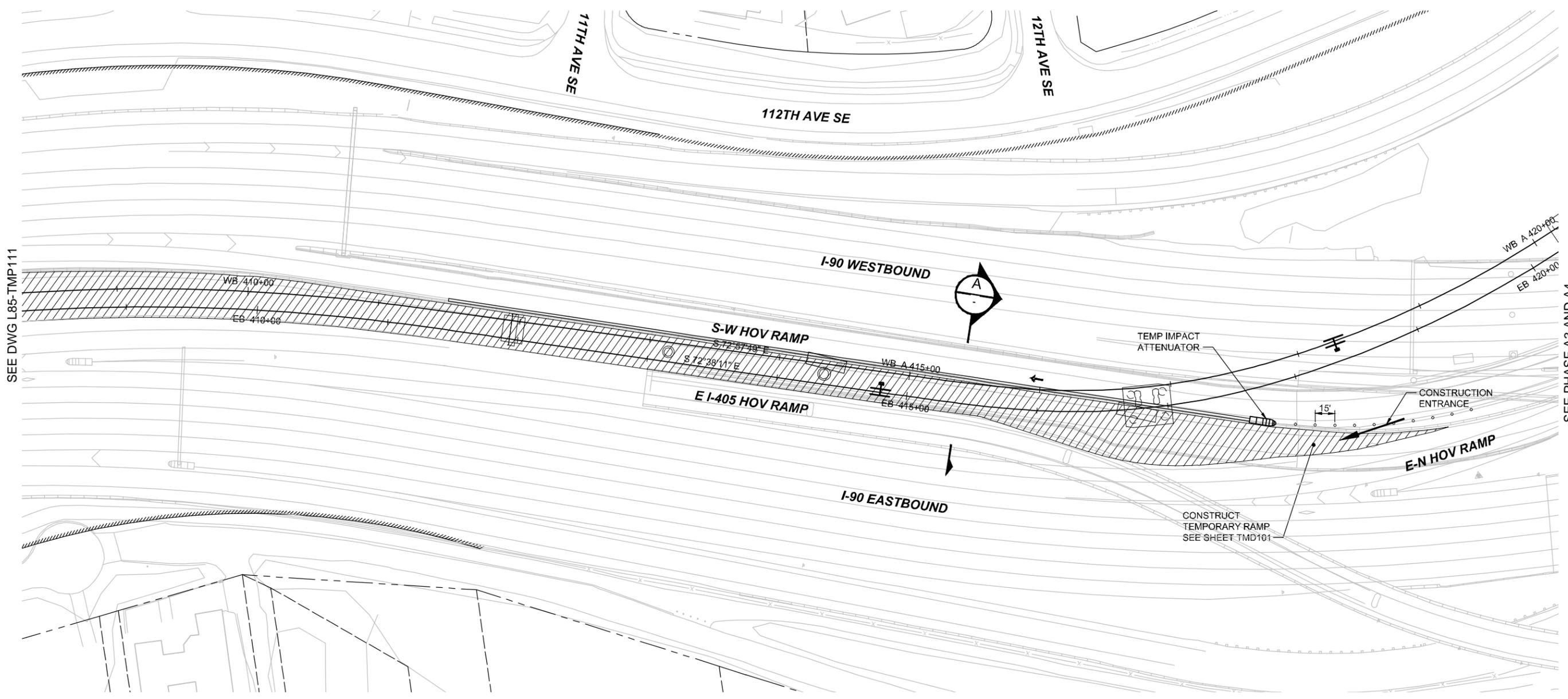


SCALE:  
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 FILENAME:  
E320-L85-TMP111  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A1

DRAWING No.:  
L85-TMP111  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

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 XE1-0918af  
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 XE320-L85-G21K60  
 XE320-L85-TMP101  
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 08-SEA-M124615

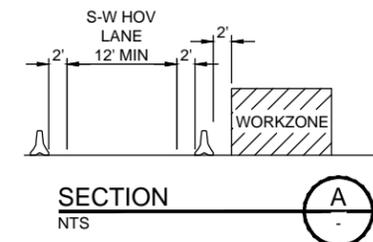
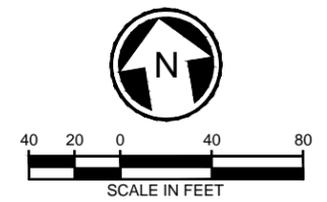


SEE DWG L85-TMP111

SEE PHASE A3 AND A4 STAGING PLANS

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

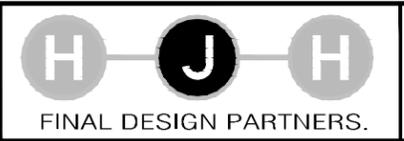
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP112  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A1

DRAWING No.:  
L85-TMP112  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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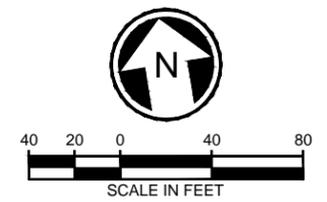
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 XE320-L85-TMP102  
 XEL-0218a  
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 XE320-XL3427\_BP\_PV\_PM\_EN  
 OB-SEA-M124615



SEE DWG L85-TMP122

**NOTES:**

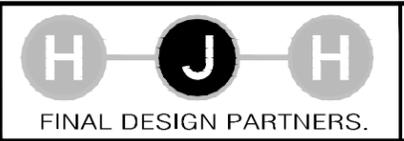
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.
8. COORDINATE ACCESS TO CENTER ROADWAY WITH E120 AND E130 CONTRACTORS. SEE SPECIFICATIONS.



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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP121  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A2

DRAWING No.:  
L85-TMP121  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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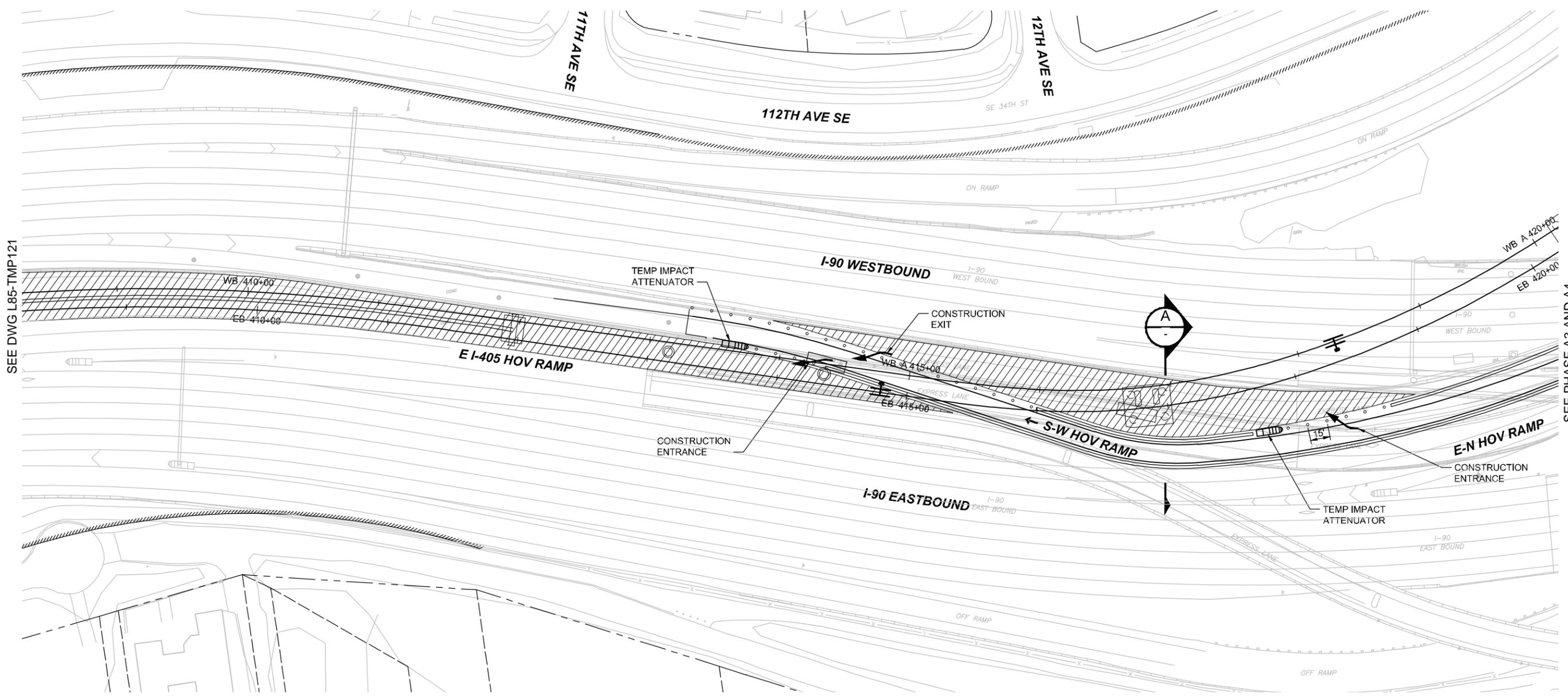
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SUBMITTED BY: DATE: REVIEWED BY: DATE:

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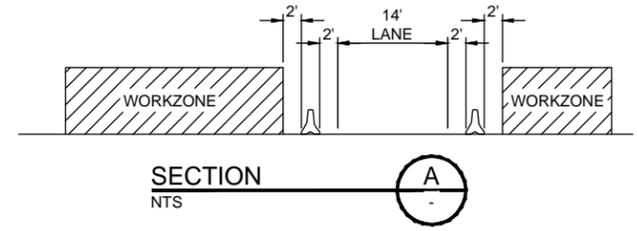
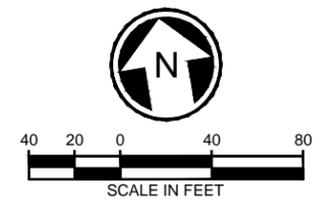
SEE DWG L85-TMP121

SEE PHASE A3 AND A4 STAGING PLANS



- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

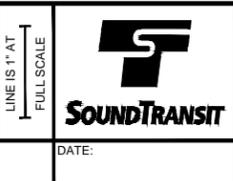
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



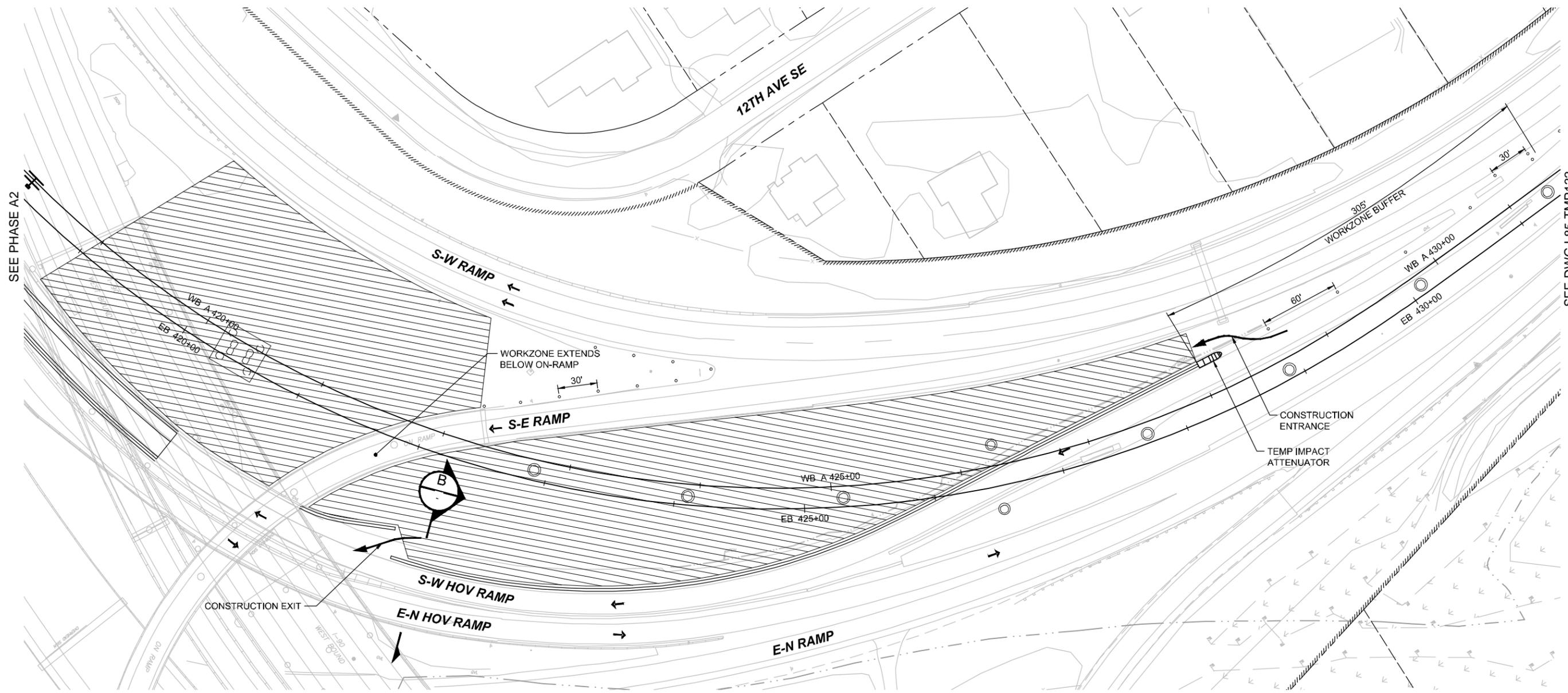
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 FILENAME:  
E320-L85-TMP122  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A2

DRAWING No.:  
L85-TMP122  
 LOCATION ID:  
E12  
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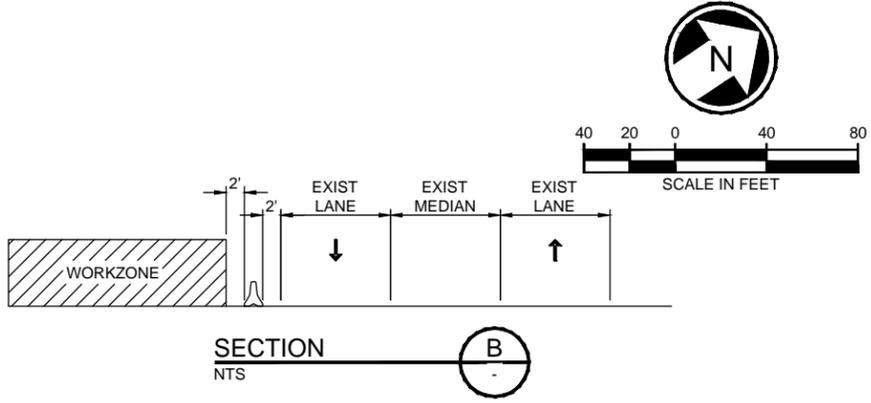
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 XE320-L85-TMP103  
 XEL-0218af  
 XE320-08-1B22x04  
 GB-SEA-WL24615



- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHEITLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP131  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A3

DRAWING No.:  
L85-TMP131  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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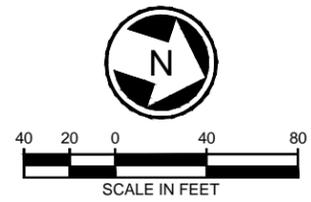
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 XE304-BK52V040  
 XE20-L85-TMP102  
 XE20-L85-TMP103  
 XEL-0218f  
 XE20-L85-SFP100  
 GB-SEAL-M124815



SEE DWG L85-TMP131

SEE BELLEVUE WAY SE STAGING PLANS

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.



ORIGINATED BY: / DATE: /  
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 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

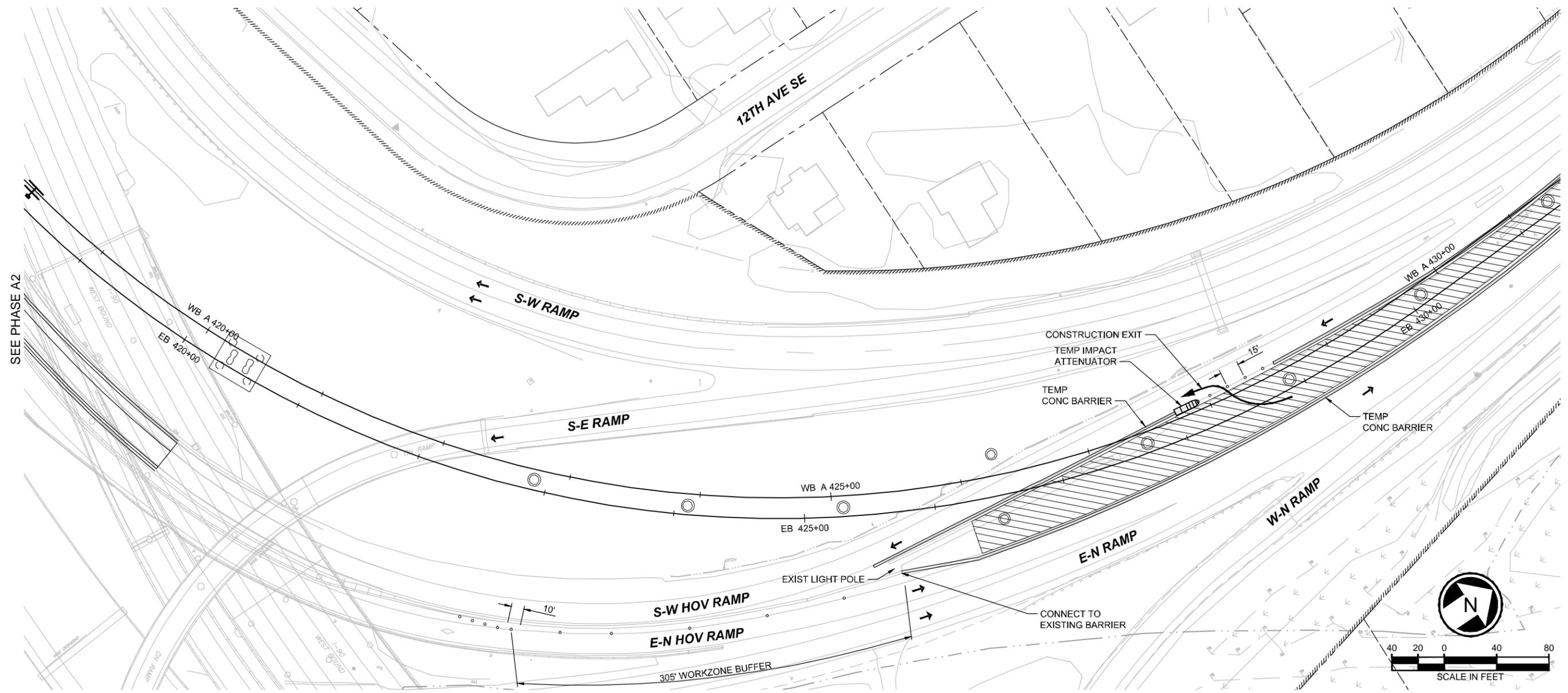


SCALE:  
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 FILENAME:  
E320-L85-TMP132  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A3

DRAWING No.:  
L85-TMP132  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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XREF LIST:  
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 XE20-L85-KAP100  
 XE20-L85-GZ1000  
 XE20-L85-TMP144  
 XE20-L85-SFP100  
 GB-SEA-M124815



SEE PHASE A2

SEE DWG L85-TMP142

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

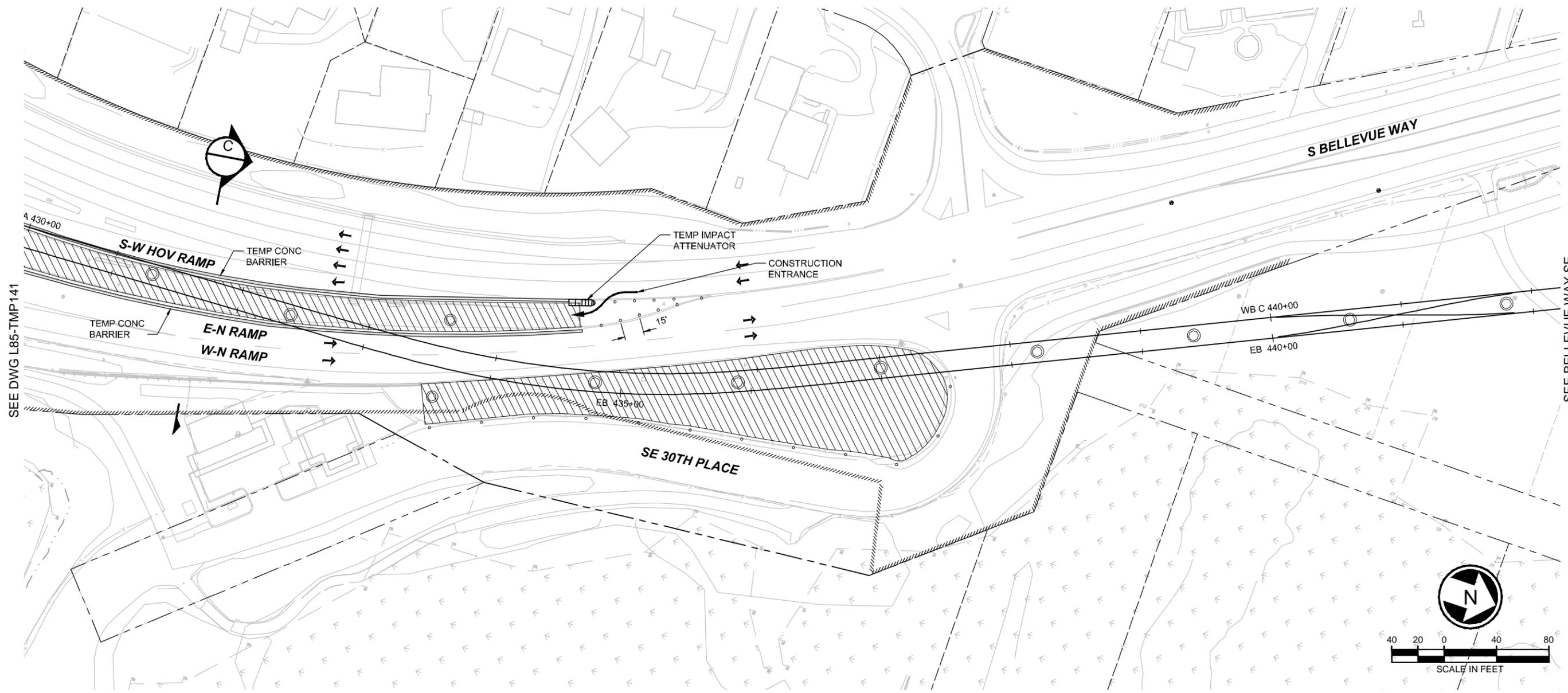


SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP141  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A4

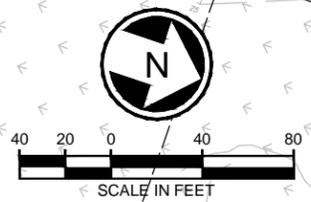
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 XEL-05184f  
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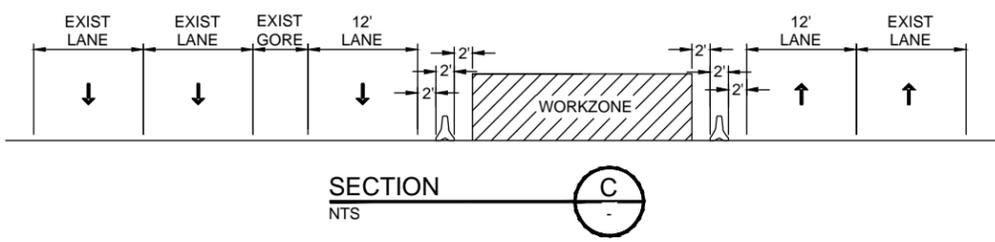


SEE DWG L85-TMP141

SEE BELLEVUE WAY SE STAGING PLANS



- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

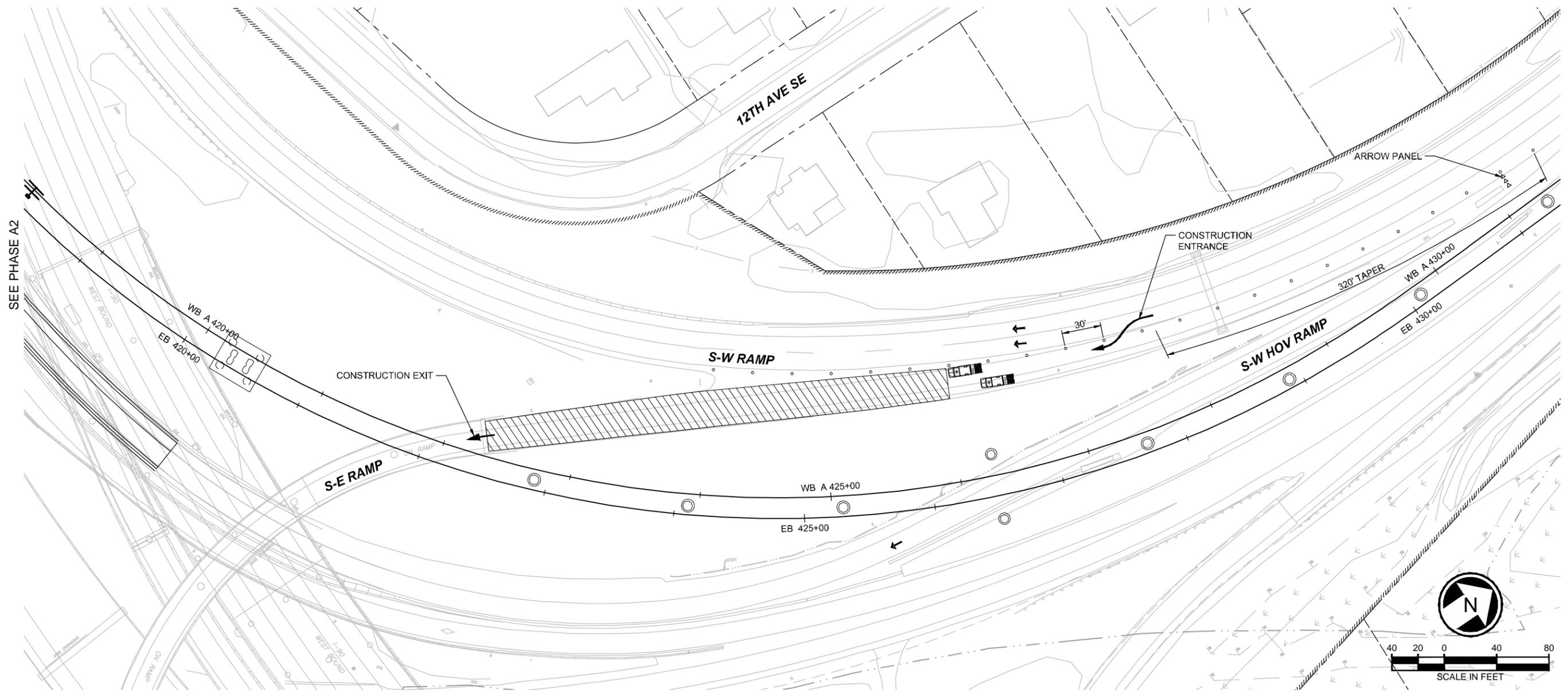


SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP142  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A4

DRAWING No.:  
L85-TMP142  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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XREF LIST:  
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 XE1-05184f  
 XE20-L85-TB22/24  
 XE20-L85-KAP100  
 XE20-L85-GZ/040  
 XE20-L85-SFP100  
 XE20-L85-TMP105  
 GB-SEA-M124815



- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP151  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A5

DRAWING No.:  
L85-TMP151  
 LOCATION ID:  
E12  
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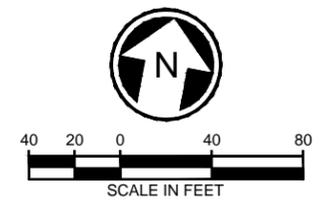


SEE DWG L85-TMP162

ORIGINATED BY: / DATE: /  
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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



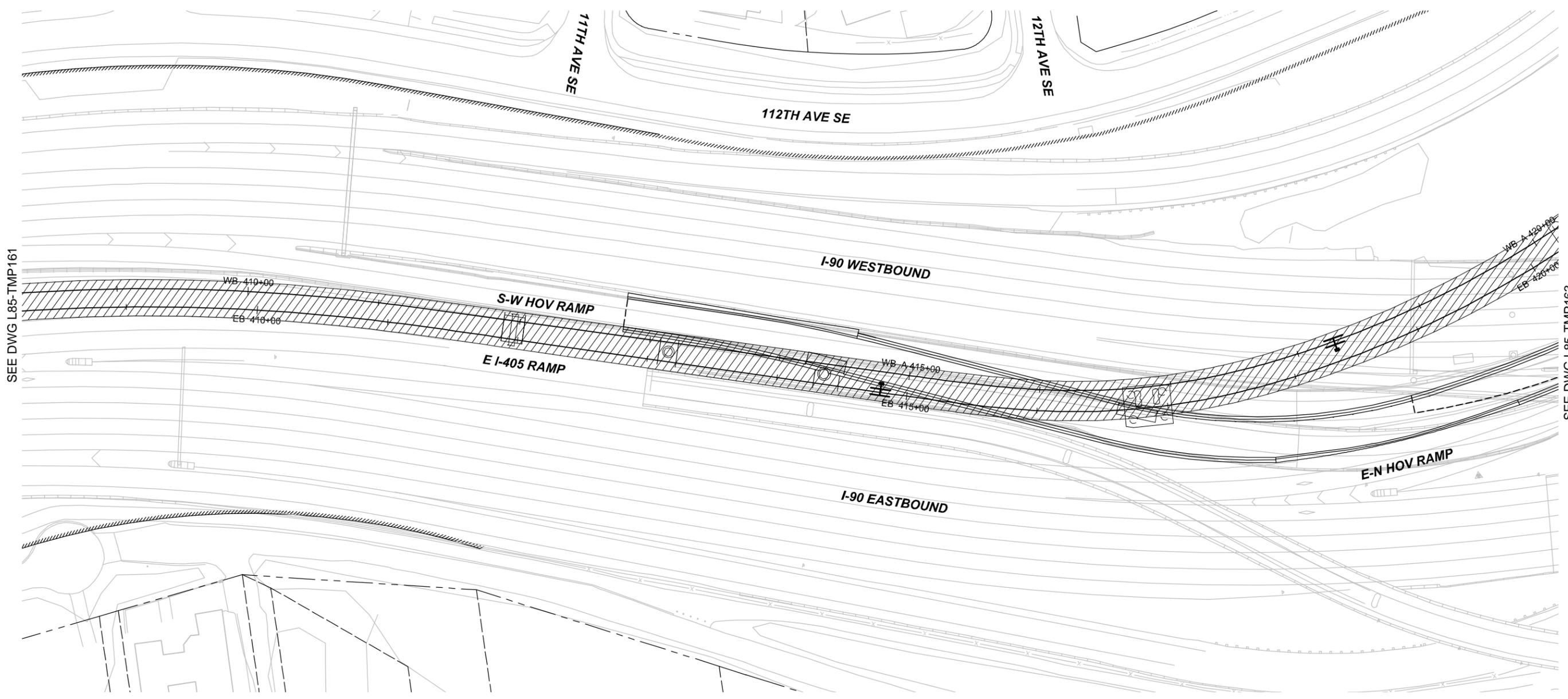
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E320-L85-TMP161  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A6

DRAWING No.:  
L85-TMP161  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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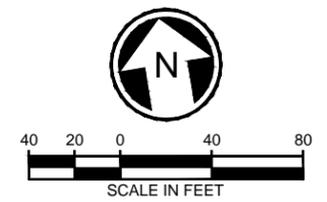


SEE DWG L85-TMP161

SEE DWG L85-TMP163

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

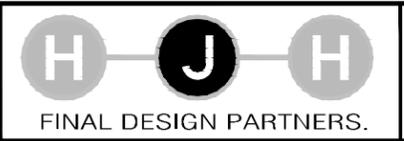
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



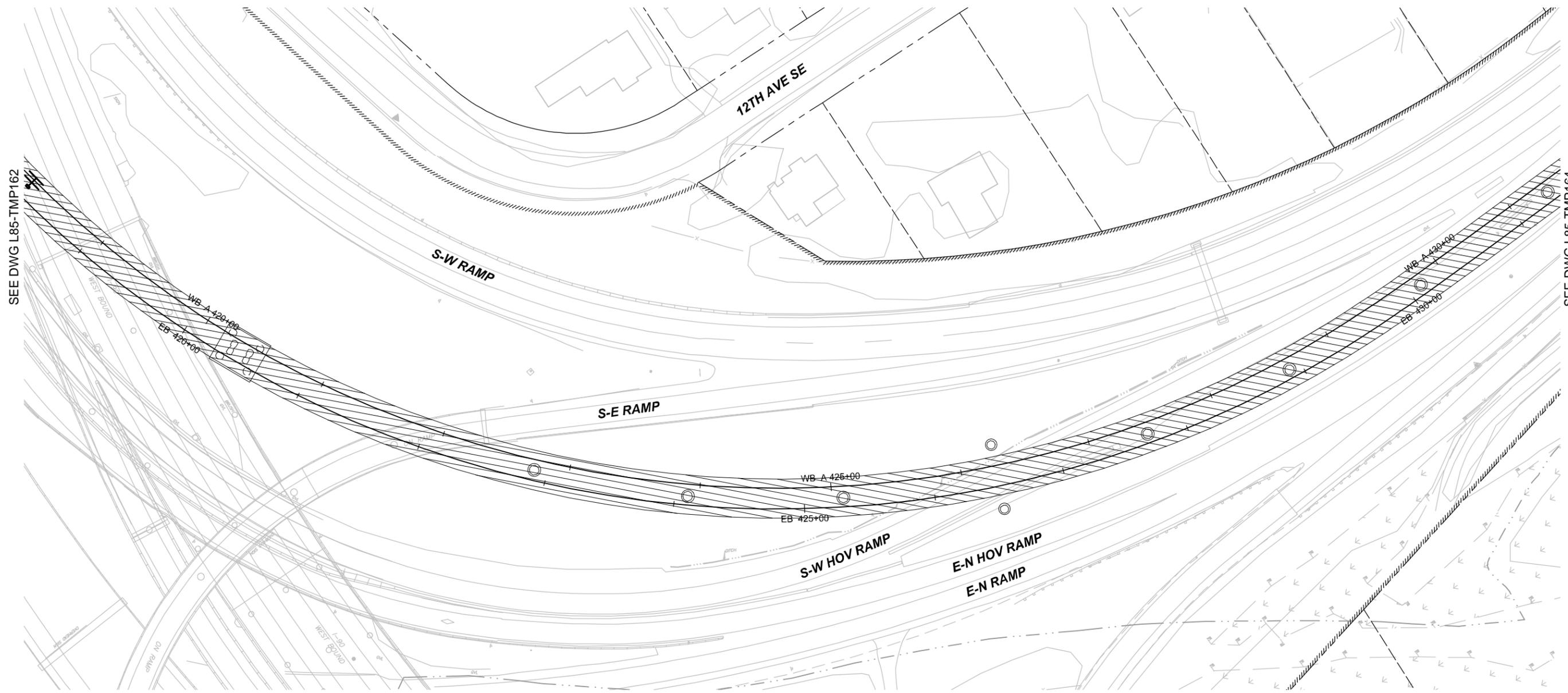
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E320-L85-TMP162  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC STAGING PLAN  
 I-90 - PHASE A6

DRAWING No.:  
L85-TMP162  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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 GB-SEA-M-24615

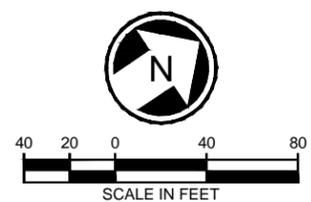


SEE DWG L85-TMP162

SEE DWG L85-TMP164

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
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7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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 CORRECTED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP163  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A6

DRAWING No.:  
L85-TMP163  
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E12  
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| No. | DATE | DSN | CHK | APP | REVISION |
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 XEL-0918f  
 XEL-0918f  
 XEL-0918f  
 XEL-0218f  
 XEL-0218f  
 XE320-46-46-110  
 XE320-46-46-110  
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 GB-SEAL-MJ2415

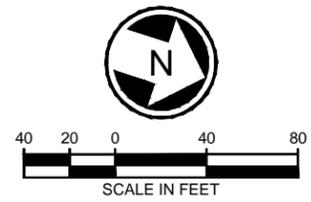


SEE DWG L85-TMP163

SEE BELLEVUE WAY SE STAGING PLANS

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHEITTLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP164  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A6

DRAWING No.:  
L85-TMP164  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

| No. | DATE | DSN | CHK | APP | REVISION |
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 XE1-0218d  
 XE1-0518x  
 XE1-0518d  
 XE320-08-TB22x04  
 XE320-L85-44P100  
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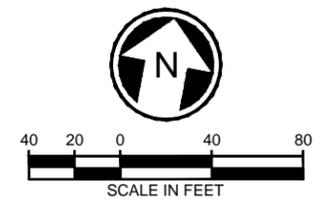


SEE DWG L85-TMP172

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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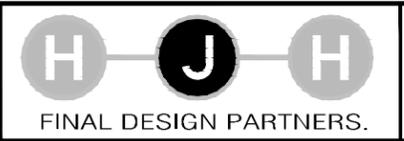
- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  4. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  5. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



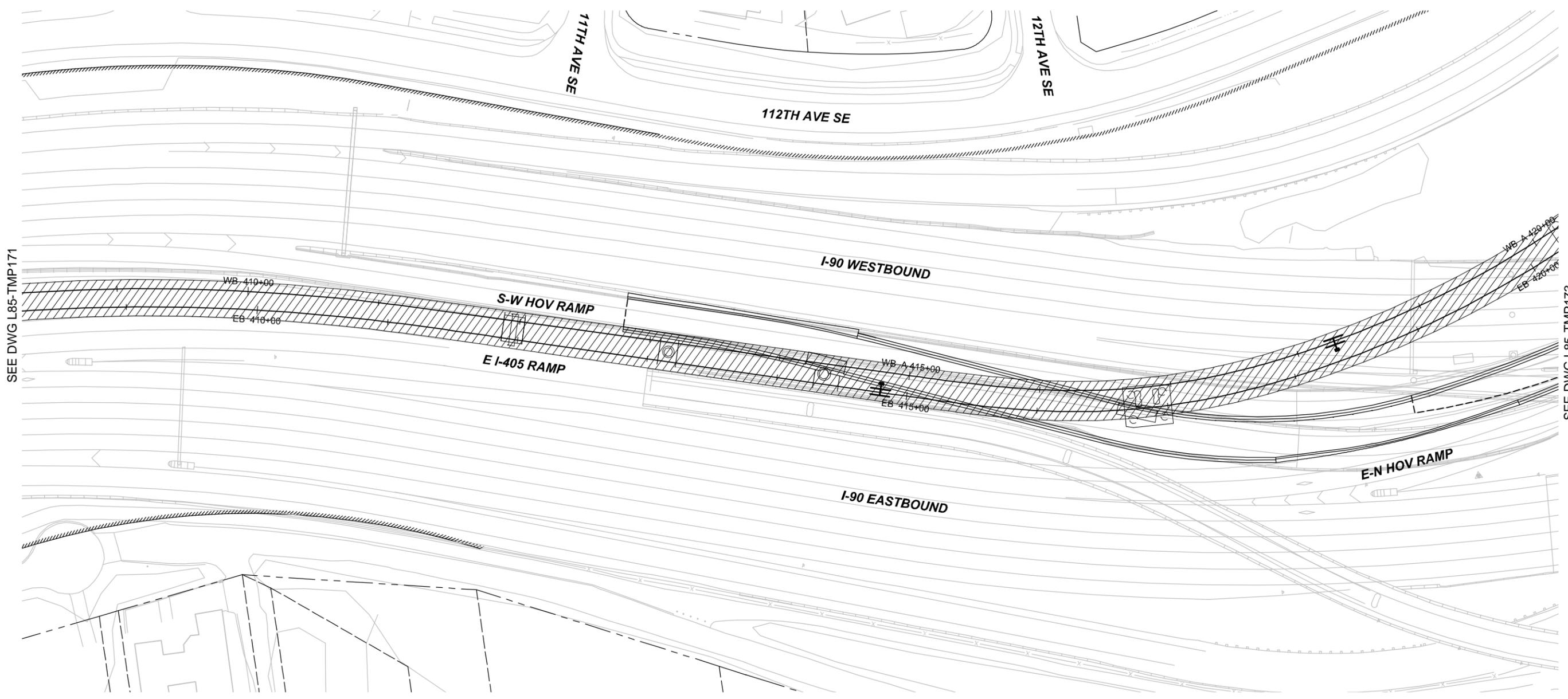
SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP171  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A7

DRAWING No.:  
L85-TMP171  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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 XEL-0518af  
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 XE320-L85-SFP100  
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 XE320-L85-TMP167  
 XE320-L85-CRP100  
 GB-SEAL-MJ2615

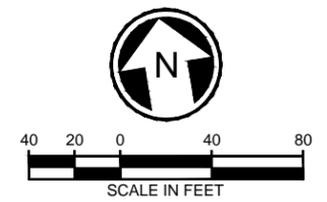


SEE DWG L85-TMP171

SEE DWG L85-TMP173

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  3. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
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  6. FLAGGERS SHALL NOT BE USED ON MAINLINE AND/OR RAMP CLOSURES.

7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



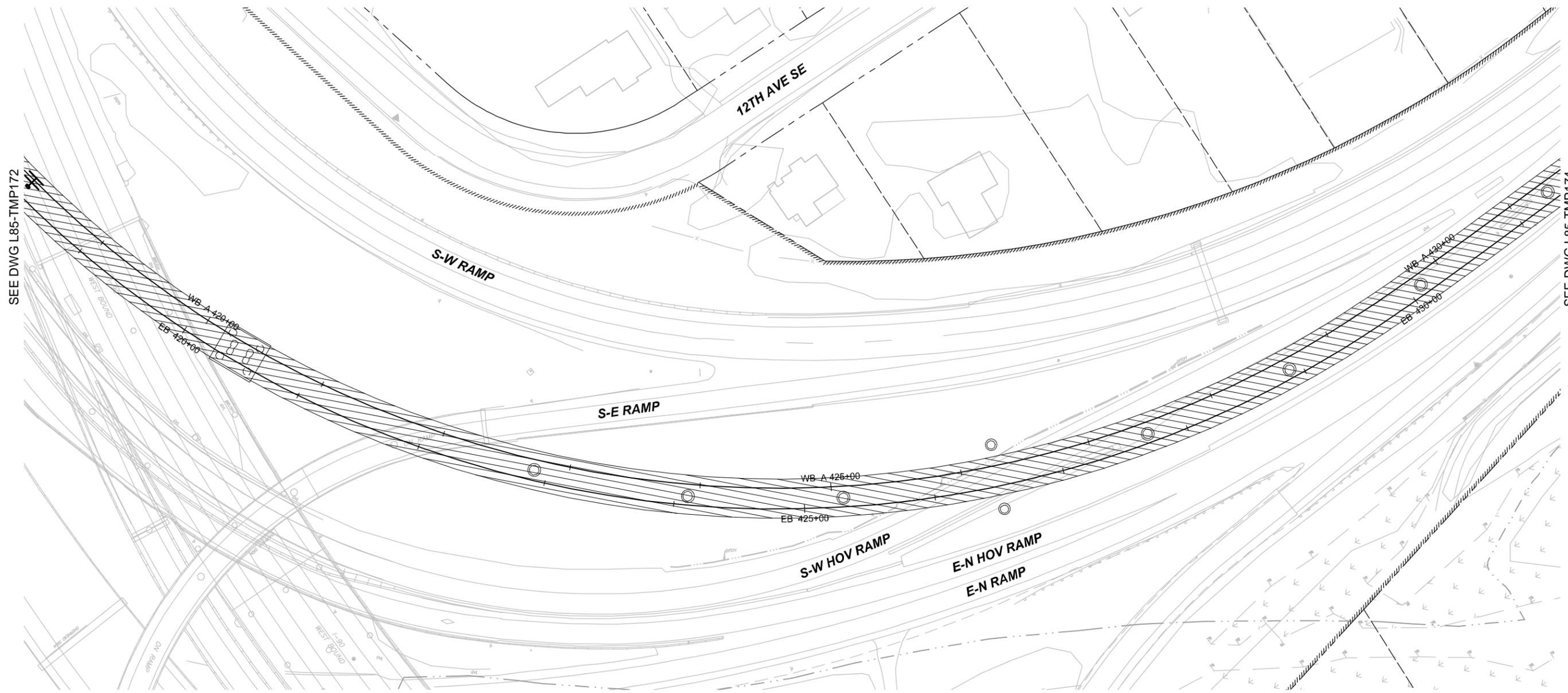
SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP172  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A7

DRAWING No.:  
L85-TMP172  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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XREF LIST:  
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 XE1-0518a  
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 XE320-08-1B22/24  
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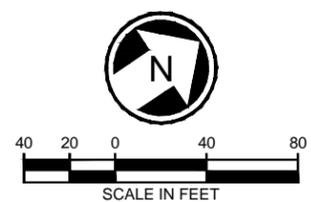


SEE DWG L85-TMP172

SEE DWG L85-TMP174

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
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7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



ORIGINATED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP173  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A7

DRAWING No.:  
L85-TMP173  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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XREF LIST:  
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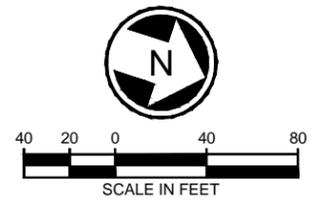


SEE DWG L85-TMP173

SEE BELLEVUE WAY SE STAGING PLANS

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP174  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 STAGING PLAN  
 I-90 - PHASE A7

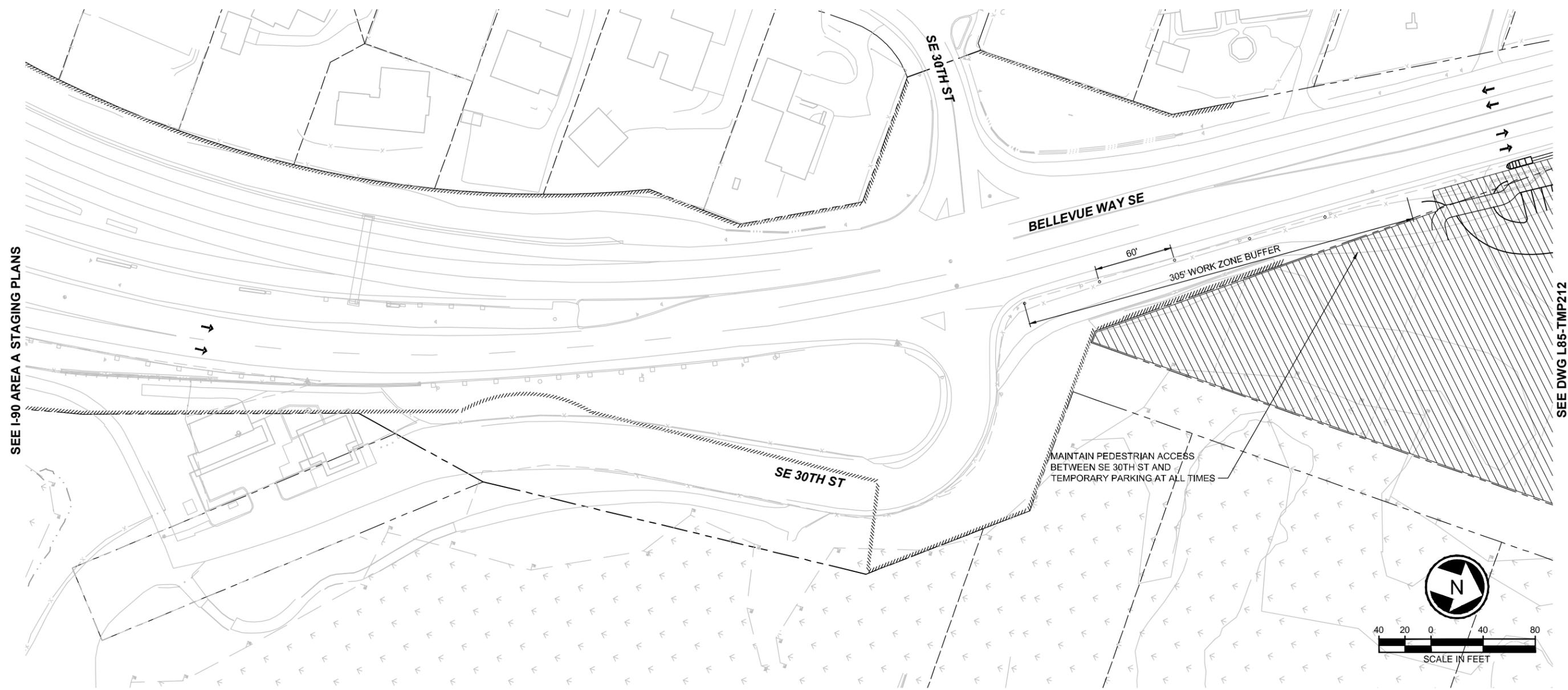
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| No. | DATE | DSN | CHK | APP | REVISION |
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 XE1-051101  
 XE320-L85-CAP100  
 XE320-L85-TMP201  
 XE1-051101  
 XE1-051101  
 GB-BEAL-M24615

SEE I-90 AREA A STAGING PLANS

SEE DWG L85-TMP212



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP211  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B2

DRAWING No.:  
**L85-TMP211**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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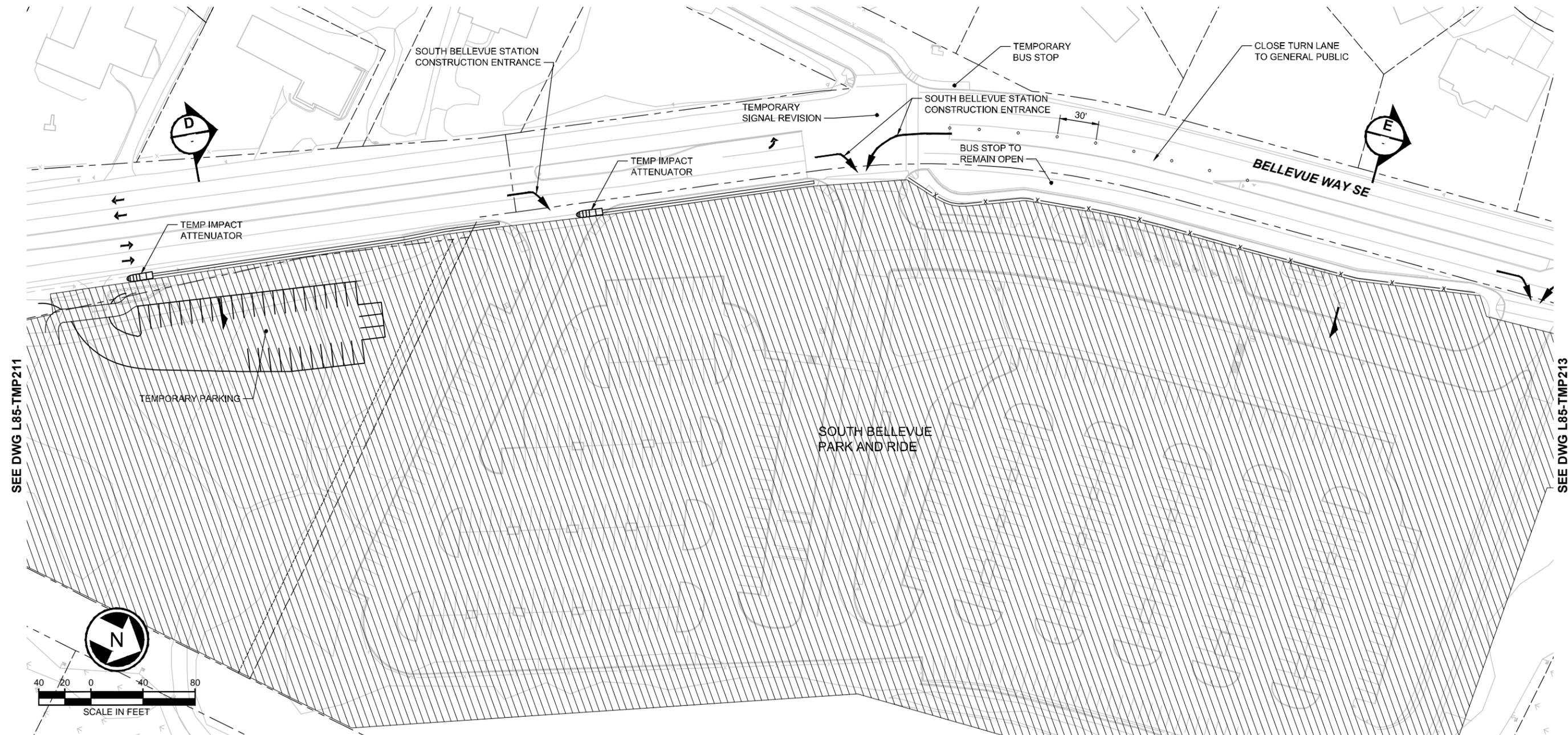
SUBMITTED BY:

DATE:

REVIEWED BY:

DATE:

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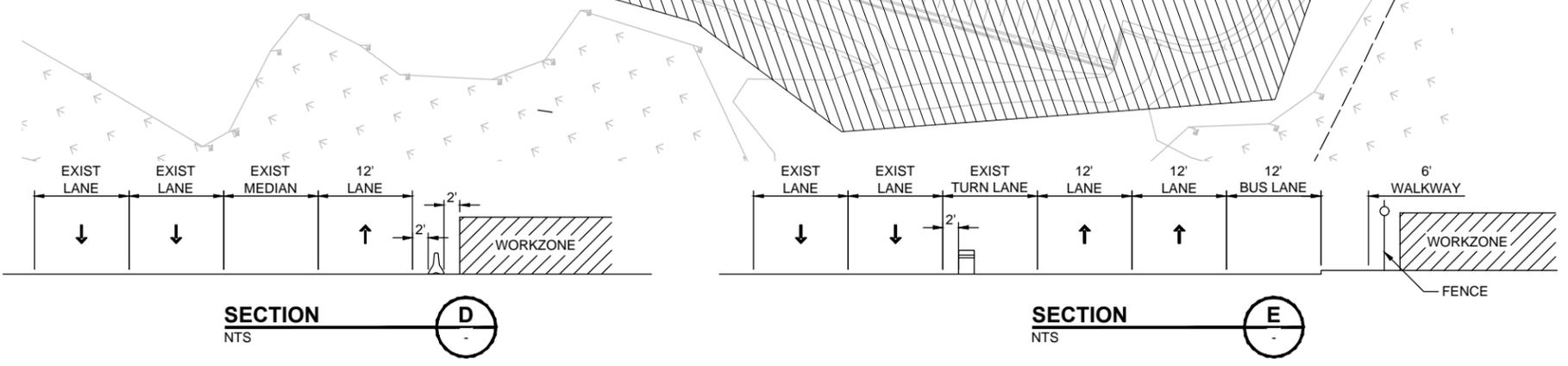


SEE DWG L85-TMP211

SEE DWG L85-TMP213



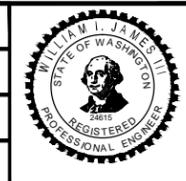
- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
  3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
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  6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



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 CHECKED BY: / DATE: /  
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| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



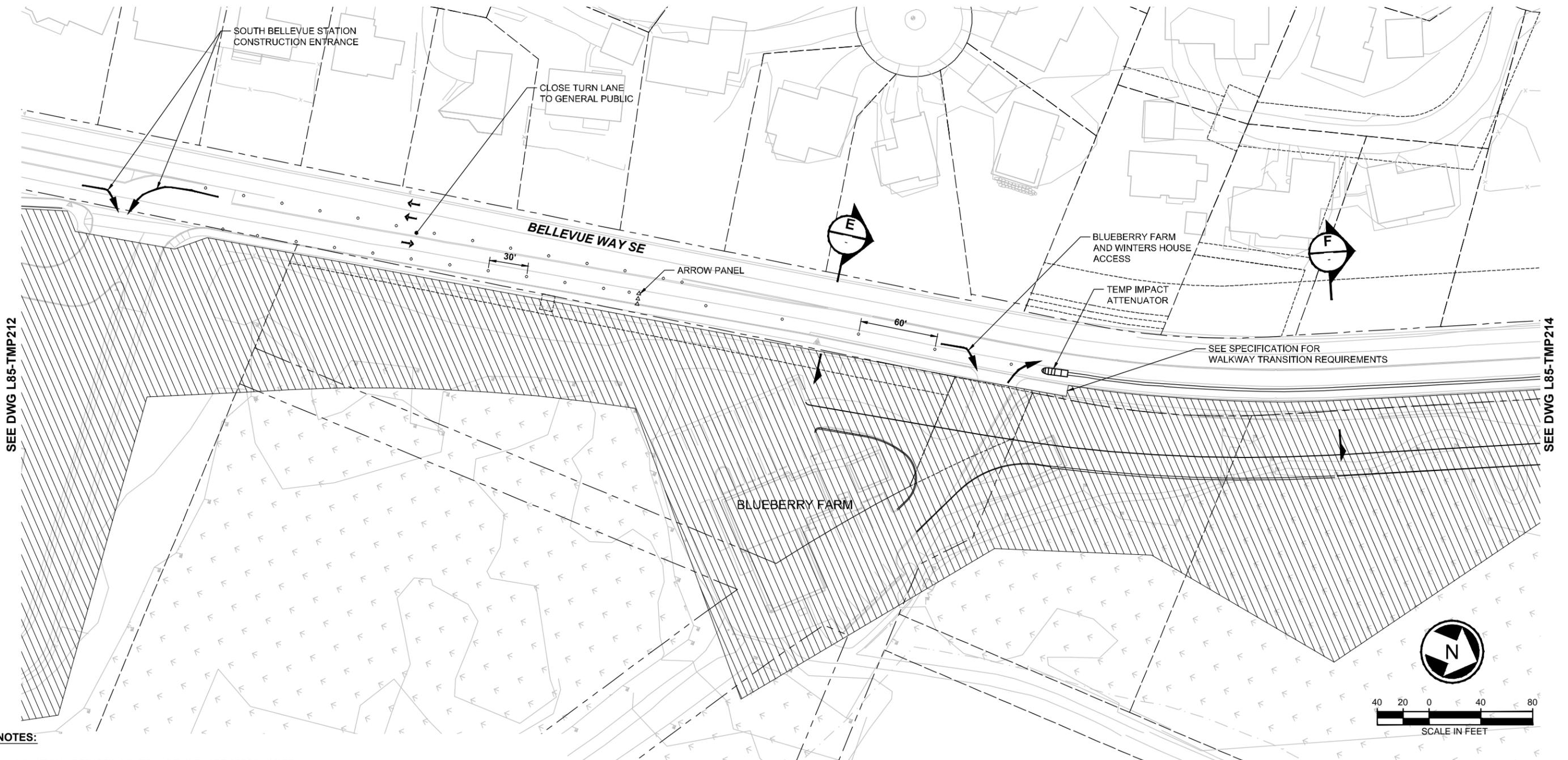
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E320-L85-TMP212  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B2

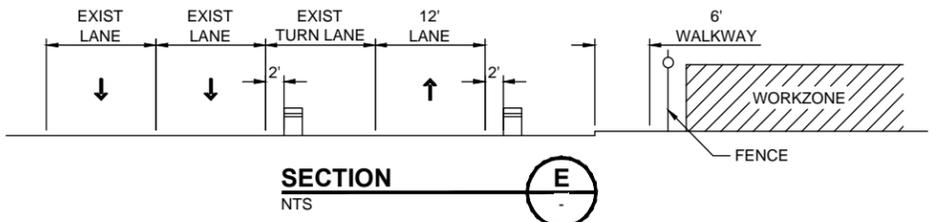
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 XE320-L85-TMP213  
 GB-SEA-UW-24615

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- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
  3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
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  6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP213  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

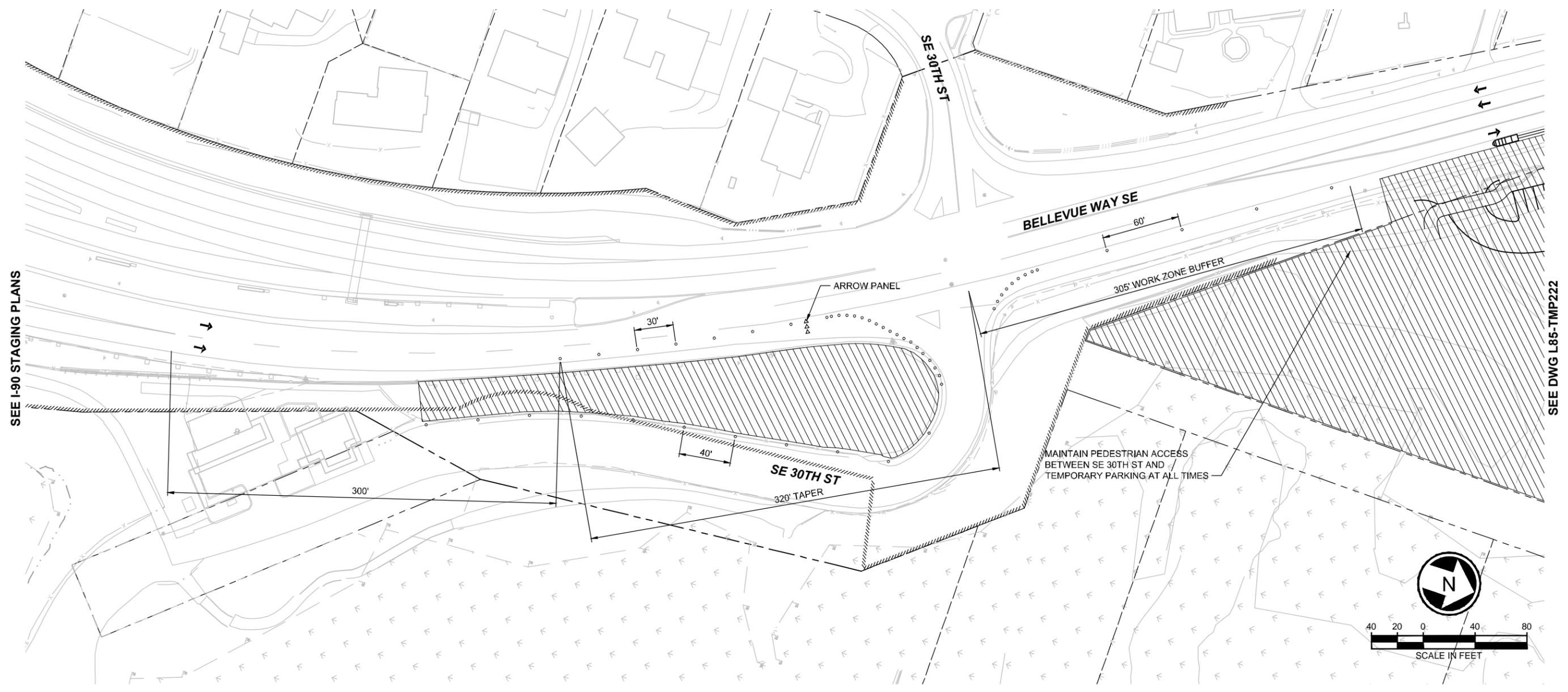
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B2

DRAWING No.:  
**L85-TMP213**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0





XREF LIST:  
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 XE204-B5-CAP190  
 XE1-0518x  
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 GB-BEA-M124615



SEE I-90 STAGING PLANS

SEE DWG L85-TMP222

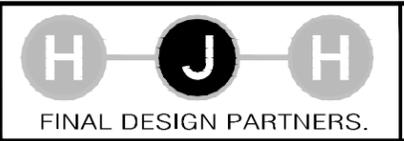
**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
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7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP221  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B3

DRAWING No.:  
**L85-TMP221**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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SUBMITTED BY:

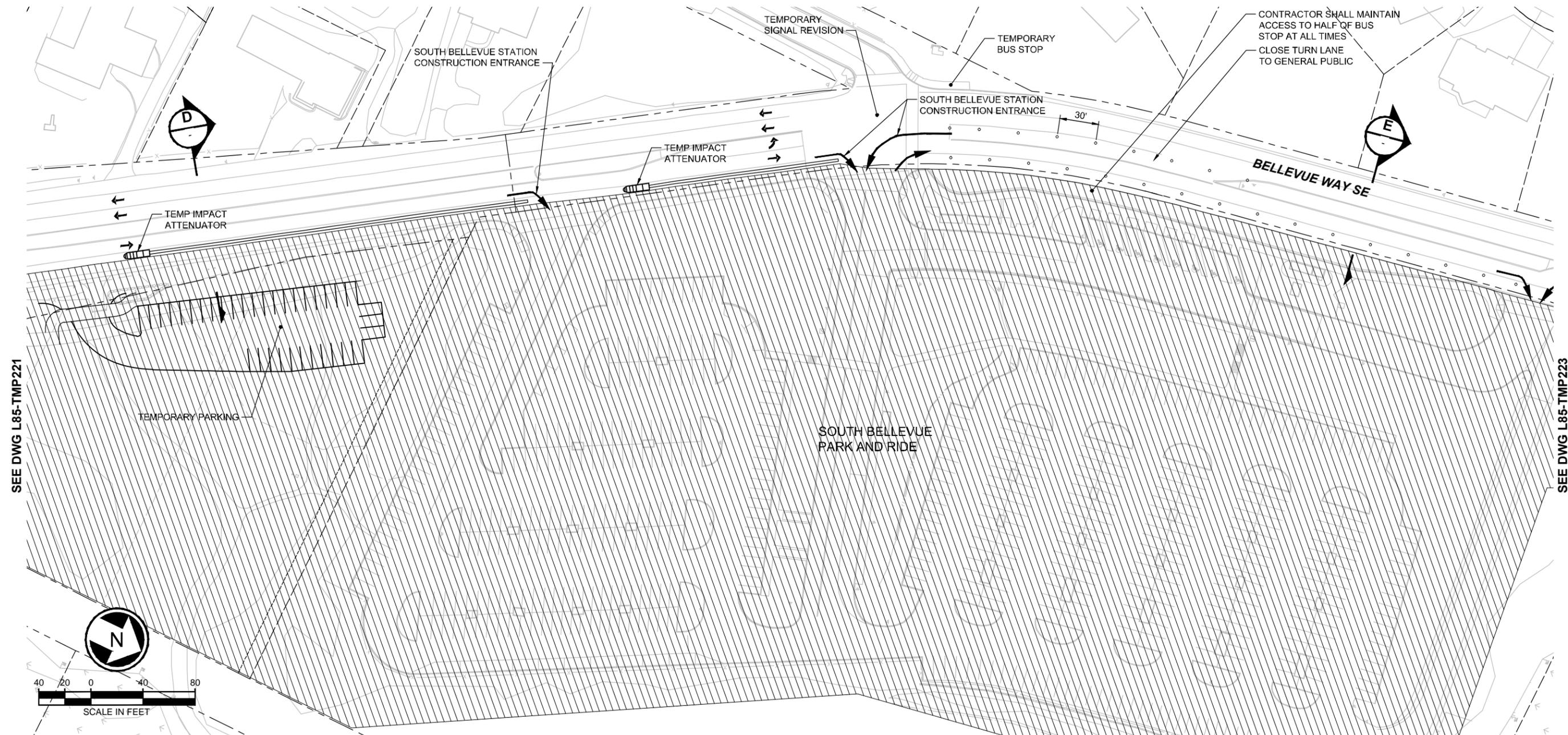
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REVIEWED BY:

DATE:

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 XE320-L85-TMP222

ORIGINATED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 CHECKED BY: / DATE: /  
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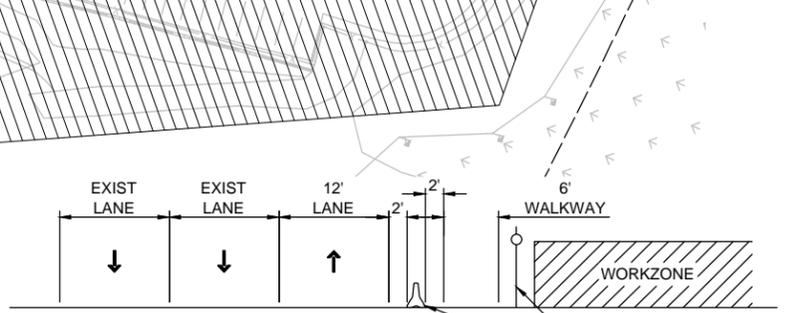
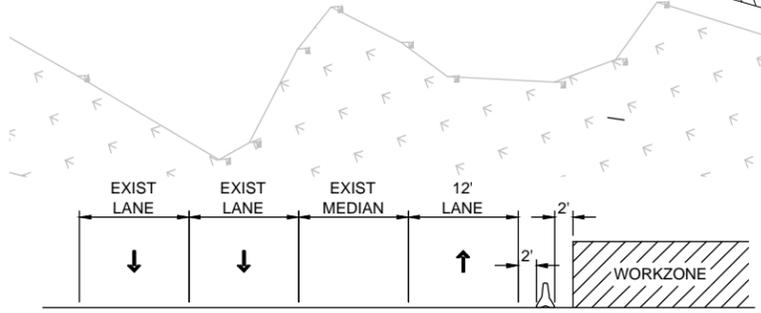


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SEE DWG L85-TMP223

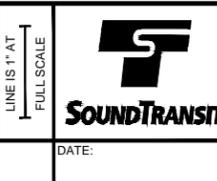
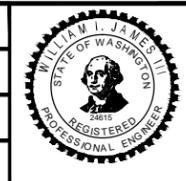
**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHEITLER

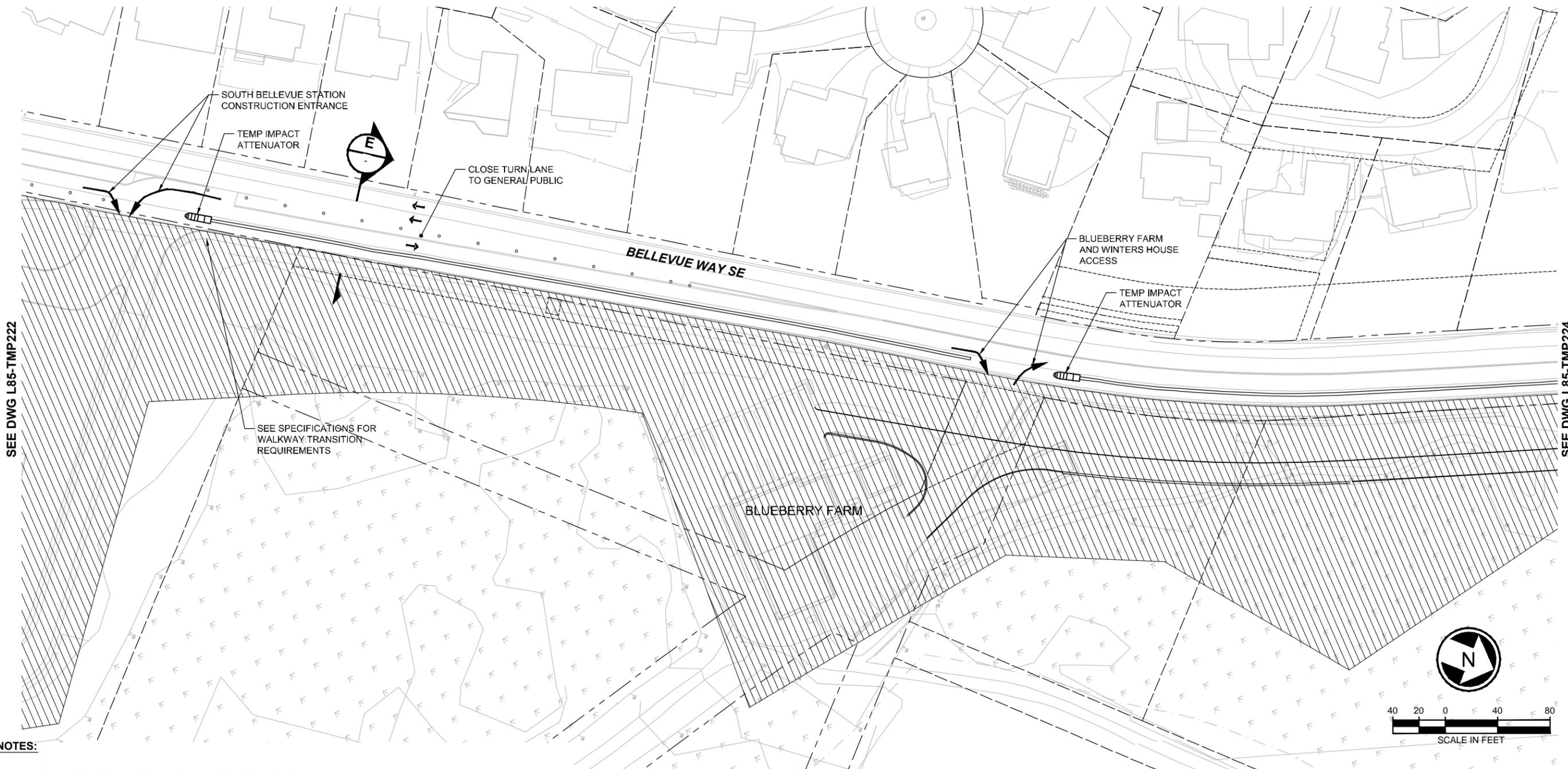


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E320-L85-TMP222  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B3

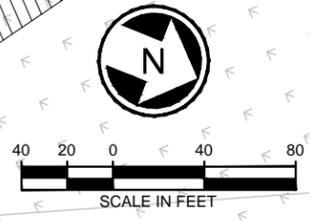
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 XE320-L85-TMP223  
 XE320-L85-TMP223  
 GB-SEA-UW-24615



ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
  3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP223  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B3

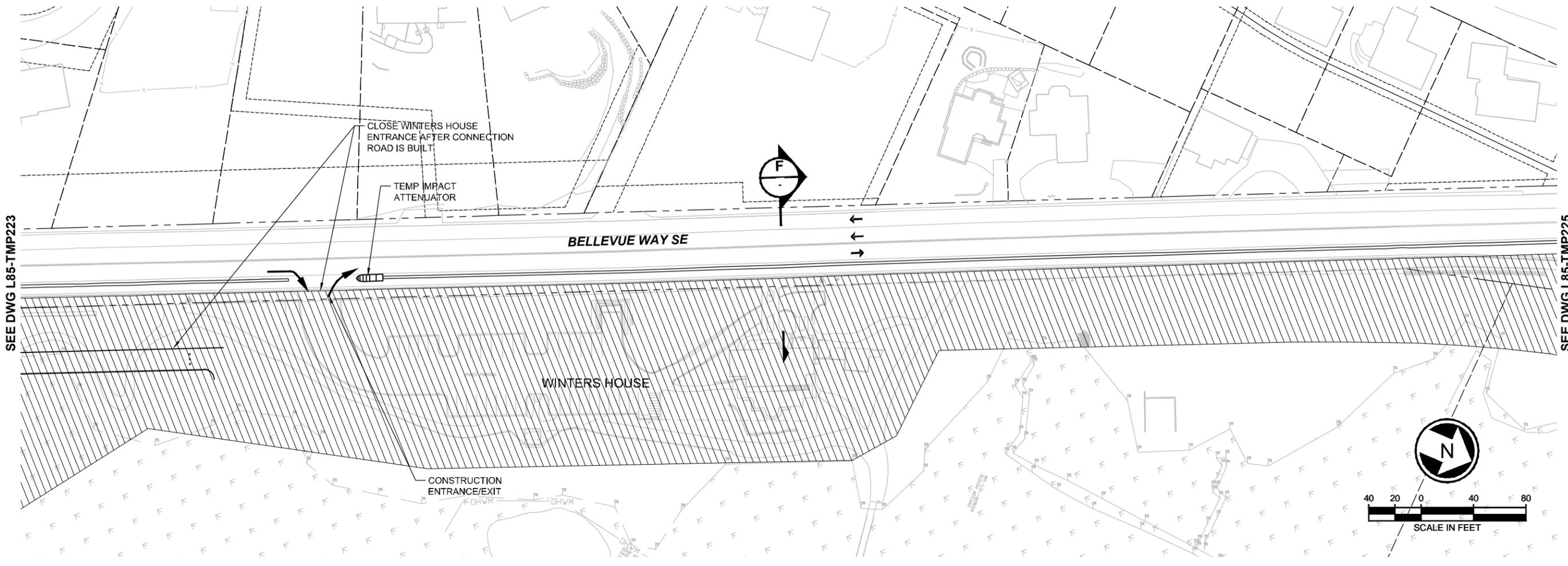
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 LOCATION ID:  
E12  
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| No. | DATE | DSN | CHK | APP | REVISION |
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 XE1-0519g  
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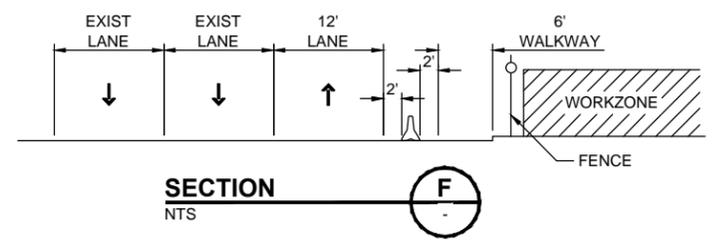
SEE DWG L85-TMP223

SEE DWG L85-TMP225



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
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 CHECKED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP224  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B3

DRAWING No.:  
**L85-TMP224**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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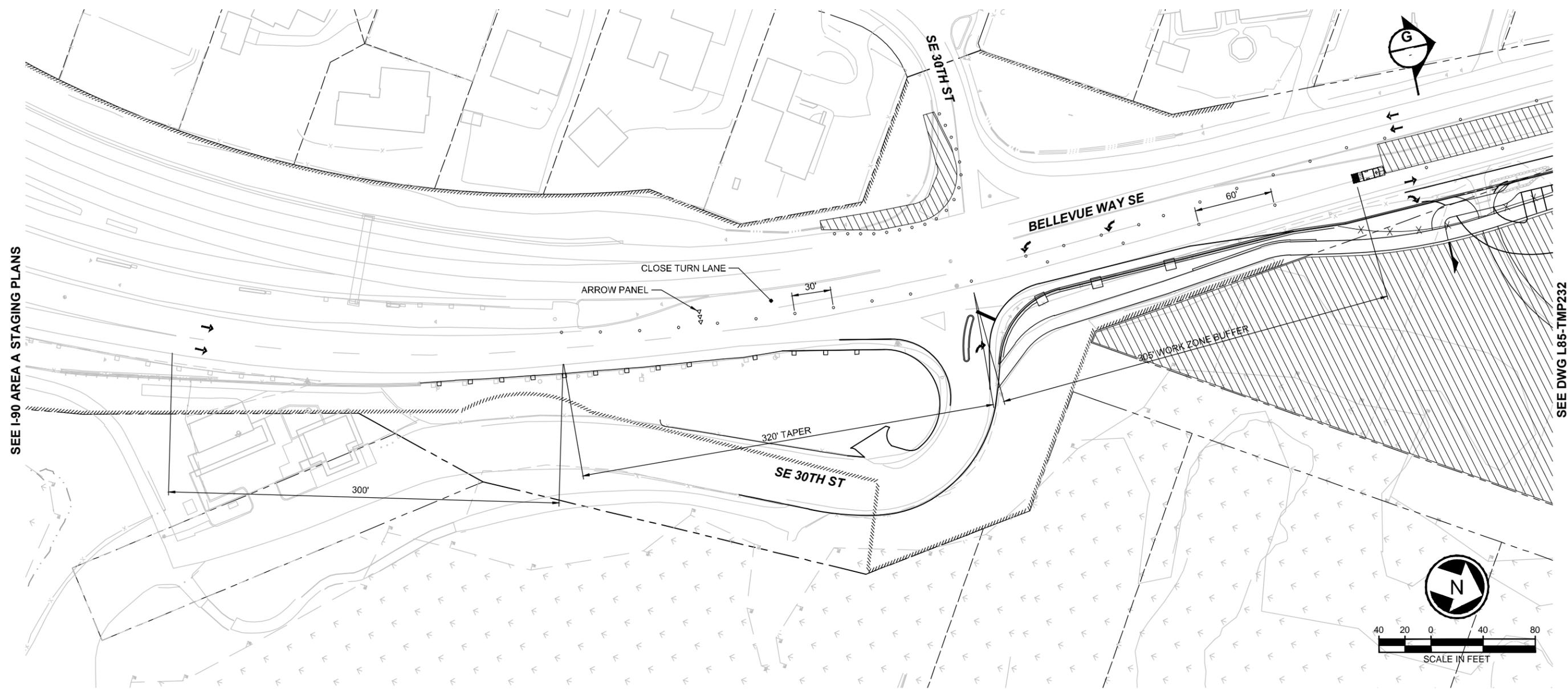


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 XE320-L85-CAP190  
 XE1-0518K  
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 XE320-L85-TMP203  
 GB-BEA-M124615

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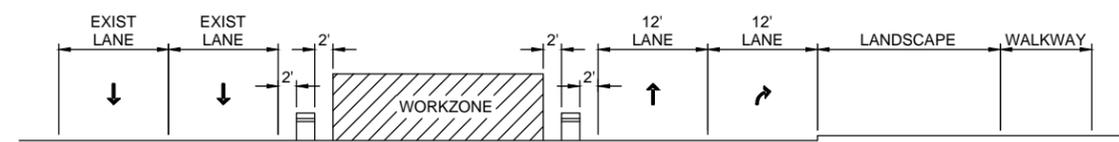
SEE I-90 AREA A STAGING PLANS

SEE DWG L85-TMP232



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
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5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



SECTION G  
 NTS

**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP231  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B4

DRAWING No.:  
**L85-TMP231**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0



XREF LIST:  
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 XEL-0619f  
 XE204-B5-G2V040  
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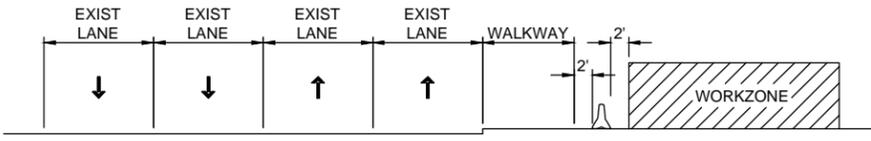
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SEE DWG L85-TMP232

SEE DWG L85-TMP234

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
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  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**SECTION**  
 NTS



**60% SUBMITTAL**

DESIGNED BY:  
 C. MONKEN  
 DRAWN BY:  
 J. TORR  
 CHECKED BY:  
 B. JAMES  
 APPROVED BY:  
 J. SCHEITTLER



LINE IS 1" AT FULL SCALE

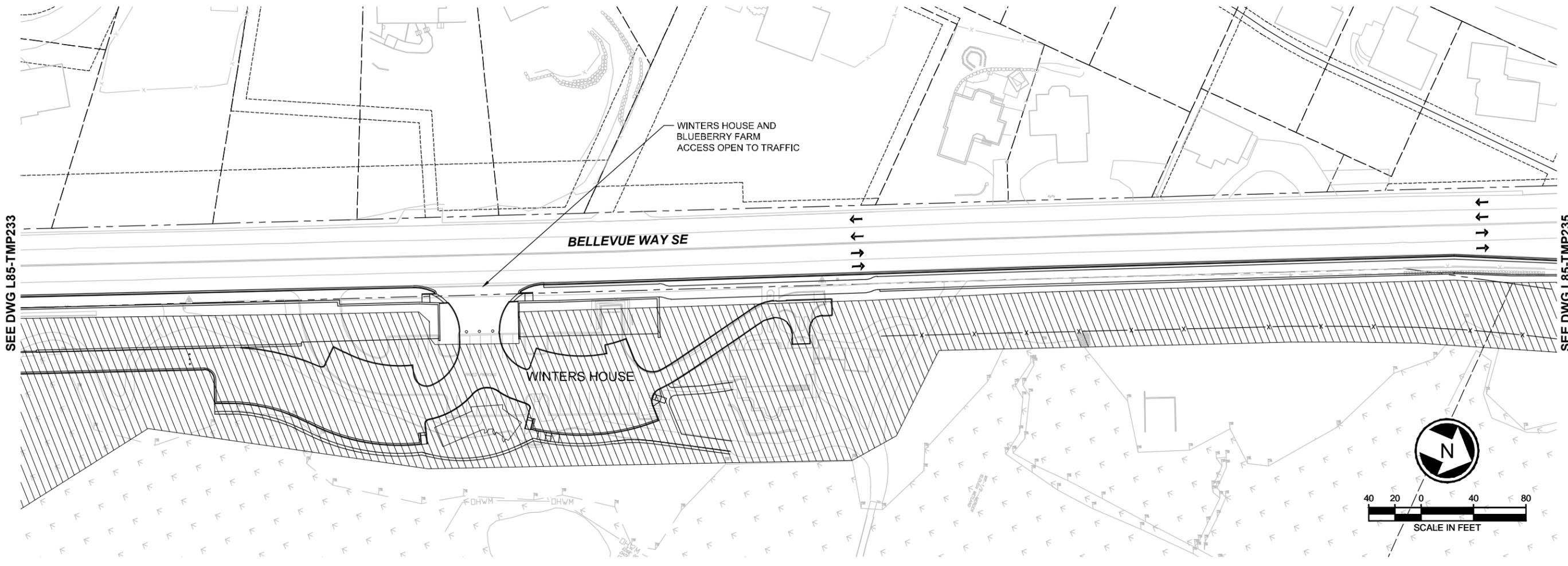


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 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B4

DRAWING No.:  
**L85-TMP233**  
 LOCATION ID:  
 E12  
 SHEET No.: REV:  
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 XE320-L85-TS22234  
 XE320-L85-CAP190  
 XE-40191a  
 XE-40191b  
 XE-40191c  
 XE-40191d  
 XE320-L85-TMP203  
 GB-5EAL-MJ24615



**NOTES:**

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7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

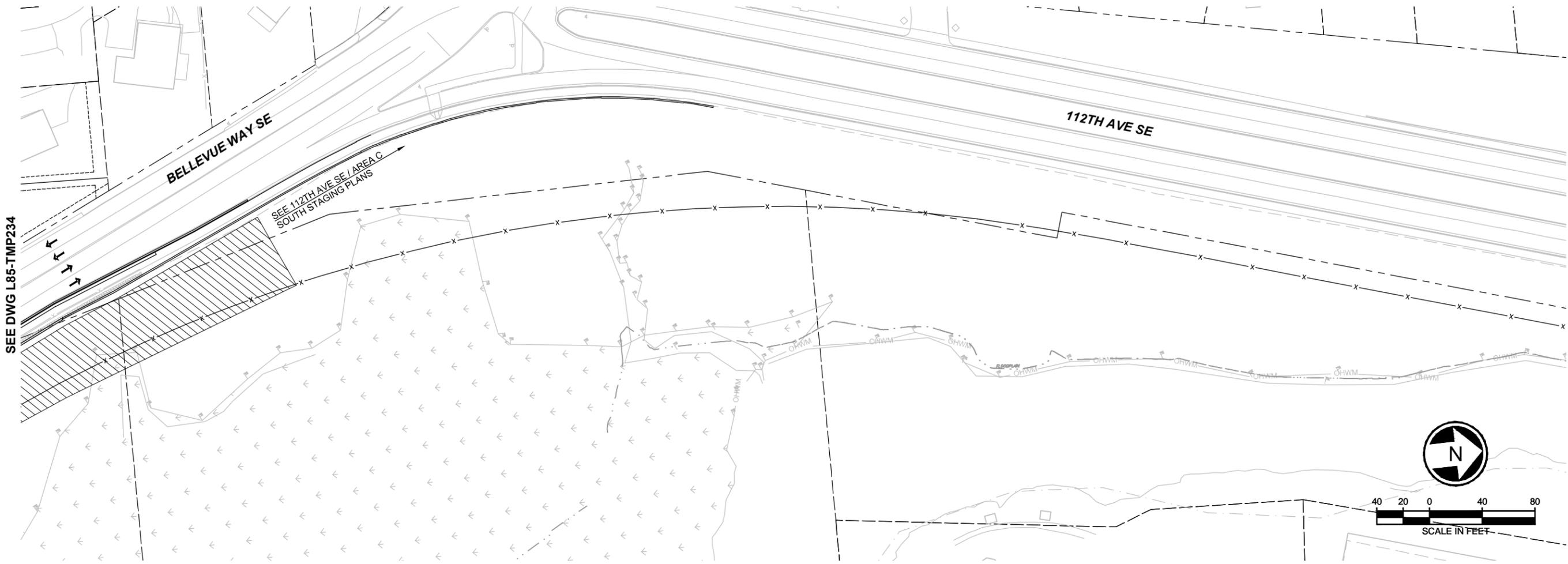


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1" = 40'  
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E320-L85-TMP234  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B4

DRAWING No.:  
**L85-TMP234**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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 GB-5EAU-WJ24615



**NOTES:**

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP235  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B4

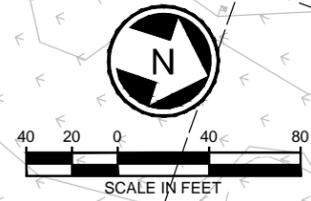
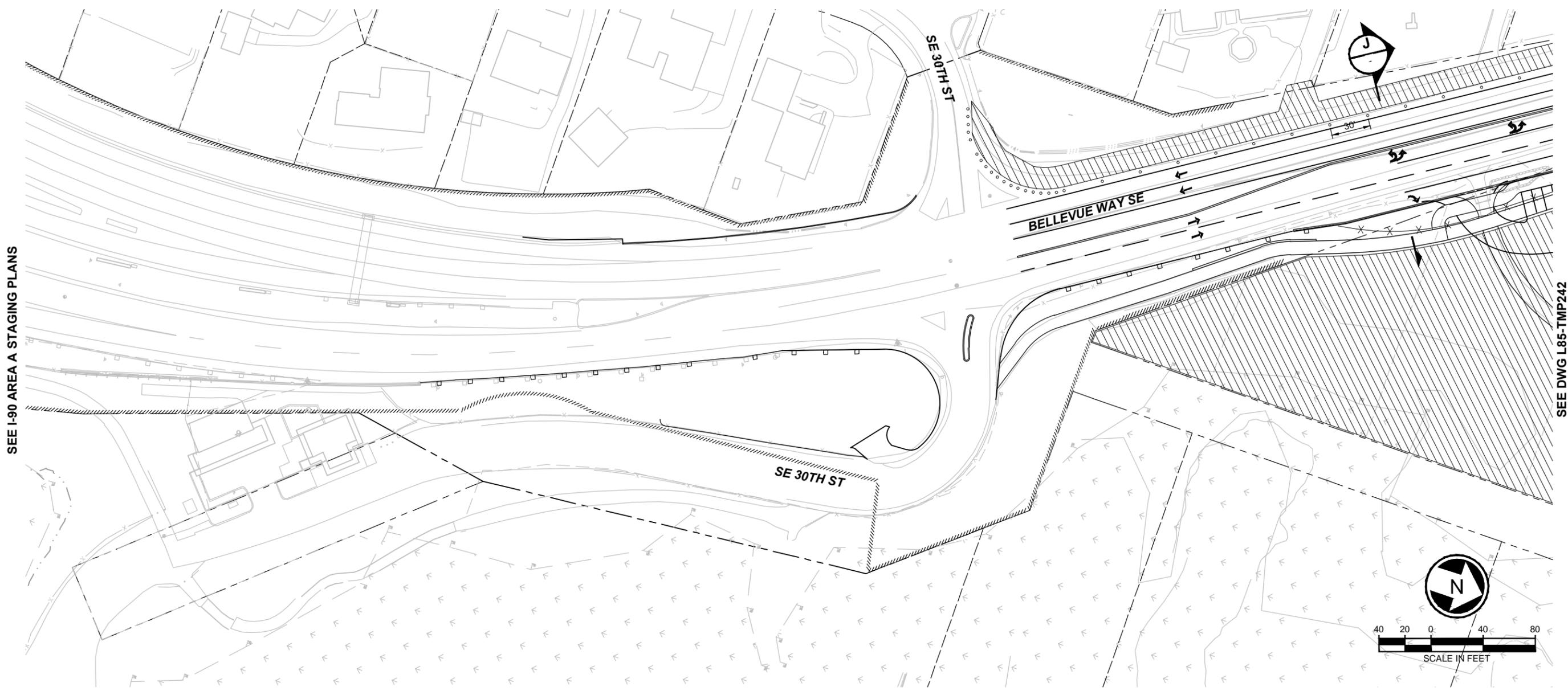
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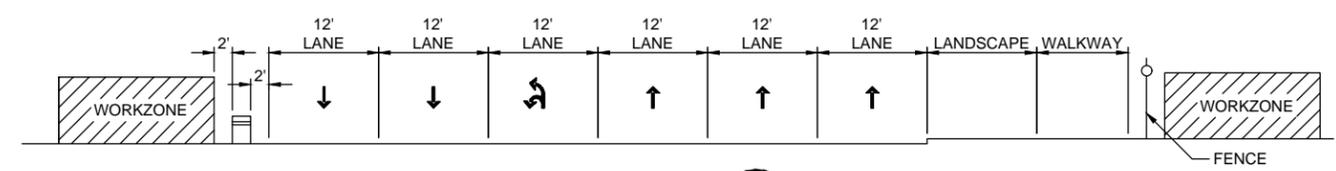
SEE I-90 AREA A STAGING PLANS

SEE DWG L85-TMP242



**NOTES:**

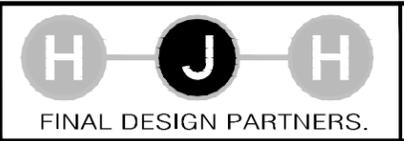
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
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6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.



**SECTION J**  
NTS

**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP241  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B5

DRAWING No.:  
**L85-TMP241**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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SUBMITTED BY:

DATE:

REVIEWED BY:

DATE:



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SOUTH BELLEVUE STATION  
 CONSTRUCTION ENTRANCE

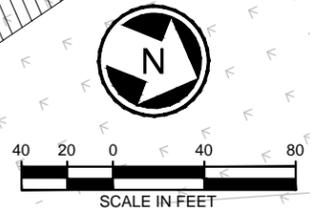
CLOSE TURN LANE  
 TO GENERAL PUBLIC

BELLEVUE WAY SE

BLUEBERRY FARM

SEE DWG L85-TMP242

SEE DWG L85-TMP244



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
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7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT  
 FULL SCALE



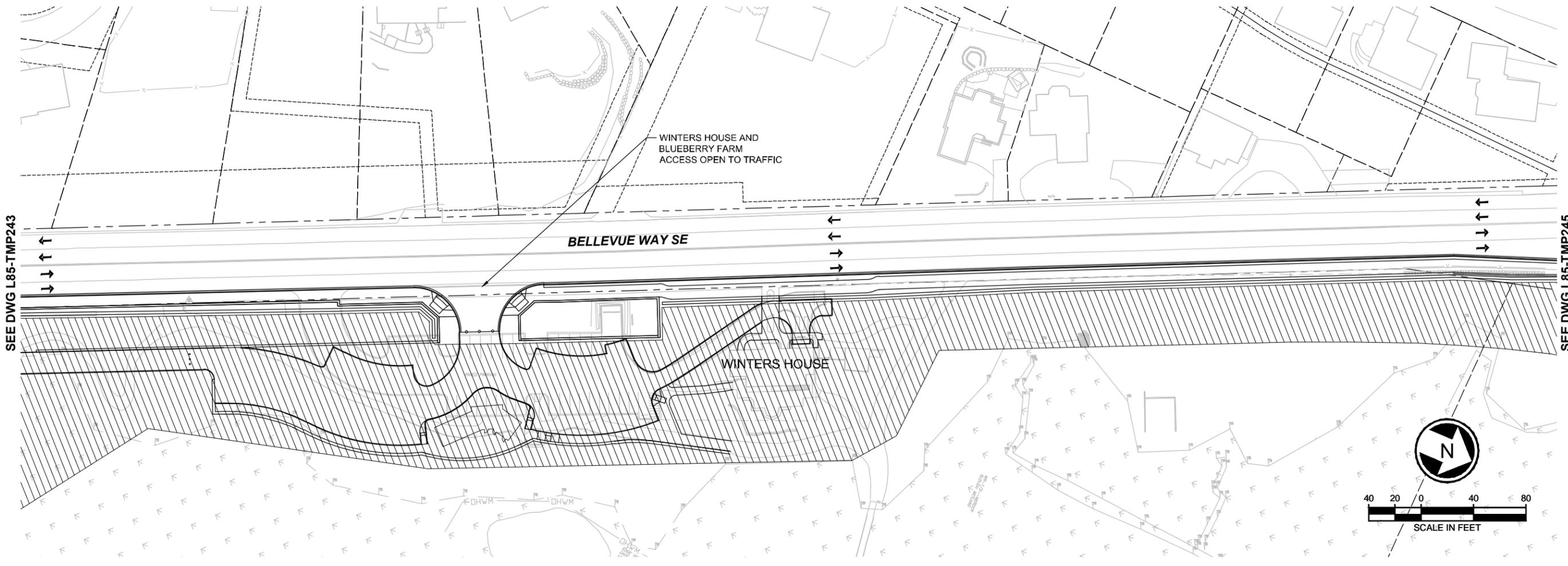
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E320-L85-TMP243  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B5

DRAWING No.:  
**L85-TMP243**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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 XE320-L85-CAP100  
 XE320-L85-TS22234  
 XE-3619f  
 XE-4019x  
 XE-40219f  
 XE320-L85-TMP204  
 GB-5EAL-WJ24615



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR RAMP CLOSURE RESTRICTIONS.

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 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCETTTLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP244  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B5

DRAWING No.:  
**L85-TMP244**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

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 XE320-L85-CAP100  
 XE-3619f  
 XE-4019a  
 XE-4019b  
 XE-4019c  
 XE-4019d  
 XE320-L85-TMP204  
 GB-SEA-U-124615



**NOTES:**

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 CORRECTED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 ORIGINAL BY: / DATE: /

**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP245  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 BELLEVUE WAY SE-PHASE B5

DRAWING No.:  
**L85-TMP245**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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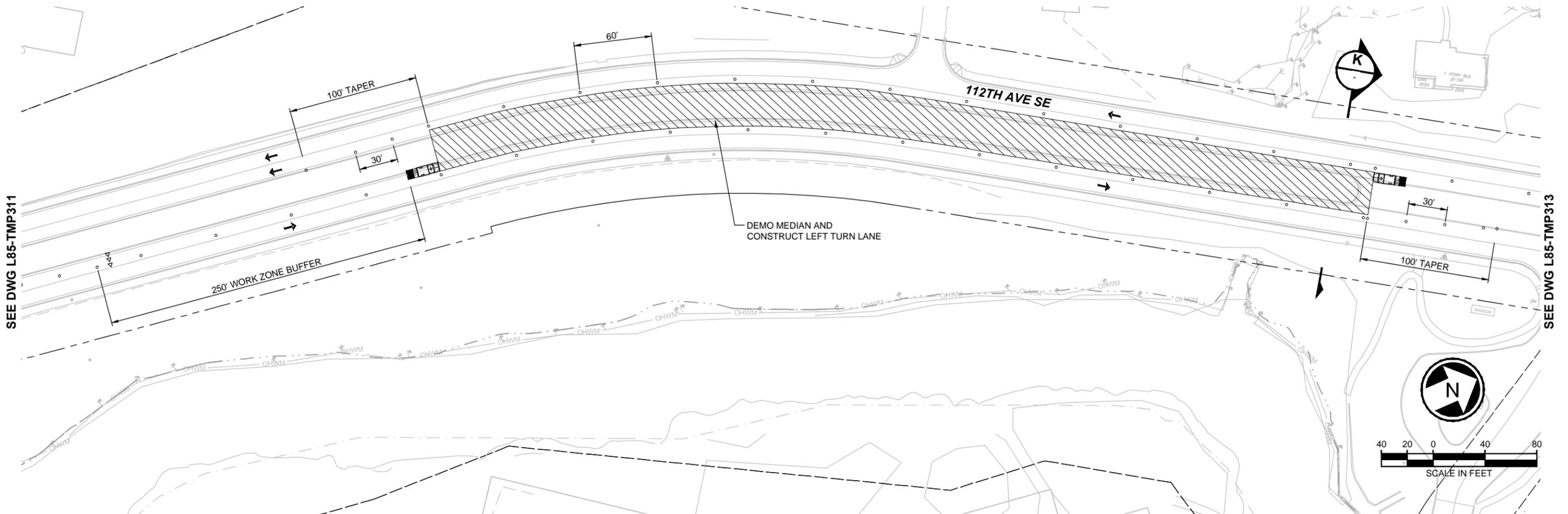
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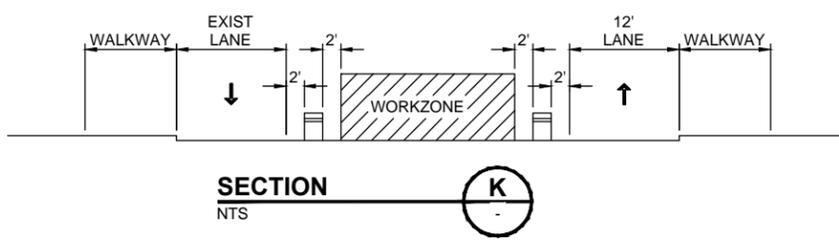
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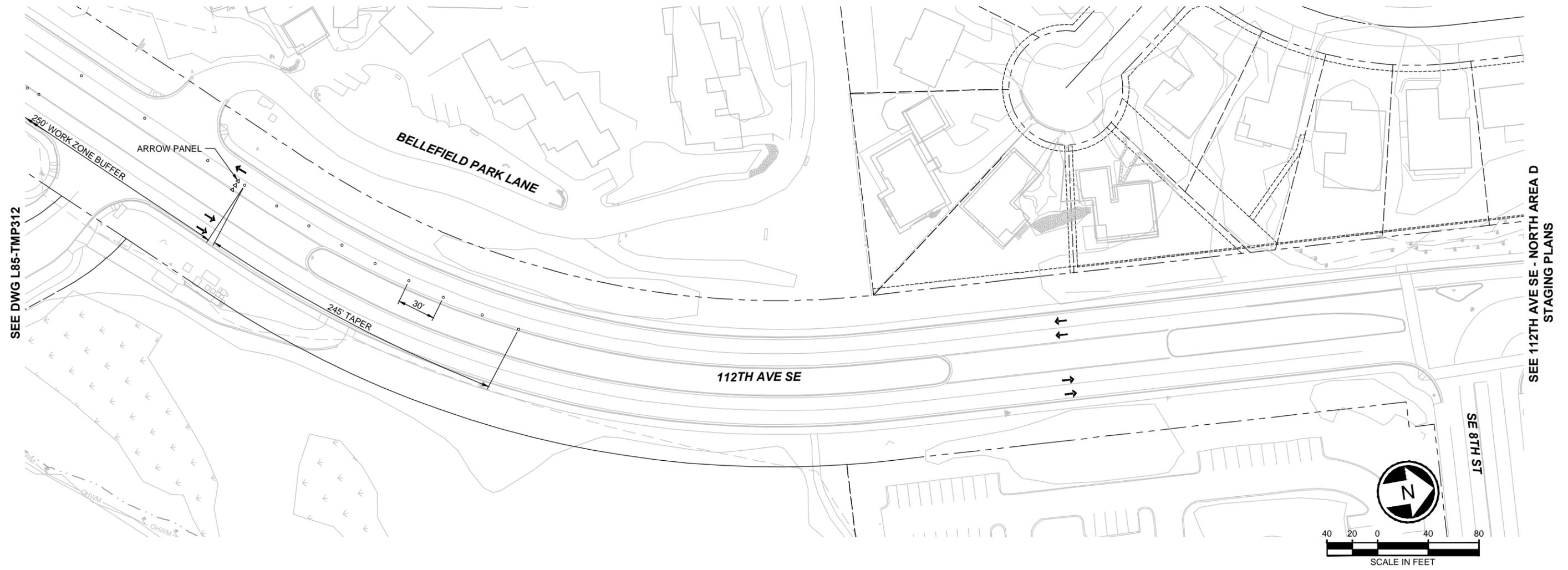
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|               |      |     |     |     |                              |   |   |   |                          |   |                              |   |                            |
|---------------|------|-----|-----|-----|------------------------------|---|---|---|--------------------------|---|------------------------------|---|----------------------------|
| 60% SUBMITTAL |      |     |     |     | DESIGNED BY:<br>C. MONKEN    |  | HNTB  |  | LINE IS 1" AT FULL SCALE |  | SCALE:<br>1" = 40'           | <b>EAST LINK EXTENSION<br/>         CONTRACT E320<br/>         SOUTH BELLEVUE</b> | DRAWING No.:<br>L85-TMP312 |
|               |      |     |     |     | DRAWN BY:<br>J. TORR         |   |   |   |                          |   | FILENAME:<br>E320-L85-TMP312 |   | LOCATION ID:<br>E12        |
|               |      |     |     |     | CHECKED BY:<br>B. JAMES      | CONTRACT No.:<br>RTA/LR XXXX-XX   | SHEET No.:<br>REV:<br>0                             |   |                          |   |                              |   |                            |
|               |      |     |     |     | APPROVED BY:<br>J. SCHESSLER | DATE:<br>12/06/2013   | TRAFFIC STAGING PLAN<br>112TH AVE SE-SOUTH PHASE C1 |   |                          |   |                              |   |                            |
| No.           | DATE | DSN | CHK | APP | REVISION                     | SUBMITTED BY:   |   | DATE:   | REVIEWED BY:             |   | DATE:                        | M-62  |                            |

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 XE1-0222v  
 XE1-0222w  
 XE1-0222x  
 XE1-0222y  
 XE1-0222z



- NOTES:**
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**60% SUBMITTAL**

DESIGNED BY:  
**C. MONKEN**  
 DRAWN BY:  
**J. TORR**  
 CHECKED BY:  
**B. JAMES**  
 APPROVED BY:  
**J. SCHESSLER**



LINE IS 1" AT  
 FULL SCALE



SCALE:  
 1" = 40'  
 FILENAME:  
**E320-L85-TMP313**  
 CONTRACT No.:  
**RTA/LR XXXX-XX**  
 DATE:  
**12/06/2013**

**EAST LINK EXTENSION**  
**CONTRACT E320**  
**SOUTH BELLEVUE**  
**TRAFFIC**  
**STAGING PLAN**  
**112TH AVE SE-SOUTH PHASE C1**

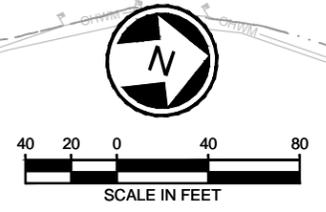
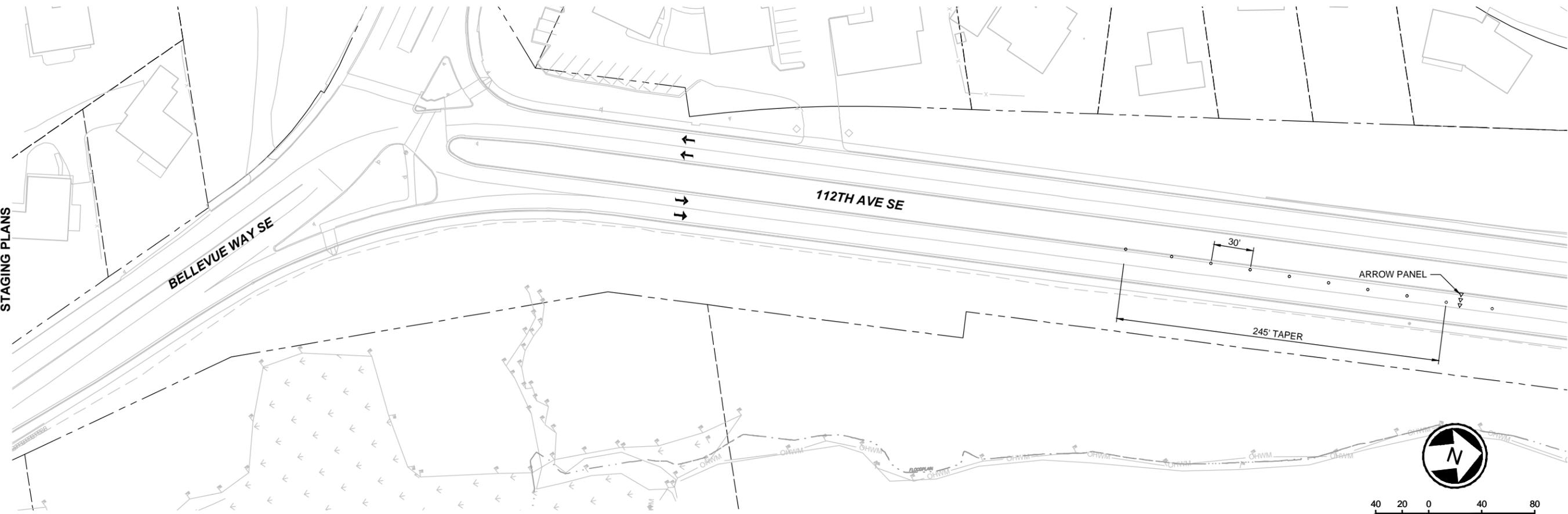
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 LOCATION ID:  
**E12**  
 SHEET No.:      REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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SEE BELLEVUE WAY SE AREA B STAGING PLANS

SEE DWG L85-TMP315



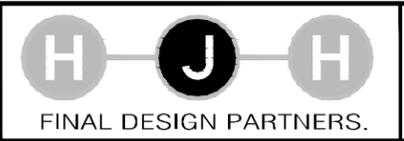
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP314  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C2

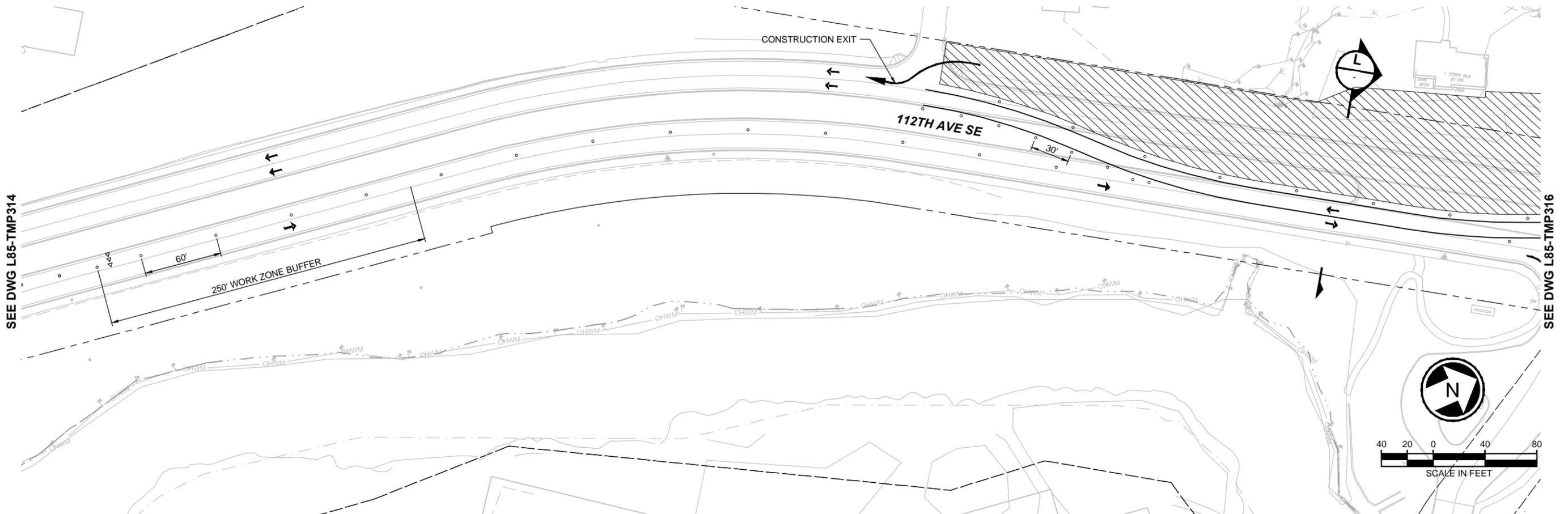
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 LOCATION ID:  
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| No. | DATE | DSN | CHK | APP | REVISION |
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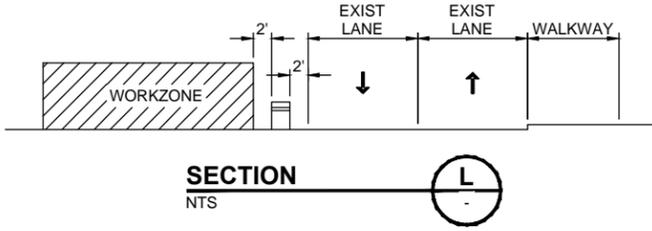
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ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /



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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

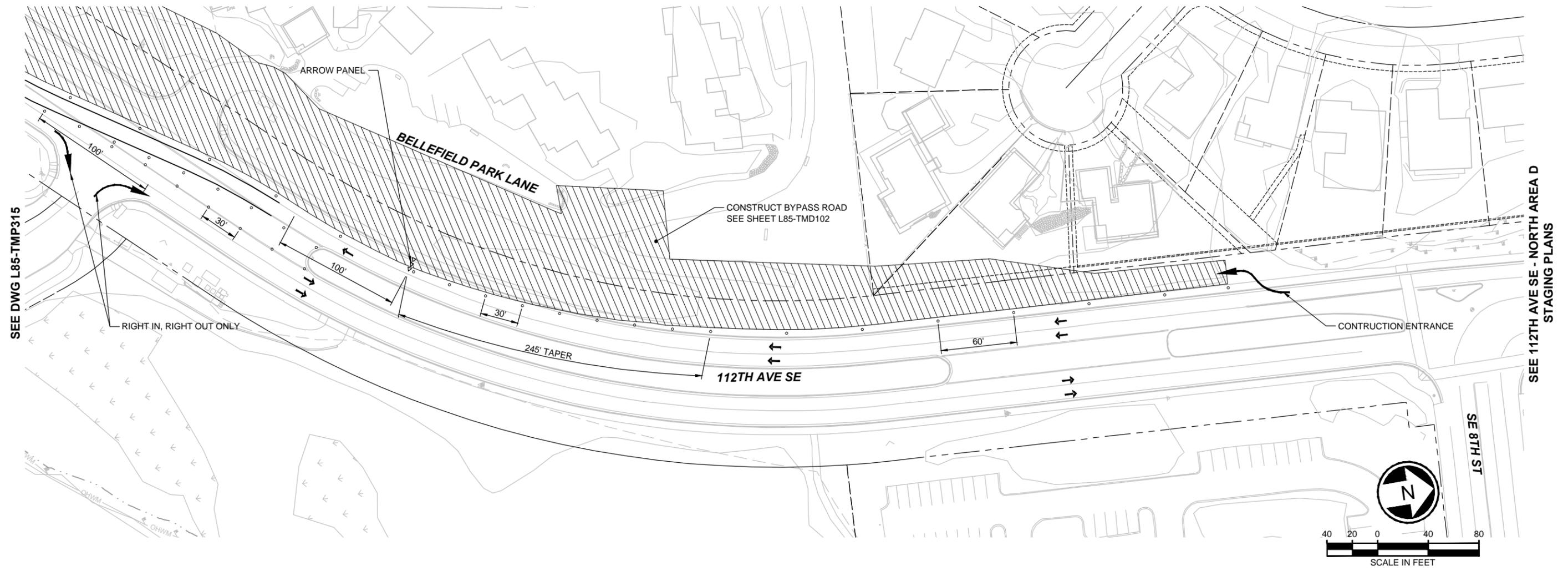


SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP315  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C2

DRAWING No.:  
**L85-TMP315**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

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 XE1-0222y  
 XE1-0222z



SEE DWG L85-TMP315

SEE 112TH AVE SE - NORTH AREA D STAGING PLANS

**NOTES:**

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHEITTLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP316  
 CONTRACT No.:  
RTA/LR XXXX-XX  
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12/06/2013

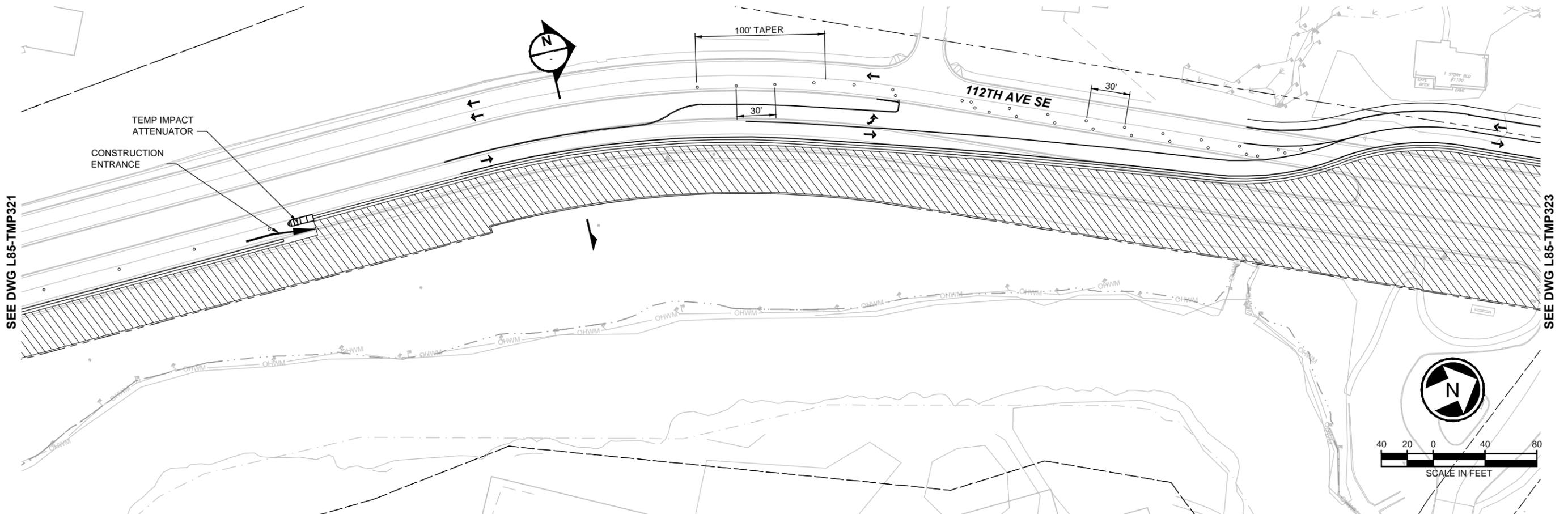
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C2

DRAWING No.:  
**L85-TMP316**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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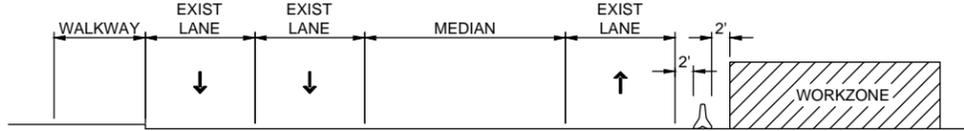
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**SECTION**

NTS

**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN

DRAWN BY:  
J. TORR

CHECKED BY:  
B. JAMES

APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'

FILENAME:  
E320-L85-TMP322

CONTRACT No.:  
RTA/LR XXXX-XX

DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**

TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C3

DRAWING No.:  
**L85-TMP322**

LOCATION ID:  
E12

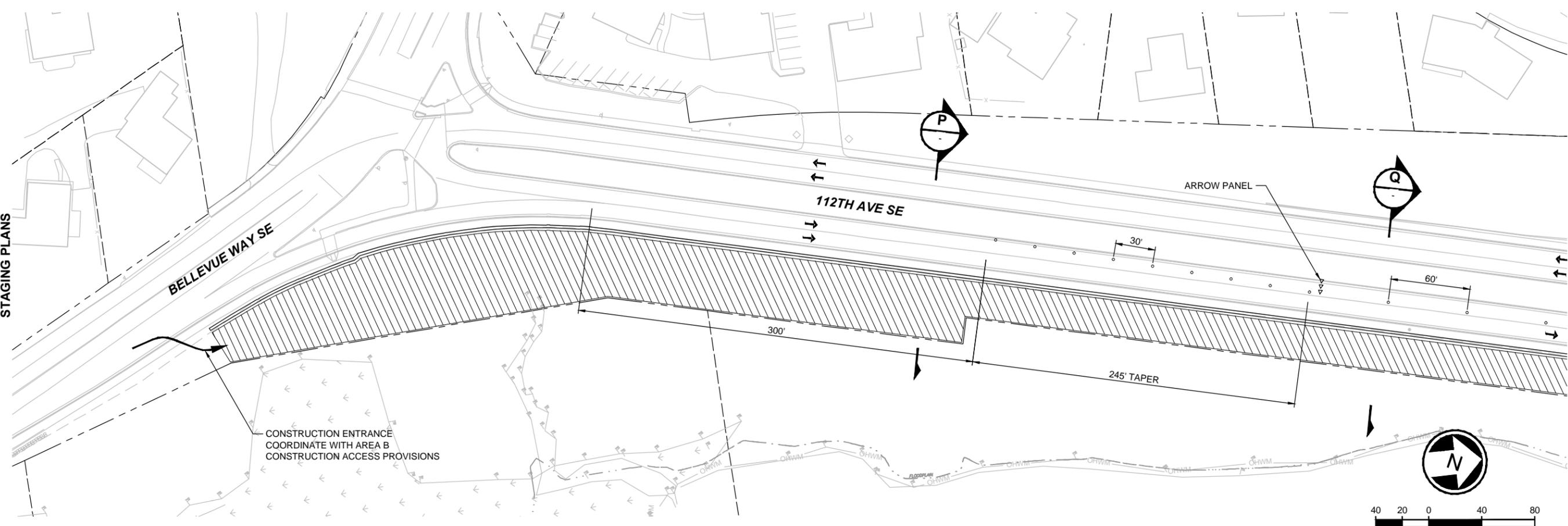
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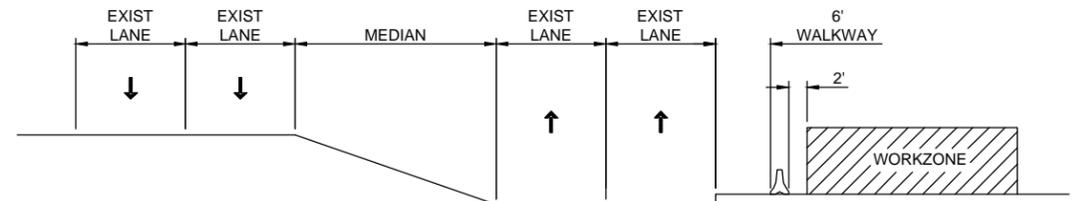
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 XE1-40222z

SEE BELLEVUE WAY SE AREA B STAGING PLANS

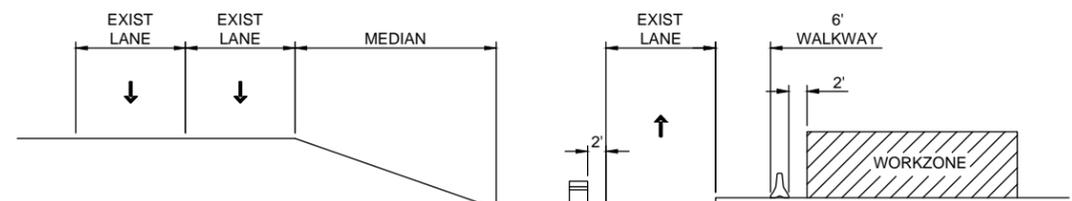
SEE DWG L85-TMP332



CONSTRUCTION ENTRANCE COORDINATE WITH AREA B CONSTRUCTION ACCESS PROVISIONS



SECTION P NTS



SECTION Q NTS

- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
  3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
  4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
  5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR ROAD CLOSURE RESTRICTIONS.

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

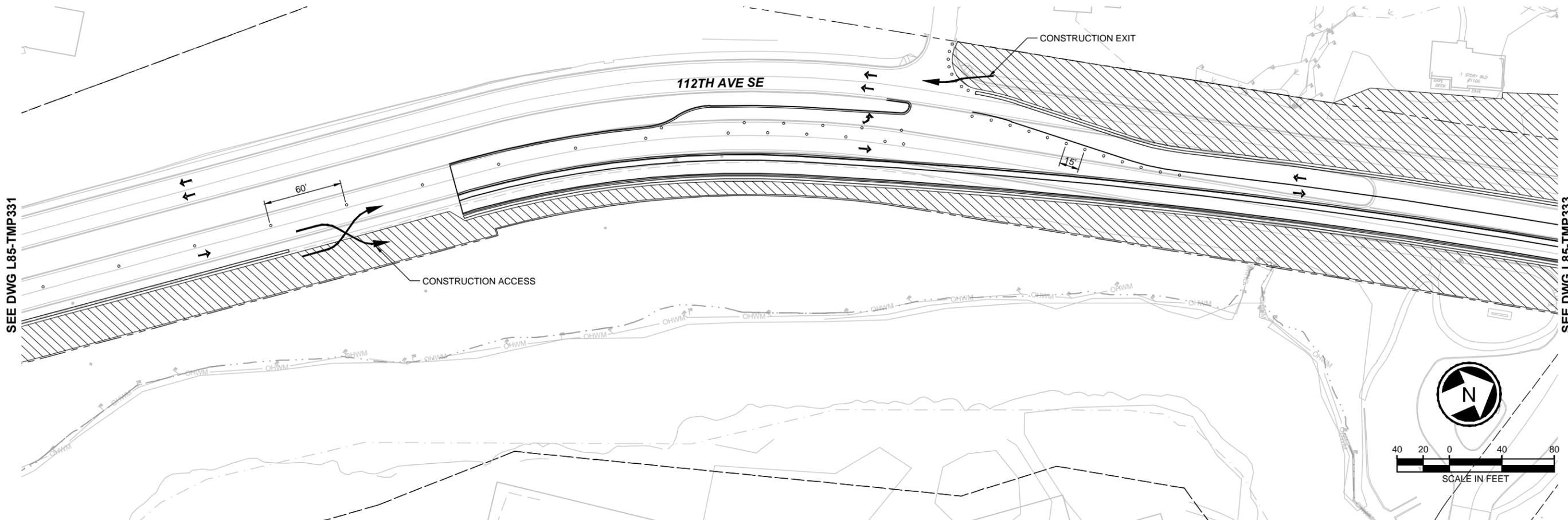


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1" = 40'  
 FILENAME:  
E320-L85-TMP331  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C4

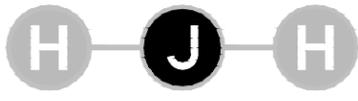
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 LOCATION ID:  
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 XEL-0625s  
 XEL-0629r  
 XEL-0629s  
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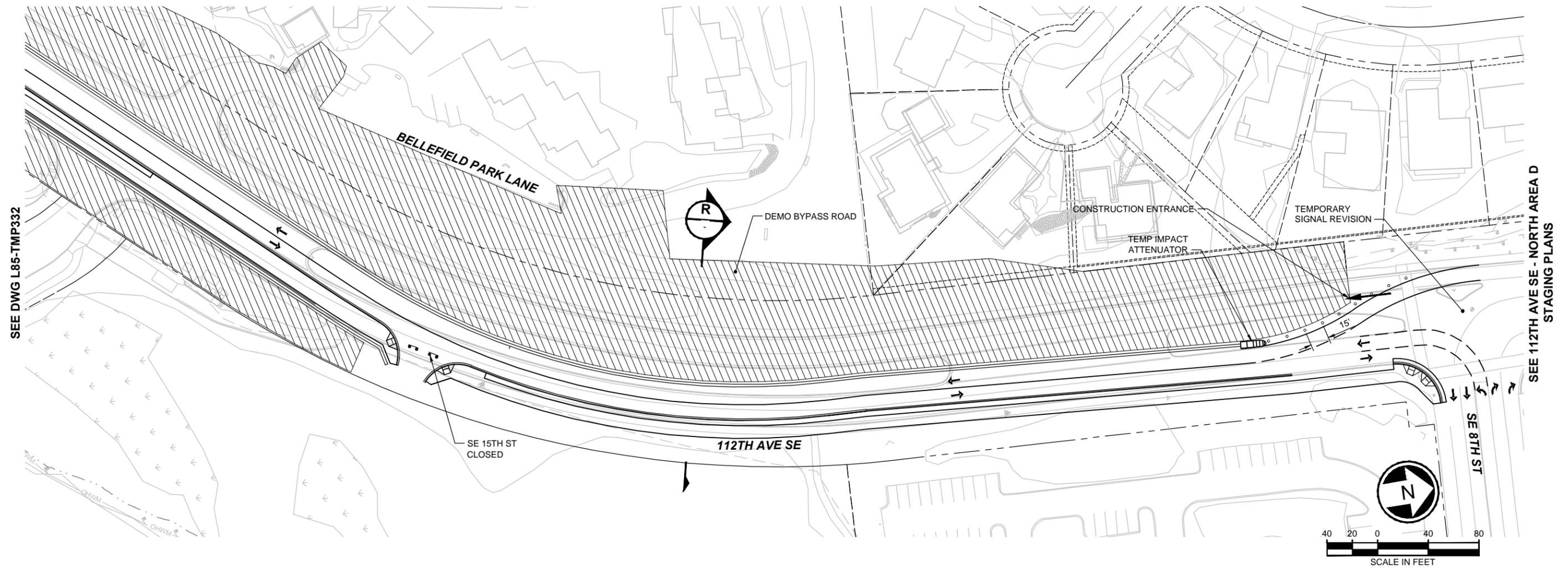


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- NOTES:**
1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
  2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
  3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
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  5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
  6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
  7. SEE SPECIFICATIONS SPECIAL CONDITIONS FOR ACCESS AND LANE OR ROAD CLOSURE RESTRICTIONS.

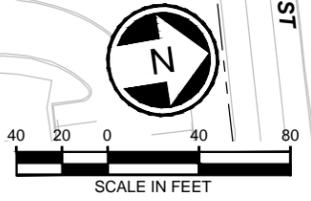
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| 60% SUBMITTAL |      |     |     |     | DESIGNED BY:<br>C. MONKEN |  | HNTB          | <br>FINAL DESIGN PARTNERS. | <br>SOUNDTRANSIT | SCALE:<br>1" = 40'              | EAST LINK EXTENSION<br>CONTRACT E320<br>SOUTH BELLEVUE<br>TRAFFIC<br>STAGING PLAN<br>112TH AVE SE-SOUTH PHASE C4 | DRAWING No.:<br>L85-TMP332 |
|               |      |     |     |     | DRAWN BY:<br>J. TORR      |   |               |   |   | FILENAME:<br>E320-L85-TMP332    |  | LOCATION ID:<br>E12        |
|               |      |     |     |     | CHECKED BY:<br>B. JAMES   |   |               |   |   | CONTRACT No.:<br>RTA/LR XXXX-XX |  | SHEET No.:<br>REV:<br>0    |
| No.           | DATE | DSN | CHK | APP | REVISION                  | APPROVED BY:<br>J. SCETTTLER  | SUBMITTED BY: | DATE:   | REVIEWED BY:  | DATE:                           | 12/06/2013   |                            |

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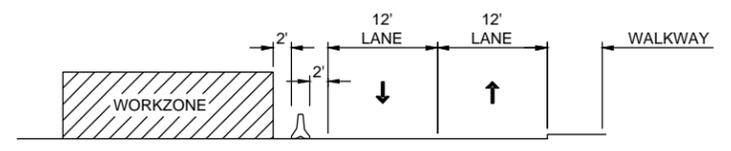


SEE DWG L85-TMP332

SEE 112TH AVE SE - NORTH AREA D STAGING PLANS



- NOTES:**
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**SECTION**  
 NTS

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
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 VERIFIED BY: / DATE: /

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**60% SUBMITTAL**

DESIGNED BY:  
 C. MONKEN  
 DRAWN BY:  
 J. TORR  
 CHECKED BY:  
 B. JAMES  
 APPROVED BY:  
 J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
 1" = 40'  
 FILENAME:  
 E320-L85-TMP333  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C4

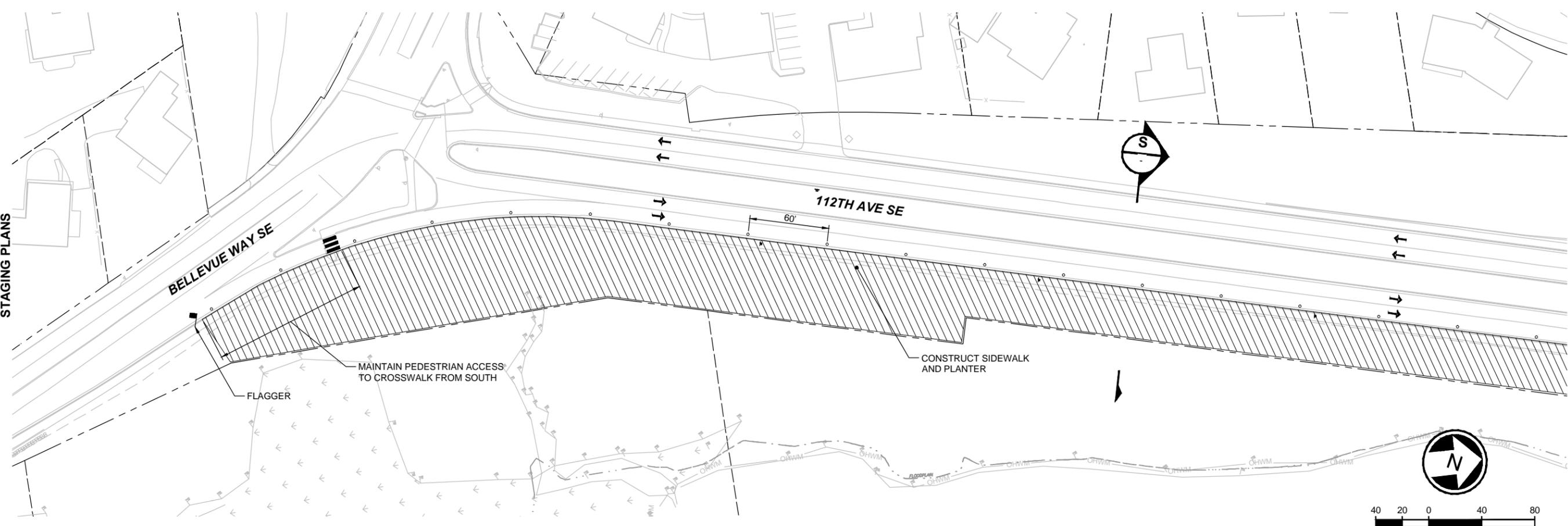
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 LOCATION ID:  
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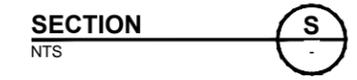
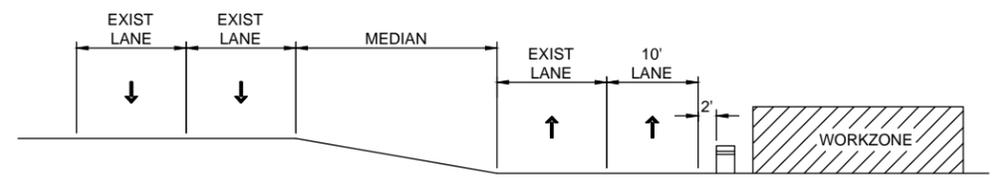
SEE BELLEVUE WAY SE AREA B STAGING PLANS

SEE DWG L85-TMP342



**NOTES:**

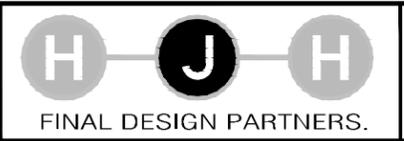
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE

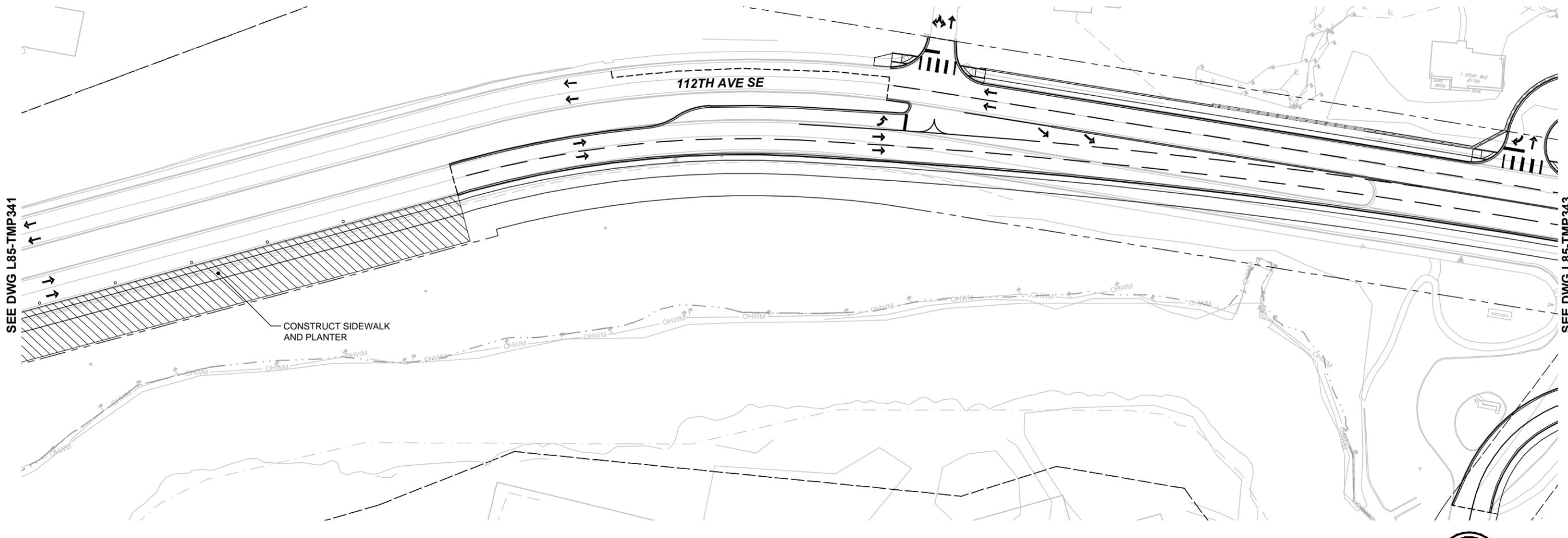


SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP341  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C5

DRAWING No.:  
**L85-TMP341**  
 LOCATION ID:  
E12  
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XREF LIST:  
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**NOTES:**

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

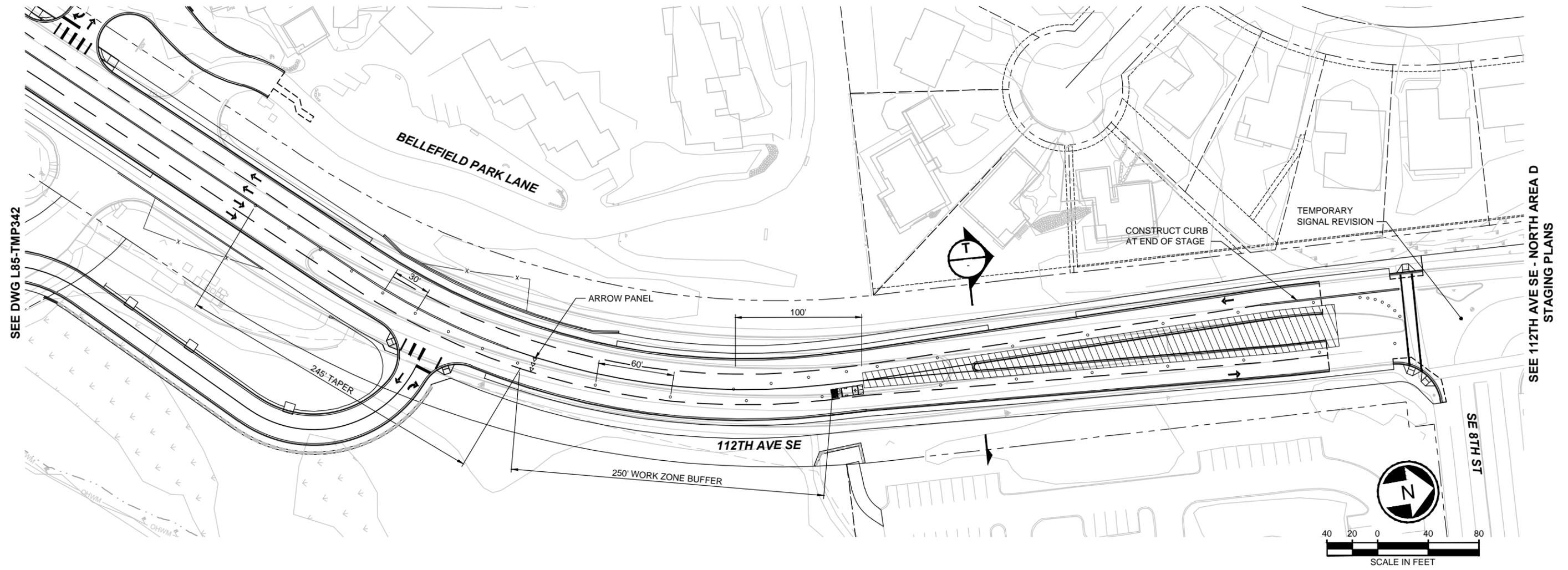


SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP342  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C5

DRAWING No.:  
**L85-TMP342**  
 LOCATION ID:  
E12  
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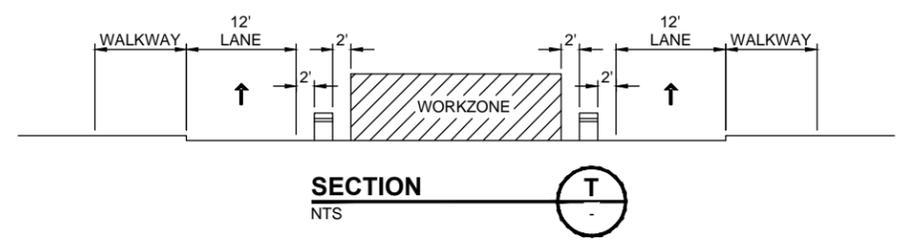


SEE DWG L85-TMP342

SEE 112TH AVE SE - NORTH AREA D STAGING PLANS

**NOTES:**

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP343  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-SOUTH PHASE C5

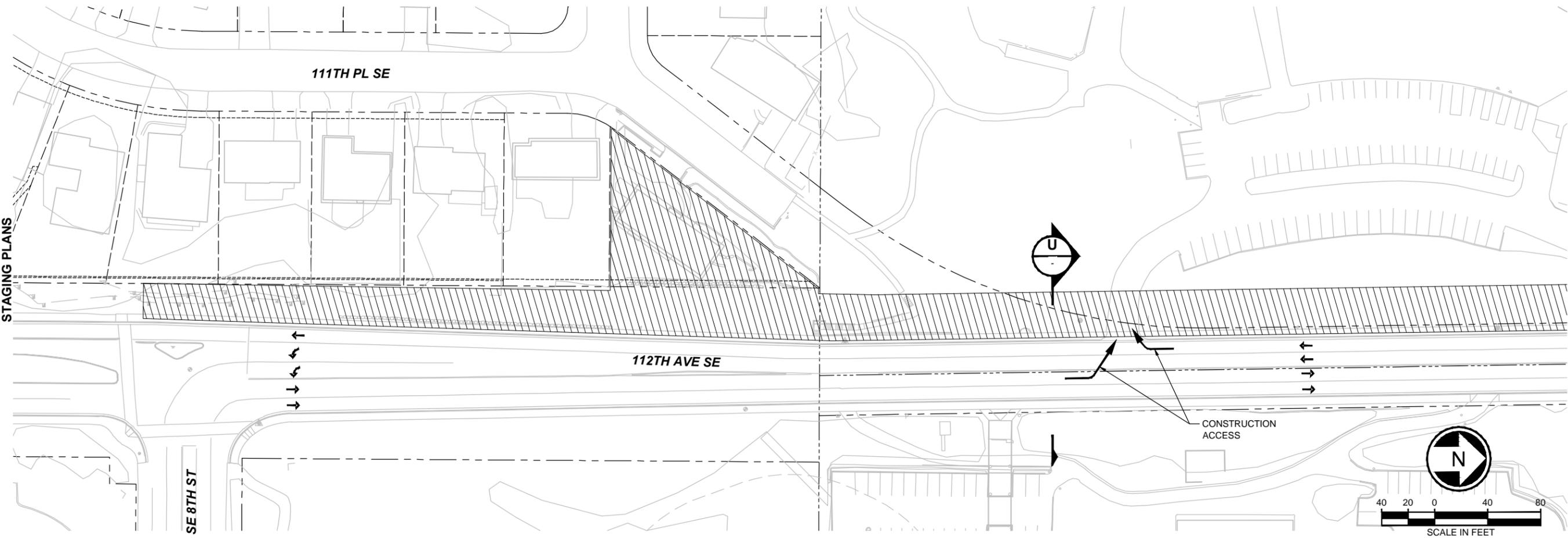
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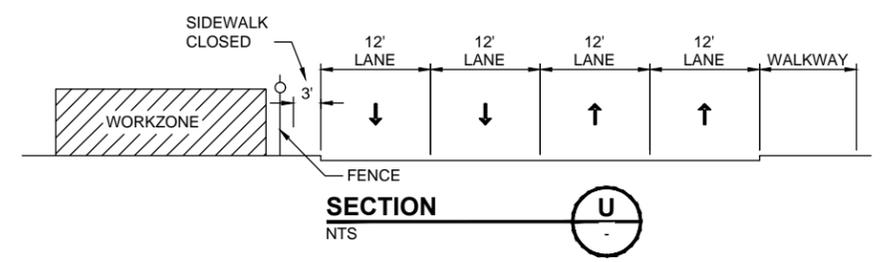
SEE 112TH AVE SE - SOUTH AREA C STAGING PLANS

SEE DWG L85-TMP412



**NOTES:**

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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP411  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

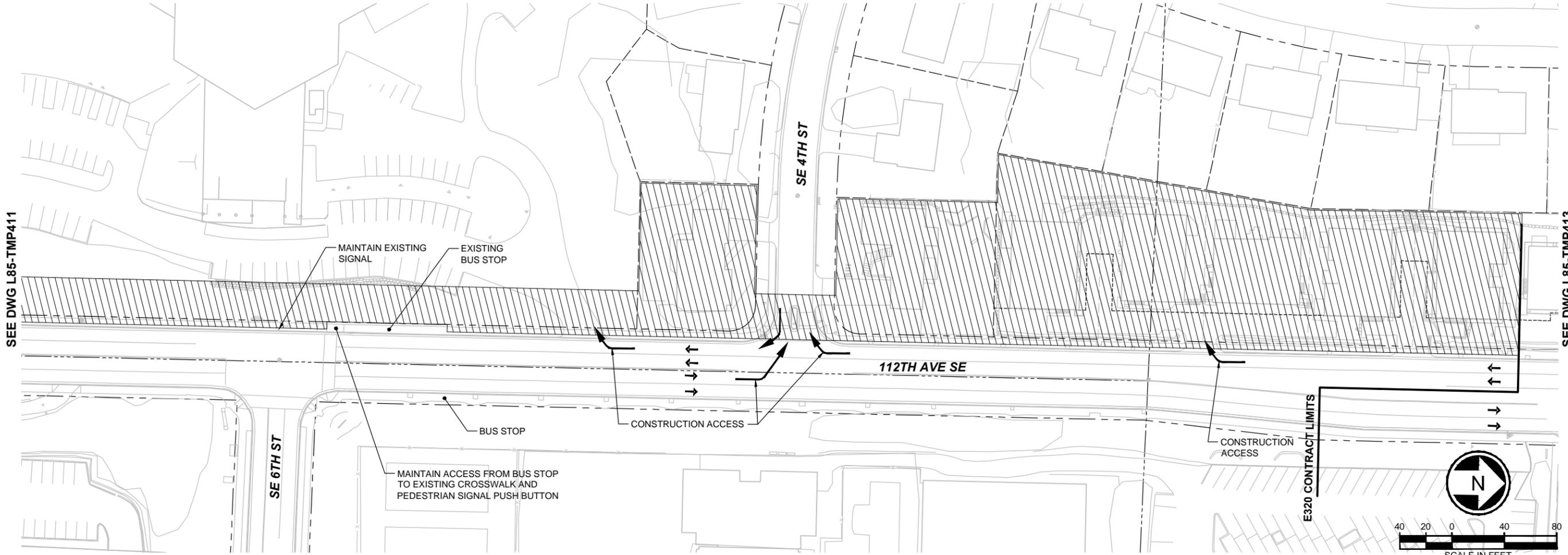
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-NORTH PHASE D1

DRAWING No.:  
**L85-TMP411**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
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 XE-L85-0264  
 XE320-L85-TS22234  
 XE320-L85-CAP100  
 XE320-L85-TMP401  
 GR-SEAL-M24615

SEE DWG L85-TMP411

SEE DWG L85-TMP413



**NOTES:**

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 CHECKED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

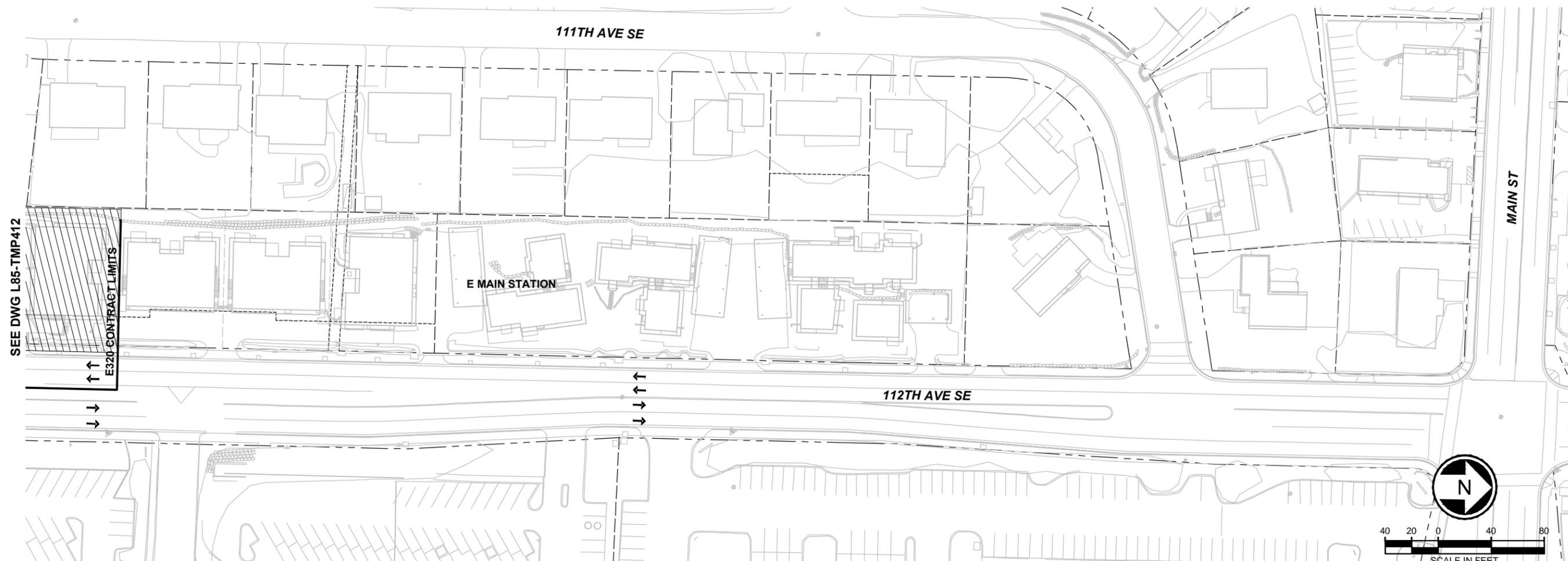


SCALE:  
1" = 40'  
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 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-NORTH PHASE D1

DRAWING No.:  
**L85-TMP412**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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 GR-SEAC-MJ24615



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6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS AND SPECIAL CONDITIONS FOR ACCESS AND LANE OR ROAD CLOSURE RESTRICTIONS.
8. CONTRACTOR SHALL COORDINATE SIDEWALK CLOSURES WITH E335 CONTRACTOR TO ENSURE THAT ADVANCE SIGNING REQUIREMENTS ARE MET.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP413  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-NORTH PHASE D1

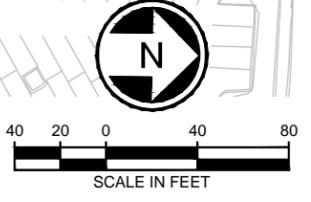
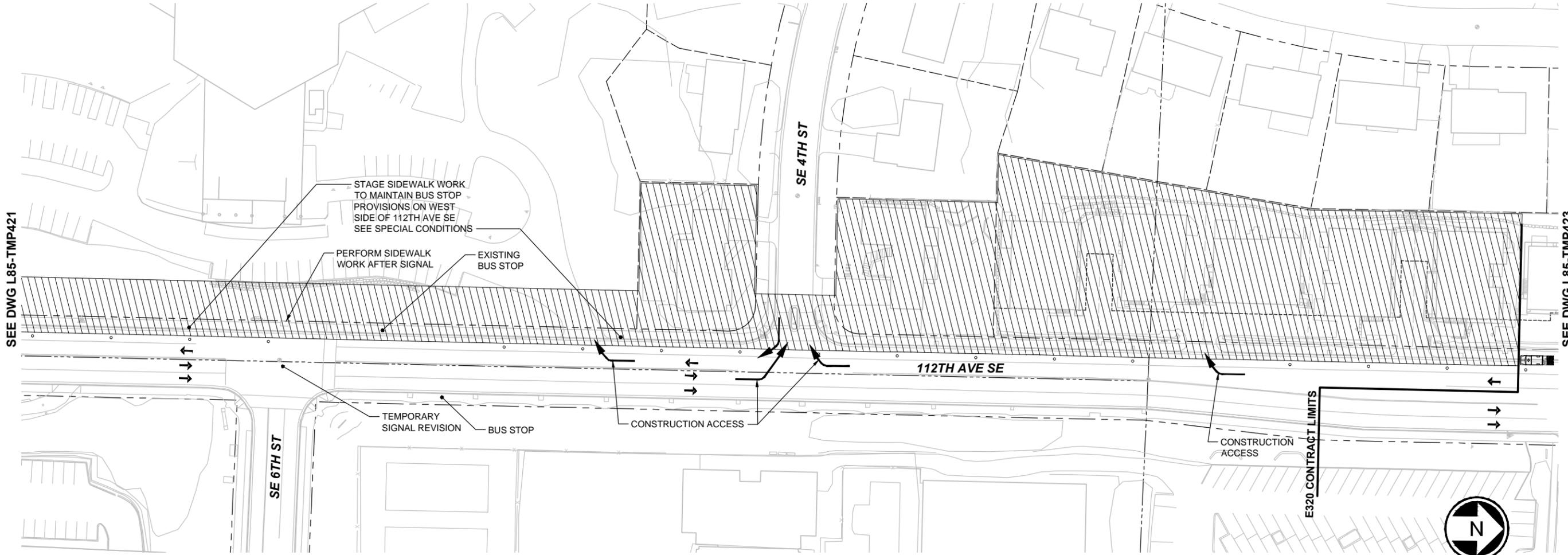
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**L85-TMP413**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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XREF LIST:  
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 XE-0628x  
 XE-0628x  
 XE-0628x  
 XE320-L85-TMP422  
 XE320-L85-CAP100  
 XE320-L85-TMP402  
 GR-SEAL-MJ24615

SEE DWG L85-TMP421

SEE DWG L85-TMP423



**NOTES:**

1. LOCATION OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE RELOCATED TO AVOID OBSTRUCTIONS.
2. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AT ALL TIMES.
3. REMOVE ALL CONFLICTING STRIPING AND COVER CONFLICTING SIGNAGE.
4. SEE TMD SHEETS FOR TRAFFIC CONTROL DETAILS.
5. SEE TSP SHEETS FOR TEMPORARY SIGNAL REVISIONS.
6. CONTRACTOR TO PROVIDE TEMPORARY ILLUMINATION, SEE SPECIFICATIONS.
7. SEE SPECIFICATIONS AND SPECIAL CONDITIONS FOR ACCESS AND LANE OR ROAD CLOSURE RESTRICTIONS.

ORIGINATED BY: / DATE: /  
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 CORRECTED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
C. MONKEN  
 DRAWN BY:  
J. TORR  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
 FILENAME:  
E320-L85-TMP422  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 STAGING PLAN  
 112TH AVE SE-NORTH PHASE D2

DRAWING No.:  
**L85-TMP422**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0



















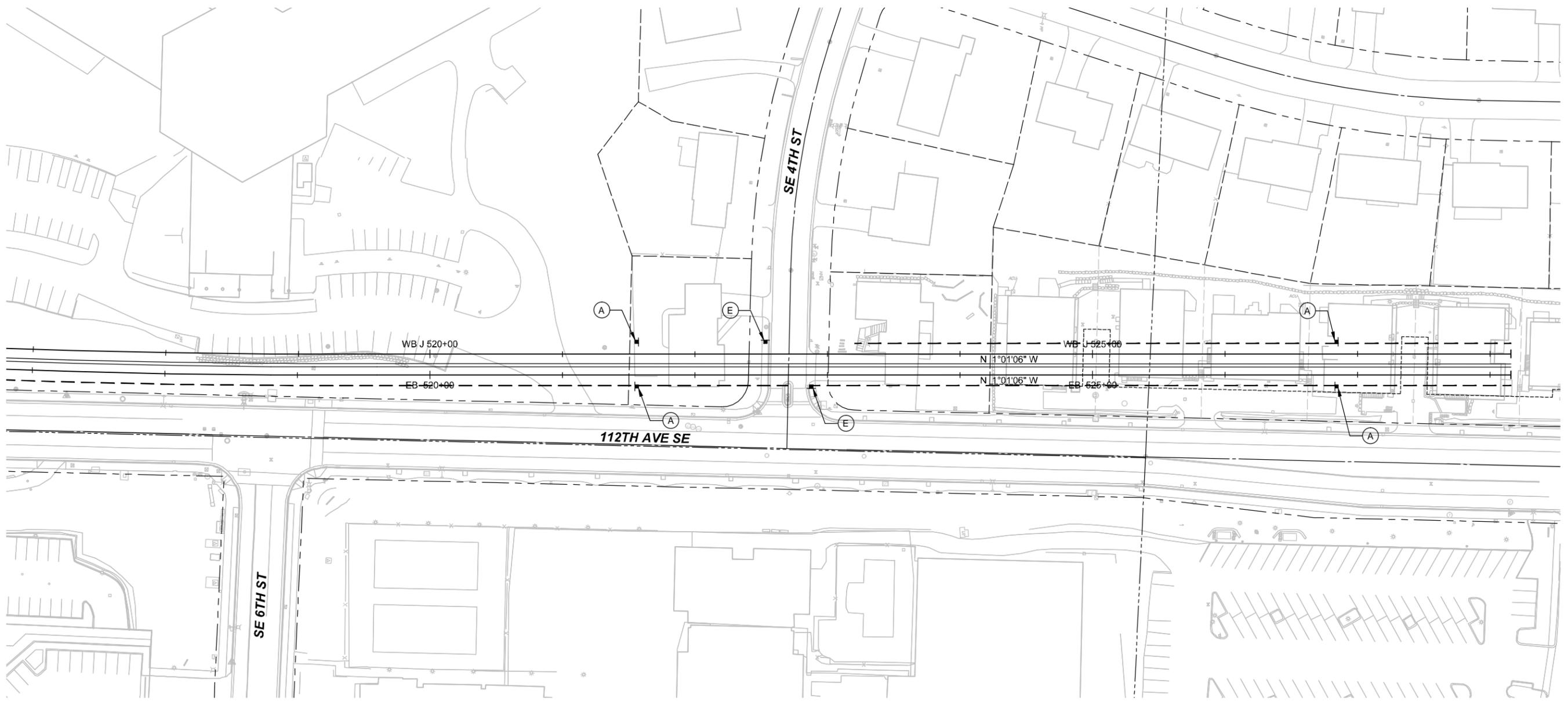




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 XEL-4WY\_Einf  
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 XEL-0528r  
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 XE320-L85-CZ040  
 XE320-L85-TNP101  
 GB-SEAL-MJ24615

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 VERIFIED BY: / DATE: /  
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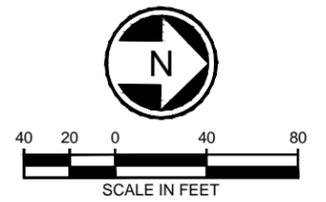
SEE DWG L85-TNP110



END E320 CONTRACT  
 BEGIN E335 CONTRACT

**NOTES:**

- REFER TO SHEETS L85-TND001 AND L85-TND002 FOR OPERATIONAL SIGNAGE DETAILS.
- REFER TO SHEET L85-TNS001 FOR OPERATIONAL SIGNAGE SCHEDULE.



**60% SUBMITTAL**

DESIGNED BY:  
L. BARTA  
 DRAWN BY:  
R. JOHNSON  
 CHECKED BY:  
B. JAMES  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



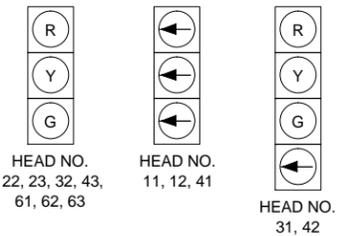
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E320-L85-TNP111  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 TRAFFIC  
 OPERATIONAL SIGNAGE PLAN

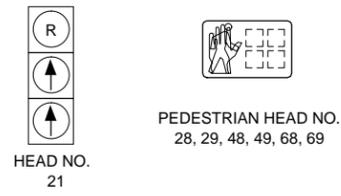
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L85-TNP111  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
|     |      |     |     |     |          |

**VEHICLE SIGNAL HEADS**



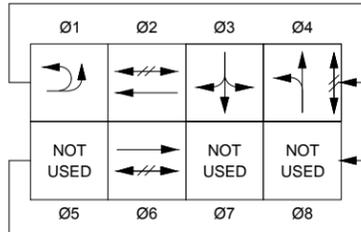
**PEDESTRIAN SIGNAL HEADS**



**CONSTRUCTION NOTES:**

- 1 INSTALL TYPE III SIGNAL STANDARD WITH 40.0 FOOT MAST ARM PER DETAIL SHEET L85-TSD100. INSTALL FOUR VEHICLE HEADS, ONE OPTICOM SENSOR, ONE TERMINAL CABINET, ONE PED HEAD, ONE PUSH BUTTON, AND ONE LED LUMINAIRE.
- 1A INSTALL TYPE PS SIGNAL STANDARD PER WSDOT STANDARD PLAN J-20.16-01 AND DETAIL SHEET L85-TSD100. INSTALL ONE PED HEAD, AND ONE PUSH BUTTON.
- 2 INSTALL TYPE III SIGNAL STANDARD WITH 15.0 FOOT MAST ARM PER DETAIL SHEET L85-TSD100. INSTALL TWO VEHICLE HEADS, ONE OPTICOM SENSOR, ONE TERMINAL CABINET, ONE PED HEAD, ONE PUSH BUTTON, AND ONE LED LUMINAIRE.
- 3 INSTALL TYPE III SIGNAL STANDARD WITH 55.0 FOOT MAST ARM PER DETAIL SHEET L85-TSD100. INSTALL FOUR VEHICLE HEADS, ONE OPTICOM SENSOR, ONE TERMINAL CABINET, ONE PED HEAD, ONE PUSH BUTTON, AND ONE LED LUMINAIRE.
- 4 INSTALL TYPE III SIGNAL STANDARD WITH 20.0 FOOT MAST ARM PER DETAIL SHEET L85-TSD100. INSTALL TWO VEHICLE HEADS, ONE OPTICOM SENSOR, ONE TERMINAL CABINET, ONE PED HEAD, ONE PUSH BUTTON, AND ONE LED LUMINAIRE.
- 4A INSTALL TYPE I SIGNAL STANDARD PER WSDOT STANDARD PLAN J-21.15-00 AND DETAIL SHEET L85-TSD100. INSTALL ONE VEHICLE HEAD, ONE PED HEAD, AND ONE PUSH BUTTON.
- 5 INSTALL VEHICLE DETECTION LOOP PER CITY OF BELLEVUE STANDARD DRAWING TSSL-12 AND TSSL-13, 30 LOCATIONS.
- 6 INSTALL COMBINATION SIGNAL AND SERVICE CABINET FOUNDATION PER CITY OF BELLEVUE STANDARD DRAWING TSSL-20. SERVICE CABINET SHALL CONFORM TO CITY OF BELLEVUE STANDARD DRAWING TSSL-21 AND SIGNAL CABINET SHALL BE A TYPE-P SERIES WITH A SIEMENS M50 CONTROLLER. REFER TO ILLUMINATION PLANS FOR POWER PROVISIONS.
- 7 INSTALL CONDUIT WITH SPARE AND ASSOCIATED JUNCTION BOX FOR TRAFFIC SIGNAL INTERCONNECT.

**SIGNAL PHASES**

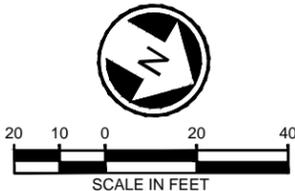
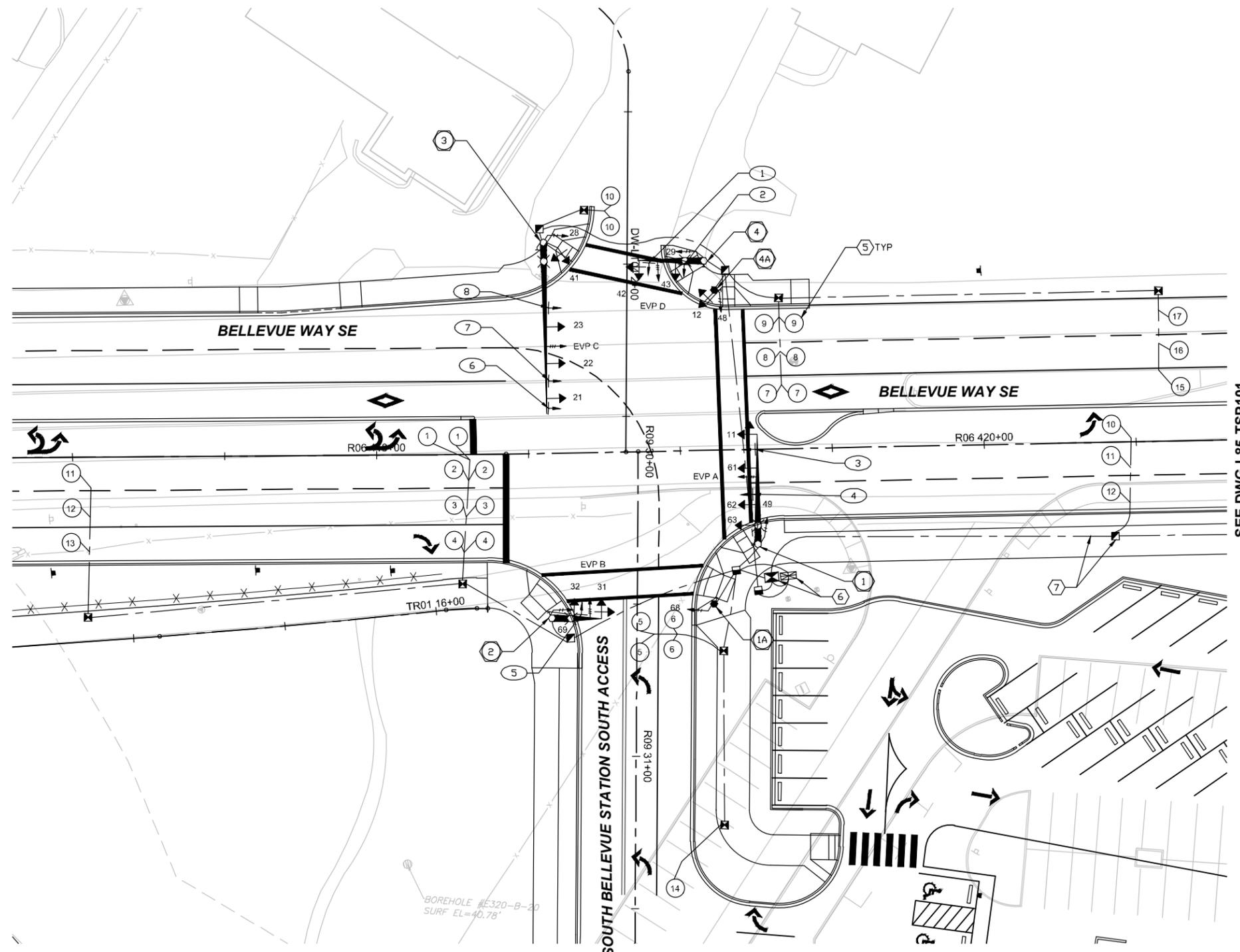


| PRE-EMPTION SCHEDULE |          |
|----------------------|----------|
| EVP                  | PHASE(S) |
| A                    | 1 & 6    |
| B                    | 3        |
| C                    | 2        |
| D                    | 4        |

**SIGN DETAILS**

| SIGN MAST ARM SCHEDULE |              |            |  |
|------------------------|--------------|------------|--|
| SIGN NO.               | DESIGNATION* | SIGN SIZE  | REMARKS  |
| 1                      | R3-5L        | 30" X 36"  | LEFT TURN ONLY SIGN.   |
| 2                      | R3-6(MOD)    | 30" X 36"  | SINGLE LANE LEFT, THRU, AND RIGHT TURN ONLY SIGN.                                    |
| 3                      | R3-5(MOD)    | 30" X 36"  | INSTALL REGULATORY "U-TURN OKAY" SIGN.   |
| 4                      | D3-1         | VAR. X 30" | STREET NAME DESIGNATION SIGN. SEE CITY OF BELLEVUE STANDARD DRAWING TE-24 (TYPE 3C). |
| 5                      | R10-30       | 30" X 36"  | RIGHT TURN ON RED MUST YIELD TO U-TURN SIGN.   |
| 6                      | R3-2         | 36" X 36"  | LEFT TURN NOT PERMITTED SIGN.  |
| 7                      | R3-14        | 44" X 36"  | HOV 2+ ONLY SIGN.  |
| 8                      | D3-1         | VAR. X 18" | STREET NAME DESIGNATION SIGN. SEE CITY OF BELLEVUE STANDARD DRAWING TE-24 (TYPE 3B). |

\*ALL SIGN DESIGNATION CODES ARE IN ACCORDANCE TO THE MUTCD STANDARDS UNLESS OTHERWISE STATED.



SEE DWG L85-TSP101

CORRECTED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
A. BARAKOVIC  
DRAWN BY:  
A. BARAKOVIC  
CHECKED BY:  
S. KRISHNAN  
APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
FILENAME:  
E320-L85-TSP100  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

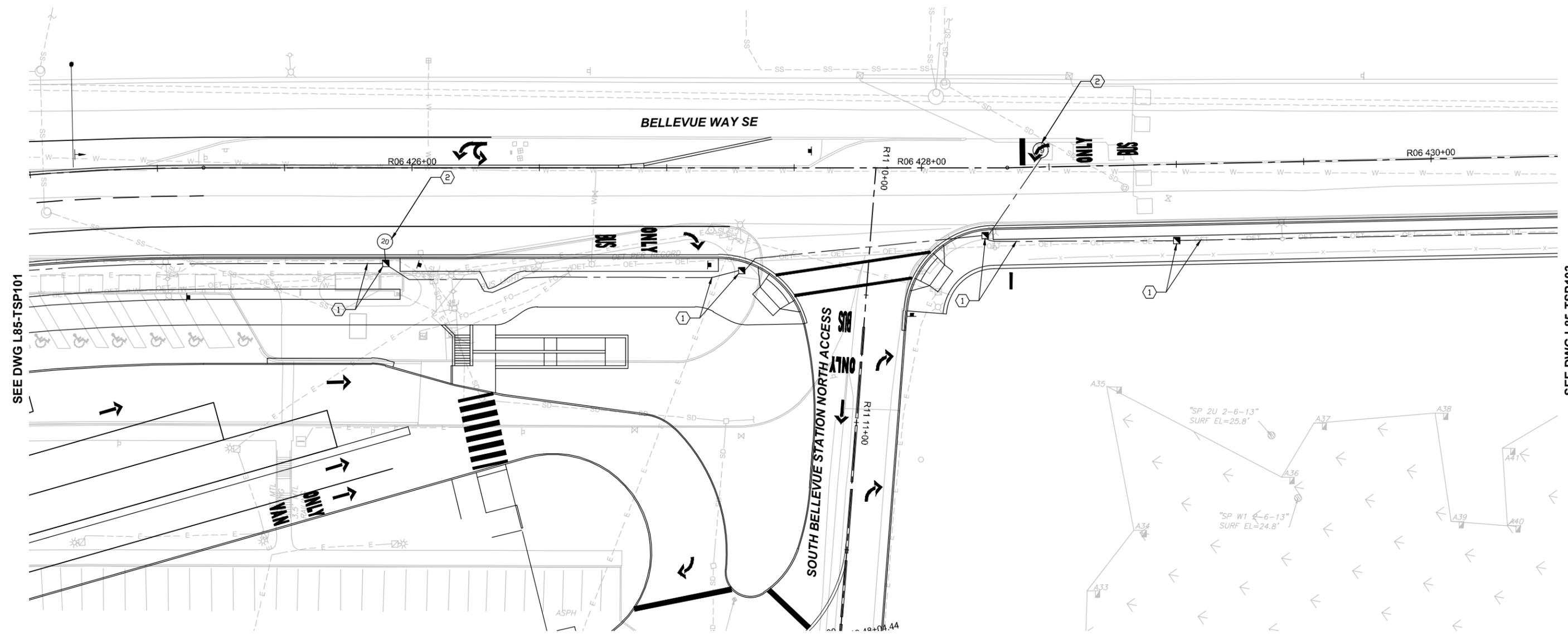
**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**

TRAFFIC  
SIGNALIZATION  
BELLEVUE WAY SE / S BELLEVUE STA. SOUTH ACCESS

DRAWING No.:  
**L85-TSP100**  
LOCATION ID:  
E12  
SHEET No.:  
REV:  
0



XREF LIST:  
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 XE1-05181  
 XE1-05181b  
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 XE320-06-1822204  
 XE320-09-027110  
 XE320-L85-CAP100  
 XE320-L85-CMP100  
 XE320-L85-CRP100  
 XE320-L85-M24615  
 XE320-L85-SFP100



SEE DWG L85-TSP101

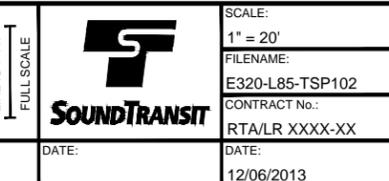
SEE DWG L85-TSP103

- CONSTRUCTION NOTES:**
- ① INSTALL CONDUIT WITH SPARE AND ASSOCIATED JUNCTION BOX FOR TRAFFIC SIGNAL INTERCONNECT.
  - ② INSTALL VEHICLE DETECTION LOOP PER CITY OF BELLEVUE STANDARD DRAWING TSSL-12 AND TSSL-13, 2 LOCATIONS.

ORIGINATED BY: / DATE: /  
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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
A. BARAKOVIC  
 DRAWN BY:  
A. BARAKOVIC  
 CHECKED BY:  
S. KRISHNAN  
 APPROVED BY:  
J. SCHESSLER



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-TSP102  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**

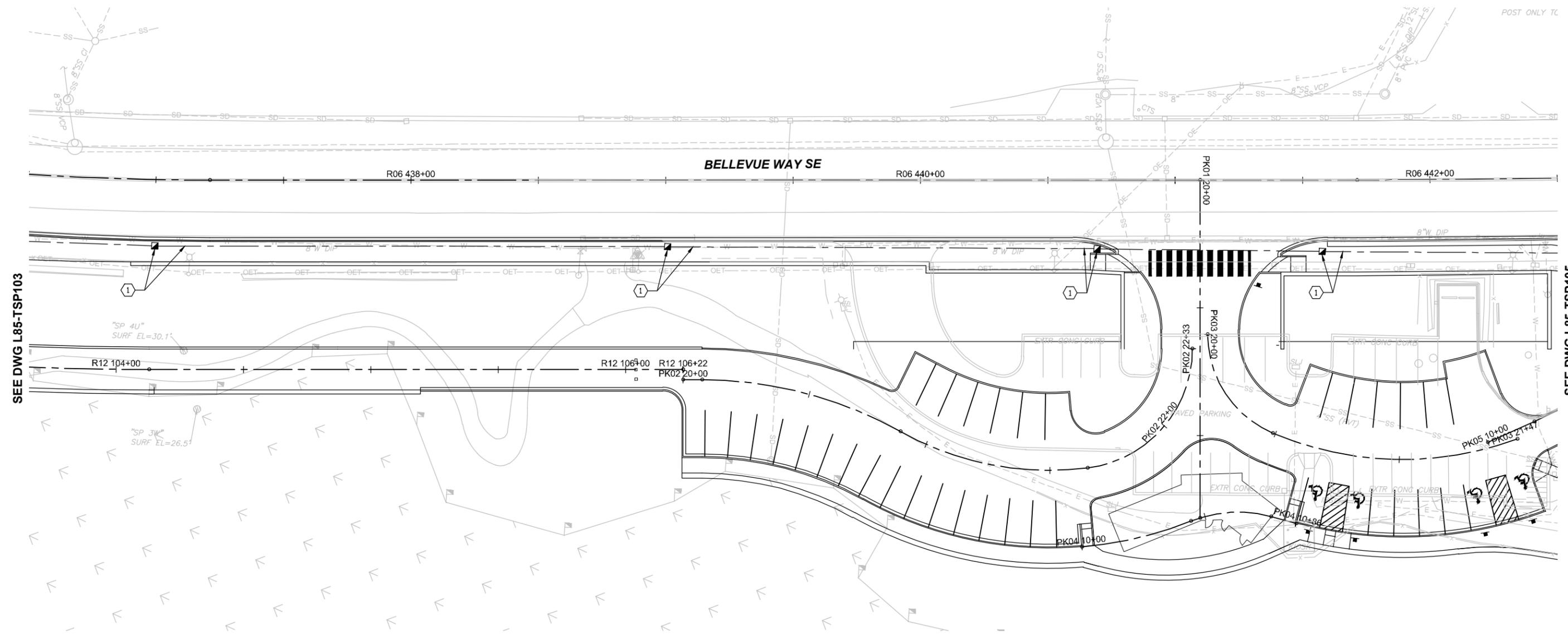
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 SIGNALIZATION - INTERCONNECT  
 BELLEVUE WAY SE

DRAWING No.:  
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 LOCATION ID:  
E12  
 SHEET No.: REV:  
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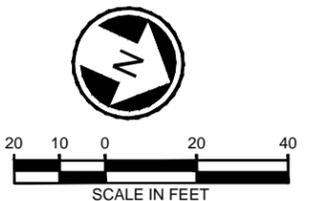
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XE320-L85-CRP100  
XE-L85-101  
XE-L85-102  
OB-SEA-M24615  
XE320-L85-TSP100



SEE DWG L85-TSP103

SEE DWG L85-TSP105

**CONSTRUCTION NOTES:**  
1 INSTALL CONDUIT WITH SPARE AND ASSOCIATED JUNCTION BOX FOR TRAFFIC SIGNAL INTERCONNECT.



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**60% SUBMITTAL**

DESIGNED BY:  
A. BARAKOVIC  
DRAWN BY:  
A. BARAKOVIC  
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S. KRISHNAN  
APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE

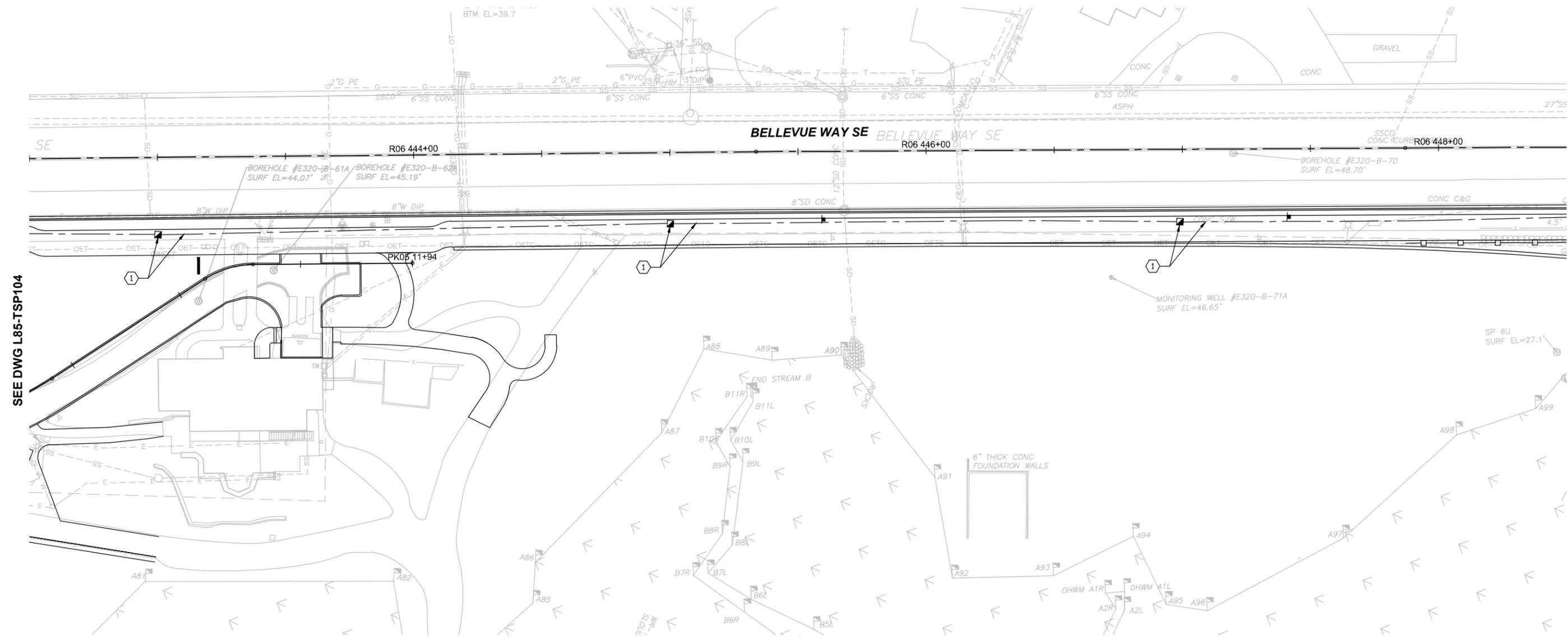


SCALE:  
1" = 20'  
FILENAME:  
E320-L85-TSP104  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**  
TRAFFIC  
SIGNALIZATION - INTERCONNECT  
BELLEVUE WAY SE

DRAWING No.:  
**L85-TSP104**  
LOCATION ID:  
E12  
SHEET No.: REV:  
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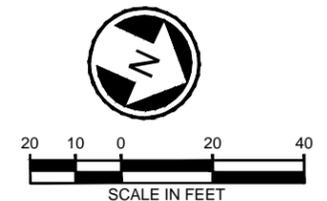
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 XE320-L85-TSP117  
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 XE320-L85-TSP120



SEE DWG L85-TSP104

SEE DWG L85-TSP106

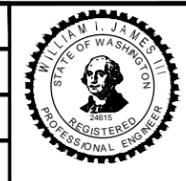
- CONSTRUCTION NOTES:**
- 1 INSTALL CONDUIT WITH SPARE AND ASSOCIATED JUNCTION BOX FOR TRAFFIC SIGNAL INTERCONNECT.



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 CORRECTED BY: / DATE: /  
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|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
A. BARAKOVIC  
 DRAWN BY:  
A. BARAKOVIC  
 CHECKED BY:  
S. KRISHNAN  
 APPROVED BY:  
J. SCHEITLER

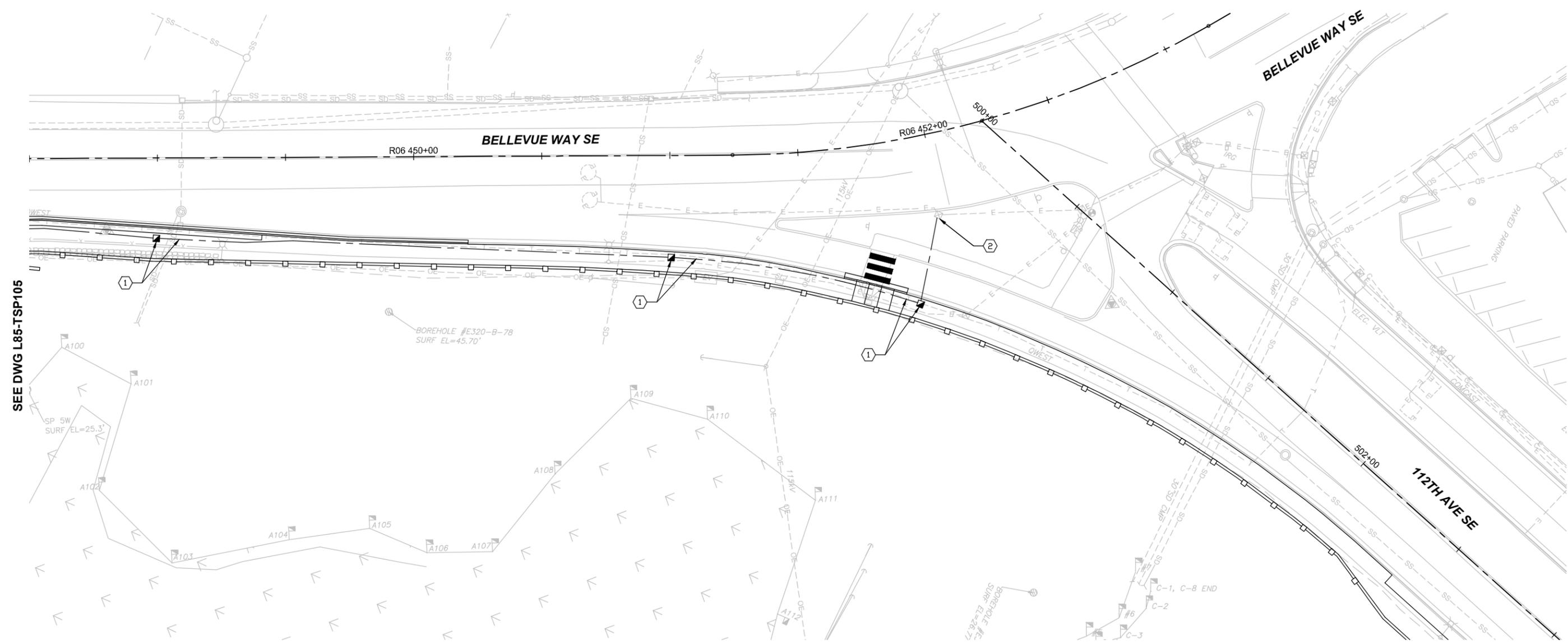


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 REVIEWED BY: / DATE: /  
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 CONTRACT No.: RTA/LR XXXX-XX  
 DATE: 12/06/2013

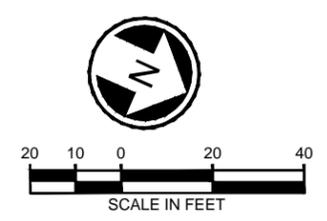
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 SIGNALIZATION - INTERCONNECT  
 BELLEVUE WAY SE

DRAWING No.: L85-TSP105  
 LOCATION ID: E12  
 SHEET No.: REV: 0

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 XE320-L85-CAP100  
 XE320-L85-CMP100  
 XE320-L85-CRP100  
 XE-02224  
 Q14-199-AC-028  
 Q14-199-AC-028



- CONSTRUCTION NOTES:**
- ① INSTALL CONDUIT WITH SPARE AND ASSOCIATED JUNCTION BOX FOR TRAFFIC SIGNAL INTERCONNECT.
  - ② ROUTE NEW CONDUIT TO EXISTING JUNCTION BOX.



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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 12/06/13 1:03 PM | CALDWELL  
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**60% SUBMITTAL**

DESIGNED BY:  
A. BARAKOVIC  
 DRAWN BY:  
A. BARAKOVIC  
 CHECKED BY:  
S. KRISHNAN  
 APPROVED BY:  
J. SCHESSLER



SOUNDTRANSIT logo  
 SCALE: 1" = 20'  
 FILENAME: E320-L85-TSP106  
 CONTRACT No.: RTA/LR XXXX-XX  
 DATE: 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 TRAFFIC  
 SIGNALIZATION - INTERCONNECT  
 BELLEVUE WAY SE

DRAWING No.: L85-TSP106  
 LOCATION ID: E12  
 SHEET No.: REV: 0

**VEHICLE SIGNAL HEADS**



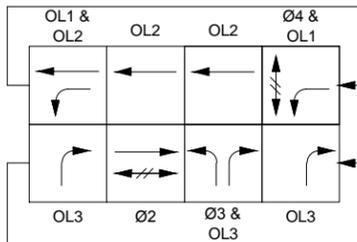
HEAD NO.  
51

**PEDESTRIAN SIGNAL HEADS**



PEDESTRIAN HEAD NO.  
69, 88

**EXISTING SIGNAL PHASES**



**REMOVAL NOTES:**

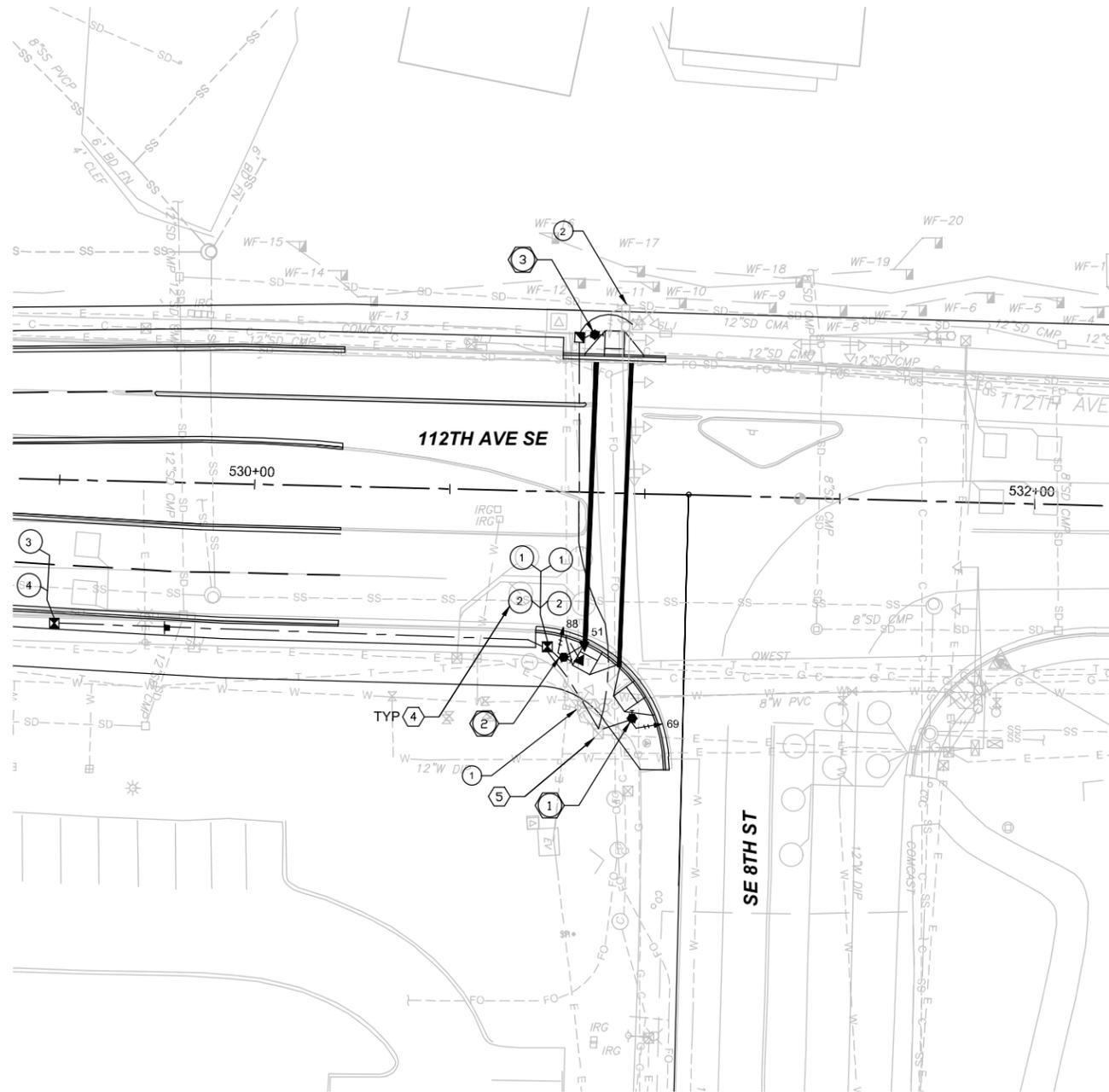
- 1 REMOVE EXISTING EQUIPMENT (VEHICLE HEAD, PED HEADS AND PUSH BUTTONS) AFTER NEW SIGNAL IS OPERATIONAL. RETURN ALL EQUIPMENT IN ITS ORIGINAL CONDITION TO CITY OF BELLEVUE EQUIPMENT MAINTENANCE YARD.
- 2 REMOVE EXISTING PUSH BUTTON AFTER NEW SIGNAL IS OPERATIONAL. RETURN ALL EQUIPMENT IN ITS ORIGINAL CONDITION TO CITY OF BELLEVUE EQUIPMENT MAINTENANCE YARD.

**CONSTRUCTION NOTES:**

- 1 INSTALL TYPE PS SIGNAL STANDARD PER WSDOT STANDARD PLAN J-20.16-01 AND DETAIL SHEET L85-TSD102. INSTALL ONE PED HEAD, AND ONE PUSH BUTTON.
- 2 INSTALL TYPE I SIGNAL STANDARD PER WSDOT STANDARD PLAN J-21.15-00 AND DETAIL SHEET L85-TSD102. INSTALL ONE VEHICLE HEAD, ONE PED HEAD, AND ONE PUSH BUTTON.
- 3 INSTALL PEDESTRIAN PUSH BUTTON POST PER WSDOT STANDARD PLAN J-21.10-01 AND DETAIL SHEET L85-TSD102. INSTALL ONE PUSH BUTTON.
- 4 INSTALL VEHICLE DETECTION LOOP PER CITY OF BELLEVUE STANDARD DRAWING TSSL-12 AND TSSL-13, 6 LOCATIONS.
- 5 ROUTE NEW CONDUIT TO EXISTING JUNCTION BOX.

**GENERAL NOTES:**

PROTECT AND MAINTAIN EXISTING SIGNAL EQUIPMENT UNLESS OTHERWISE NOTED.



XREF LIST:  
XES014-B5-TSP100  
GB-LOGO-JACOBS  
XES014-B5-TSP107  
XES014-B5-CAP100  
XES014-B5-CMP100  
XES014-B5-CMP100  
XEL-1922A  
XEL-1922A  
XEL-1922A  
XEL-1922A  
GB-SEAL-M24615  
XES014-B5-TSP100

ORIGINATED BY: / DATE: /  
CHECKED BY: / DATE: /  
CORRECTED BY: / DATE: /  
BACK-CHECKED BY: / DATE: /  
VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
A. BARAKOVIC  
DRAWN BY:  
A. BARAKOVIC  
CHECKED BY:  
S. KRISHNAN  
APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



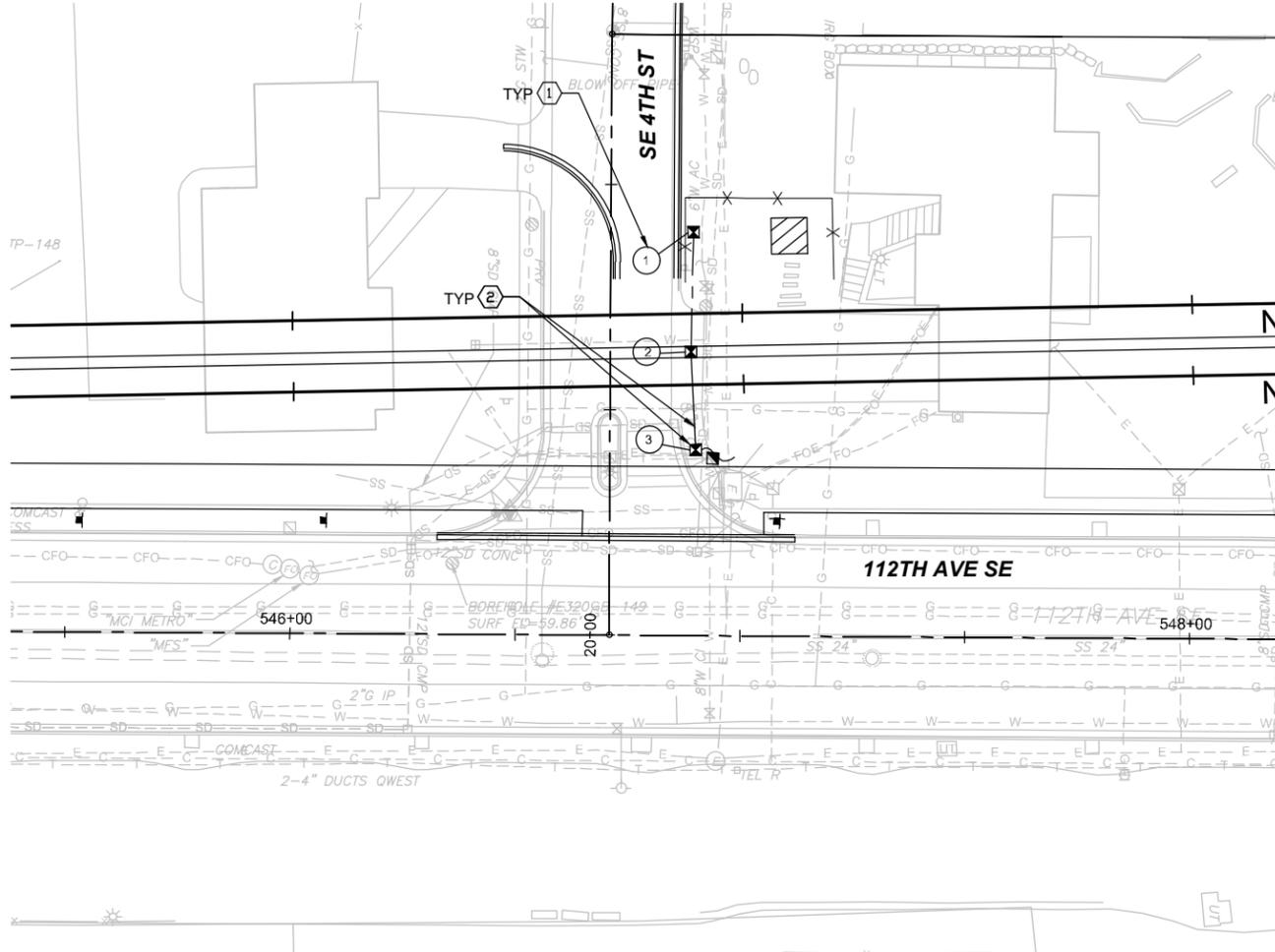
SCALE:  
1" = 20'  
FILENAME:  
E320-L85-TSP107  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**  
  
TRAFFIC  
SIGNALIZATION  
112TH AVE SE / SE 8TH ST

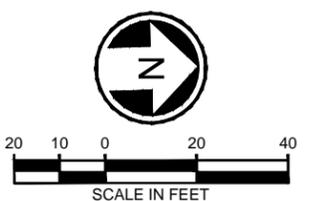
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**L85-TSP107**  
LOCATION ID:  
E12  
SHEET No.:  
REV:  
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XREF LIST:  
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 XE320-L85-CAF100  
 XE320-L85-JEP100  
 XE320-L85-CP100  
 XE320-L85-ORP100  
 XE320-L85-CP100  
 XE320-L85-CAF100  
 XE320-L85-JEP100  
 XE320-L85-CP100  
 XE320-L85-CAF100  
 XE320-L85-JEP100  
 XE320-L85-CP100



- CONSTRUCTION NOTES:**
- ① INSTALL VEHICLE DETECTION LOOP PER CITY OF BELLEVUE STANDARD DRAWING TSSL-12 AND TSSL-13, 3 LOCATIONS.
  - ② INSTALL CONDUIT WITH JUNCTION BOX.



ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
 A. BARAKOVIC  
 DRAWN BY:  
 A. BARAKOVIC  
 CHECKED BY:  
 S. KRISHNAN  
 APPROVED BY:  
 J. SCHESSLER



LINE IS 1" AT  
 FULL SCALE



SCALE:  
 1" = 20'  
 FILENAME:  
 E320-L85-TSP109  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

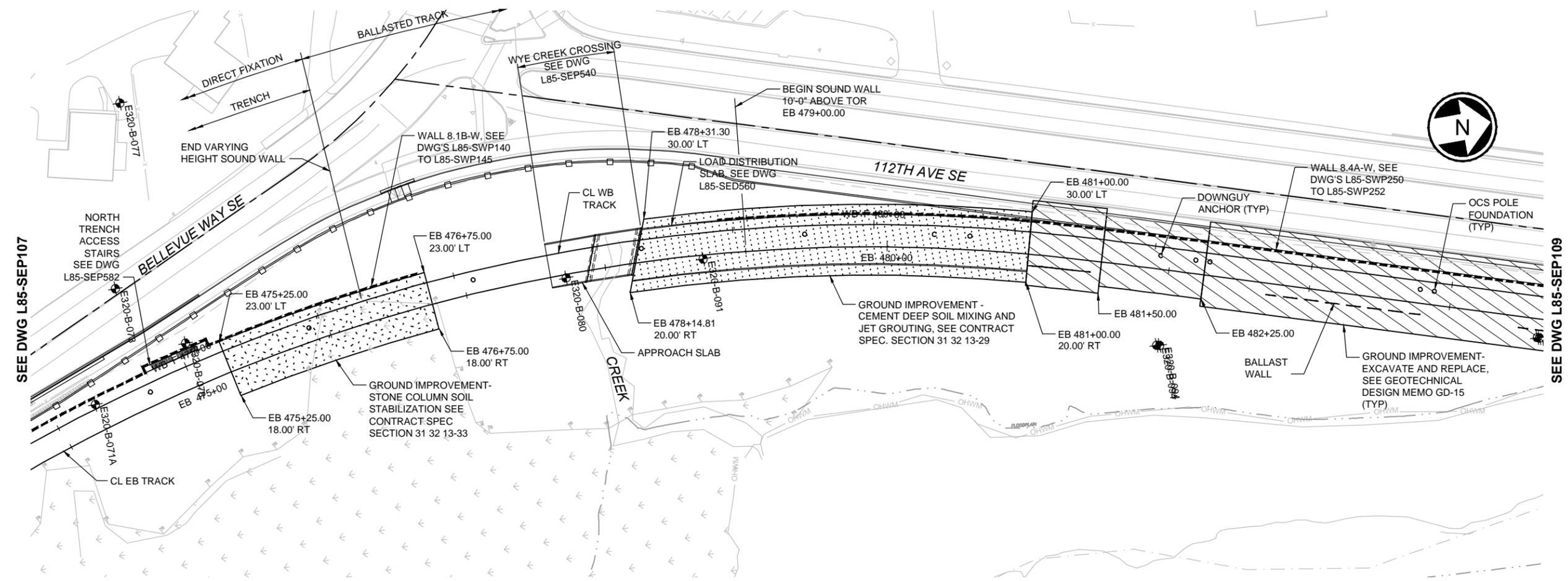
**EAST LINK EXTENSION**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 TRAFFIC  
 SIGNALIZATION  
 112TH AVE SE / SE 4T ST

DRAWING No.:  
**L85-TSP109**  
 LOCATION ID:  
 E12  
 SHEET No.: REV:  
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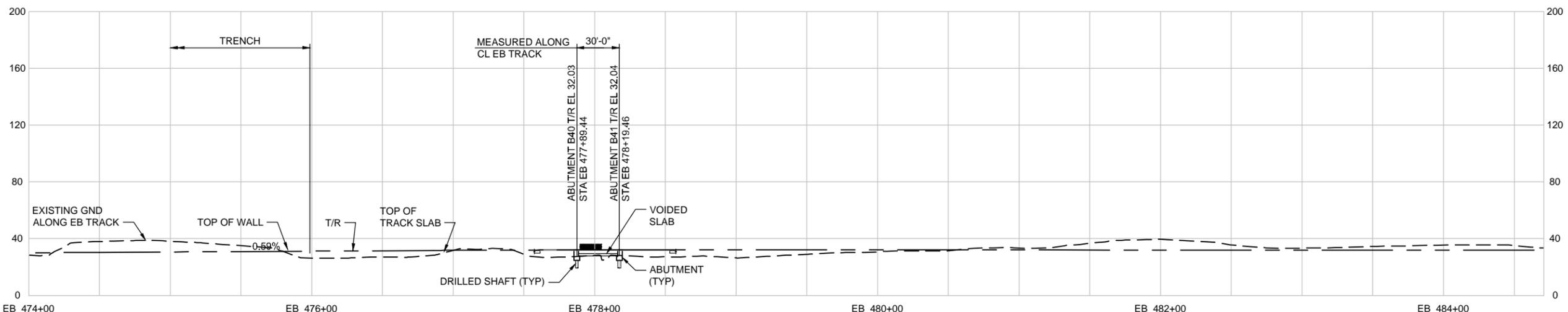
**NOTE:**  
1. SEE NOTES ON DRAWING L85-SEP101

**LEGEND:**  
E320-B-01 BOREHOLE

**XREF LIST:**  
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XES320-L85-SEP103  
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XES320-L85-SEP107  
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XES320-L85-SEP110  
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XES320-L85-SEP199  
XES320-L85-SEP200



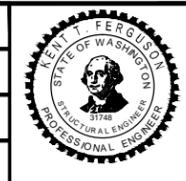
**GENERAL LAYOUT**



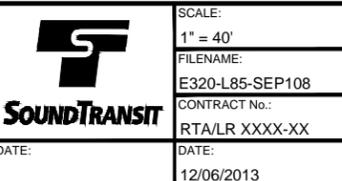
**DEVELOPED ELEVATION**

|                      |               |     |     |     |          |
|----------------------|---------------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |               |     |     |     |          |
| DESIGNED BY:         | Jo. SCHELLER  |     |     |     |          |
| DRAWN BY:            | D. DE LA CRUZ |     |     |     |          |
| CHECKED BY:          | K. FERGUSON   |     |     |     |          |
| APPROVED BY:         | J. SCHELLER   |     |     |     |          |
| No.                  | DATE          | DSN | CHK | APP | REVISION |
|                      |               |     |     |     |          |

DESIGNED BY:  
Jo. SCHELLER  
DRAWN BY:  
D. DE LA CRUZ  
CHECKED BY:  
K. FERGUSON  
APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 40'  
FILENAME:  
E320-L85-SEP108  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

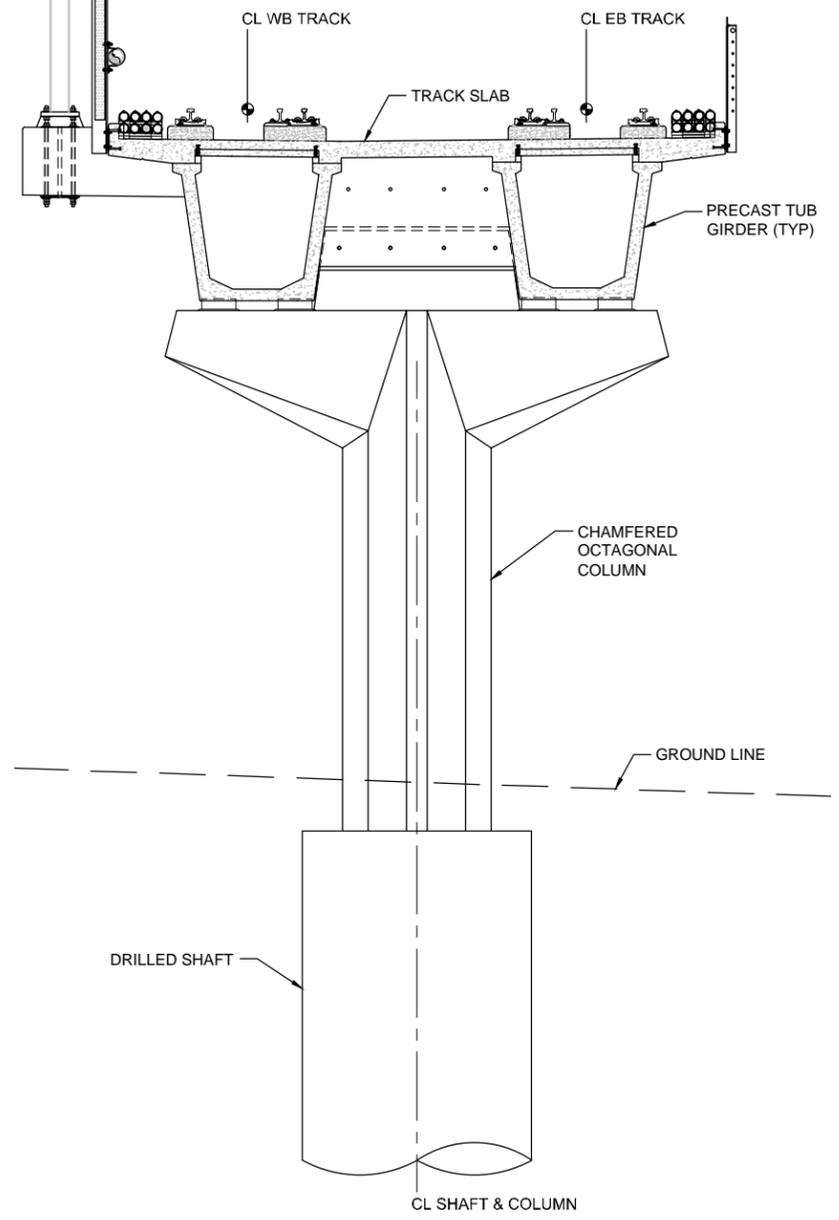
**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**  
STRUCTURES  
GENERAL LAYOUT  
EB STA 474+00 TO EB STA 484+50

|              |            |
|--------------|------------|
| DRAWING No.: | L85-SEP108 |
| LOCATION ID: | E12        |
| SHEET No.:   | REV: 0     |

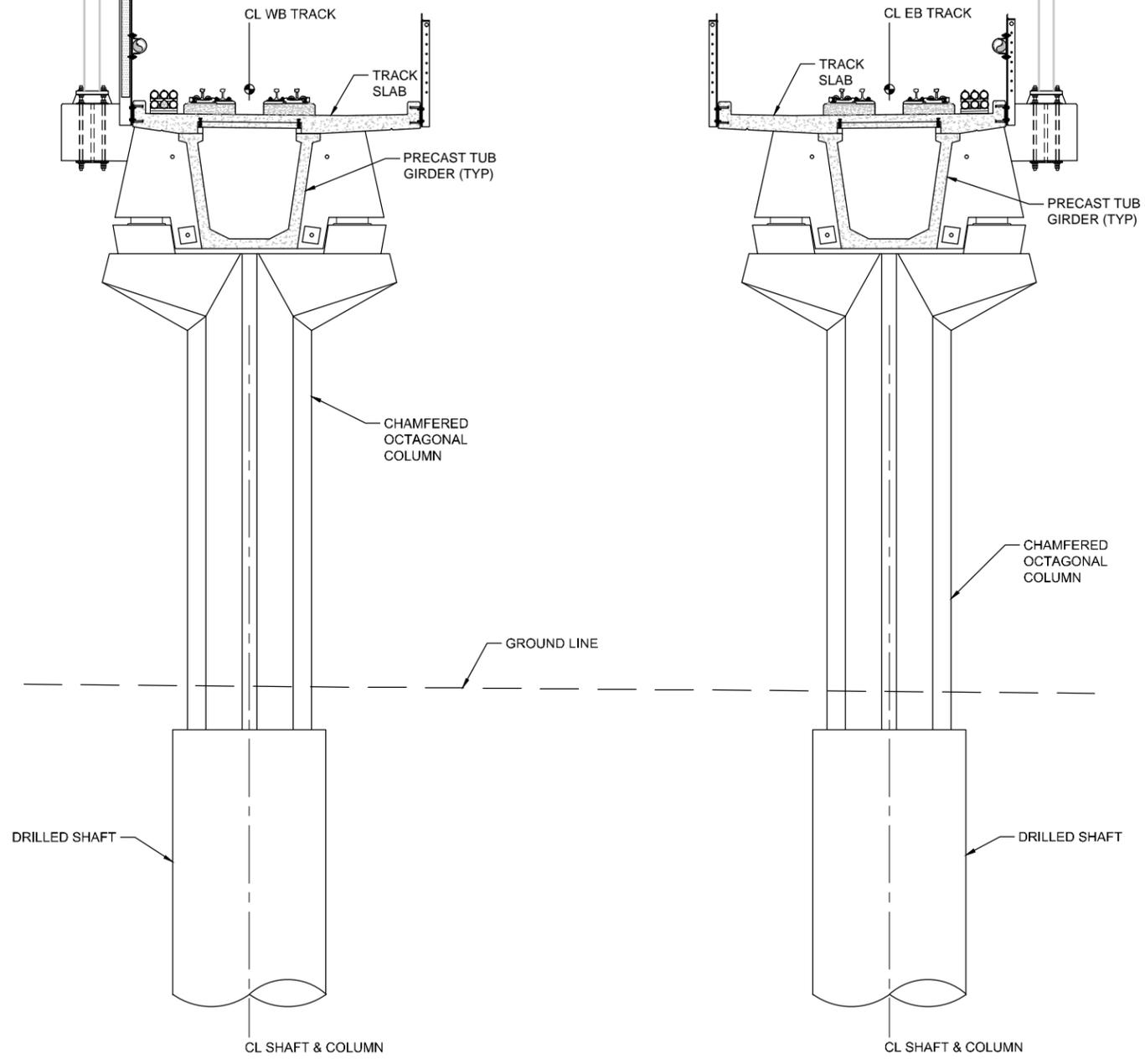
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CHECKED BY: / DATE: /  
CORRECTED BY: / DATE: /  
VERIFIED BY: / DATE: /  
11/08/13 1:07 PM | SCHELLER2  
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XREF LIST:  
 XE320-L85-SEX001  
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 XE320-L85-SEX001  
 XE320-L85-SEX001

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/08/13 | 10:45 AM | RODRIGUEZ  
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**TYPICAL SECTION - DUAL TRACK**  
 SCALE: 1/4" = 1'-0"



**TYPICAL SECTION - SINGLE TRACK**  
 SCALE: 1/4" = 1'-0"

**60% SUBMITTAL**

DESIGNED BY:  
C. CAYWOOD  
 DRAWN BY:  
J. RODRIGUEZ  
 CHECKED BY:  
K. FERGUSON  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
AS NOTED  
 FILENAME:  
E320-L85-SEX001  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 STRUCTURES, AERIAL GUIDEWAY - PRECAST TUBS  
 TYPICAL SECTION

DRAWING No.:  
**L85-SEX001**  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
0





XREF LIST:  
 XE320-L85-LMP100  
 XE320-L85-LMP101  
 XE320-L85-LMP102  
 XE320-L85-LMP103  
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 XE320-L85-LMP120  
 XE320-L85-LMP200  
 XE320-L85-LMP201  
 XE320-L85-LMP202  
 XE320-L85-LMP203  
 XE320-L85-LMP204

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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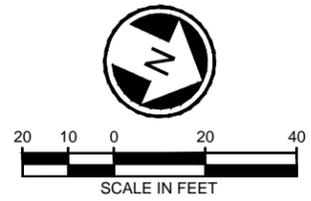
SEE DWG L85-LMP204

**LEGEND:**

-  CLEAR VEGETATION, DISK AND AMMEND SOIL
-  CLEAR INVASIVE AND NON-NATIVE SPECIES BY HAND
-  DEMOLISH AND REMOVE STRUCTURE
-  FILL DITCHES, SEE DETAIL X/XX
-  CONSTRUCTION ACCESS
-  STAGING AREAS

**NOTES:**

1. FOR MITIGATION PLANTING PLANS SEE DRAWINGS L85-LMP301 THRU L85-LMP305.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LMP202  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 MITIGATION SITE PREPARATION PLAN

DRAWING No.:  
**L85-LMP202**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
 XEL-09184  
 XEL-09181  
 XEL-09180  
 XEL-09181  
 GB-SEAL-WL1135  
 XEL-09181g  
 XE320-L85-LMP200  
 XE320-L85-LMP200  
 XE320-L85-LMP200  
 XE320-L85-LMP200

11/08/13 | 3:29 PM | CALDWELL  
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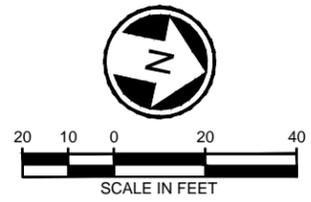


**LEGEND:**

-  CLEAR VEGETATION, DISK AND AMMEND SOIL
-  CLEAR INVASIVE AND NON-NATIVE SPECIES BY HAND
-  DEMOLISH AND REMOVE STRUCTURE
-  FILL DITCHES, SEE DETAIL X/XX
-  CONSTRUCTION ACCESS
-  STAGING AREAS

**NOTES:**

1. FOR MITIGATION PLANTING PLANS SEE DRAWINGS L85-LMP301 THRU L85-LMP305.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



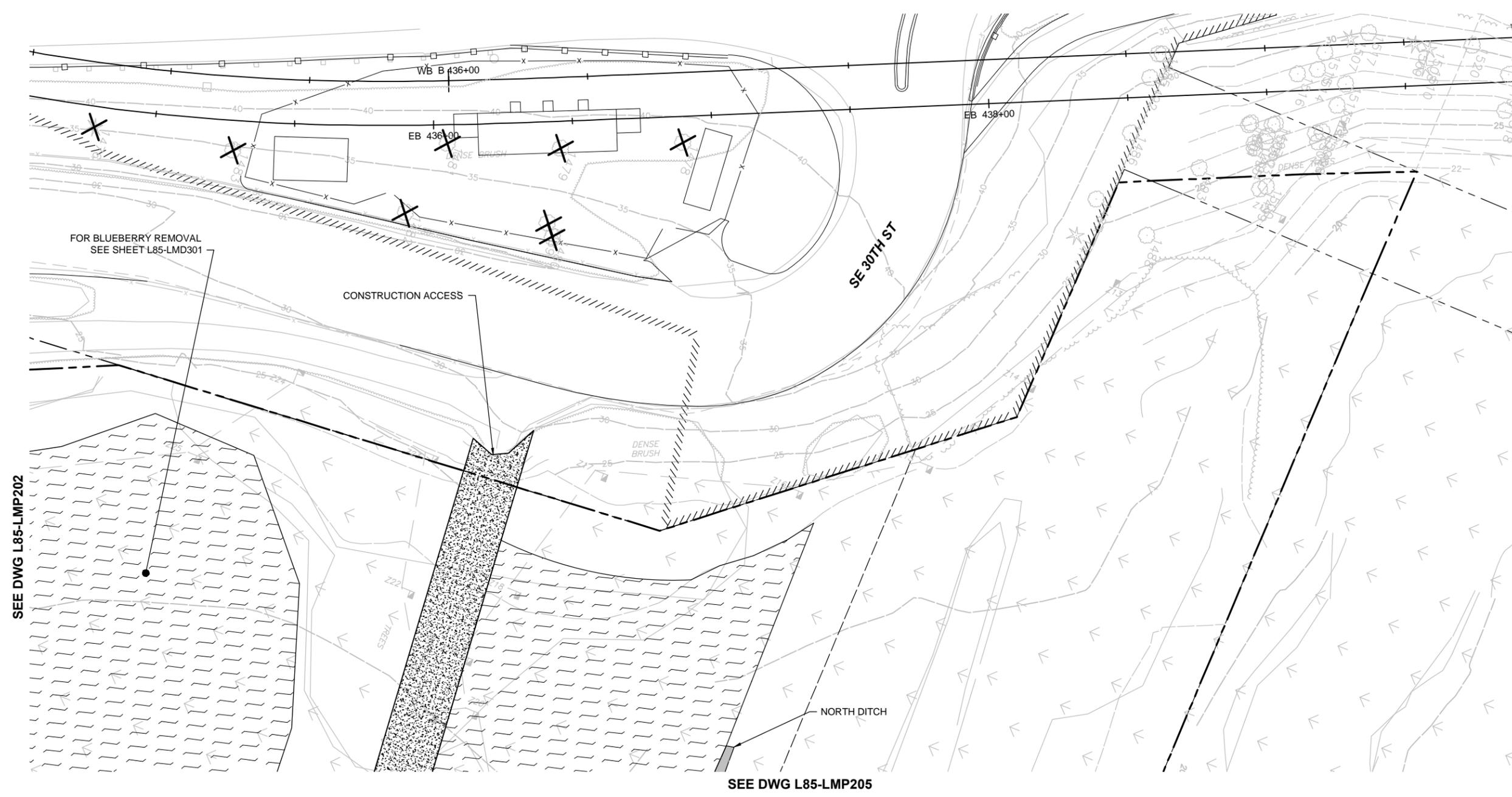
SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LMP203  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 LANDSCAPE  
 MITIGATION SITE PREPARATION PLAN**

DRAWING No.:  
**L85-LMP203**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
 XEL-05184  
 XEL-05185n  
 XEL-05186n  
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 XEL-05189  
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 XEL-05199  
 XEL-05200  
 XEL-05201  
 XEL-05202  
 XEL-05203  
 XEL-05204

ORIGINATED BY: / DATE: /  
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SEE DWG L85-LMP202

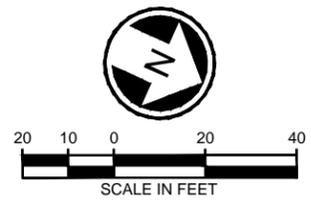
SEE DWG L85-LMP205

**LEGEND:**

-  CLEAR VEGETATION, DISK AND AMMEND SOIL
-  CLEAR INVASIVE AND NON-NATIVE SPECIES BY HAND
-  DEMOLISH AND REMOVE STRUCTURE
-  FILL DITCHES, SEE DETAIL X/XX
-  CONSTRUCTION ACCESS
-  STAGING AREAS

**NOTES:**

1. FOR MITIGATION PLANTING PLANS SEE DRAWINGS L85-LMP301 THRU L85-LMP305.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LMP204  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 MITIGATION SITE PREPARATION PLAN

DRAWING No.:  
**L85-LMP204**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
 XEL-0518A  
 XEL-0518B  
 XEL-0518C  
 XEL-0518D  
 XEL-0518E  
 XEL-0518F  
 XEL-0518G  
 XEL-0518H  
 XEL-0518I  
 XEL-0518J  
 XEL-0518K  
 XEL-0518L  
 XEL-0518M  
 XEL-0518N  
 XEL-0518O  
 XEL-0518P  
 XEL-0518Q  
 XEL-0518R  
 XEL-0518S  
 XEL-0518T  
 XEL-0518U  
 XEL-0518V  
 XEL-0518W  
 XEL-0518X  
 XEL-0518Y  
 XEL-0518Z

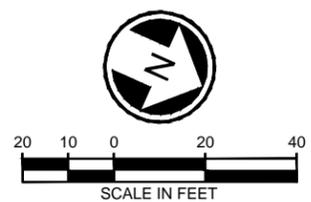
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**LEGEND:**

- CLEAR VEGETATION, DISK AND AMMEND SOIL
- CLEAR INVASIVE AND NON-NATIVE SPECIES BY HAND
- DEMOLISH AND REMOVE STRUCTURE
- FILL DITCHES, SEE DETAIL X/XX
- CONSTRUCTION ACCESS
- STAGING AREAS

**NOTES:**  
 1. FOR MITIGATION PLANTING PLANS SEE DRAWINGS L85-LMP301 THRU L85-LMP305.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCETTTLER



LINE IS 1" AT FULL SCALE



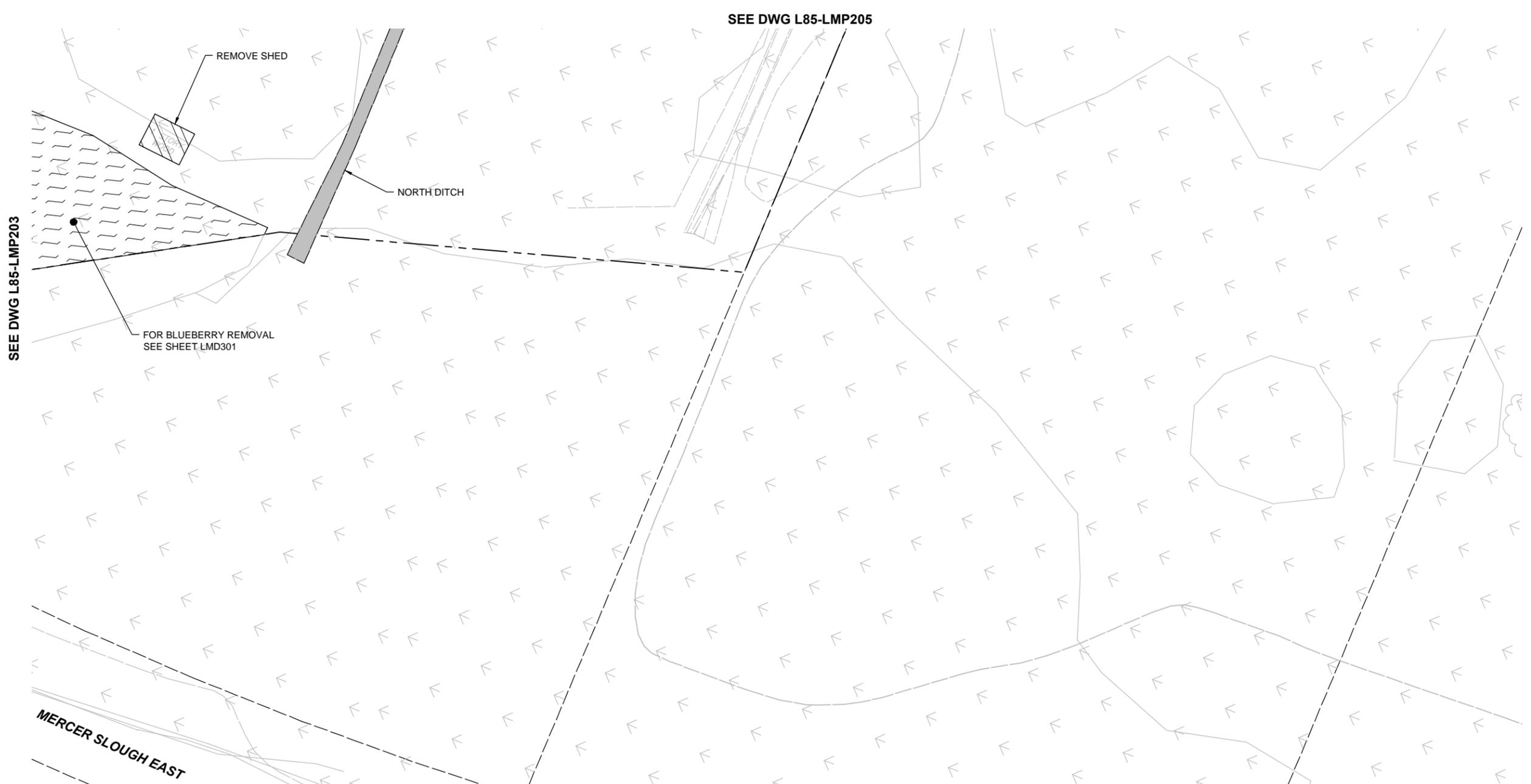
SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LMP205  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 MITIGATION SITE PREPARATION PLAN

DRAWING No.:  
**L85-LMP205**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
 XEL-0518m  
 XEL-0518n  
 XEL-0518f  
 OB-SEA-WL1135  
 XEL-0518c  
 XEL-0518e  
 XEL-0518n  
 XEL-0518g  
 XEL-0518j  
 XEL-0518k  
 XEL-0518l  
 XEL-0518m  
 XEL-0518n  
 XEL-0518o  
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 XEL-0518s  
 XEL-0518t  
 XEL-0518u  
 XEL-0518v  
 XEL-0518w  
 XEL-0518x  
 XEL-0518y  
 XEL-0518z

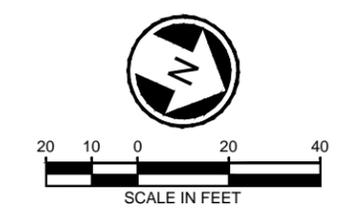
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 CHECKED BY: / DATE: /  
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**LEGEND:**

-  CLEAR VEGETATION, DISK AND AMMEND SOIL
-  CLEAR INVASIVE AND NON-NATIVE SPECIES BY HAND
-  DEMOLISH AND REMOVE STRUCTURE
-  FILL DITCHES, SEE DETAIL X/XX
-  CONSTRUCTION ACCESS
-  STAGING AREAS

**NOTES:**  
 1. FOR MITIGATION PLANTING PLANS SEE DRAWINGS L85-LMP301 THRU L85-LMP305.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



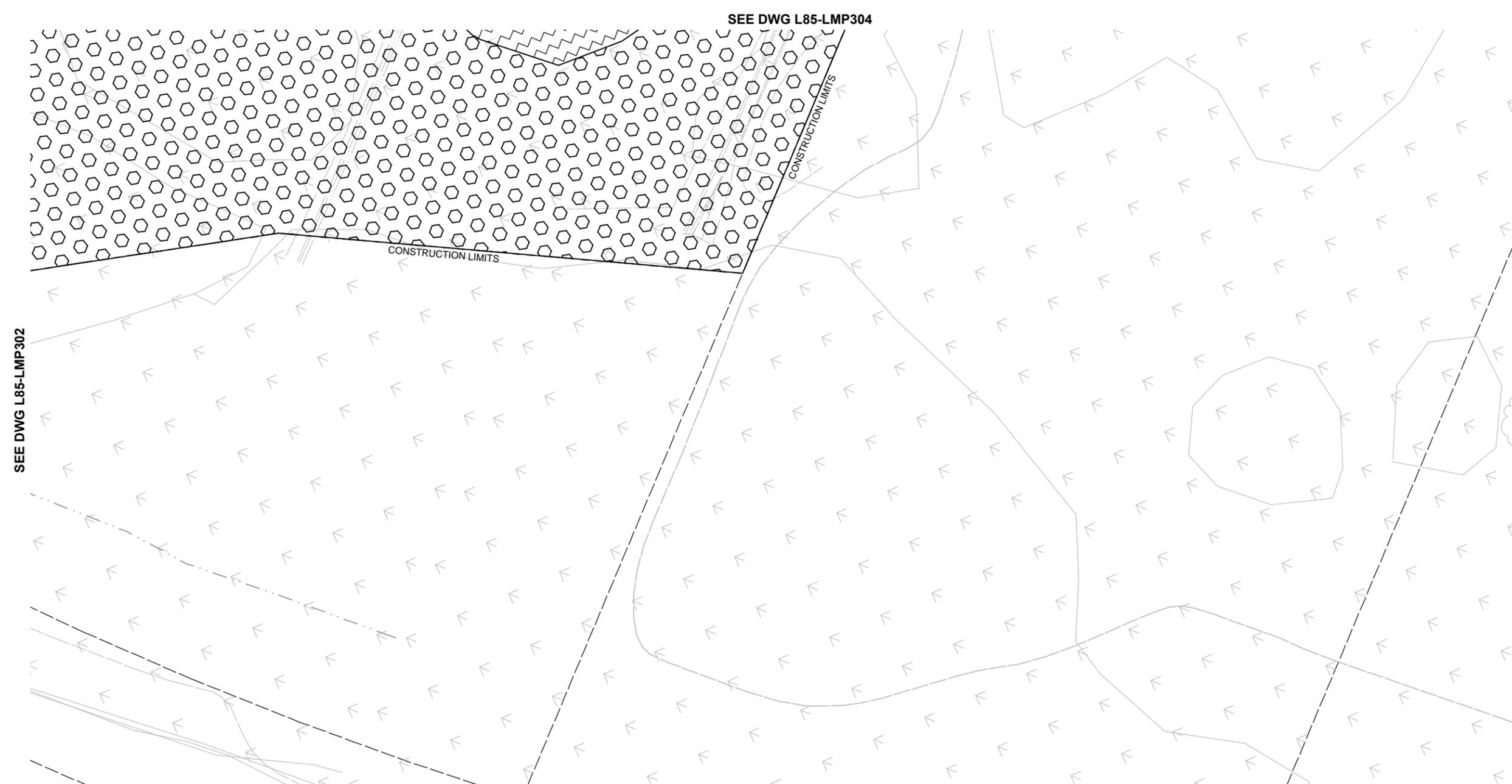
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 FILENAME:  
E320-L85-LMP206  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 LANDSCAPE  
 MITIGATION SITE PREPARATION PLAN**

DRAWING No.:  
**L85-LMP206**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

XREF LIST:  
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 XEL-0918n  
 XEL-0918f  
 XEL-0918g  
 XEL-0918h  
 XEL-0918i  
 XEL-0918j  
 XEL-0918k  
 XEL-0918l  
 XEL-0918m  
 XEL-0918n  
 XEL-0918o  
 XEL-0918p  
 XEL-0918q  
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 XEL-0918s  
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 XEL-0918x  
 XEL-0918y  
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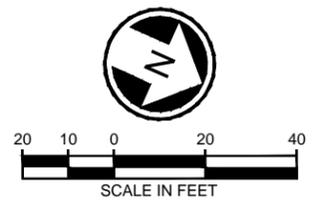
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 CORRECTED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 VERIFIED BY: / DATE: /



**LEGEND:**

|  |                          |  |                     |
|--|--------------------------|--|---------------------|
|  | FORESTED BUFFER          |  | SCRUB-SHRUB WETLAND |
|  | SCRUB-SHRUB BUFFER       |  | EMERGENT WETLAND    |
|  | SCRUB-SHRUB BUFFER - LOW |  | INFILL PLANTING     |
|  | FORESTED WETLAND         |  |                     |

**NOTES:**  
 1. FOR SITE PREPARATION PLANS SEE DRAWINGS L85-LMP202 THRU L85-LMP206.



**60% SUBMITTAL**

DESIGNED BY:  
J. LONG  
 DRAWN BY:  
J. LOGAN  
 CHECKED BY:  
B. ELROD  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LMP305  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE  
 LANDSCAPE  
 MITIGATION SITE PLAN**

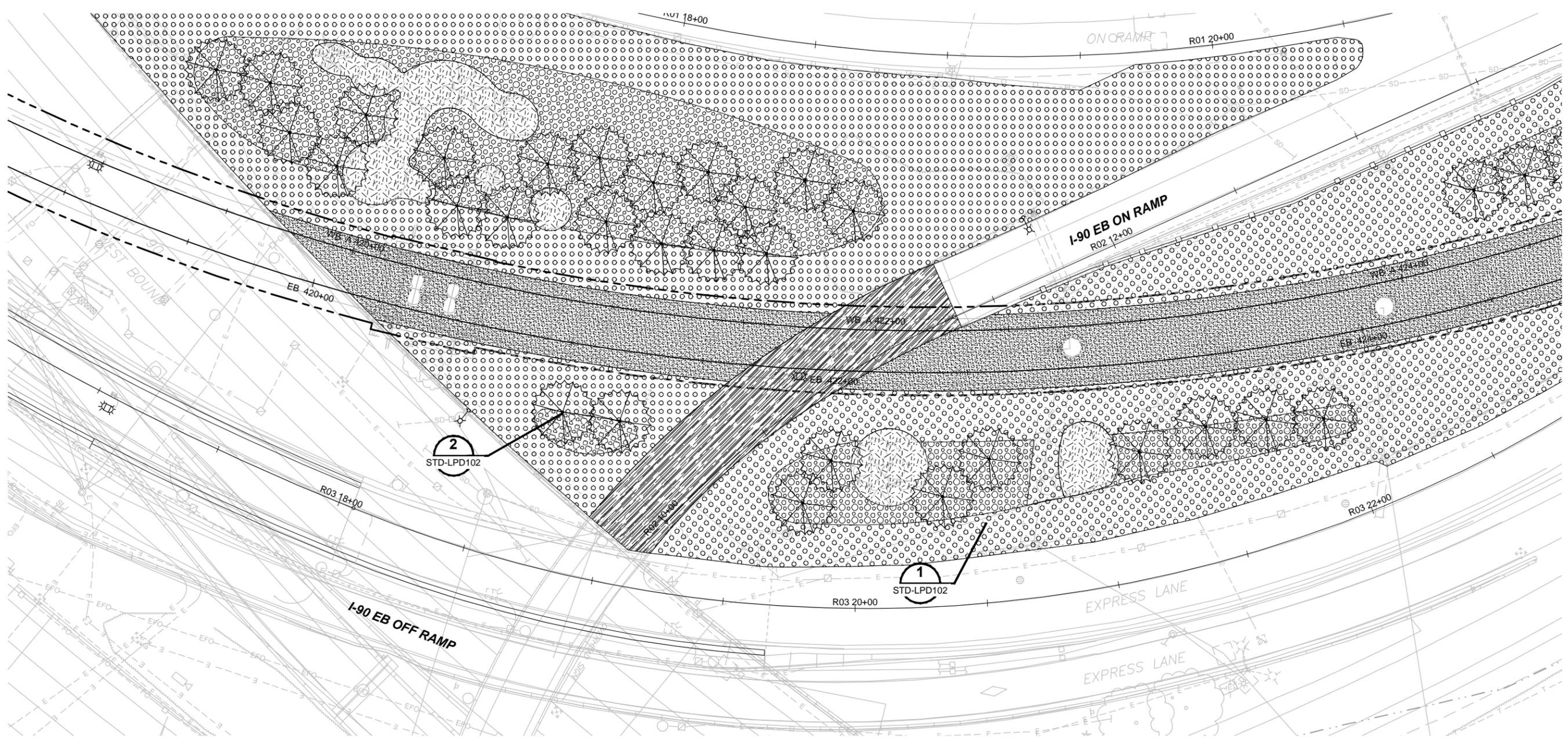
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**L85-LMP305**  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
0



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 XE320-L85-CSP100  
 XE320-L85-CMP100  
 XE320-L85-KAP100  
 XE320-L85-SFP100  
 XE320-L85-SWP100  
 XE320-L85-UCP100  
 XE320-GB-TB22004  
 XE320-L85-LMP100  
 XE320-L85-LFP100  
 XE320-L85-CRP100  
 XE320-L85-JEP100  
 XE320-L85-RP100  
 XE320-L85-RFP100  
 XE320-L85-RFP100  
 XE320-L85-RFP100  
 XE320-L85-LMP100  
 XE320-L85-SWP100  
 XE320-L85-TSP100  
 XE320-L85-CDP100  
 XE320-L85-CLP100  
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 XE320-L85-CLP100

SEE DWG L85-LPP104

SEE DWG L85-LPP106

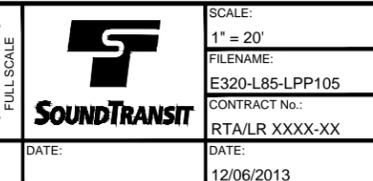


**NOTES:**  
 1. SEE DWG L85-LPS100 FOR CORRIDOR PLANT SCHEDULE.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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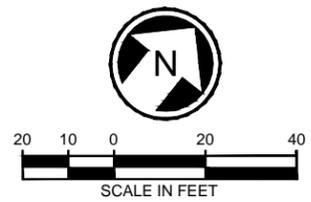
**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHESSLER



**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 I-90 RAMP

DRAWING No.:  
**L85-LPP105**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
0

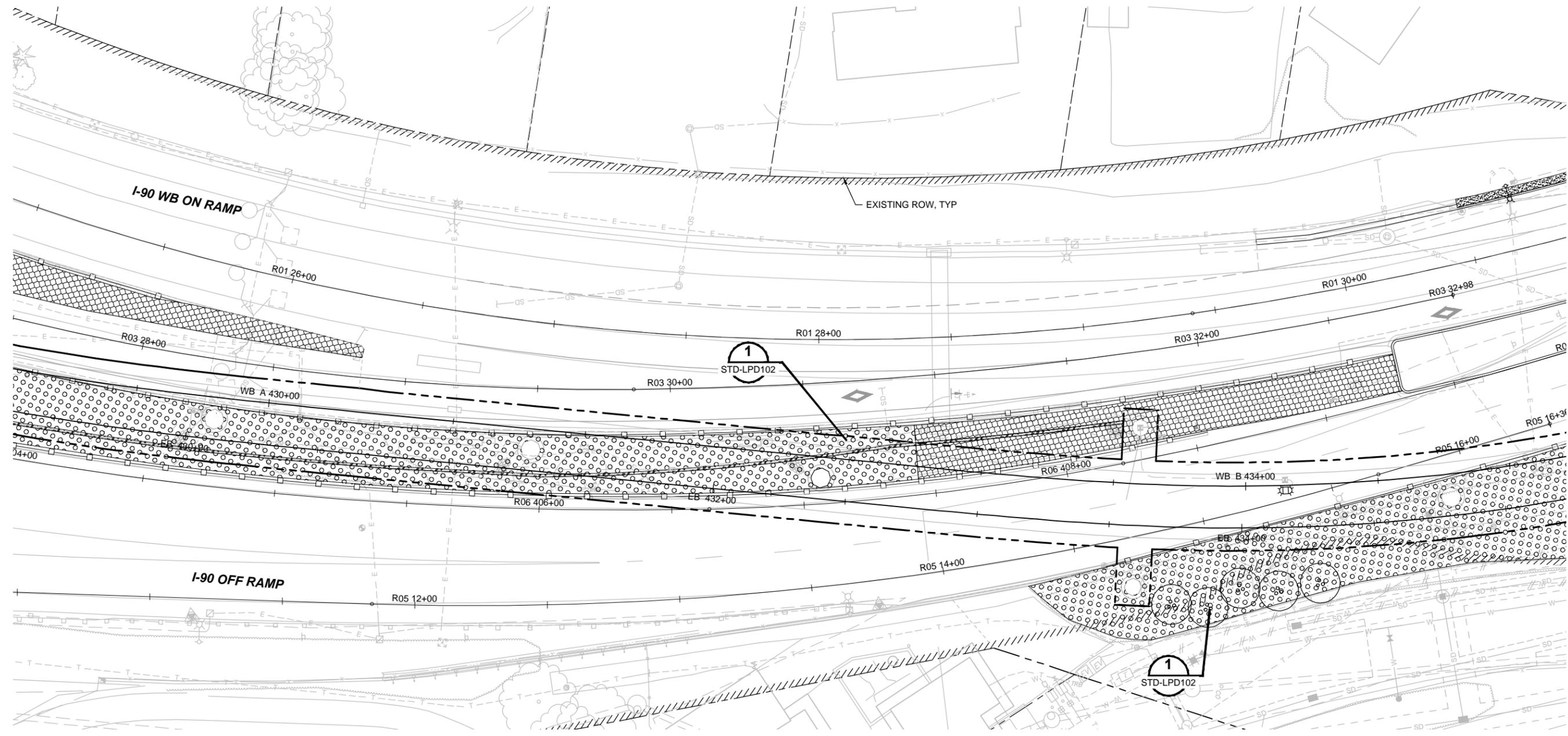




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 XE320-L85-KAP100  
 XE320-L85-SFP100  
 XE320-L85-SWP100  
 XE320-L85-UCP100  
 XE320-GB-TB220-04  
 XE320-L85-CRP100  
 XE320-L85-FPP100  
 XE320-L85-JEP100  
 XE320-L85-RP200  
 XE320-L85-RFP100  
 XE1-0518g  
 GB-SEA-IBV857  
 XE1-0518a  
 XE1-0518b  
 XE1-0518c  
 XE1-0518d  
 XE1-0518e  
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 XE320-L85-SWP500

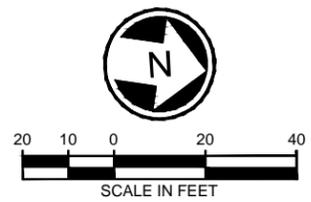
SEE DWG L85-LPP106

SEE DWG L85-LPP108



- NOTES:**
- SEE DWG L85-LPS100 FOR CORRIDOR PLANT SCHEDULE.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/07/13 | 3:21 PM | CALDWELL  
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|                      |      |     |     |     |                              |  |   |                            |                  |                                 |   |                            |
|----------------------|------|-----|-----|-----|------------------------------|--|---|----------------------------|------------------|---------------------------------|---|----------------------------|
| <b>60% SUBMITTAL</b> |      |     |     |     | DESIGNED BY:<br>J. VONG      | <br>JULIET B. VONG<br>LICENSE NO. 857<br>EXPIRES ON: | <br>715 WESTLAND AVENUE NORTH<br>SEATTLE, WA, 98109<br>206.622.2033 PHONE<br>206.692.3245 FAX | <br>FINAL DESIGN PARTNERS. | <br>SOUNDTRANSIT | SCALE:<br>1" = 20'              | <b>EAST LINK EXTENSION<br/>         CONTRACT E320<br/>         SOUTH BELLEVUE</b><br><br>LANDSCAPE<br>PLANTING PLAN<br>BELLEVUE WAY | DRAWING No.:<br>L85-LPP107 |
|                      |      |     |     |     | DRAWN BY:<br>M. OVIIR        |  |   |                            |                  | FILENAME:<br>E320-L85-LPP107    |   | LOCATION ID:<br>E12        |
|                      |      |     |     |     | CHECKED BY:<br>D. KOONTS     |  |   |                            |                  | CONTRACT No.:<br>RTA/LR XXXX-XX |   | SHEET No.:<br>REV:<br>0    |
|                      |      |     |     |     | APPROVED BY:<br>J. SCHESSLER |  |   |                            |                  | DATE:<br>12/06/2013             |   |                            |
| No.                  | DATE | DSN | CHK | APP | REVISION                     |  |   |                            |                  |                                 |   |                            |



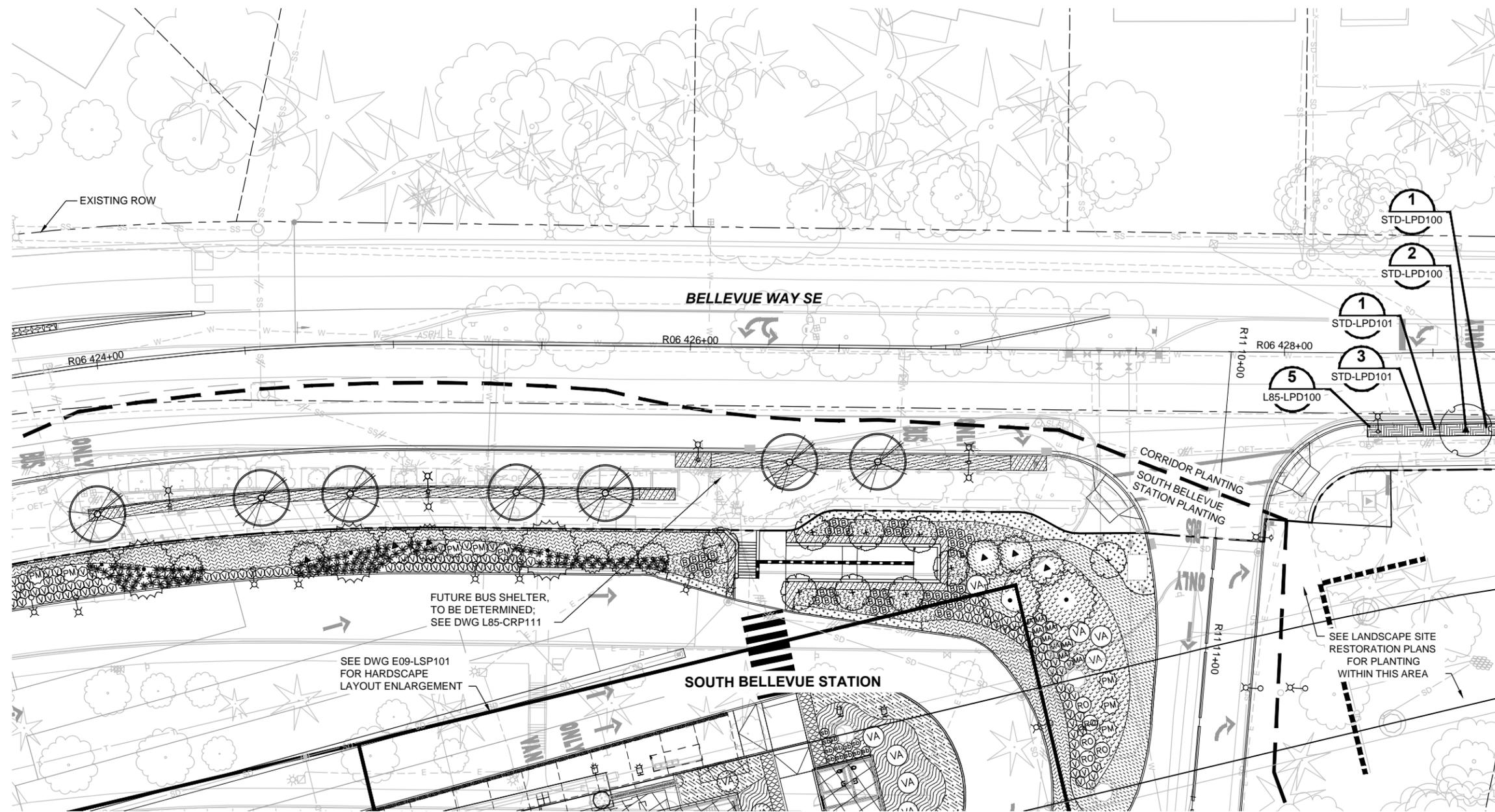




XREF LIST:  
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 XE320-L85-LCP100  
 XE320-L85-RPP100  
 XE320-L85-TB220A  
 XE320-L85-APP200  
 XE320-L85-SGP100  
 XE320-L85-SFP100  
 XE320-L85-SFP100  
 XE320-L85-LPP100  
 XE320-L85-CRP100  
 XE320-L85-SP100  
 XE320-L85-JEP100  
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 XE320-L85-APP100  
 XE320-L85-LPP100  
 XE320-P09-CLP100  
 XE1-0519g  
 XE1-0519h  
 XE1-0519i  
 XE1-0519j  
 XE320-L85-CMP100  
 XE320-L85-CDF100  
 XE320-L85-CLP100  
 XE320-L85-TSP100  
 XE320-L85-SWP100  
 XE320-P09-CRP100

SEE DWG L85-LPP110

SEE DWG L85-LPP112



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 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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 CHECKED BY: / DATE: /  
 BACK-CHECKED BY: / DATE: /

- NOTES:**
- SEE DWG L85-LPS100 AND L85-LPS100B FOR CORRIDOR PLANT SCHEDULE.
  - SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.
  - SEE DWG L85-LPS200 FOR STATION AREA PLANT SCHEDULE.

SEE DWG L85-LPP230



**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LPP111  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 BELLEVUE WAY AND PARK MITIGATION

DRAWING No.:  
**L85-LPP111**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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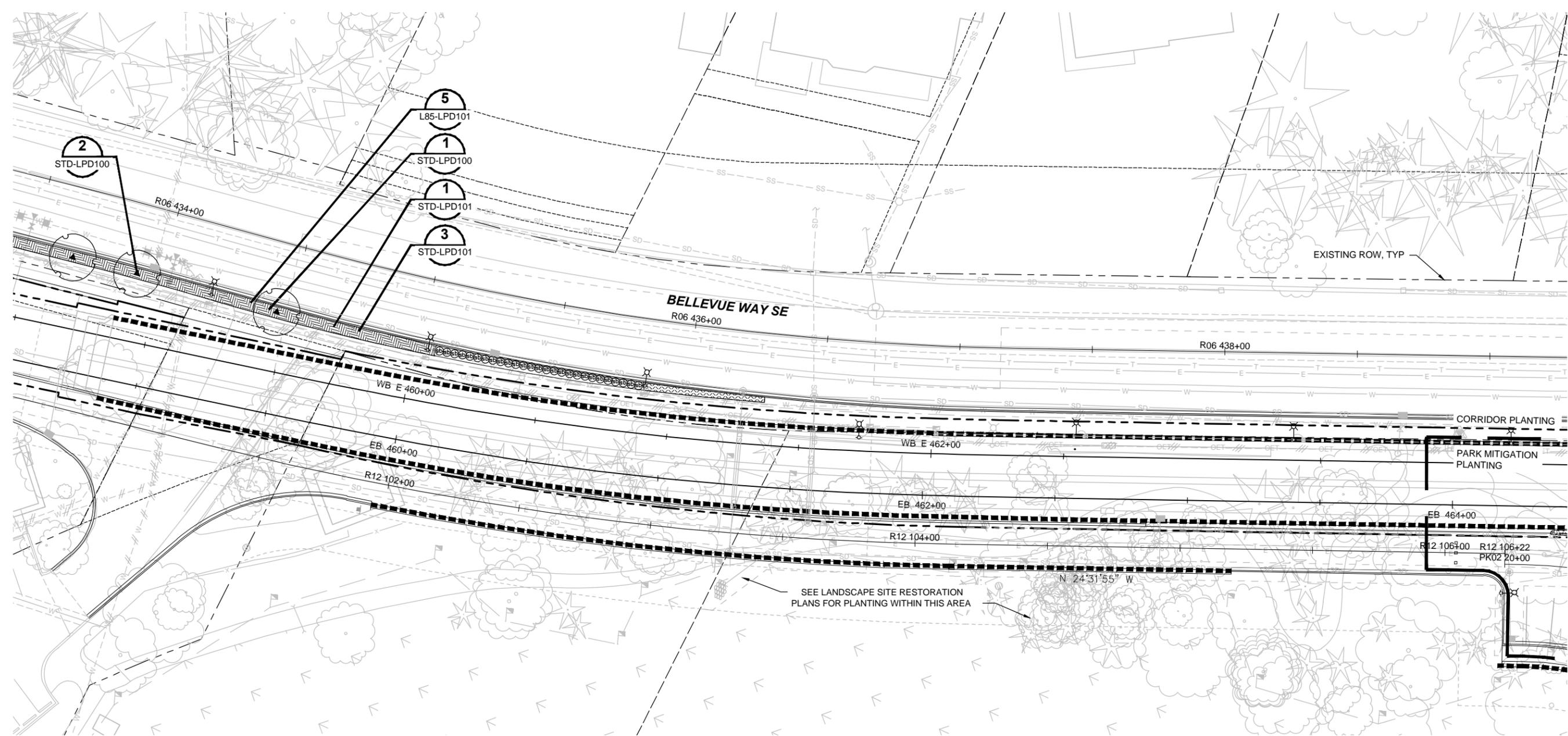
| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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XREF LIST:  
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 XE320-L85-COP100  
 XE320-L85-CMP100  
 XE320-L85-KAP100  
 XE320-L85-SFP100  
 XE320-L85-SVP100  
 XE320-L85-UCP100  
 XE320-L85-TB22004  
 XE320-L85-LP100  
 XE320-L85-CRP100  
 XE320-L85-JEP100  
 GB-SEA-18787  
 XE320-L85-R2100  
 XE320-L85-RFP100  
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SEE DWG L85-LPP112

SEE DWG L85-LPP114

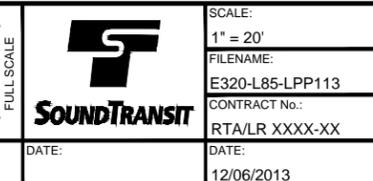


- NOTES:**
- SEE DWG L85-LPS100 AND LPS100B FOR CORRIDOR PLANT SCHEDULE.
  - SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.
  - SEE DWG L85-LPS101 FOR PARK MITIGATION PLANT SCHEDULE.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHEITLER

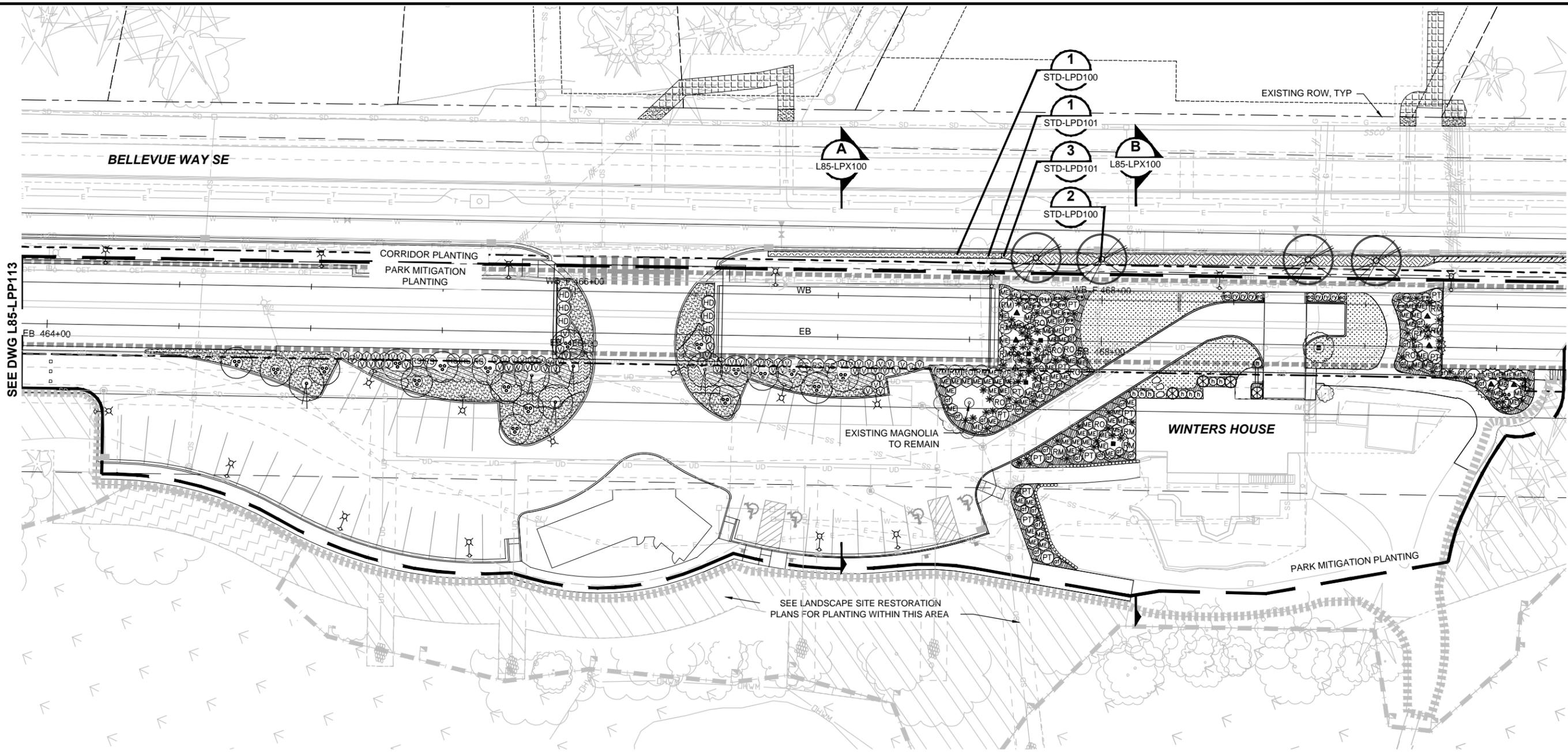


**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 BELLEVUE WAY AND PARK MITIGATION

DRAWING No.:  
**L85-LPP113**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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 XE320-L85-KAP100  
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 XE320-L85-SVP100  
 XE320-L85-UCP100  
 XE320-L85-TBZ204  
 XE320-L85-LP100  
 XE320-L85-RFP100  
 XE320-L85-JEP100  
 GB-SEA-BY-887  
 XE320-L85-FR100  
 XE320-L85-RFP100  
 XEL-0619g  
 XEL-0219g  
 XEL-0219a  
 XEL-0219b  
 XEL-0619a  
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 XE320-L85-LPP101  
 XE320-L85-LSP101  
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 XE320-L85-TSP100  
 XE320-L85-CDP100  
 XE320-L85-SEP100

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- NOTES:**
1. SEE DWG L85-LPS100 AND LPS100B FOR CORRIDOR PLANT SCHEDULE.
  2. SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.
  3. SEE DWG L85-LPS101 FOR PARK MITIGATION PLANT SCHEDULE.
  4. SEE DWG L85-LPP400 FOR WINTERS HOUSE PLANTING ENLARGEMENT PLAN.

**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHESSLER



**HBB**  
 LANDSCAPE ARCHITECTURE  
 715 WEST LANE AVENUE NORTH  
 SEATTLE, WA, 98107  
 206.622.2037 PHONE  
 206.692.3245 FAX

**H J H**  
 FINAL DESIGN PARTNERS.

**SOUNDTRANSIT**

SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LPP114  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 BELLEVUE WAY AND PARK MITIGATION

DRAWING No.:  
**L85-LPP114**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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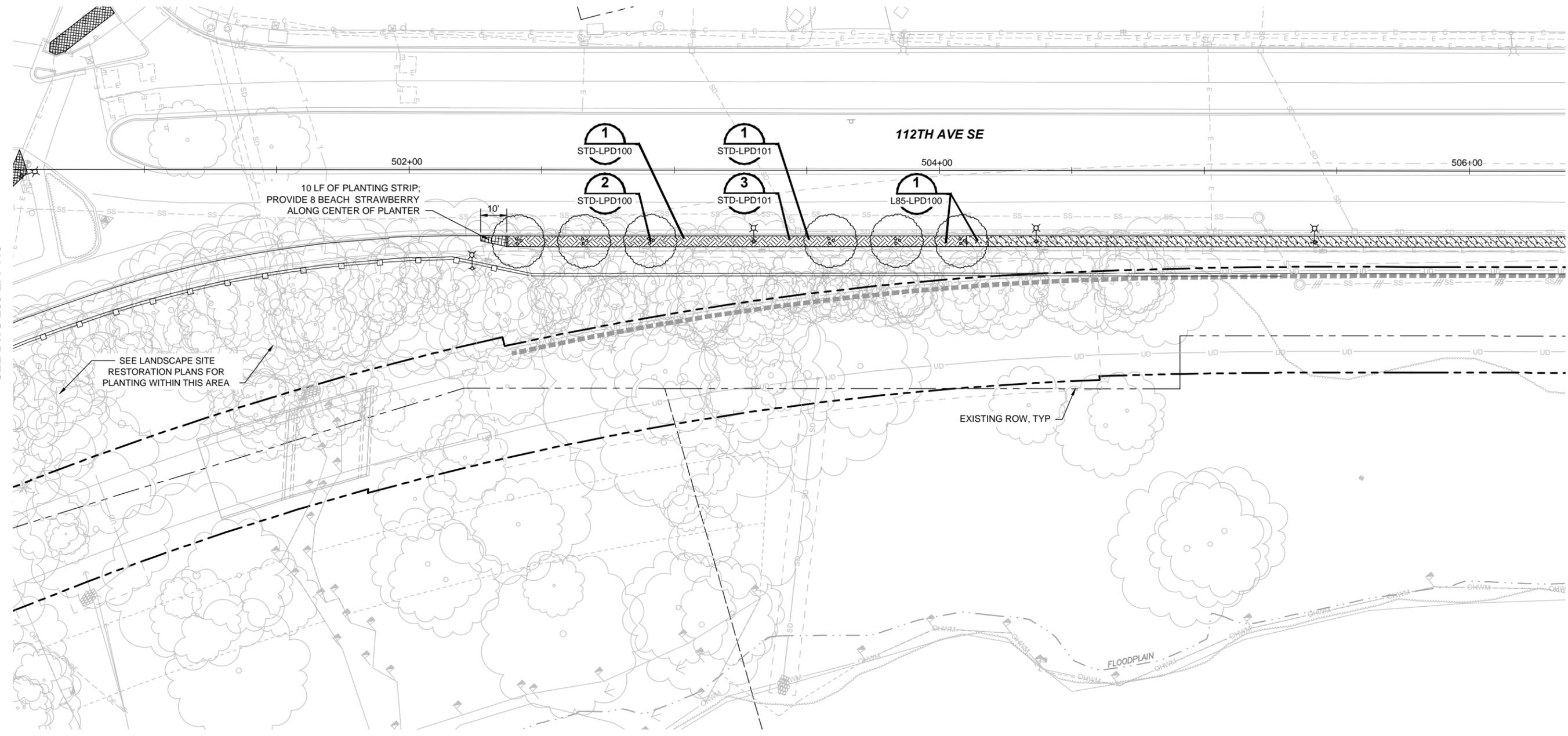




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 XE320-L85-JRP100  
 XE320-L85-SP100  
 XE320-L85-RZ100  
 XE320-L85-TSP100  
 XE320-L85-SVP100

SEE DWG L85-LPP116

SEE DWG L85-LPP118



SEE LANDSCAPE SITE RESTORATION PLANS FOR PLANTING WITHIN THIS AREA

EXISTING ROW, TYP

FLOODPLAIN

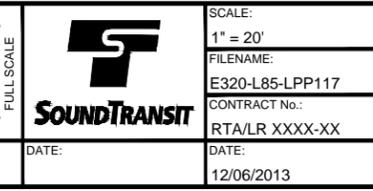
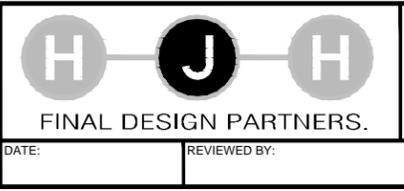
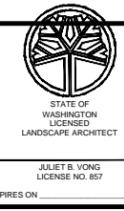
**NOTES:**

1. SEE DWG L85-LPS100 AND LPS100B FOR CORRIDOR PLANT SCHEDULE.
2. SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
J. VONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHESSLER



**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 112TH AVE SE

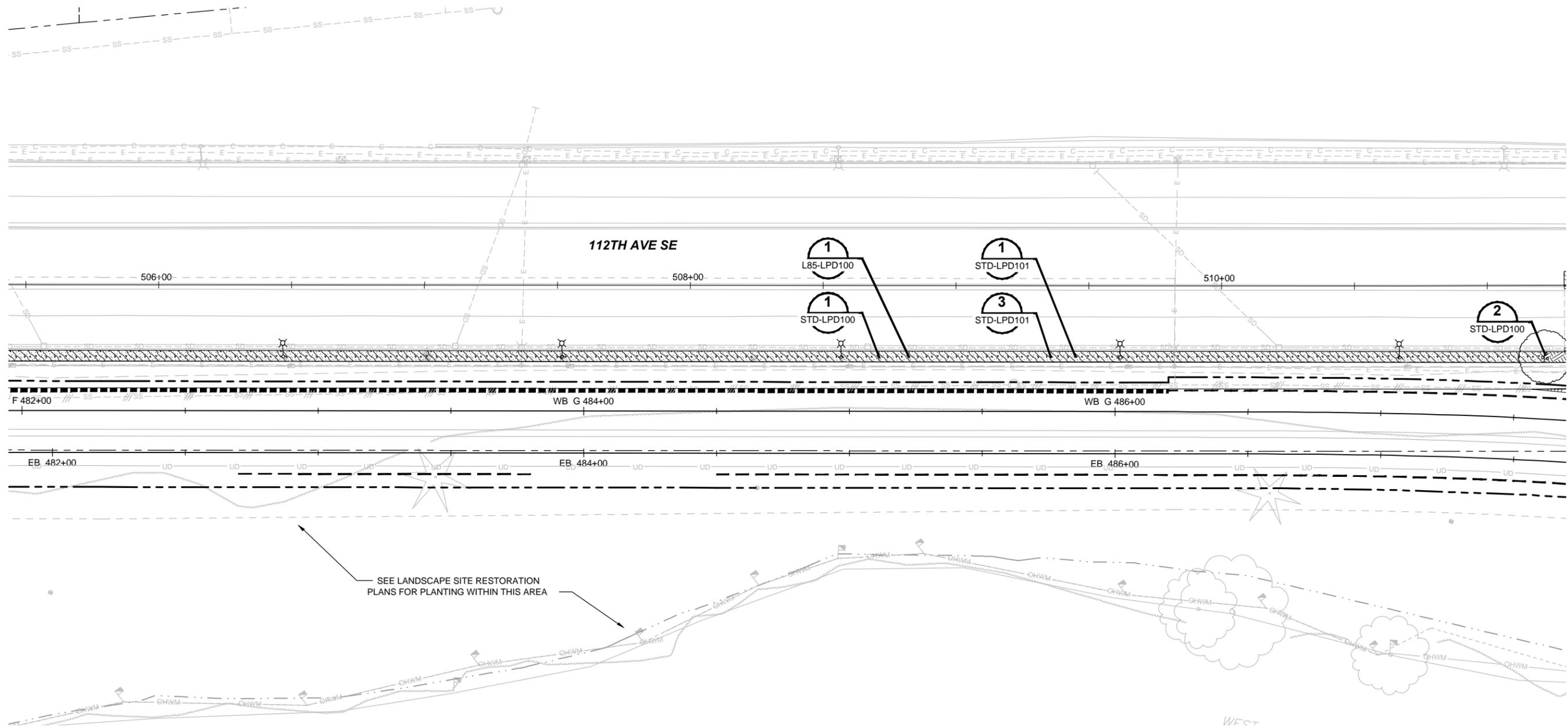
DRAWING No.:  
**L85-LPP117**  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
|     |      |     |     |     |          |

XREF LIST:  
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 XE320-L85-COP100  
 XE320-L85-CMP100  
 XE320-L85-KAP100  
 XE320-L85-SFP100  
 XE320-L85-SVP100  
 XE320-L85-UCP100  
 XE320-L85-RZ1000  
 XE320-L85-TB22024  
 XE320-L85-FP100  
 XE320-L85-CRP100  
 XE320-L85-JRP100  
 XE320-L85-IB101  
 XE320-L85-RFP100  
 XE320-L85-UD100  
 XE320-L85-LMP100  
 XE320-L85-SVP100  
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 XE320-L85-CLP100  
 XE320-L85-TSP100

SEE DWG L85-LPP117

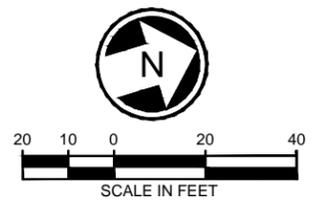
SEE DWG L85-LPP119



**NOTES:**

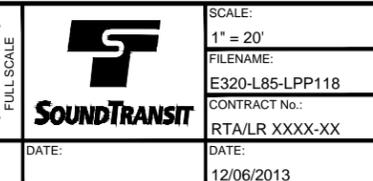
1. SEE DWG L85-LPS100 AND LPS100B FOR CORRIDOR PLANT SCHEDULE.
2. SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
J. VONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHESSLER



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LPP118  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 112TH AVE SE

DRAWING No.:  
L85-LPP118  
 LOCATION ID:  
E12  
 SHEET No.: REV:  
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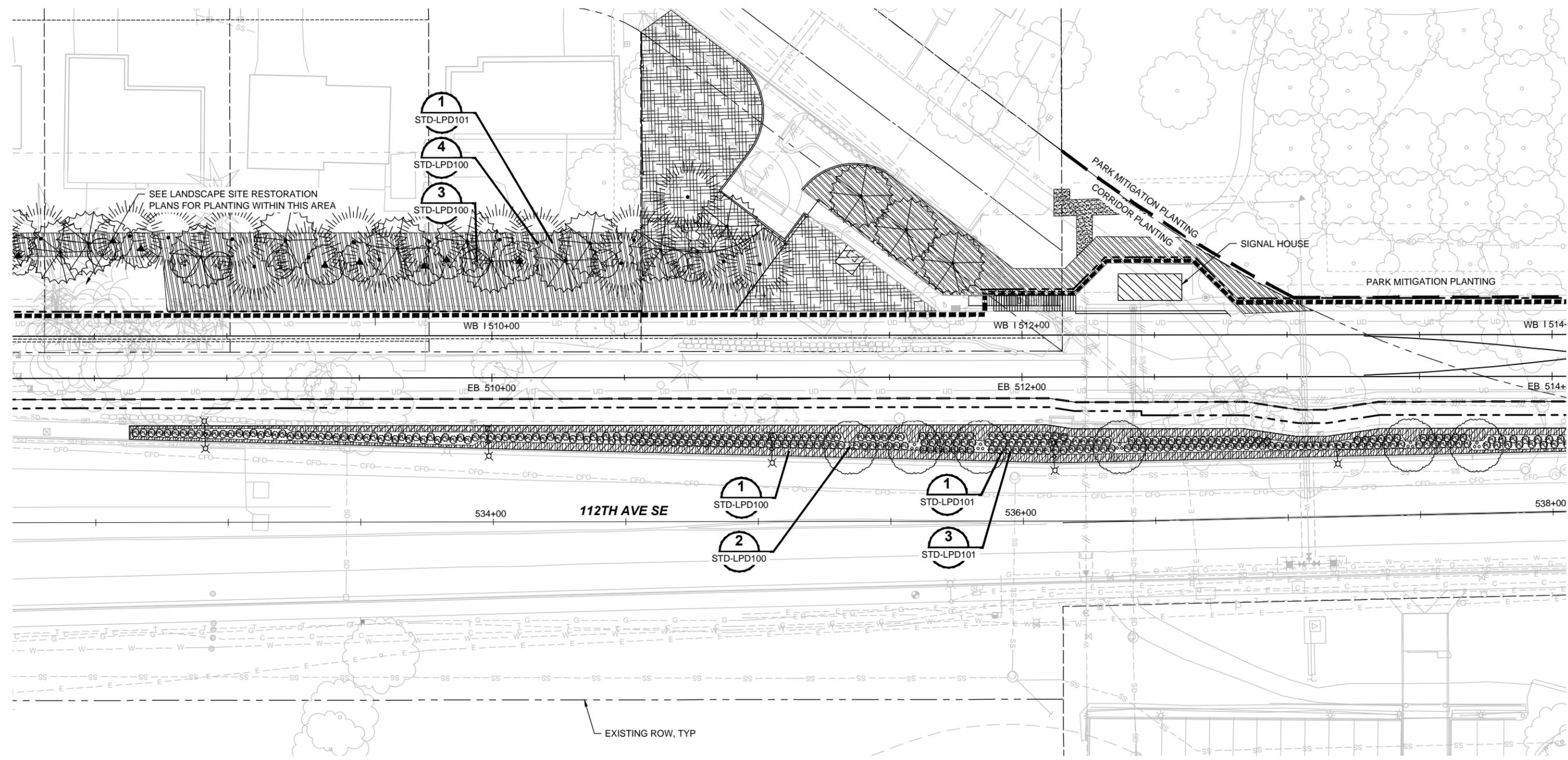




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 XE320-L85-CP100  
 XE320-L85-CLP100  
 XE320-L85-SWP100  
 XE320-L85-TSP100  
 GB-SEAL-BV687

SEE DWG L85-LPP122

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SEE DWG L85-LPP124

**NOTES:**

1. SEE DWG L85-LPS100 AND L85-LPS100B FOR CORRIDOR PLANT SCHEDULE.
2. SEE DWG L85-LPS101 FOR PARK MITIGATION PLANT SCHEDULE.
3. SEE DRAWINGS L85-LMP108 THRU L85-LMP147 FOR SITE RESTORATION PLANS.



**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
 DRAWN BY:  
M. OVIIR  
 CHECKED BY:  
D. KOONTS  
 APPROVED BY:  
J. SCHEITTLER



SCALE:  
1" = 20'  
 FILENAME:  
E320-L85-LPP123  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 112TH AVE SE

DRAWING No.:  
**L85-LPP123**  
 LOCATION ID:  
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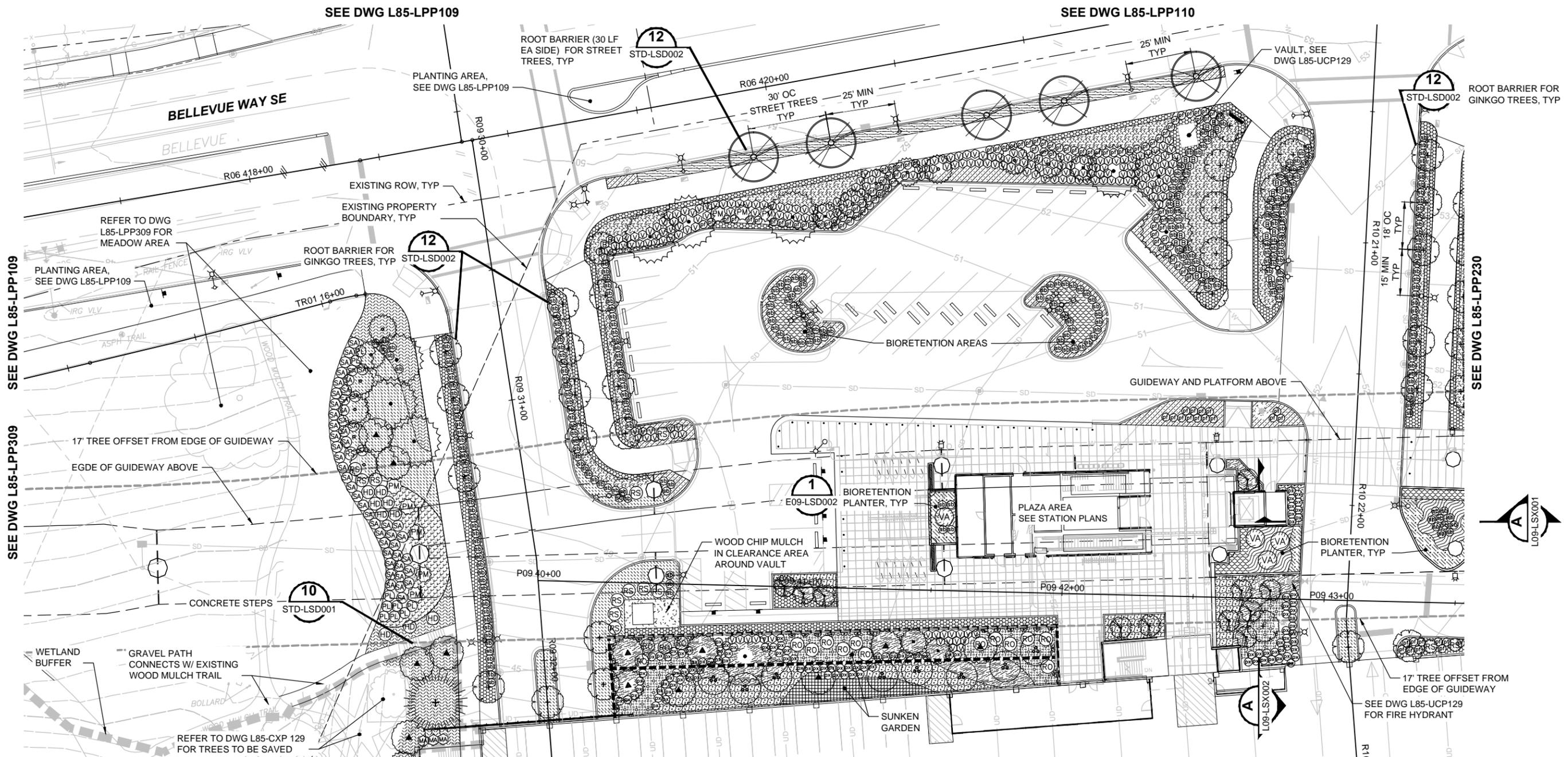






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- NOTES:**
- SEE DWG L85-LPS200 FOR SOUTH BELLEVUE STATION PLANT SCHEDULE.
  - SEE L85-LMP DRAWINGS FOR SITE RESTORATION PLANS.
  - PROVIDE 3' CLEARANCE WITH NO TREES OR SHRUBS AROUND FIRE HYDRANTS.



**60% SUBMITTAL**

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 P. GILMOUR  
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 DATE:  
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**EAST LINK EXTENSION**  
**CONTRACT E320**  
**SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 SOUTH BELLEVUE STATION

DRAWING No.:  
**L85-LPP229**  
 LOCATION ID:  
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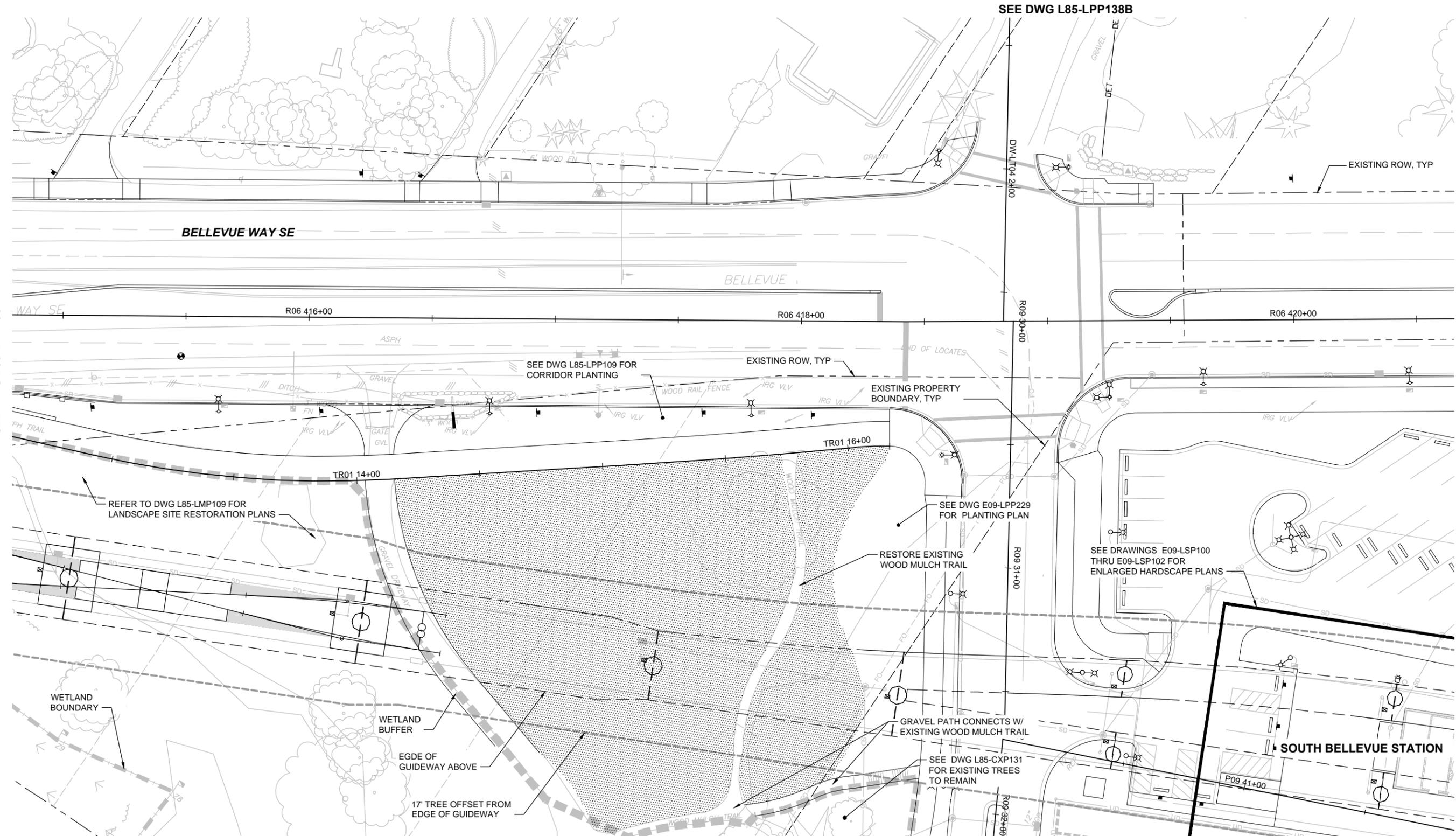




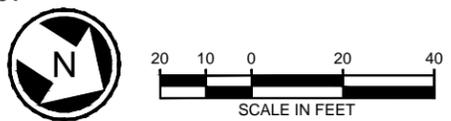


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- NOTES:**
- SEE DWG L85-LPS300 FOR PLANT SCHEDULE.
  - SEE L85-LMP DRAWINGS FOR SITE RESTORATION PLANS.



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**EAST LINK EXTENSION**  
**CONTRACT E320**  
**SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN  
 PARK MITIGATION BY SOUTH BELLEVUE STATION

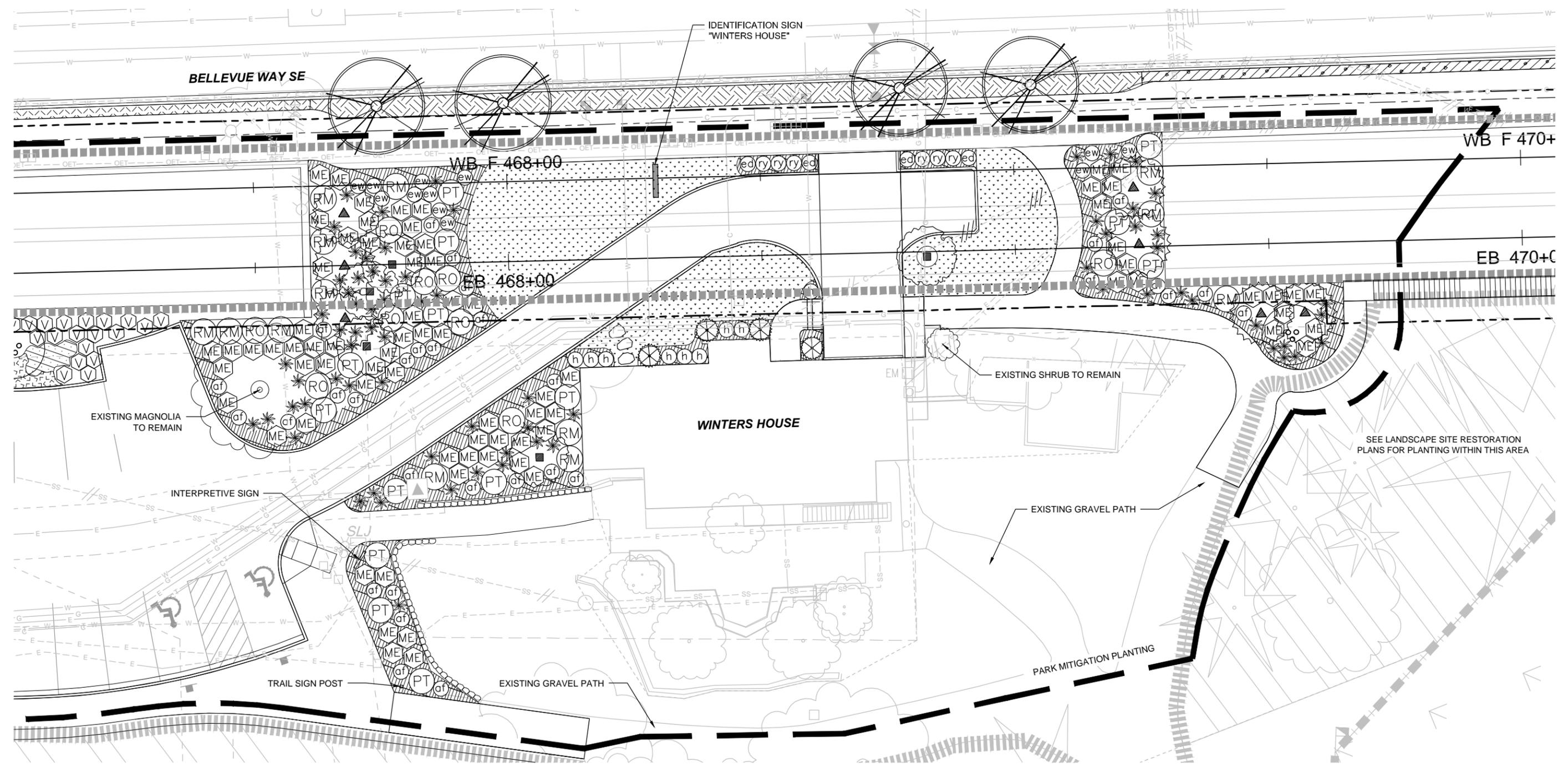
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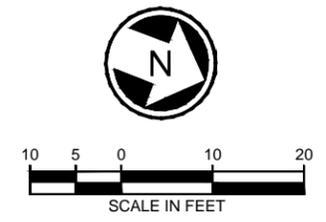


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- NOTES:**
- SEE DWG L85-LPS101 FOR PARK MITIGATION PLANT SCHEDULE.
  - SEE DWG L85-CGP114 FOR CIVIL GRADING PLAN.



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LINE IS 1" AT FULL SCALE



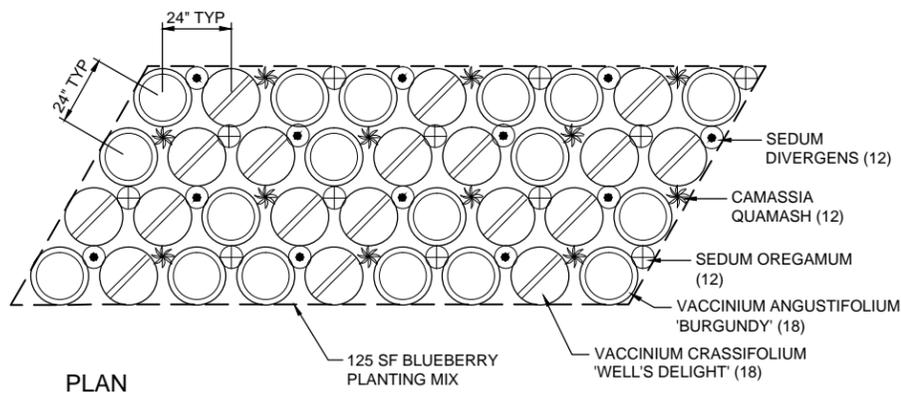
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RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 LANDSCAPE  
 PLANTING PLAN ENLARGEMENT  
 WINTERS HOUSE

DRAWING No.:  
**L85-LPP400**  
 LOCATION ID:  
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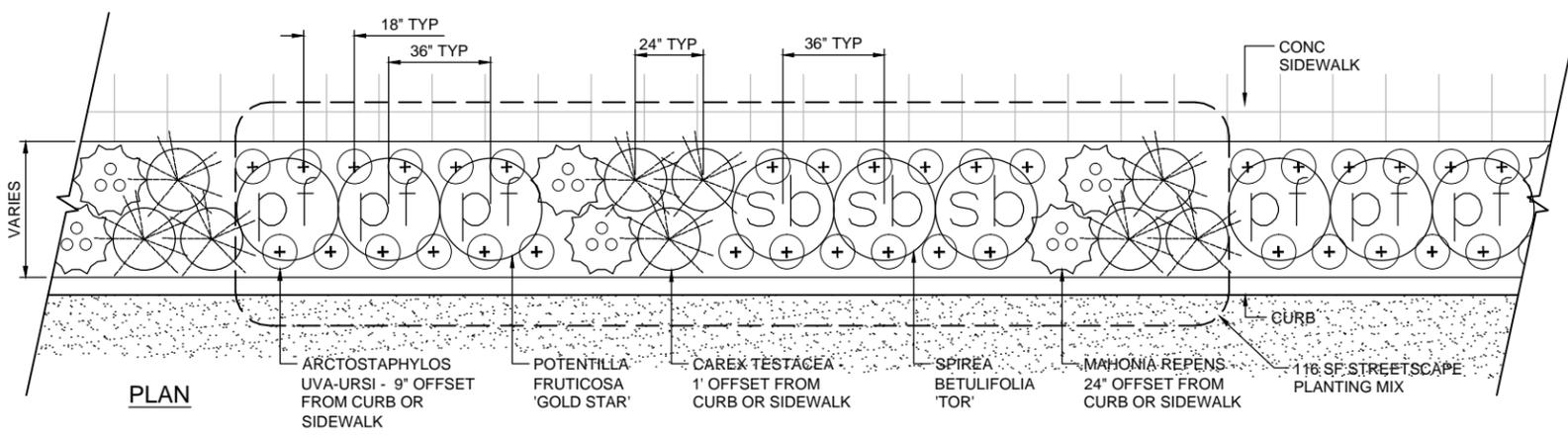


PLAN

**PLANTING ENLARGEMENT 1 - BLUEBERRY MIX**

SCALE: 3/8" = 1'-0"

1  
 E09-LPD001



PLAN

**PLANTING ENLARGEMENT 2 - STREETSCAPE**

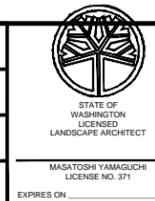
SCALE: 3/8" = 1'-0"

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 A. WEST  
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 CONTRACT No.:  
 RTA/LR XXXX-XX  
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**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING PLAN ENLARGEMENTS  
 SOUTH BELLEVUE STATION

DRAWING No.:  
**L85-LPD200**  
 LOCATION ID:  
 E09  
 SHEET No.: REV:  
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PLANT SCHEDULE & NOTES

| SYM   | QTY      | BOTANICAL NAME                          | COMMON NAME                  | SIZE / REMARKS   | SYM   | QTY                             | BOTANICAL NAME   | COMMON NAME   | SIZE / REMARKS   |
|---|----------|---|------------------------------|--|---|---------------------------------|--|---|--|
| <b>TREES</b>  |          |   |                              |  |   |                                 |  |   |  |
|    | 46       | ACER CIRCINATUM                         | VINE MAPLE                   | 8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; MIN 3 TRUNKS  |    | 37,284 SF                       | MIX: NATIVE FOREST BUFFER  |   | 36" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 18" FROM PAVING, FENCING, WALL OR GRAVEL       |
|    | 38       | ACER RUBRUM 'FRANKSRED'                 | RED SUNSET MAPLE             | 2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT |    | 15%<br>15%<br>25%<br>15%<br>15% | VACCINIUM OVATUM<br>POLYSTICHUM MUNITUM<br>GAULTHERIA SHALLON<br>RIBES SANGUINEUM<br>SPIRAEA BETULIFOLIA 'TOR'<br>SYMPHORICARPOS ALBUS | EVERGREEN HUCKLEBERRY<br>WESTERN SWORD FERN<br>SALAL<br>RED FLOWERING CURRANT<br>BIRCHLEAF SPIREA<br>COMMON WHITE SNOWBERRY | 5 GAL CONT; 42" HT; FULL & WELL ROOTED<br>1 GAL CONT; FULL & WELL ROOTED; MIN 3 GREEN FRONDS<br>1 GAL CONT; FULL & WELL ROOTED |
|    | 2        | BETULA PAPYRIFERA                       | PAPER BIRCH                  | 2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 5' BRANCHING HEIGHT                              |    | 20,338 SF                       | MIX: NATIVE BUFFER   |   | 36" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 18" FROM PAVING, FENCING, WALL OR GRAVEL       |
|    | 4        | CARPINUS BETULUS 'FASTIGIATA'           | PYRAMIDAL EUROPEAN HORNBEAN  | 2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 7' BRANCHING HEIGHT                              |    | 20%<br>20%<br>20%<br>20%        | CORNUS SERICEA 'KELSEY'<br>GAULTHERIA SHALLON<br>POLYSTICHUM MUNITUM<br>RIBES SANGUINEUM<br>SYMPHORICARPOS ALBUS                       | KELSEYI DOGWOOD<br>SALAL<br>WESTERN SWORD FERN<br>RED FLOWERING CURRANT<br>COMMON WHITE SNOWBERRY                           | 1 GAL CONT; FULL & WELL ROOTED   |
|    | 29       | CORNUS KOUSA X NUTTALLII 'VENUS'        | VENUS DOGWOOD                | 2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 5' BRANCHING HEIGHT                              |    | 2,465 SF                        | MIX: LOW SHRUB   |   | 24" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 12" FROM PAVING OR GUARDRAIL                   |
|    | 108      | PSEUDOTSUGA MENZIESII                   | DOUGLAS FIR                  | 10'-12' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; NOT SHEARED             |    | 25%<br>50%<br>25%               | ARCTOSTAPHYLOS UVA-URSI<br>MAHONIA REPENS<br>SEDUM DIVERGENS   | KINNIKINNICK<br>CREEPING MAHONIA<br>SPREADING STONECROP   | 1 GAL CONT; FULL & WELL ROOTED   |
|    | 64       | THUJA PLICATA                           | WESTERN RED CEDAR            | 10'-12'; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; NOT SHEARED   |    | 2,017 SF                        | MIX: TPSS PLANTING 1   |   | 36" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 18" FROM PAVING OR GUARDRAIL                   |
|    | 188      | TILIA CORDATA 'GREENSPIRE'              | GREENSPIRE LITTLELEAF LINDEN | 2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT |    | 50%<br>50%                      | GAULTHERIA SHALLON<br>SYMPHORICARPOS ALBUS   | SALAL<br>COMMON WHITE SNOWBERRY   | 1 GAL CONT; FULL & WELL ROOTED<br>1 GAL CONT; FULL & WELL ROOTED   |
| <b>SHRUBS/GROUNDCOVERS</b>  |          |   |                              |  |   |                                 |  |   |  |
|    | 3        | AMELANCHIER ALNIFOLIA                   | SERVICEBERRY                 | 1 GAL CONT; FULL & WELL ROOTED   |    | 1,176 SF                        | MIX: TPSS PLANTING 2   |   | 36" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 18" FROM PAVING, GUARDRAIL, FENCE, OR WALL     |
|    | 231      | POLYSTICHUM MUNITUM                     | WESTERN SWORD FERN           | 1 GAL CONT; FULL & WELL ROOTED; MIN 3 GREEN FRONDS   |    | 10%<br>10%<br>50%<br>30%        | GAULTHERIA SHALLON<br>MAHONIA AQUIFOLIUM<br>MYRICA CALIFORNICA<br>SYMPHORICARPOS ALBUS   | SALAL<br>OREGON GRAPE<br>PACIFIC WAX MYRTLE<br>COMMON WHITE SNOWBERRY   | 1 GAL CONT; FULL & WELL ROOTED   |
|  | 320      | PRUNUS LAUROCERASUS 'OTTO LUYKEN'       | LUYKENS LAUREL               | 1 GAL CONT; FULL & WELL ROOTED; 18" OFFSET FROM PAVING EDGE  |    | 101,194 SF                      | MIX: WSDOT HIGH SHRUB  |   | 48" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 12" FROM BOTTOM OF SEEDED SWALE                |
|  | 229      | SPIRAEA BETULIFOLIA 'TOR'               | BIRCHLEAF SPIREA             | 1 GAL CONT; FULL & WELL ROOTED; 12" OFFSET FROM PAVING EDGE  |   | 50%<br>20%<br>30%               | ARBUTUS UNEDO 'COMPACTA'<br>HOLODISCUS DISCOLOR<br>SYMPHORICARPOS ALBUS  | COMPACT STRAWBERRY BUSH<br>OCEAN-SPRAY<br>COMMON WHITE SNOWBERRY  | 1 GAL CONT; FULL & WELL ROOTED   |
|  | 3,117 SF | CORNUS SERICEA 'KELSEY'                 | KELSEYI DOGWOOD              | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 12" OFFSET FROM PAVING EDGE  |  | 9,238 SF                        | MIX: WSDOT LOW SHRUB   |   | 48" OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION;   |
|  | 1,333 SF | FRAGARIA CHILOENSIS                     | BEACH STRAWBERRY             | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 12" OFFSET FROM PAVING EDGE  |  | 40%<br>20%<br>40%               | GAULTHERIA SHALLON<br>MAHONIA REPENS<br>SYMPHORICARPOS ALBUS   | SALAL<br>CREEPING MAHONIA<br>COMMON WHITE SNOWBERRY   | 1 GAL CONT; FULL & WELL ROOTED   |
|  | 3,028 SF | HAKONECHLOA MACRA 'AUREOLA'             | GOLDEN JAPANESE FOREST GRASS | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 12" OFFSET FROM PAVING EDGE  |  | 20,205 SF                       | MIX: WSDOT TREE  |   | 10' OC TRIANGULAR SPACING; INTERMIX PLANTS WITH CONSISTENT DISTRIBUTION; OFFSET 4" FROM PROPOSED 10'-12' HT TREES              |
|  | 370 SF   | HEMEROCALLIS 'STELLA DE ORO'            | DAYLILY                      | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC, WITH 9" OFFSET FROM PAVING EDGE   |  | 30%<br>20%<br>40%<br>10%        | ACER CIRCINATUM<br>AMELANCHIER ALNIFOLIA<br>PSEUDOTSUGA MENZIESII<br>THUJA PLICATA   | VINE MAPLE<br>SERVICEBERRY<br>DOUGLAS FIR<br>WESTERN RED CEDAR  | 1 GAL CONT; FULL & WELL ROOTED   |
|  | 597 SF   | LIRIOPE SPICATA                         | CREEPING LILY TURF           | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC, WITH 9" OFFSET FROM PAVING EDGE   |  | 9,131 SF                        | PRIVATE PROPERTY RESTORATION   |   | TO BE DETERMINED; RESTORE PLANTING & IRRIGATION TO MATCH PRE-CONSTRUCTION CONDITIONS   |
|  | 1,294 SF | MAHONIA AQUIFOLIUM 'COMPACTA'           | COMPACT OREGON GRAPE         | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC, WITH 18" OFFSET FROM PAVING EDGE, OR WALL   |  | 38,599 SF                       | SEED MIX   |   | SEE SPECIFICATIONS   |
|  | 292 SF   | MAHONIA REPENS                          | CREEPING MAHONIA             | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 12" OFFSET FROM PAVING EDGE  |  | 709 SF                          | WSDOT SWALE SEED MIX   |   | SEE WSDOT SPECIFICATION 9-14.2   |
|  | 723 SF   | PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' | LITTLE BUNNY FOUNTAIN GRASS  | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 12" OFFSET FROM PAVING EDGE  |  | 4,742 SF                        | MULCH ONLY   |   | SEE SPECIFICATIONS   |
|  | 3,044 SF | ROSA RUGOSA 'PINK PAVEMENT'             | PINK PAVEMENT ROSE           | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC, WITH 18" OFFSET FROM PAVING EDGE  |  | 6,144 SF                        | QUARRY SPALLS  |   | 12" DEPTH  |
|  | 4,464 SF | RUBUS CALYCINOIDES                      | BRAMBLE<br>'EMERALD CARPET'  | 1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC, WITH 18" OFFSET FROM PAVING EDGE  |   |                                 |  |   |  |

- NOTES:
- ALL WSDOT PLANT MIXES SHALL HAVE OFFSETS PER DETAIL 4 SHEET STD-LPD102.
  - ALL PRIVATE PROPERTY RESTORATION AREAS SHALL RECEIVE TYPE 2 SOIL PREPARATION. SEE DETAIL 2 DWG STD-LPD101.
  - ALL CORRIDOR PLANTING AREAS SHALL RECEIVE TYPE 1 SOIL PREPARATION. SEE DETAIL 1 DWG STD-LPD101.

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**60% SUBMITTAL**

DESIGNED BY:  
J. YONG  
DRAWN BY:  
M. OVIIR  
CHECKED BY:  
D. KOONTS  
APPROVED BY:  
J. SCHESSLER



SCALE:  
NTS  
FILENAME:  
E320-L85-LPS100  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
12/06/2013

**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**  
LANDSCAPE  
PLANTING SCHEDULE, NOTES & LEGEND  
CORRIDOR

DRAWING No.:  
**L85-LPS100**  
LOCATION ID:  
E12  
SHEET No.:  
REV:  
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# PLANT SCHEDULE & NOTES

| SYM   | QTY      | BOTANICAL NAME                          | COMMON NAME                  | SIZE / REMARKS   |   |
|---|----------|---|------------------------------|--|---|
| <b>PLANTING ENLARGEMENT 1 (SELECTION A)</b>   |          |   |                              |  |   |
|    | 4,816 SF | FRAGARIA CHILOENSIS                     | BEACH STRAWBERRY             | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | CORNUS SERICEA 'KELSEYI'                | KELSEYI DOGWOOD              | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
| <b>PLANTING ENLARGEMENT 1 (SELECTION B)</b>   |          |   |                              |  |   |
|    | 3,875 SF | FRAGARIA CHILOENSIS                     | BEACH STRAWBERRY             | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | SPIRAEA BETULIFOLIA 'TOR'               | BIRCHLEAF SPIREA             | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
| <b>PLANTING ENLARGEMENT 2</b>   |          |   |                              |  |   |
|    | 4,841 SF | EPIMEDIUM X VERSICOLOR 'SULPHUREUM'     | SULPHUREUM BARRENWORT        | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | POLYSTICHUM MUNITUM                     | WESTERN SWORD FERN           | 1 GAL CONT; FULL & WELL ROOTED;<br>MIN 3 FRONDS; NO BROWN FRONDS |   |
| <b>PLANTING ENLARGEMENT 3</b>   |          |   |                              |  |   |
|    | 3,517 SF | HAKONECHLOA MACRA 'AUREOLA'             | GOLDEN JAPANESE FOREST GRASS | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | PRUNUS LAUROCERASUS 'OTTO LUYKEN'       | OTTO LUYKEN LAUREL           | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
| <b>PLANTING ENLARGEMENT 4 (SELECTION A)</b>   |          |   |                              |  |   |
|    | 2,237 SF | PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' | LITTLE BUNNY FOUNTAIN GRASS  | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | RUBUS CALYCINOIDES 'EMERALD CARPET'     | BRAMBLE                      | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
| <b>PLANTING ENLARGEMENT 4 (SELECTION B)</b>   |          |   |                              |  |   |
|   | 2,103 SF | FRAGARIA CHILOENSIS                     | BEACH STRAWBERRY             | 1 GAL CONT; FULL & WELL ROOTED;                                  |    |
|   |          | HAKONECHLOA MACRA 'AUREOLA'             | GOLDEN JAPANESE FOREST GRASS | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
| <b>PLANTING ENLARGEMENT 5</b>   |          |   |                              |  |   |
|  | 2,752 SF | MAHONIA REPENS                          | CREEPING MAHONIA             | 1 GAL CONT; FULL & WELL ROOTED;                                  |  |
|   |          | ROSA RUGOSA 'PINK PAVEMENT'             | PINK PAVEMENT ROSE           | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |
|   |          | SPIRAEA BETULIFOLIA 'TOR'               | BIRCHLEAF SPIREA             | 1 GAL CONT; FULL & WELL ROOTED;                                  |   |

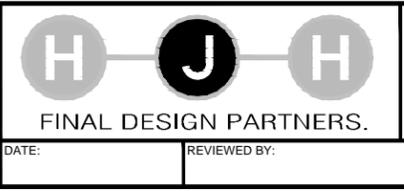
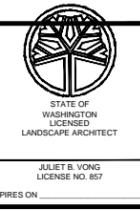
- ANY DISCREPANCIES WITH THE DWGS AND/OR SPECS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF LA PRIOR TO PROCEEDING WITH CONSTRUCTION.
- WHERE QUANTITIES ARE NOT SHOWN IN THE PLANT SCHEDULE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE QUANTITIES REQUIRED TO MEET THE SPECIFIED PLANT SPACING. PERCENTAGES LISTED INDICATE PERCENTAGE OF TOTAL PLANTING AREA TO RECEIVE PLANT MATERIALS.
- PLANT MATERIAL LOCATIONS SHALL BE COORDINATED WITH SPRINKLER IRRIGATION HEAD LOCATIONS TO AVOID ANY CONFLICTS.
- INSTALL GROUNDCOVERS IN A TRIANGULAR PATTERN AT SPACING SHOWN IN THE PLANT SCHEDULE. WHERE GROUNDCOVER ABUTS CURBING, WALLS, OR WALKS, MIN PLANTING DISTANCE SHALL BE NINE (9) INCHES FROM SAME, UNLESS OTHERWISE NOTED. INSTALL GROUNDCOVERS CONTINUOUS IN BETWEEN SHRUB PLANTINGS.
- LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.
- TREE LOCATIONS SHOWN ON PLANTING PLANS (SHEETS LPP103 TO 138B) ARE APPROXIMATE; IF FIELD ADJUSTMENTS ARE NECESSARY, THE FOLLOWING MIN SETBACKS FOR CENTERLINE OF TREE TRUNKS TO EDGE OF DRIVEWAY, FACE OF CURB OR INTERSECTION AND TO CENTER OF ALL OTHERS SHOWN SHALL APPLY:
 

|  |   |
|--|---|
| A. STREET LIGHTS                       | 25'                                     |
| B. DRIVEWAYS                           | 10'                                     |
| C. INTERSECTIONS                       | 30'                                     |
| D. UNDERGROUND SEWER & WATER LINES     | 5'                                      |
| E. UNDERGROUND GAS LINES               | 1'                                      |
| F. UNDERGROUND HIGH PRESSURE GAS LINES | 3'                                      |
| G. UTILITY/POWER POLES                 | 5'                                      |
| H. UNDERGROUND FIBER CABLE             | 2'                                      |
| I. FACE OF CURB                        | 2' MINIMUM OR CENTERED IN PLANTER STRIP |
| J. GUARDRAIL BARRIERS                  | 5'                                      |

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## 60% SUBMITTAL

DESIGNED BY:  
**J. VONG**  
 DRAWN BY:  
**M. OVIIR**  
 CHECKED BY:  
**D. KOONTS**  
 APPROVED BY:  
**J. SCHESSLER**



SCALE:  
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**E320-L85-LPS100B**  
 CONTRACT No.:  
**RTA/LR XXXX-XX**  
 DATE:  
**12/06/2013**

**EAST LINK EXTENSION**  
**CONTRACT E320**  
**SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING SCHEDULE, NOTES & LEGEND  
 CORRIDOR

DRAWING No.:  
**L85-LPS100B**  
 LOCATION ID:  
**E12**  
 SHEET No.:  
**0**



SOUTH BELLEVUE STATION PLANTING SCHEDULE

| SYM.                                | QTY.    | BOTANICAL                                | COMMON NAME                   | SIZE/REMARKS  |
|-------------------------------------|---------|--|-------------------------------|---|
| <u>EVERGREEN TREES</u>              |         |  |                               |   |
|                                     | 7       | ABIES GRANDIS                            | GRAND FIR *                   | 8'-10' HT, B&B/CONT,  |
|                                     | 6       | CALOCEDRUS DECURRENS                     | INCENSE CEDAR *               | 8'-10' HT, B&B/CONT,  |
|                                     | 21      | PINUS CONTORTA VAR. CONTORTA             | SHORE PINE *                  | 8'-10' HT, B&B/CONT,  |
|                                     | 12      | THUJA PLICATA                            | WESTERN RED CEDAR *           | 8'-10' HT, B&B/CONT,  |
|                                     | 33      | TSUGA HETEROPHYLLA                       | WESTERN HEMLOCK *             | 6'-8' HT, B&B/CONT  |
|                                     | 18      | TSUGA MERTENSIANA                        | MOUNTAIN HEMLOCK *            | 6'-8' HT, B&B/CONT  |
| <u>DECIDUOUS</u>                    |         |  |                               |   |
|                                     | 46      | ACER CIRCINATUM                          | VINE MAPLE *                  | 7-8' HT, B&B, MULTISTEM, WELL BRANCHED & WELL ROOTED  |
|                                     | 11      | AMELANCHIER GRANDIFLORA 'PRINCESS DIANA' | PRINCESS DIANA SERVICEBERRY   | 2" CAL; MIN 10-12' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING; 5' MIN BRANCH HT  |
|                                     | 12      | CARPINUS BETULUS 'FASTIGIATA'            | PYRAMIDAL EUROPEAN HORNBEAM * | 3" CAL; MIN 12-14' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADERS & SINGLE TRUNK; SYMMETRICAL BRANCHING; 6' MIN BRANCH HT |
|                                     | 9       | CORNUS KOUSA X NUTTALLII 'VENUS'         | VENUS DOGWOOD                 | 2" CAL; MIN 10-12' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADERS & SINGLE TRUNK; SYMMETRICAL BRANCHING; 5' MIN BRANCH HT |
|                                     | 48      | GINKGO BILOBA 'FASTIGIATA'               | MAIDENHAIR TREE *             | 2" CAL; MIN 12-14' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADERS & SINGLE TRUNK; SYMMETRICAL BRANCHING; 4' MIN BRANCH HT |
|                                     | 11      | GINKGO BILOBA 'JADE BUTTERFLY'           | JADE BUTTERFLY GINKGO *       | 6-7' HT; B&B; MULTISTEM; FULL, WELL BRANCHED & WELL ROOTED  |
| <u>LARGE SHRUBS</u>                 |         |  |                               |   |
|                                     | 9       | HOLODISCUS DISCOLOR                      | OCEAN SPRAY *                 | 5 GAL; MIN 36" HT; 4 CANES; FULL & WELL ROOTED  |
|                                     | 12      | MAHONIA AQUIFOLIUM                       | TALL OREGON GRAPE *           | 5 GAL; MIN. 30" HT; FULL & WELL ROOTED  |
|                                     | 9       | PHILADELPHUS LEWISII                     | MOCK ORANGE *                 | 5 GAL; MIN 36" HT; 4 CANES; FULL & WELL ROOTED  |
|                                     | 17      | PINUS MUGO 'MUGO'                        | MUGO PINE *                   | 5 GAL; MIN. 24" HT; FULL & WELL ROOTED  |
|                                     | 43      | RHODODENDRON OCCIDENTALE                 | WESTERN AZALEA *              | 5 GAL; MIN 18" HT; 5 CANES; FULL & WELL ROOTED  |
|                                     | 18      | RIBES SANGUINEUM                         | RED FLOWERING CURRENT *       | 5 GAL; MIN 30" HT; 4 CANES; FULL & WELL ROOTED  |
|                                     | 382     | SPIREA BETULIFOLIA 'TOR'                 | BIRCH LEAF SPIREA *           | 5 GAL; MIN 18" HT; 5 CANES; FULL & WELL ROOTED  |
|                                     | 224     | SYMPHORICARPOS ALBUS                     | SNOWBERRY *                   | 2 GAL; MIN 18" HT; 3 CANES; FULL & WELL ROOTED  |
|                                     | 418     | VACCINIUM OVATUM                         | EVERGREEN HUCKLEBERRY *       | 5 GAL; MIN 18" HT; FULL & WELL ROOTED   |
|                                     | 84      | VACCINIUM 'SUNSHINE BLUE'                | SUNSHINE BLUEBERRY            | 5 GAL; MIN 24" HT; 4 CANES; FULL & WELL ROOTED  |
|                                     | 17      | VIBURNUM OPULUS VAR. AMERICANUM          | AMERICAN CRANBERRY BUSH       | 5 GAL; MIN 36" HT; 5 CANES; FULL & WELL ROOTED  |
| <u>SMALL SHRUBS AND GROUNDCOVER</u> |         |  |                               |   |
|                                     | 4520 SF | ARCTOSTAPHYLOS UVA-URSI                  | KINNIKINNICK *                | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC  |
|                                     | 1652 SF | ASARUM CAUDATUM                          | WESTERN WILD GINGER *         | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 15" OC  |
|                                     | 2247 SF | CAREX TESTACEA                           | ORANGE NEW ZEALAND SEDGE *    | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC  |
|                                     | 2121 SF | CAREX OBNUPTA                            | SLOUGH SEDGE *                | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC  |
|                                     | 9454 SF | GAULTHERIA SHALLON                       | SALAL *                       | 1 GAL, MIN 8" SPREAD; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC   |
|                                     | 972 SF  | JUNCUS EFFUSUS VAR. PACIFICUS            | SOFT RUSH *                   | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC  |
|                                     | 2148 SF | KALMIOPSIS LEACHIANA LEPINIEC FORM       | NORTH UMPQUA KALMIOPSIS *     | 2 GAL; MIN 12" SPREAD; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC  |
|                                     | 6908 SF | MAHONIA REPENS                           | CREEPING MAHONIA *            | 1 GAL; TRIANGULAR SPACING @ 18" OC  |
|                                     | 719 SF  | PACHYSANDRA TERMINALIS                   | JAPANESE SPURGE *             | 4" POTS; TRIANGULAR SPACING @ 12" OC  |
|                                     | 121     | PAXISTIMA MYRSINITES                     | OREGON FALSEBOX *             | 2 GAL; MIN 18" HT; 12" SPREAD; FULL & WELL ROOTED   |
|                                     | 141     | POLYSTICHUM MUNITUM                      | SWORD FERN *                  | 1 GAL; FULL & WELL ROOTED   |
|                                     | 233     | POTENTILLA FRUTICOSA 'GOLD STAR'         | GOLD STAR CINQUEFOIL *        | 5 GAL; MIN 18" HT; 5 CANES; FULL & WELL ROOTED  |
|                                     | 767 SF  | RUBUS CALCINOIDES                        | BRAMBLE *                     | 1 GAL; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC  |

| SYM. | QTY.    | BOTANICAL                                       | COMMON NAME                | SIZE/REMARKS   |
|------|---------|---|----------------------------|--|
|      | 3418 SF | <u>PLANTING ENLARGEMENT 1 - BLUEBERRY MIX</u>   |                            | <b>1</b><br>L85-LPD200   |
|      |         | CAMASSIA QUAMASH                                | COMMON CAMAS *             | 1 GAL; WELL ROOTED   |
|      |         | SEDUM DIVERGENS                                 | SPREADING STONECROP *      | 4" POTS  |
|      |         | SEDUM OREGANUM                                  | OREGON STONECROP *         | 4" POTS  |
|      |         | VACCINIUM ANGUSTIFOLIUM 'BURGUNDY'              | BURGUNDY LOWBUSH BLUEBERRY | 2 GAL; FULL & WELL ROOTED  |
|      |         | VACCINIUM CRASSIFOLIUM 'WELL'S DELIGHT'         | CREEPING BLUEBERRY         | 2 GAL; FULL & WELL ROOTED  |
|      | 2118 SF | <u>PLANTING ENLARGEMENT 2 - STREETSCAPE MIX</u> |                            | <b>2</b><br>L85-LPD200   |
|      |         | ARCTOSTAPHYLOS UVA-URSI                         | KINNIKINNICK *             | 1 GAL; FULL & WELL ROOTED  |
|      |         | CAREX TESTACEA                                  | ORANGE NEW ZEALAND SEDGE * | 1 GAL; FULL & WELL ROOTED  |
|      |         | MAHONIA REPENS                                  | CREEPING MAHONIA *         | 1 GAL; FULL & WELL ROOTED  |
|      |         | POTENTILLA FRUTICOSA 'GOLD STAR'                | GOLD STAR CINQUEFOIL *     | 5 GAL; MIN 18" HT; FULL & WELL ROOTED                            |
|      |         | SPIREA BETULIFOLIA 'TOR'                        | BIRCH LEAF SPIREA *        | 5 GAL; MIN 18" HT; 5 CANES; FULL & WELL ROOTED                   |
|      | 7752 SF | <u>FERN MIX 1</u>                               |                            | 30" OC TRIANGULAR SPACING; RANDOM & EVEN DISTRIBUTION OF SPECIES |
|      | 30%     | ATHYRIUM FILIX-FEMINA                           | LADY FERN *                | 1 GAL; FULL & WELL ROOTED  |
|      | 30%     | BLECHNUM SPICANT                                | DEER FERN *                | 1 GAL; FULL & WELL ROOTED  |
|      | 40%     | POLYSTICHUM MUNITUM                             | SWORD FERN *               | 1 GAL; FULL & WELL ROOTED  |
|      | 2366 SF | <u>FERN MIX 2</u>                               |                            | 24" OC TRIANGULAR SPACING; RANDOM & EVEN DISTRIBUTION OF SPECIES |
|      | 30%     | BLECHNUM SPICANT                                | DEER FERN *                | 1 GAL; FULL & WELL ROOTED  |
|      | 30%     | GYMNOCARPIUM DISJUNCTUM                         | COMMON OAK FERN *          | 1 GAL; FULL & WELL ROOTED  |
|      | 40%     | POLYSTICHUM POLYBLEPHARUM                       | JAPANESE TASSEL FERN *     | 1 GAL; FULL & WELL ROOTED  |
|      | 1843 SF | <u>NATURAL DRAINAGE AREA MIX 1</u>              |                            | 15" OC TRIANGULAR SPACING; RANDOM & EVEN DISTRIBUTION OF SPECIES |
|      | 20%     | ATHYRIUM FILIX-FEMINA                           | LADY FERN *                | 1 GAL; FULL & WELL ROOTED  |
|      | 20%     | CAMASSIA LEICHTLINII                            | GREAT CAMAS *              | 1 GAL; FULL & WELL ROOTED  |
|      | 40%     | CAREX DEWEYANA                                  | DEWEY'S SEDGE *            | 1 GAL; FULL & WELL ROOTED  |
|      | 20%     | IRIS DOUGLASIANA                                | DOUGLAS IRIS *             | 1 GAL; FULL & WELL ROOTED  |
|      | 48      | PARTHENOCISSUS TRICUSPIDATA                     | BOSTON IVY *               | 1 GAL  |

\* INDICATES DROUGHT TOLERANT AND/OR PACIFIC NORTHWEST NATIVE SPECIES

**NOTES:**

- ANY DISCREPANCIES WITH THE DWGS AND/OR SPECS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF LA PRIOR TO PROCEEDING WITH CONSTRUCTION.
- PLANT MATERIAL LOCATIONS SHALL BE COORDINATED WITH SPRINKLER IRRIGATION HEAD LOCATIONS TO AVOID ANY CONFLICTS.
- INSTALL GROUNDCOVERS IN A TRIANGULAR PATTERN AT SPACING SHOWN IN THE PLANT SCHEDULE. WHERE GROUNDCOVER ABUTS CURBING, WALLS, OR WALKS, MIN PLANTING DISTANCE SHALL BE NINE (9) INCHES FROM SAME, UNLESS OTHERWISE NOTED. INSTALL GROUNDCOVERS CONTINUOUS IN BETWEEN SHRUB PLANTINGS.
- ALL PLANTING BEDS TO RECEIVE 3" MINIMUM DEPTH OF MULCH.
- ALL DISTURBED LANDSCAPE AREAS NOT INDICATED FOR PAVING OR PLANTING SHALL RECEIVE 3" DEPTH OF MULCH.

AREA LIST  
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**60% SUBMITTAL**

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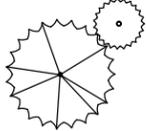
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 CONTRACT E320  
 SOUTH BELLEVUE**  
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DRAWING No.:  
**L85-LPS200**  
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PARK MITIGATION - REFERENCE DRAWING L85-LPP333

| SYM.  | QTY.    | BOTANICAL  | COMMON NAME                  | SIZE/REMARKS  |
|---|---------|--|------------------------------|---|
| <u>EVERGREEN TREES</u>  |         |  |                              |   |
|    | 5       | PINUS CONTORTA VAR. CONTORTA   | SHORE PINE *                 | 6-8" HT, B&B/CONT,  |
|   | 6       | PSEUDOTSUGA MENZEISII  | DOUGLAS FIR *                | 6-8" HT, B&B/CONT,  |
| <u>SHRUBS</u>   |         |  |                              |   |
|    | 7       | CORNUS SERICEA   | RED TWIG DOGWOOD *           | 2 GAL, MIN 24" HT; 4 CANES; FULL & WELL ROOTED  |
|    | 10      | LONICERA INVOLUCRATA   | BLACK TWINBERRY *            | 2 GAL, MIN 24" HT; 4 CANES; FULL & WELL ROOTED  |
|    | 44      | MYRICA GALE  | SWEET GALE *                 | 2 GAL, MIN 24" HT; 4 CANES; FULL & WELL ROOTED  |
|    | 3       | OEMLERIA CERASIFORMIS  | INDIAN PLUM *                | 2 GAL, MIN 24" HT; 4 CANES; FULL & WELL ROOTED  |
|    | 3968 SF | <u>GROUNDCOVER/LOW SHRUB MIX</u>                                     |                              | 24" OC TRIANGULAR SPACING, RANDOM & EVEN DISTRIBUTION OF SPECIES EXCEPT SNOWBERRY MIN 3' OFFSET FROM PAVING |
|   | 40%     | GAULTHERIA SHALLON   | SALAL *                      | 1 GAL, FULL & WELL ROOTED   |
|   | 30%     | MAHONIA REPENS   | CREeping MAHONIA *           | 1 GAL, FULL & WELL ROOTED   |
|   | 30%     | SYMPHORICARPOS ALBUS   | COMMON WHITE SNOWBERRY *     | 1 GAL, FULL & WELL ROOTED, PLANTED U  |
|    | 9527 SF | <u>EROSION CONTROL HYDROSEED MIX (APPLICATION RATE: X LBS/ACRES)</u> |                              | % WEIGHT / % PURITY / %GERMINATION  |
|   |         | AGROSTIS ALBA OR AGROSTIS OREGONIS                                   | REDTOP OR OREGON BENTGRASS * | 25 / 92 / 85  |
|   |         | RED FESCUE   | FESTUCA RUBRA *              | 75 / 98 / 90  |
|    | 4077 SF | <u>EMERGENT MIX</u>  |                              | 24" OC TRIANGULAR SPACING, RANDOM & EVEN DISTRIBUTION OF SPECIES  |
|   | 15%     | CAREX OBNUPTA  | SLOUGH SEDGE *               | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | ELEOCHARIS PALUSTRIS   | SPIKE RUSH *                 | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | JUNCUS ENSIFOLIUS  | DAGGERLEAF RUSH *            | 1 GAL, FULL & WELL ROOTED   |
|   | 10%     | OENANTHE SARMENTOSA  | WATER PARSLEY *              | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | SCIRPUS ACUTUS   | HARDSTEM BULRUSH *           | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | SCIRPUS ATROCINCTUS  | WOOLGRASS *                  | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | SCIRPUS MICROCARPUS  | SMALL-FRUITED BULRUSH *      | 1 GAL, FULL & WELL ROOTED   |
|  | 2665 sf | <u>SEASONALLY WET ZONE MIX</u>                                       |                              | 24" OC TRIANGULAR SPACING, RANDOM & EVEN DISTRIBUTION OF SPECIES  |
|   | 15%     | ATHYRIUM FILIX-FEMINA  | LADY FERN *                  | 1 GAL, FULL & WELL ROOTED   |
|   | 20%     | CAREX OBNUPTA  | SLOUGH SEDGE *               | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | CAREX STIPATA  | SAWBEAK SEDGE *              | 1 GAL, FULL & WELL ROOTED   |
|   | 20%     | DESCHAMPسيا CESPITOSA  | TUFTED HAIRGRASS *           | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | GLYCERIA OCCIDENTALIS  | WESTERN MANNAGRASS *         | 1 GAL, FULL & WELL ROOTED   |
|   | 15%     | SCIRPUS ATROCINCTUS  | WOOLGRASS *                  | 1 GAL, FULL & WELL ROOTED   |
|  | 3030 SF | MEADOW MIX   |                              |   |

\* INDICATES DROUGHT TOLERANT AND/OR PACIFIC NORTHWEST NATIVE SPECIES

**NOTES:**

- ANY DISCREPANCIES WITH THE DWGS AND/OR SPECS AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF LA PRIOR TO PROCEEDING WITH CONSTRUCTION.
- PLANT MATERIAL LOCATIONS SHALL BE COORDINATED WITH SPRINKLER IRRIGATION HEAD LOCATIONS TO AVOID ANY CONFLICTS.
- ALL PLANTING AREAS EXCEPT AREAS SEEDED WITH MEADOW MIX OR EROSION CONTROL HYDROSEED MIX SHALL RECEIVE 4" MINIMUM ARBORIST DEPTH OF MULCH EXCEPT
- ALL DISTURBED LANDSCAPE AREAS NOT INDICATED FOR PAVING OR PLANTING SHALL RECEIVE 4" DEPTH OF MULCH.

PARK MITIGATION - REFERENCE DRAWING L85-LPP309

| SYM.  | QTY.      | BOTANICAL  | COMMON NAME | SIZE/REMARKS |
|---|-----------|------------|-------------|--------------|
|  | 21,284 SF | MEADOW MIX |             |              |

**60% SUBMITTAL**

DESIGNED BY:  
I. OTTESEN  
 DRAWN BY:  
P. GILMOUR  
 CHECKED BY:  
A. WEST  
 APPROVED BY:  
J. SCHEITTLER



**NAKANO ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 853 Hiawatha Place S. Seattle, WA 98144  
 Tel: 206.292.9392  
 www.nakanolandscape.com



LINE IS 1" AT FULL SCALE



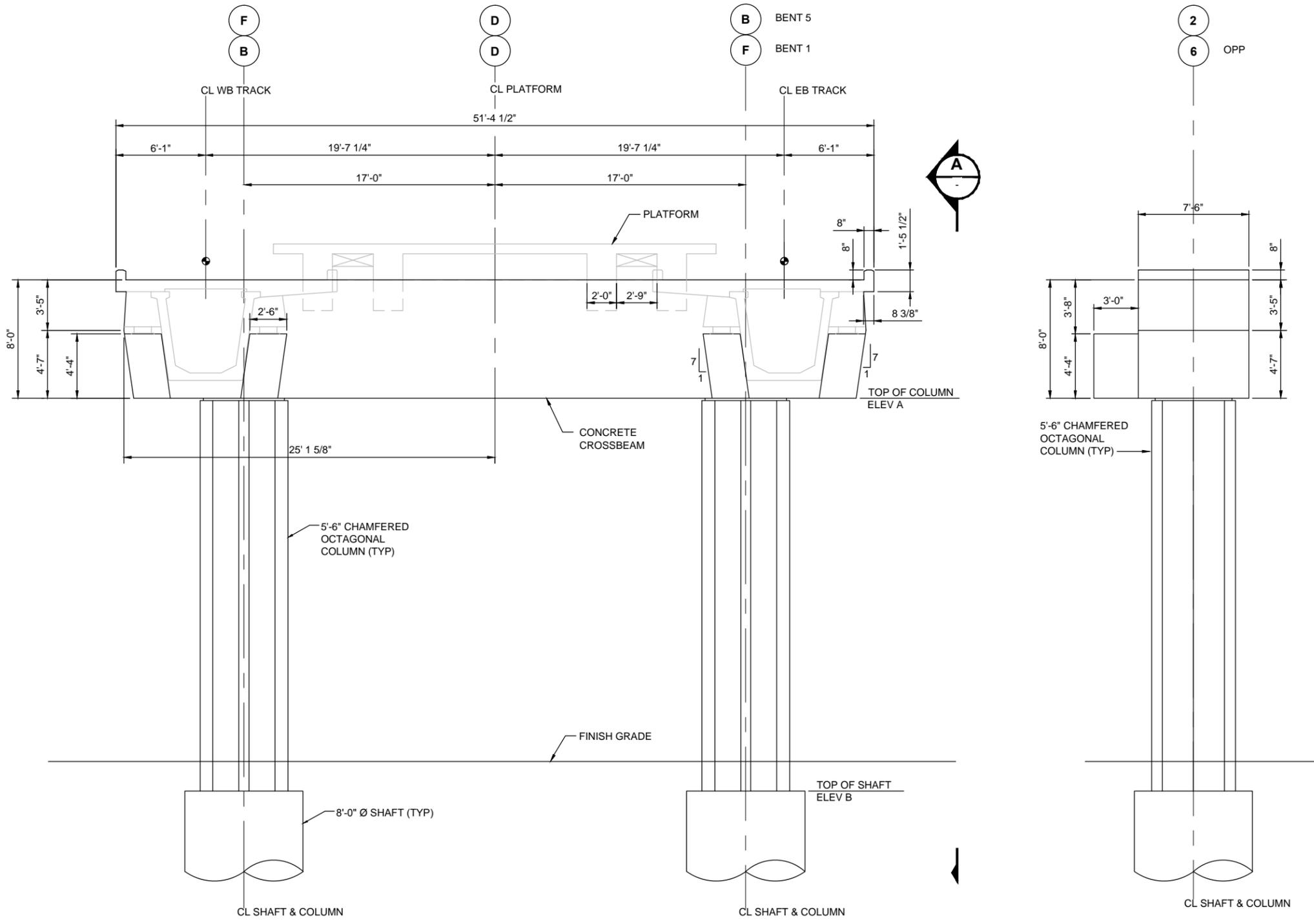
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 FILENAME:  
E320-L85-LPS300  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 LANDSCAPE  
 PLANTING SCHEDULE, NOTES & LEGEND  
 PARK MITIGATION BY SOUTH BELLEVUE STATION

DRAWING No.:  
**L85-LPS300**  
 LOCATION ID:  
E12  
 SHEET No.:  
REV:  
0

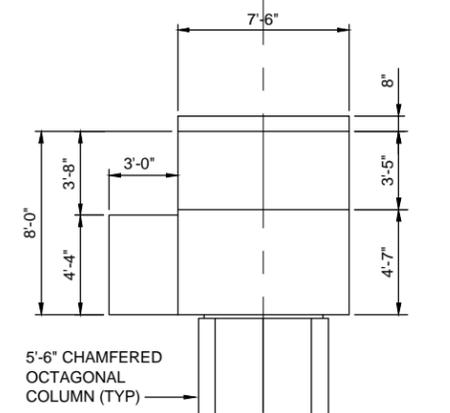


XREF LIST:  
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 08-35A1-7-230311  
 E320-E09-SBE101



- NOTES:**
- FOR COLUMN DETAILS SEE DRAWING E09-SHD101.
  - FOR PLATFORM DETAILS SEE DRAWINGS E09-SEX201 AND E09-SEX202.

| BENT GEOMETRY |        |        |
|---------------|--------|--------|
| BENT          | ELEV A | ELEV B |
| 1             | 71.90  | 49.00  |
| 5             | 67.80  | 45.00  |



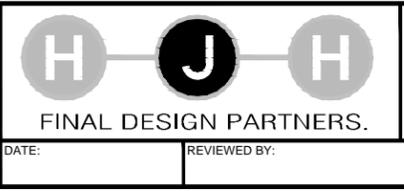
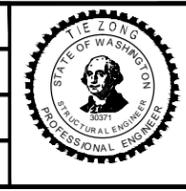
**BENT ELEVATION**  
 SCALE: 1/4" = 1'-0"  
 BENT 1 SHOWN, BENT 5 OPPOSITE HAND

**VIEW**  
 SCALE: 1/4" = 1'-0"

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 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
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|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |

DESIGNED BY:  
M. LU  
 DRAWN BY:  
J. RODRIGUEZ  
 CHECKED BY:  
T. ZONG  
 APPROVED BY:  
J. SCHELLER

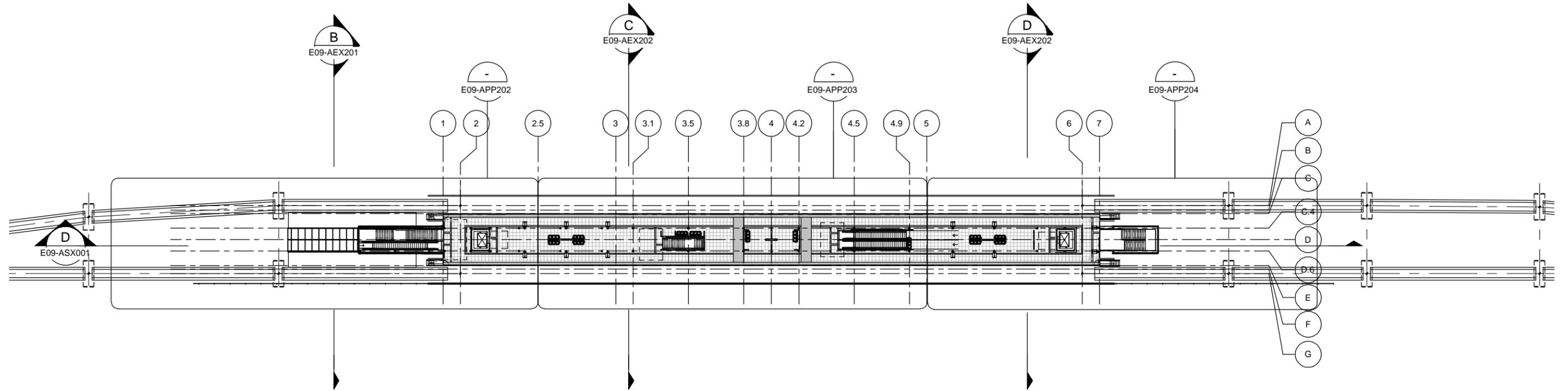


SCALE:  
AS NOTED  
 FILENAME:  
E320-E09-SBE101  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - STRUCTURES  
 BENT 1 AND 5 ELEVATION

DRAWING No.:  
**E09-SBE101**  
 LOCATION ID:  
E09  
 SHEET No.: REV:  
0

XREF LIST:  
 E320-GB-T822/04  
 G8-55A-C-18/153  
 E320-E09-APP200  
 E320-E09-AZ/080  
 E320-LA-SGP/100  
 E320-E09-SGP/100  
 E320-E09-SGP/200

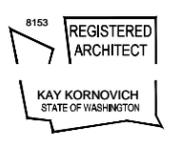


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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCETTNER

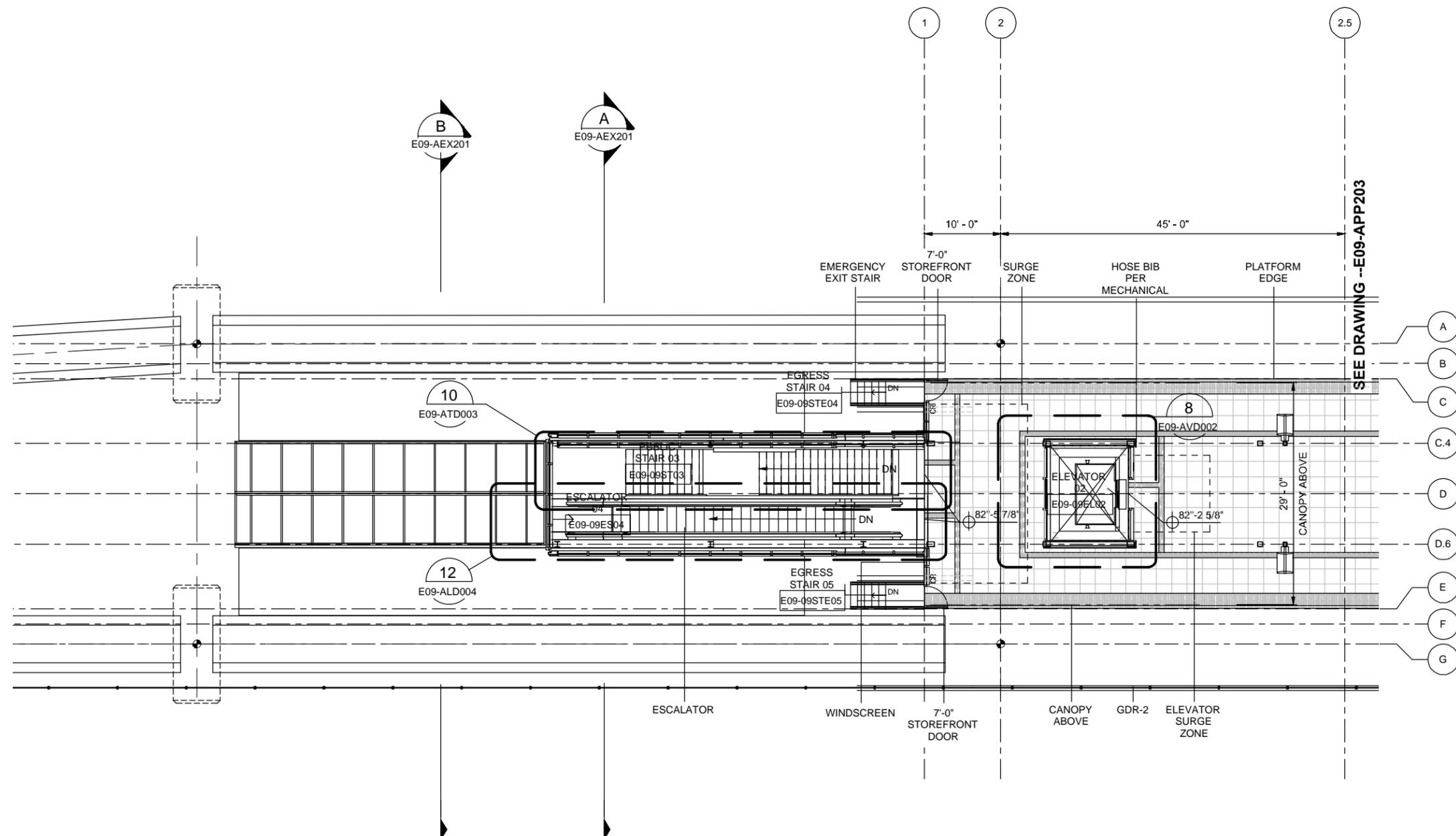


SCALE:  
1' = 30'  
 FILENAME:  
E320-E09-APP201  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 OVERALL PLATFORM PLAN

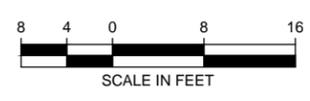
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 LOCATION ID:  
E09  
 SHEET No.: REV:  
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 E320-06-SGP100



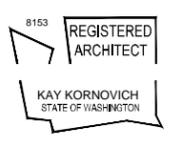
SEE DRAWING --E09-APP203

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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



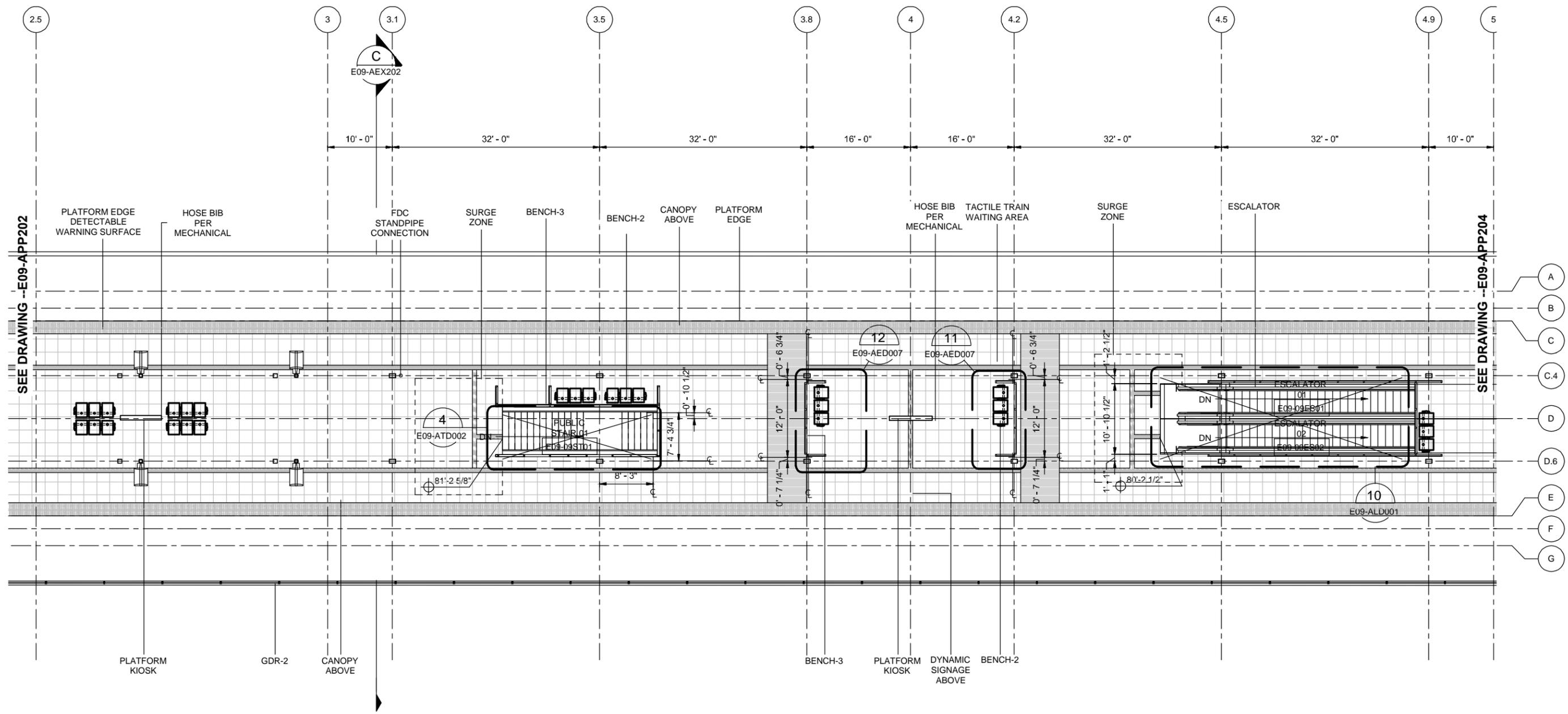
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 FILENAME:  
E320-E09-APP202  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 PLATFORM PLAN SOUTH

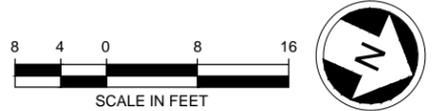
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 LOCATION ID:  
E09  
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| No. | DATE | DSN | CHK | APP | REVISION |
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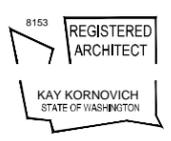


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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
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 APPROVED BY:  
J. SCHESSLER



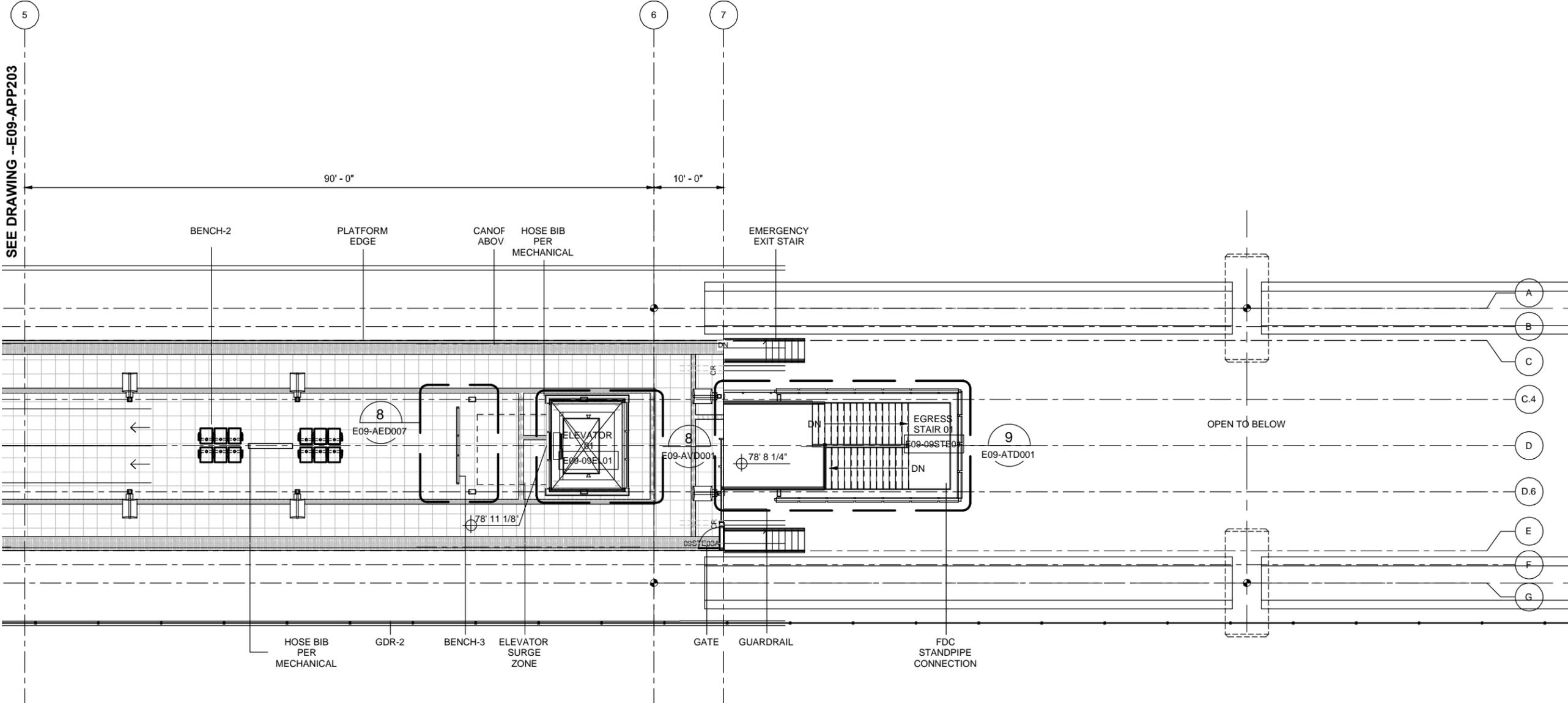
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 FILENAME:  
E320-E09-APP203  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 PLATFORM PLAN CENTRAL

DRAWING No.:  
**E09-APP203**  
 LOCATION ID:  
E09  
 SHEET No.:  
REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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XREF LIST:  
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 XE320-E09-SGP/100

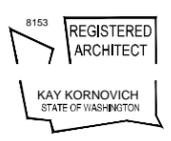


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**60% SUBMITTAL**

DESIGNED BY:  
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 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



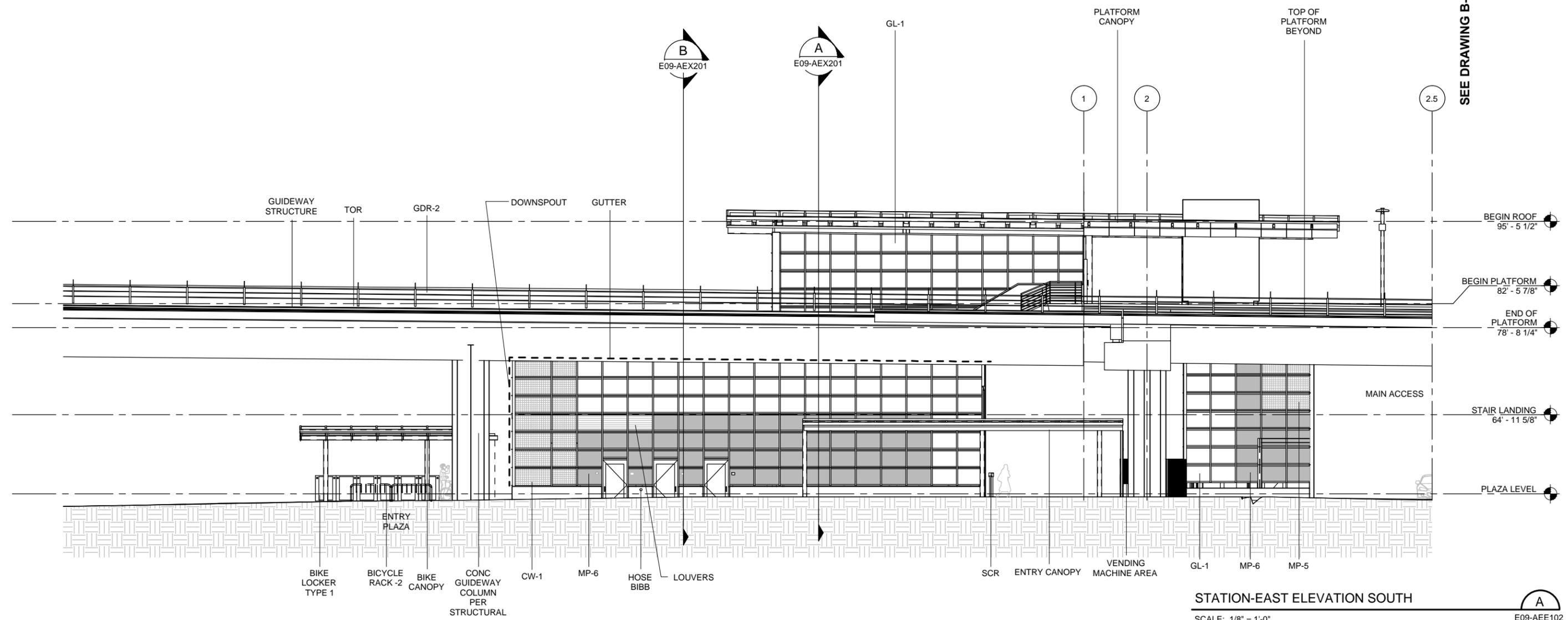
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 FILENAME:  
E320-E09-APP204  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 PLATFORM PLAN NORTH

DRAWING No.:  
**E09-APP204**  
 LOCATION ID:  
E09  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
|     |      |     |     |     |          |

XREF LIST:  
 E320-GB-TB22/04  
 GB-SEA-A-KR153



SEE DRAWING B-E09-AEE103

STATION-EAST ELEVATION SOUTH

SCALE: 1/8" = 1'-0"



ORIGINATED BY: / DATE: /  
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| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHESSLER

8153 REGISTERED ARCHITECT  
 KAY KORNOVICH  
 STATE OF WASHINGTON

PERKINS + WILL

H J H  
 FINAL DESIGN PARTNERS.

SUBMITTED BY: DATE: REVIEWED BY: DATE:

SOUNDTRANSIT

SCALE: 1/8" = 1'-0"  
 FILENAME: E320-E09-AEE102  
 CONTRACT No.: RTA/LR XXXX-XX

DATE: 12/06/2013

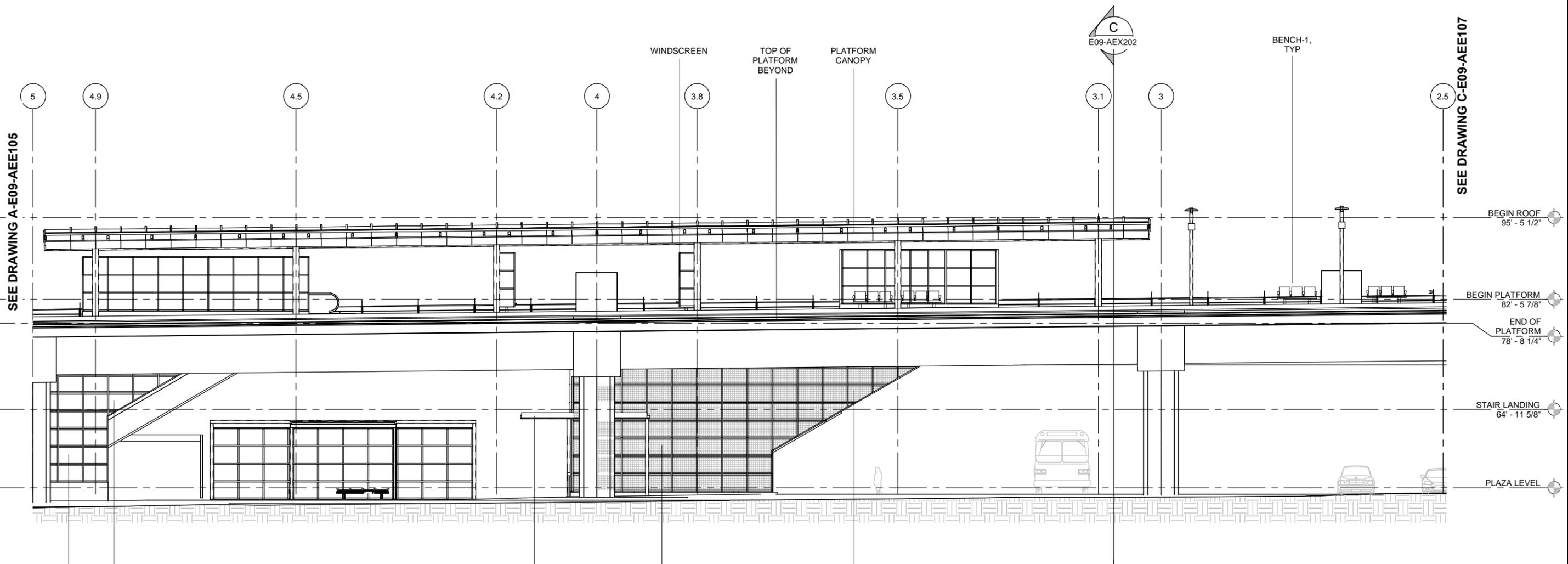
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**

SOUTH BELLEVUE STATION - ARCHITECTURAL  
 NORTH ELEVATION SOUTH

|              |            |
|--------------|------------|
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| LOCATION ID: | E09        |
| SHEET No.:   | REV: 0     |

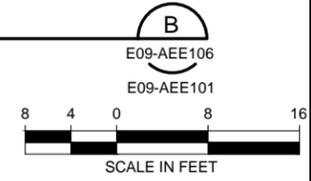
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**STATION-WEST ELEVATION CENTRAL**

SCALE: 1/8" = 1'-0"



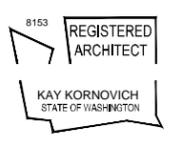
SEE DRAWING C-E09-AEE107

SEE DRAWING A-E09-AEE105

**B**  
 E09-AEE106  
 E09-AEE101

**60% SUBMITTAL**

DESIGNED BY:  
 S. CHAN  
 DRAWN BY:  
 S. CHAN  
 CHECKED BY:  
 L. LELAND  
 APPROVED BY:  
 J. SCHELLER



LINE IS 1" AT FULL SCALE



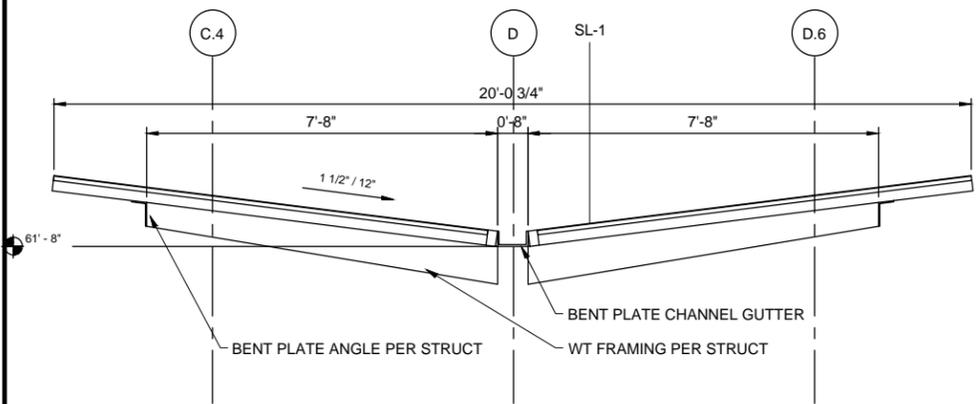
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 E320-E09-AEE106  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SOUTH ELEVATION CENTRAL

DRAWING No.:  
**E09-AEE106**  
 LOCATION ID:  
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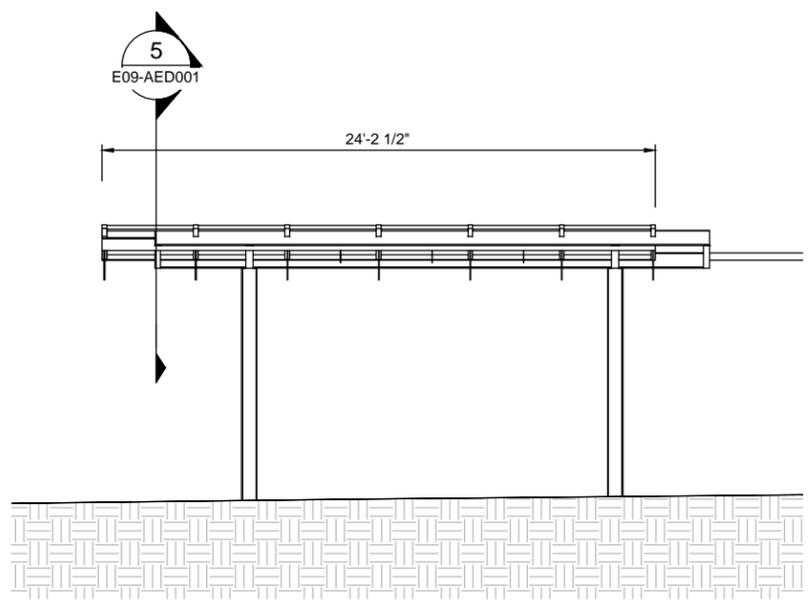
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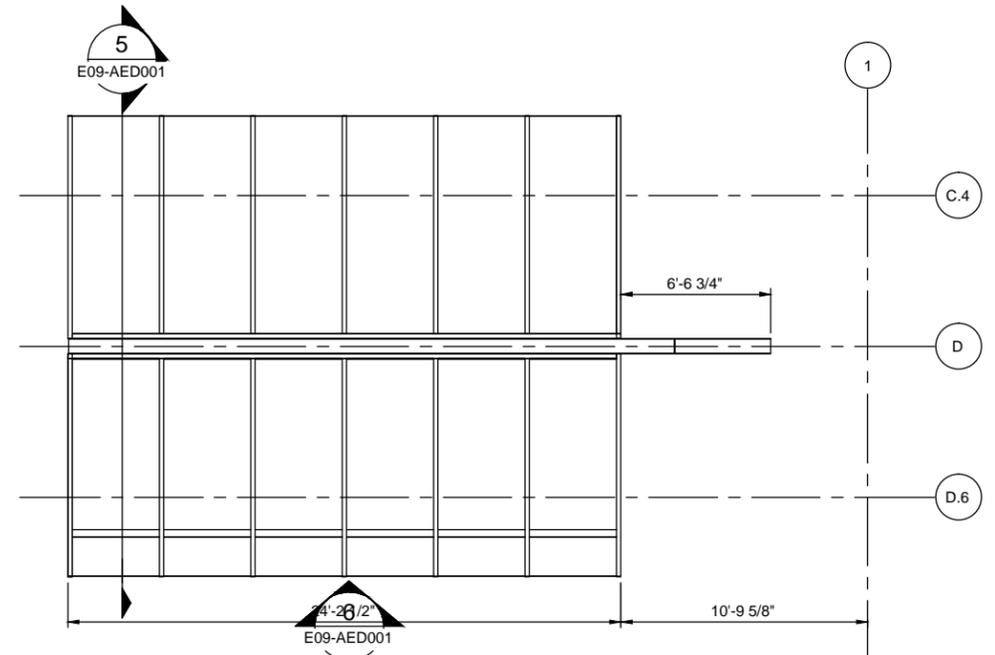
**BIKE SHELTER SECTION**  
 SCALE: 1/2" = 1'-0"

5  
 E09-AED001  
 E09-AED001



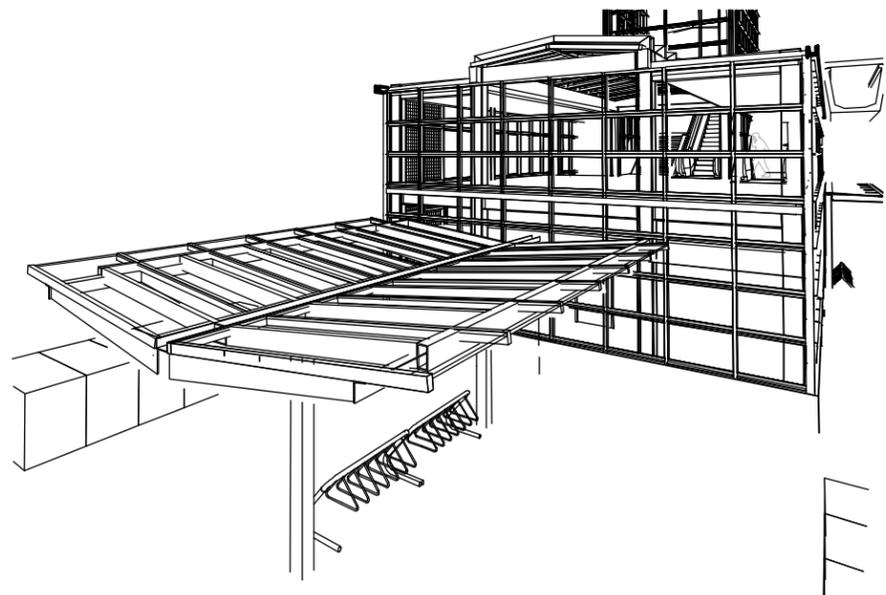
**BIKE SHELTER - SIDE ELEVATION**  
 SCALE: 1/4" = 1'-0"

6  
 E09-AED001  
 E09-AED001



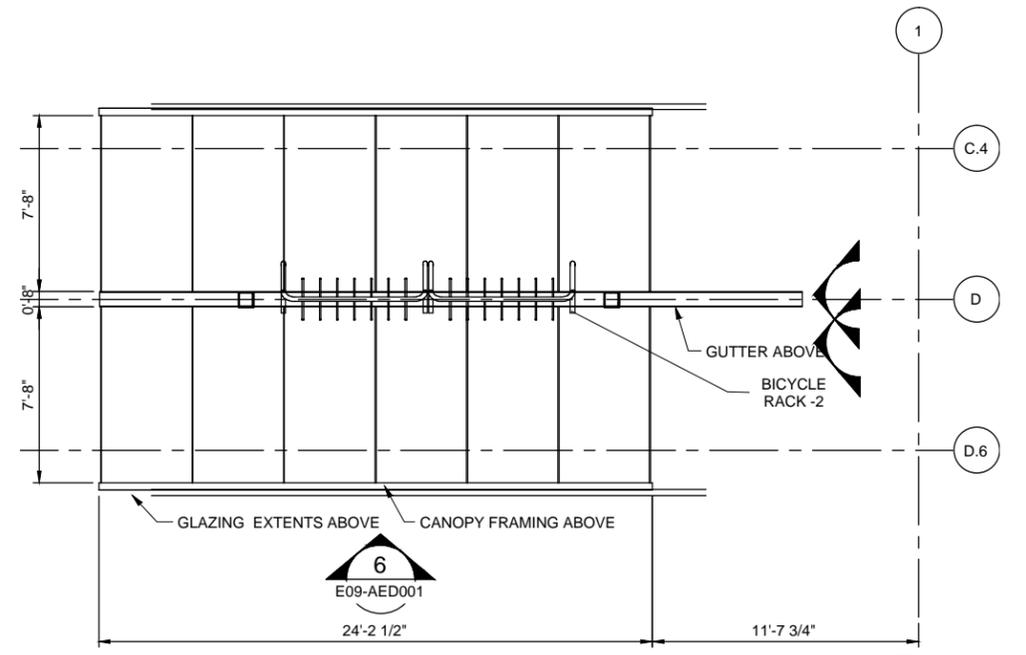
**BIKE SHELTER ENLARGED ROOF PLAN**  
 SCALE: 1/4" = 1'-0"

8  
 E09-AED001  
 E09-ARP401



**BIKE SHELTER - AXONOMETRIC VIEW**  
 SCALE:

10  
 E09-AED001

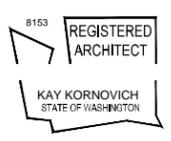


**BIKE SHELTER ENLARGED PLAN**  
 SCALE: 1/4" = 1'-0"

12  
 E09-AED001  
 E09-APP102

**60% SUBMITTAL**

DESIGNED BY:  
 S. CHAN  
 DRAWN BY:  
 S. CHAN  
 CHECKED BY:  
 L. LELAND  
 APPROVED BY:  
 J. SCHELLER



LINE IS 1" AT  
 FULL SCALE

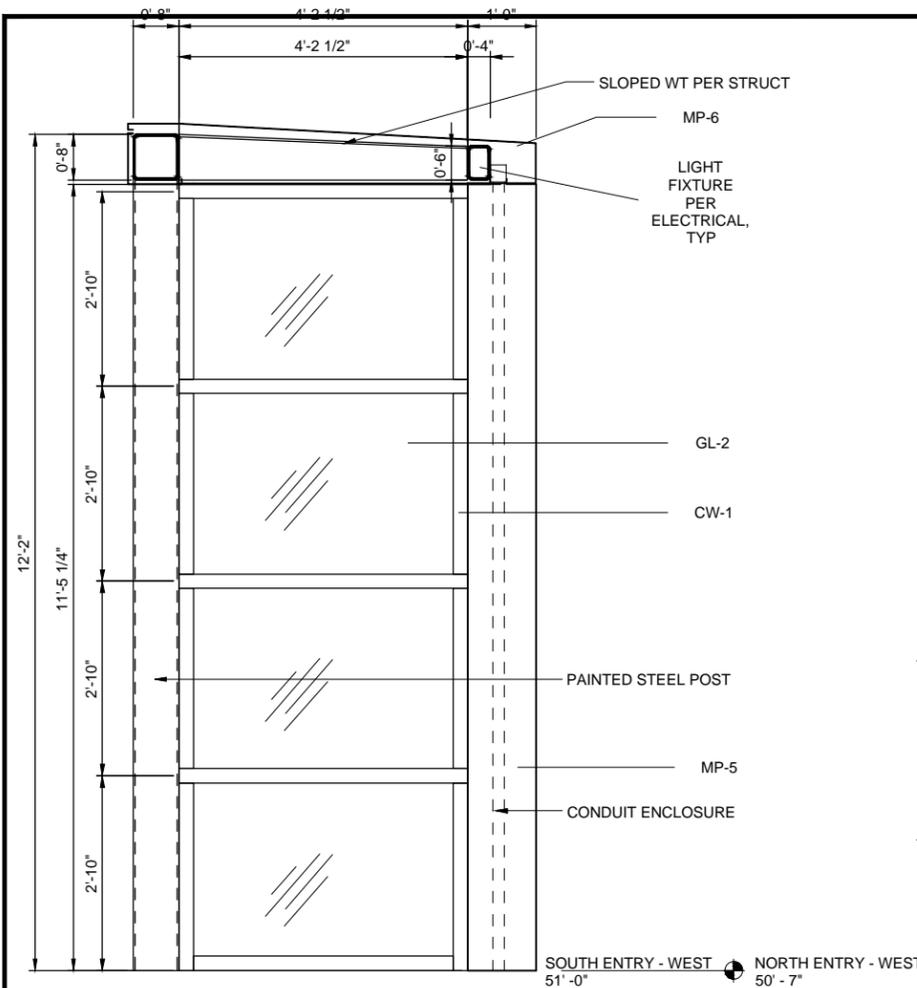


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 AS NOTED  
 FILENAME:  
 E320-E09-AED001  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

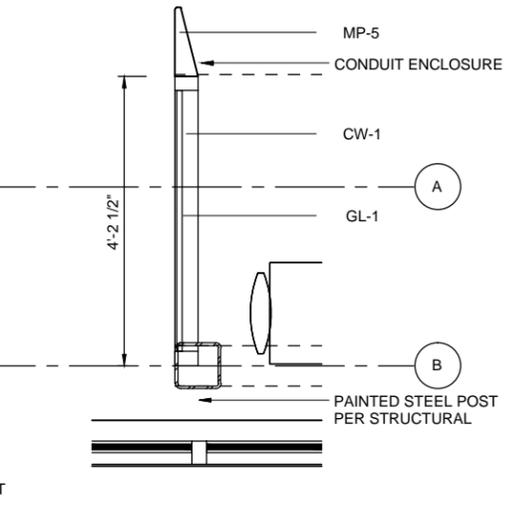
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 CANOPY DETAILS  
 BIKE CANOPY DETAILS

DRAWING No.:  
**E09-AED001**  
 LOCATION ID:  
 E09  
 SHEET No.:  
 REV:  
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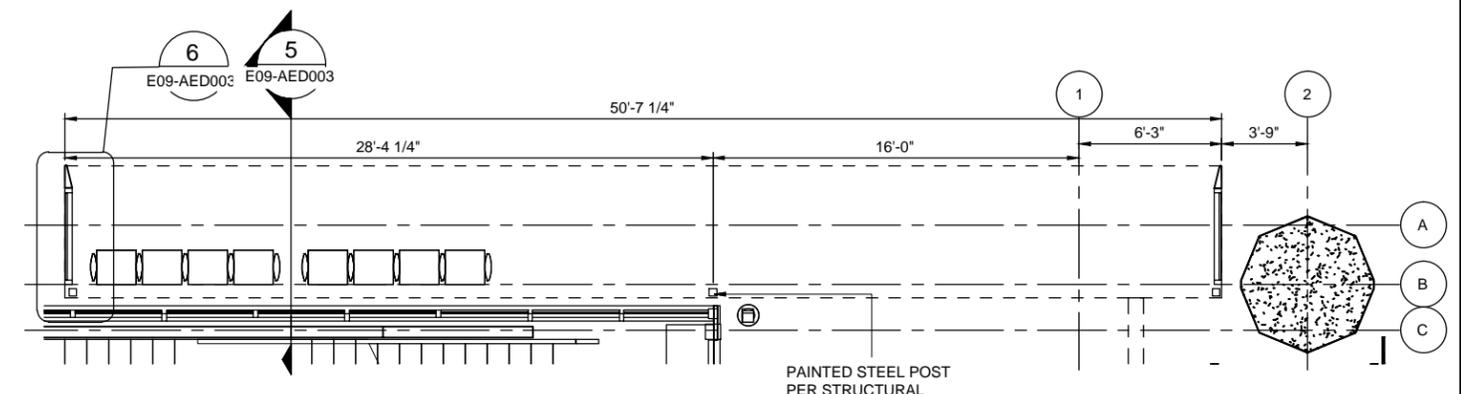
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 GB-SEA-KR153



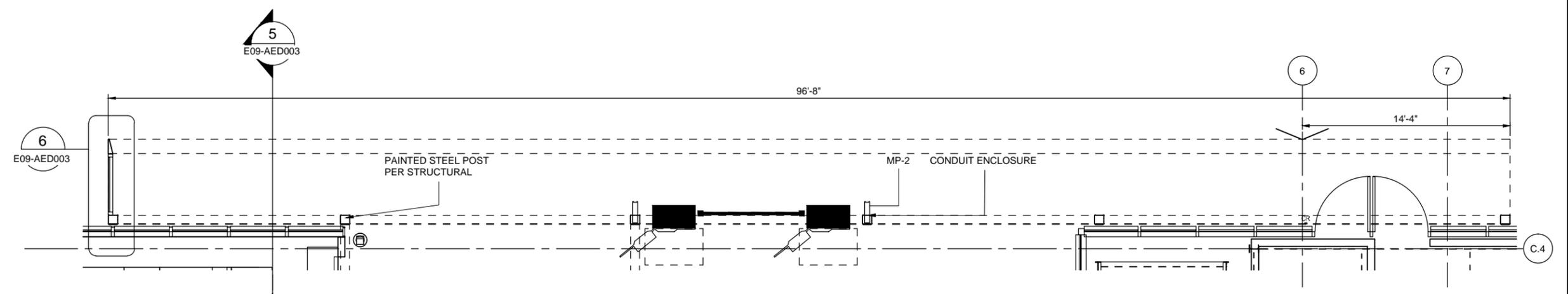
**ENTRY CANOPY SECTION**  
 SCALE: 3/4" = 1'-0"  
 5  
 E09-AED003  
 E09-AED003



**ENTRY CANOPY-WINDSCREEN-ENLARGED PLAN**  
 SCALE: 3/4" = 1'-0"  
 6  
 E09-AED003  
 E09-AED002



**ENTRY CANOPY-PLAZA LEVEL PLAN SOUTH**  
 SCALE: 1/4" = 1'-0"  
 8  
 E09-AED003  
 E09-APP102



**ENTRY CANOPY-PLAZA LEVEL PLAN NORTH**  
 SCALE: 1/4" = 1'-0"  
 12  
 E09-AED003  
 E09-APP104

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
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|                      |      |     |     |     |          |
|----------------------|------|-----|-----|-----|----------|
| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHETTLER

8153 REGISTERED ARCHITECT  
 KAY KORNOVICH  
 STATE OF WASHINGTON

**PERKINS + WILL**

FINAL DESIGN PARTNERS.

SUBMITTED BY: DATE: REVIEWED BY: DATE:

**SOUNDTRANSIT**

LINE IS 1" AT FULL SCALE

SCALE: AS NOTED  
 FILENAME: E320-E09-AED003  
 CONTRACT No.: RTA/LR XXXX-XX  
 DATE: 12/06/2013

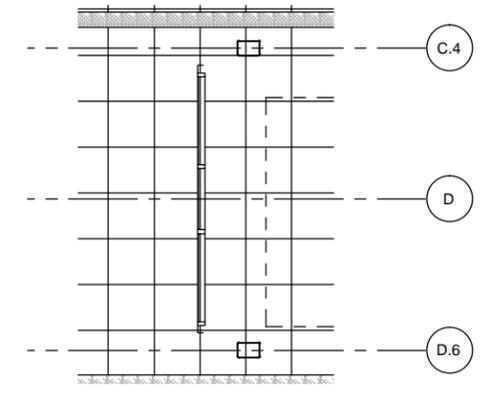
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**

SOUTH BELLEVUE STATION - ARCHITECTURAL  
 CANOPY DETAILS  
 STATION CANOPY DETAILS

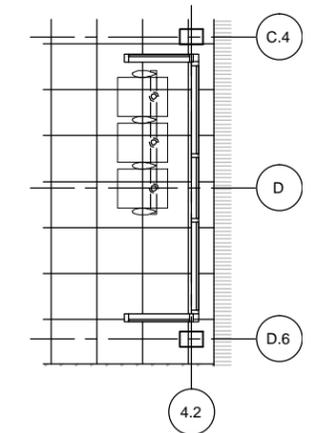
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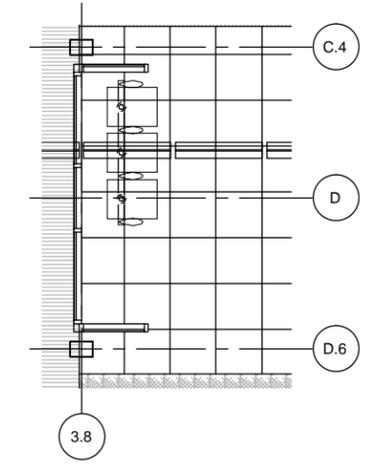
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**NORTH PLATFORM WINDSCREEN**  
 SCALE: 1/4" = 1'-0"  
 8  
 E09-AED007  
 E09-APP204



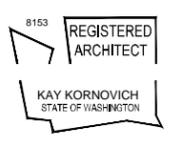
**CENTRAL PLATFORM WINDSCREEN - OPH**  
 SCALE: 1/4" = 1'-0"  
 11  
 E09-AED007  
 E09-APP203



**CENTRAL PLATFORM WINDSCREEN**  
 SCALE: 1/4" = 1'-0"  
 12  
 E09-AED007  
 E09-APP203

**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
S. CHAN  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHETTLER



LINE IS 1" AT  
 FULL SCALE



SCALE:  
AS NOTED  
 FILENAME:  
E320-E09-AED007  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

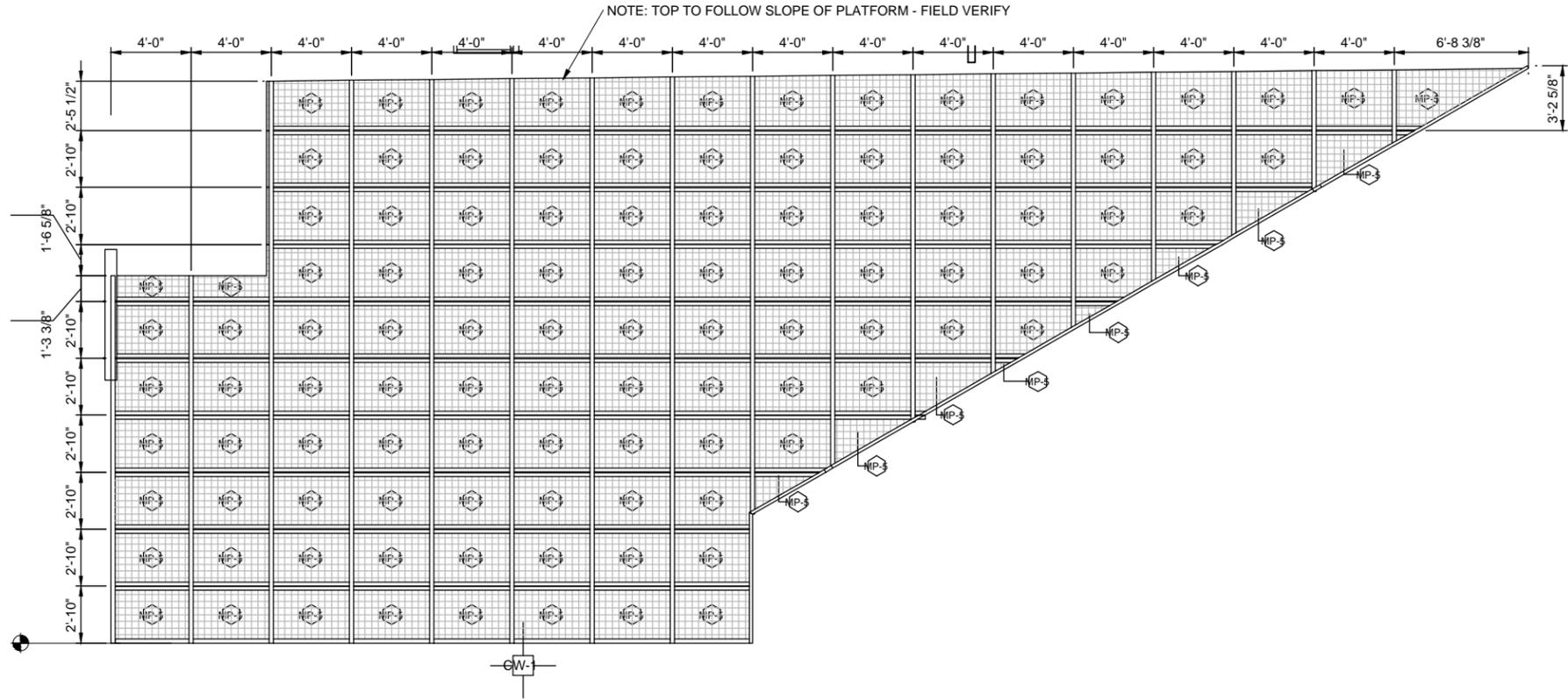
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 EXTERIOR DETAILS  
 PLATFORM WINDSCREENS

DRAWING No.:  
**E09-AED007**  
 LOCATION ID:  
E09  
 SHEET No.: REV:  
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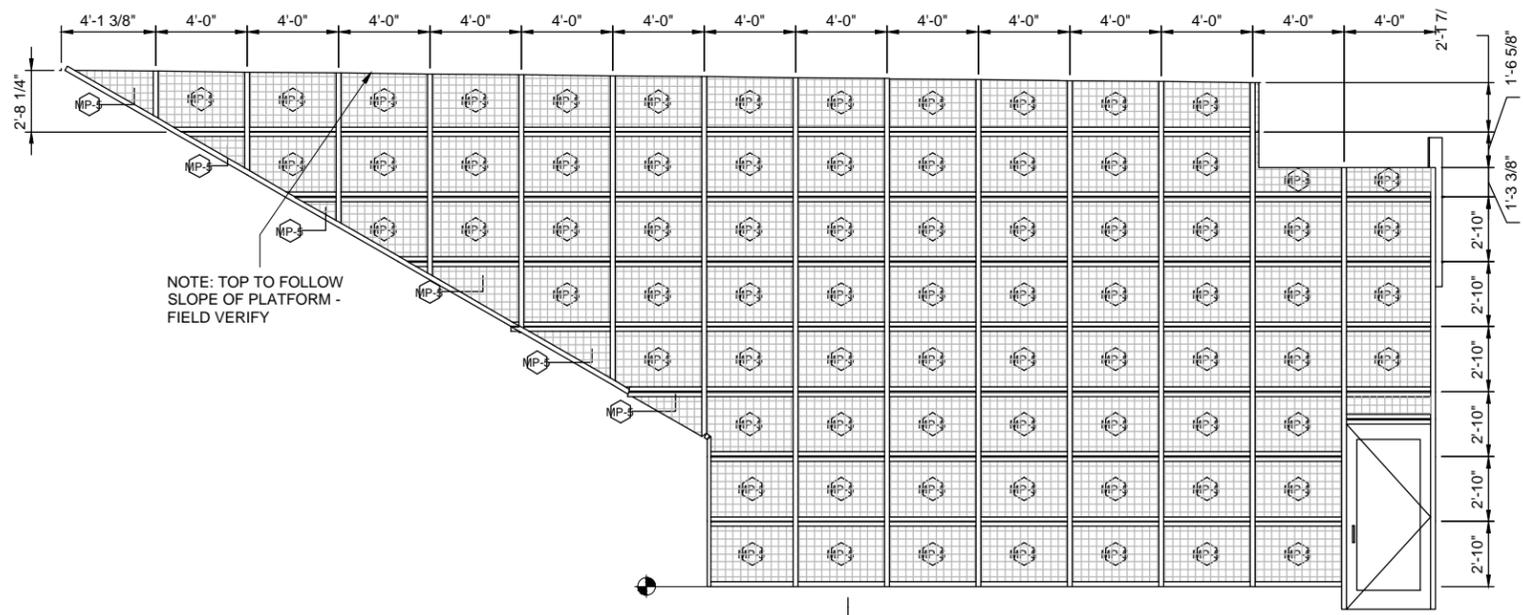




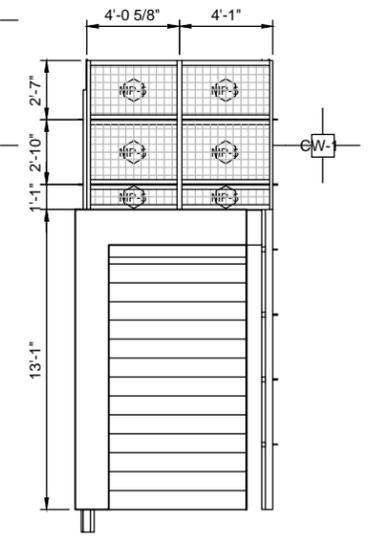
| LEGEND |                                    |
|--------|------------------------------------|
|        | CLEAR TEMPERED GLAZING             |
|        | PERFORATED METAL PANEL             |
|        | SOLID METAL PANEL                  |
|        | GLAZED ALUMINUM FRAME CURTAIN WALL |



**CW 4/3.5 - PLAZA - WEST ELEVATION**  
 SCALE: 1/4" = 1'-0"  
 6  
 E09-ADS004



**CW 3.5/4 - PLAZA - EAST ELEVATION**  
 SCALE: 1/4" = 1'-0"  
 10  
 E09-ADS004



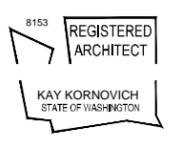
**CW 3.5/4 END - PLAZA - NORTH**  
 SCALE: 1/4" = 1'-0"  
 12  
 E09-ADS004

XREF LIST:  
 E320-GB-T822-04  
 GB-SEAL-KR153

ORIGINATED BY: / DATE: /  
 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
 VERIFIED BY: / DATE: /  
 11/26/13 | 9:24 AM | CALDWELL  
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**60% SUBMITTAL**

DESIGNED BY:  
 S. CHAN  
 DRAWN BY:  
 A. CIVERELLA  
 CHECKED BY:  
 L. LELAND  
 APPROVED BY:  
 J. SCHELLER



LINE IS 1" AT FULL SCALE



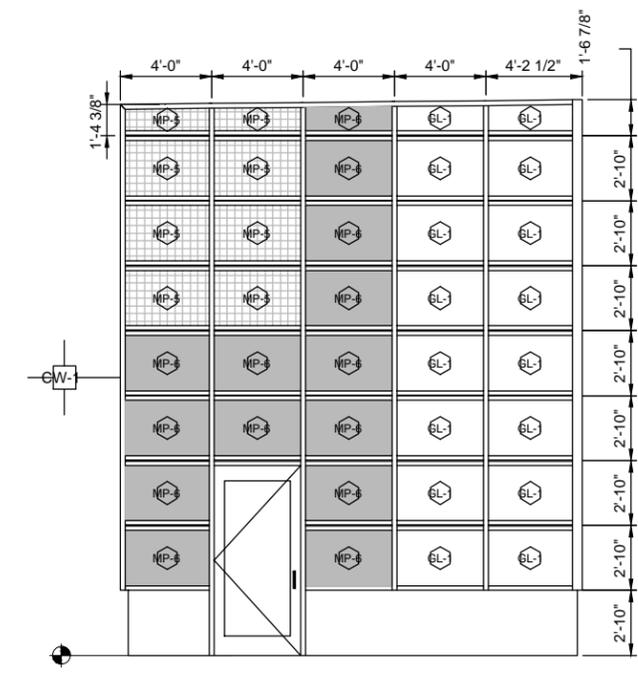
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 E320-E09-ADS004  
 CONTRACT No.:  
 RTA/LR XXXX-XX  
 DATE:  
 12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 GLAZING SCHEDULES

|              |                   |
|--------------|-------------------|
| DRAWING No.: | <b>E09-ADS004</b> |
| LOCATION ID: | E09               |
| SHEET No.:   | REV: 0            |

XREF LIST:  
 XE320-GB-TB22-04  
 GB-SEA-A\_KR153

| LEGEND |                                    |
|--------|------------------------------------|
|        | CLEAR TEMPERED GLAZING             |
|        | PERFORATED METAL PANEL             |
|        | SOLID METAL PANEL                  |
|        | GLAZED ALUMINUM FRAME CURTAIN WALL |

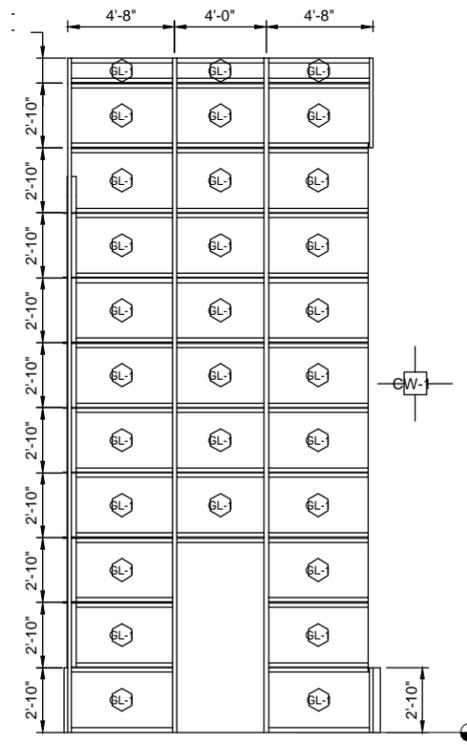


CW 2.5/2 - GRADE - WEST ELEVATION

SCALE: 1/4" = 1'-0"

8

E09-ADS005

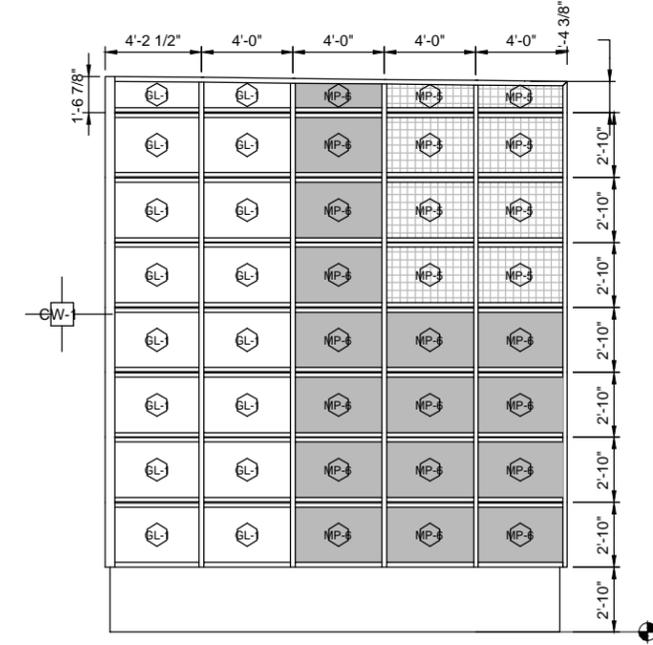


CW 2/2.5 END - GRADE - SOUTH

SCALE: 1/4" = 1'-0"

11

E09-ADS005



CW 2/2.5 - GRADE - EAST ELEVATION

SCALE: 1/4" = 1'-0"

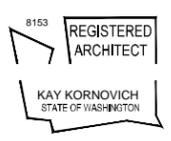
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E09-ADS005

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 CHECKED BY: / DATE: /  
 CORRECTED BY: / DATE: /  
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 11/11/13 1:36 PM | CALDWELL  
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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHESSLER



LINE IS 1" AT FULL SCALE



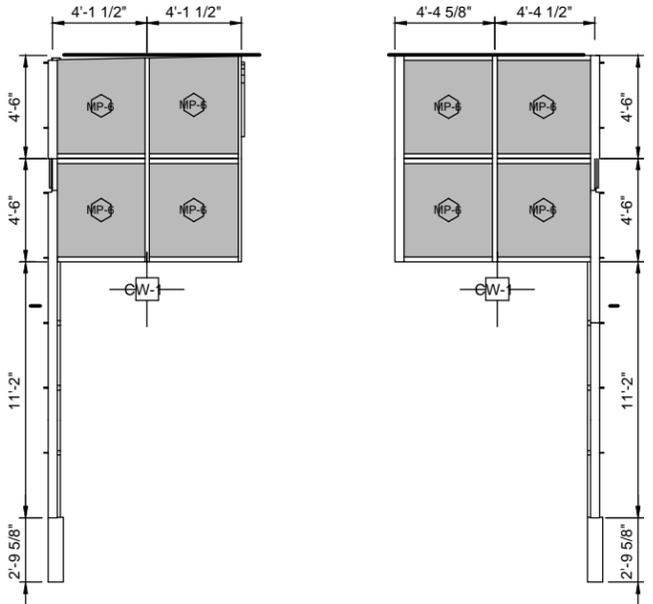
SCALE:  
AS NOTED  
 FILENAME:  
E320-E09-ADS005  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 GLAZING SCHEDULES

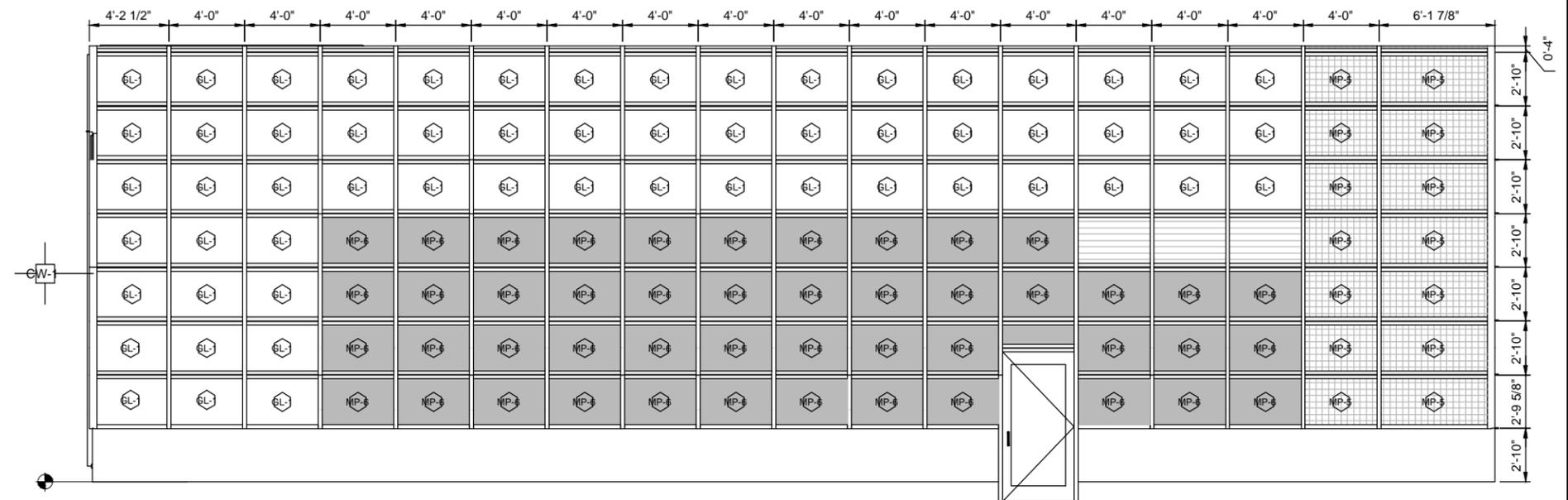
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| DRAWING No.: | E09-ADS005 |
| LOCATION ID: | E09        |
| SHEET No.:   | REV: 0     |

| LEGEND |                                    |
|--------|------------------------------------|
|        | CLEAR TEMPERED GLAZING             |
|        | PERFORATED METAL PANEL             |
|        | SOLID METAL PANEL                  |
|        | GLAZED ALUMINUM FRAME CURTAIN WALL |

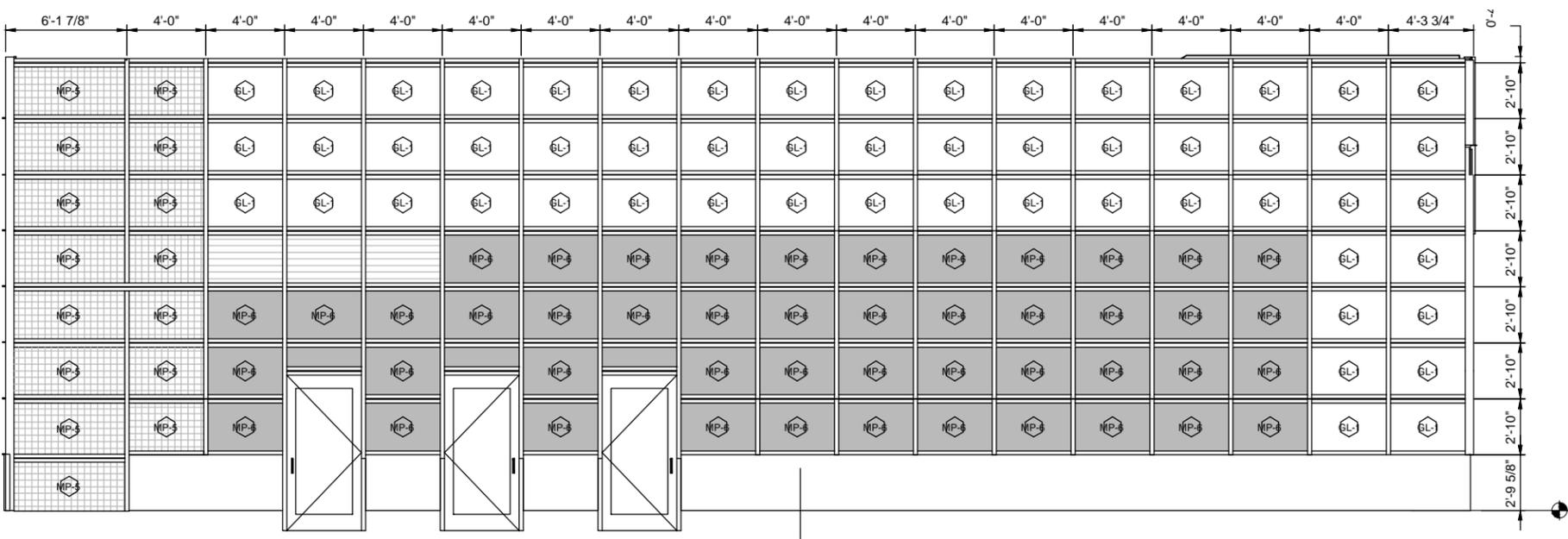
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GB-SEA-KR153



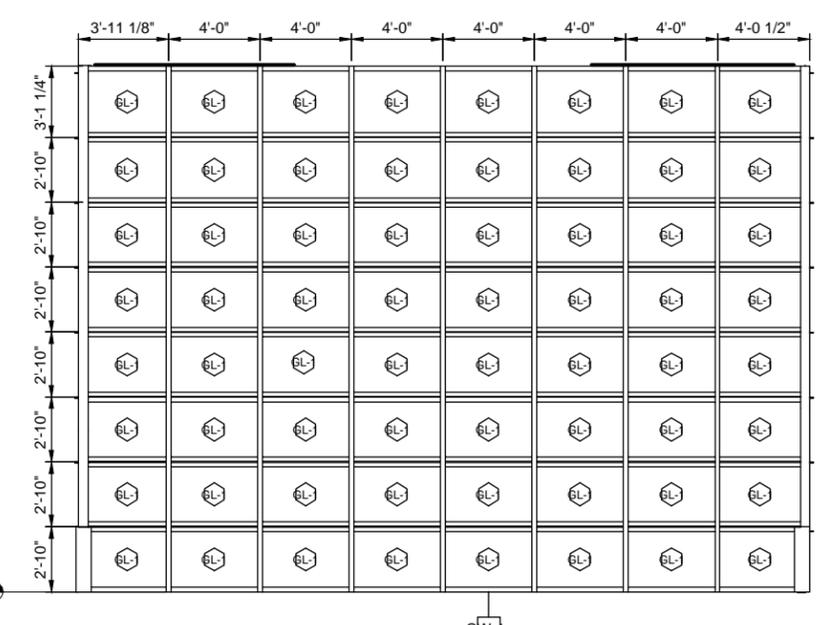
**CW 0 END 2 - GRADE - NORTH**  
SCALE: 1/4" = 1'-0"  
5  
E09-ADS006  
E09-AED001



**CW 1/0 - GRADE - WEST ELEVATION**  
SCALE: 1/4" = 1'-0"  
8  
E09-ADS006



**CW 0/1 - GRADE - EAST ELEVATION**  
SCALE: 1/4" = 1'-0"  
10  
E09-ADS006



**CW 0 END - GRADE - SOUTH**  
SCALE: 1/4" = 1'-0"  
12  
E09-ADS006

ORIGINATED BY: / DATE: /  
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 BACK-CHECKED BY: / DATE: /  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
|     |      |     |     |     |          |
|     |      |     |     |     |          |

DESIGNED BY:  
**S. CHAN**  
DRAWN BY:  
**A. CIVERELLA**  
CHECKED BY:  
**L. LELAND**  
APPROVED BY:  
**J. SCHELLER**

8153 REGISTERED ARCHITECT  
KAY KORNOVICH  
STATE OF WASHINGTON

**PERKINS + WILL**

FINAL DESIGN PARTNERS.

SUBMITTED BY: DATE: REVIEWED BY: DATE:

**SOUNDTRANSIT**

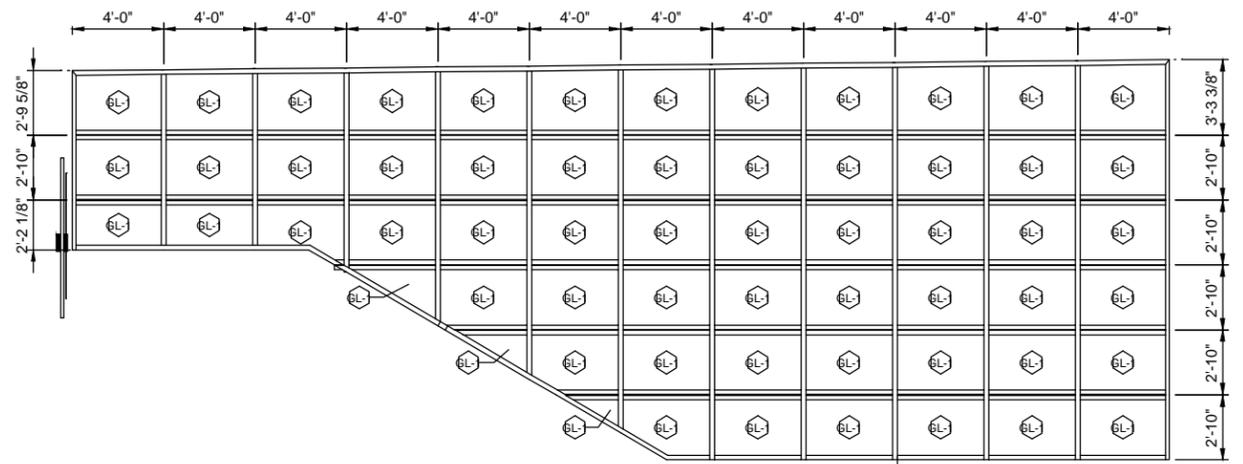
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FILENAME: E320-E09-ADS006  
CONTRACT No.: RTA/LR XXXX-XX  
DATE: 12/06/2013

**EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE**

SOUTH BELLEVUE STATION - ARCHITECTURAL  
GLAZING SCHEDULES

|              |                   |
|--------------|-------------------|
| DRAWING No.: | <b>E09-ADS006</b> |
| LOCATION ID: | E09               |
| SHEET No.:   | REV: 0            |

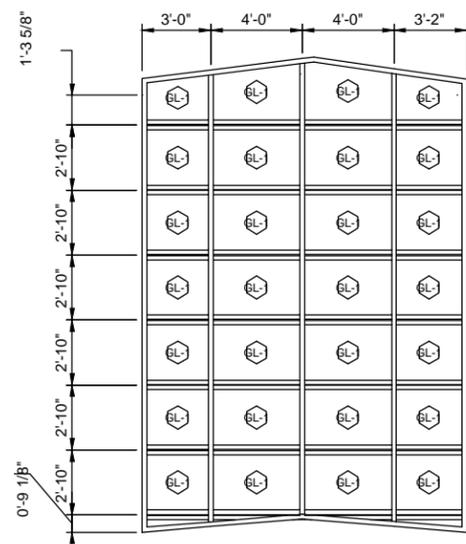
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|---|------------------------------------|
|   | CLEAR TEMPERED GLAZING             |
|  | PERFORATED METAL PANEL             |
|  | SOLID METAL PANEL                  |
|  | GLAZED ALUMINUM FRAME CURTAIN WALL |



CW 1/0 - PLATFORM - WEST ELEVATION

SCALE: 1/4" = 1'-0"

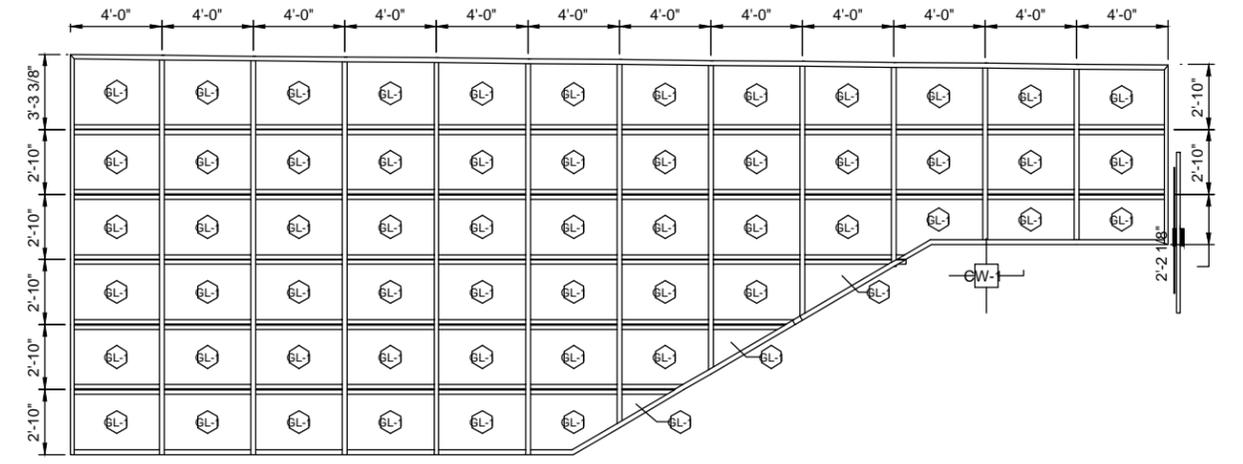
7  
E09-ADS007



CW 0 END - PLATFORM - SOUTH

SCALE: 1/4" = 1'-0"

10  
E09-ADS007



CW 0/1 - PLATFORM - EAST ELEVATION

SCALE: 1/4" = 1'-0"

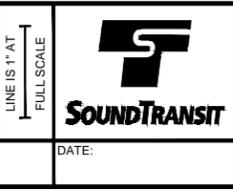
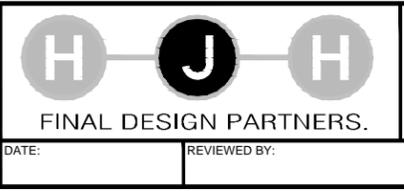
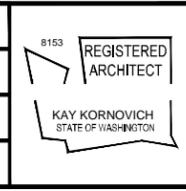
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XREF LIST:  
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GB-SEA-M-KR153

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| <b>60% SUBMITTAL</b> |      |     |     |     |          |
| No.                  | DATE | DSN | CHK | APP | REVISION |
|                      |      |     |     |     |          |
|                      |      |     |     |     |          |

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHESSLER

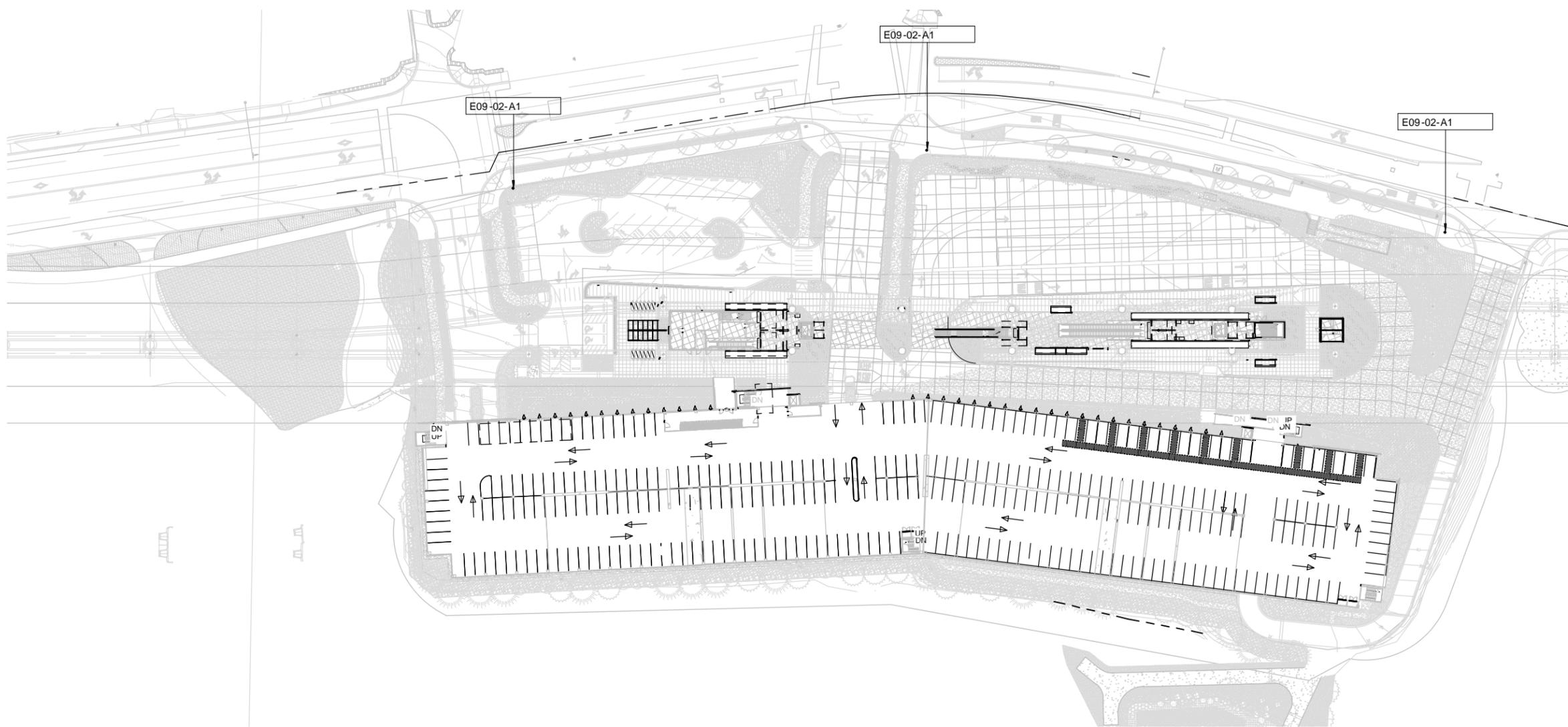


SCALE:  
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 FILENAME:  
E320-E09-ADS007  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 GLAZING SCHEDULES

|              |            |
|--------------|------------|
| DRAWING No.: | E09-ADS007 |
| LOCATION ID: | E09        |
| SHEET No.:   | REV: 0     |

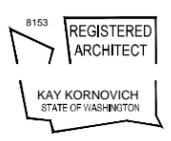
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 GB-SEA-M-KR153



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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCETTTLER



LINE IS 1" AT FULL SCALE



SCALE:  
1" = 30'  
 FILENAME:  
E320-E09-ANP100  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

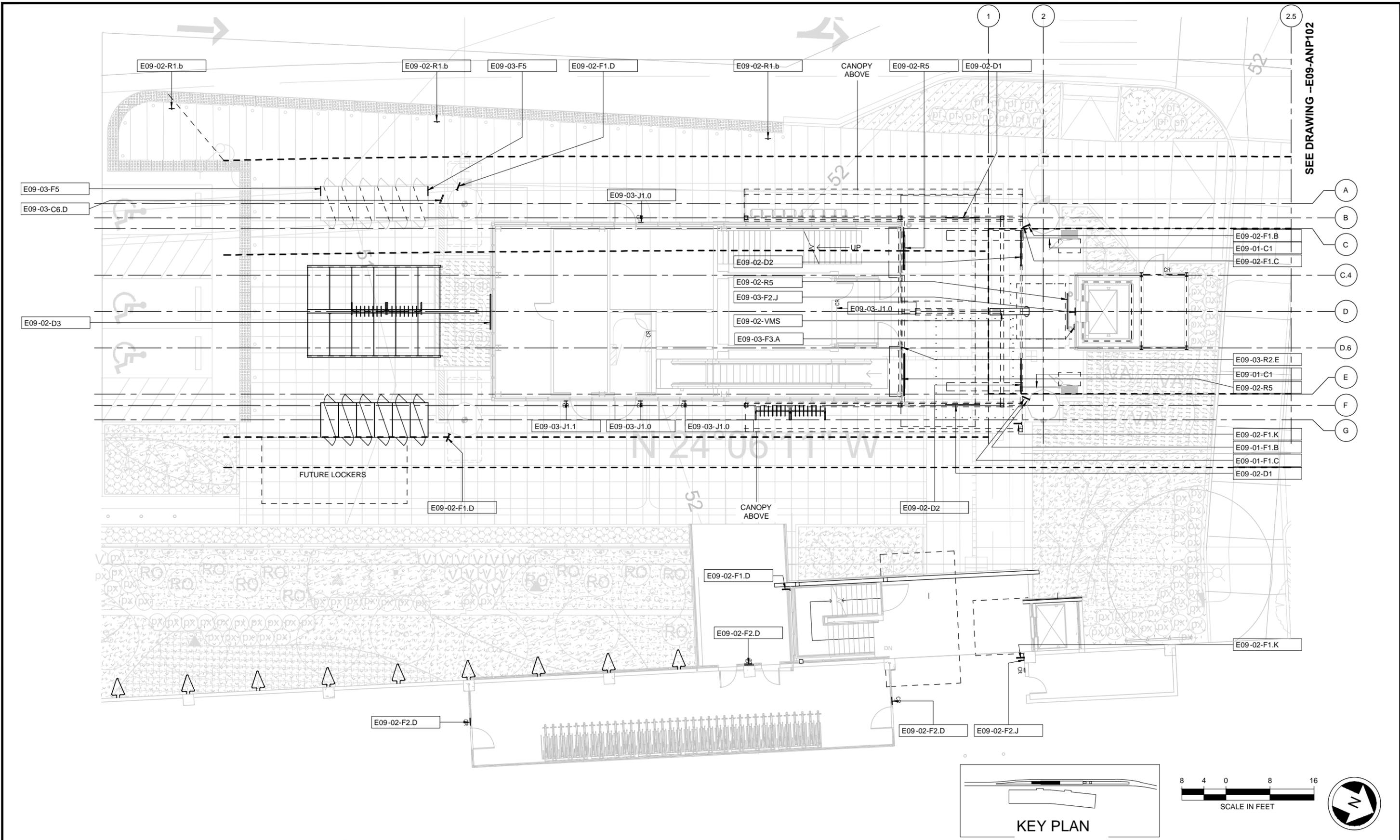
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE SITE PLAN

DRAWING No.:  
**E09-ANP100**  
 LOCATION ID:  
E09  
 SHEET No.: REV:  
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| No. | DATE | DSN | CHK | APP | REVISION |
|-----|------|-----|-----|-----|----------|
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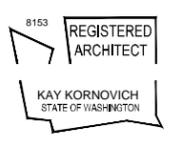


SEE DRAWING -E09-ANP102

- (A)
- (B)
- (C)
- (C.4)
- (D)
- (D.6)
- (E)
- (F)
- (G)

**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCHELLER



LINE IS 1" AT FULL SCALE



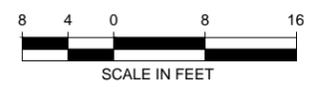
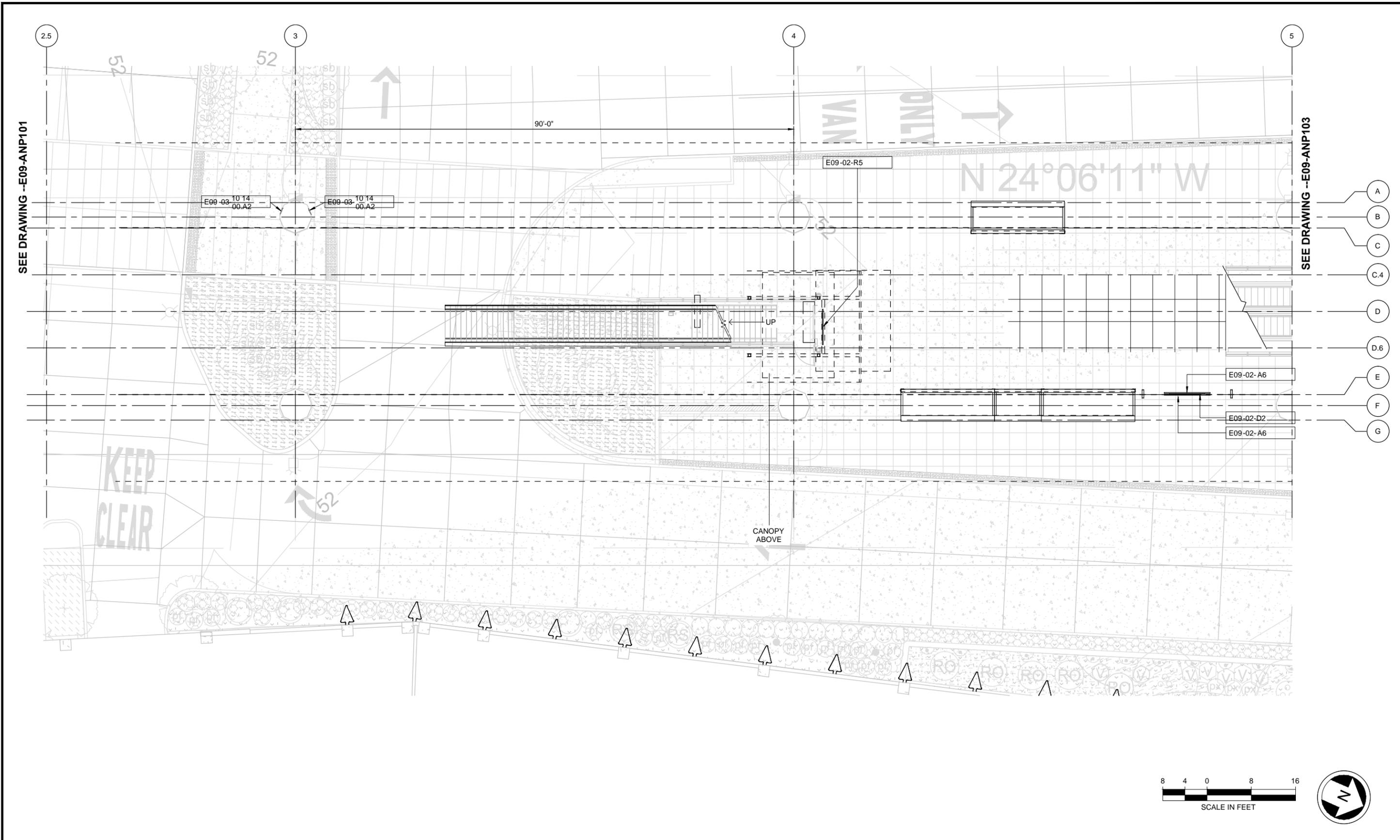
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E320-E09-ANP101  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE STATION PLAZA PLAN SOUTH

DRAWING No.:  
**E09-ANP101**  
 LOCATION ID:  
E09  
 SHEET No.: REV:  
0

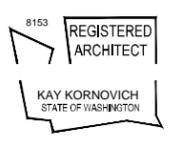
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 GB-SEA-M-KR153

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 BACK-CHECKED BY: / DATE: / VERIFIED BY: / DATE: /  
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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCETTNER



LINE IS 1" AT FULL SCALE



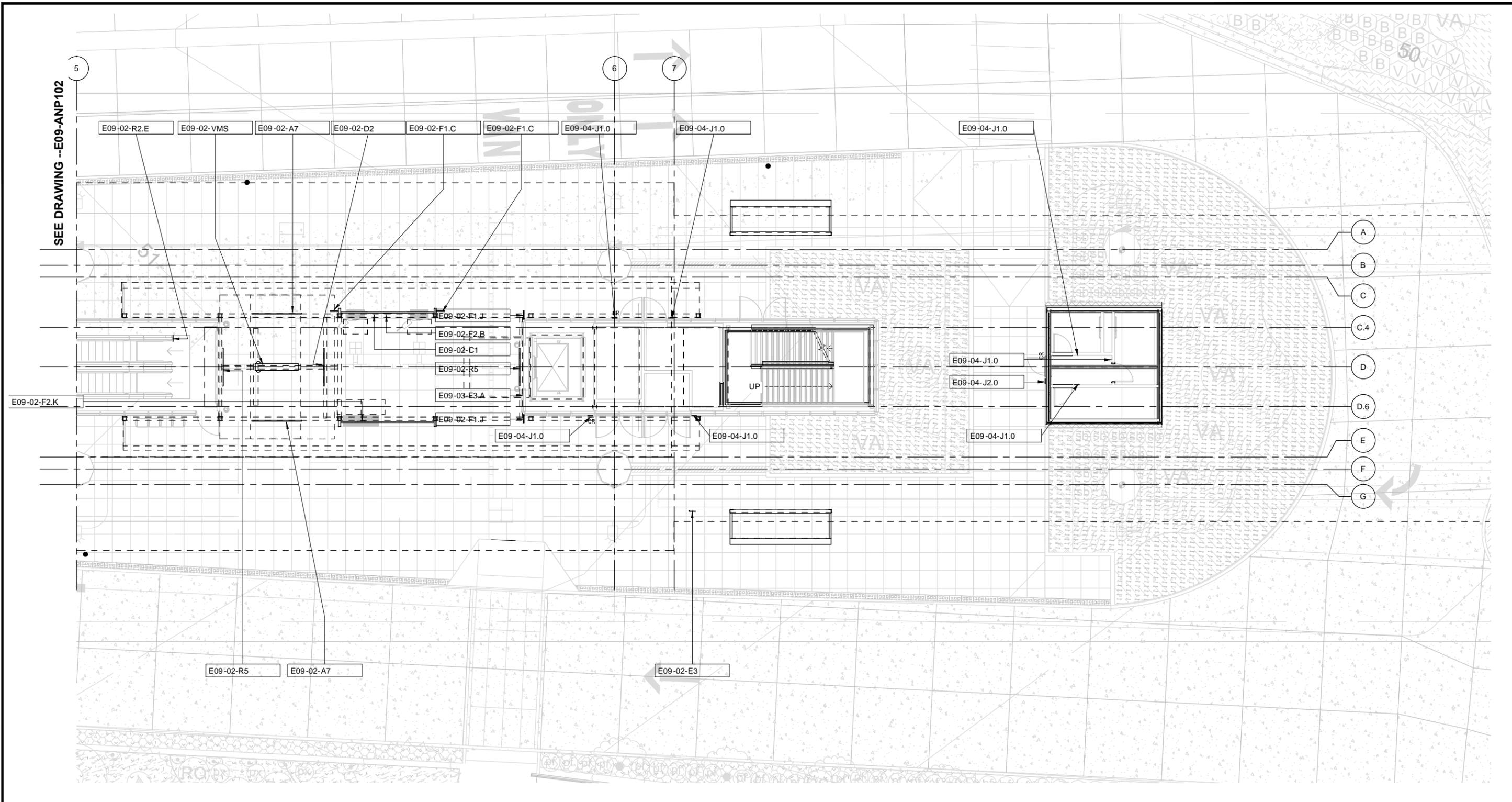
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1/8" = 1'-0"  
 FILENAME:  
E320-E09-ANP102  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE STATION PLAZA PLAN CENTRAL

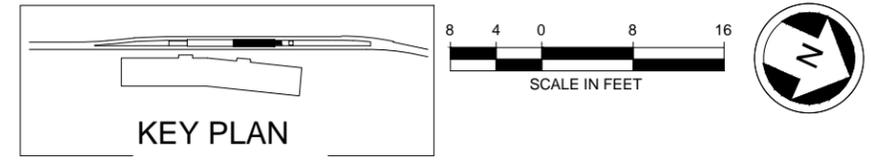
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 LOCATION ID:  
E09  
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XREF LIST:  
E320-09-ANP103-01  
09-ANP103-01

ORIGINATED BY: / DATE: /  
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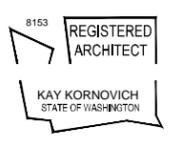


SEE DRAWING --E09-ANP102



**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
A. CIVERELLA  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCETTNER



LINE IS 1" AT FULL SCALE

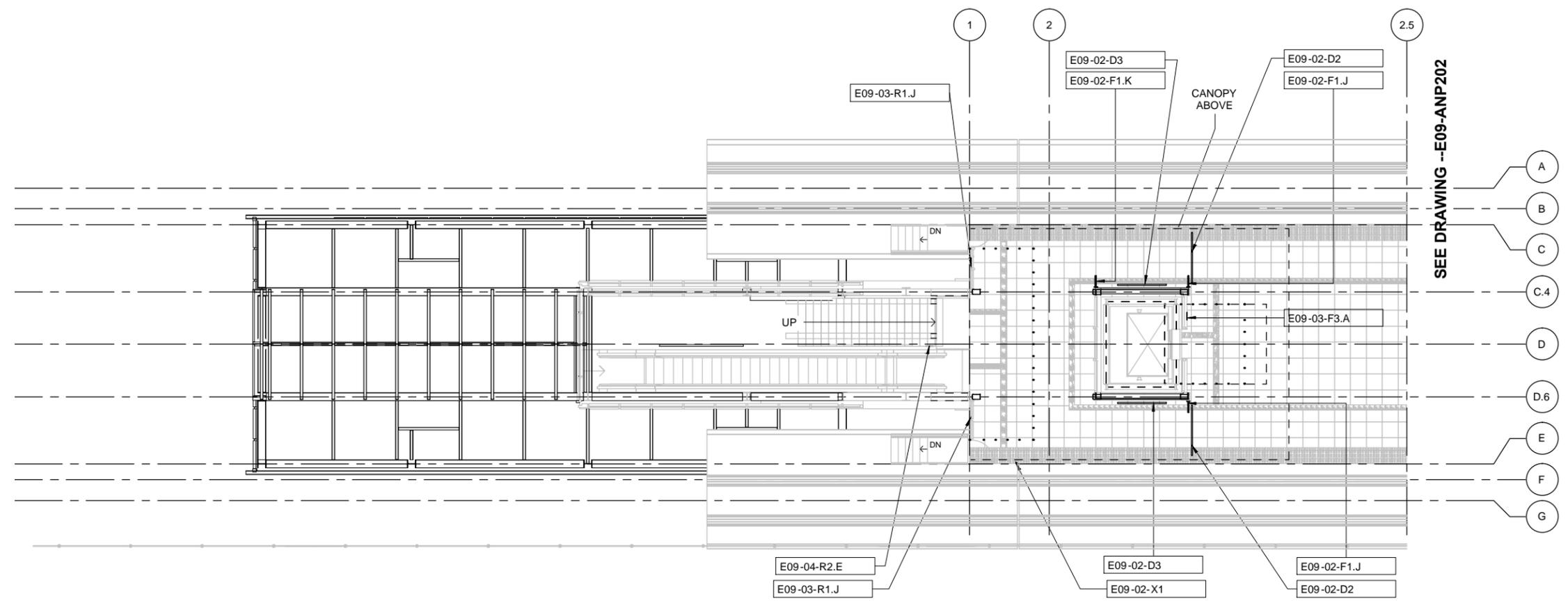


SCALE:  
1/8" = 1'-0"  
 FILENAME:  
E320-E09-ANP103  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE STATION PLAZA PLAN NORTH

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 LOCATION ID:  
E09  
 SHEET No.: REV:  
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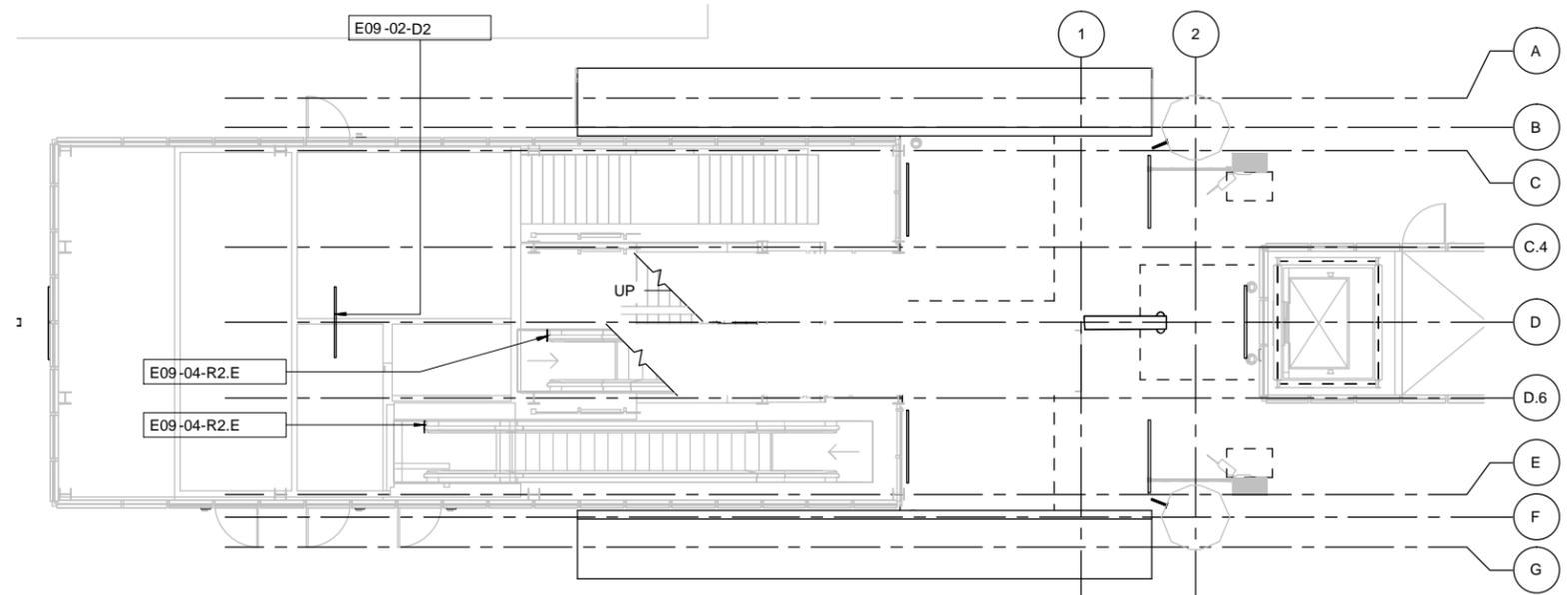
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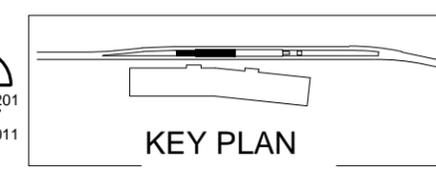
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STATION - SOUTH STAIR LANDING SIGNAGE PLAN

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KEY PLAN



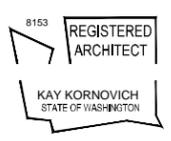
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**60% SUBMITTAL**

DESIGNED BY:  
S. CHAN  
 DRAWN BY:  
G. DUFFETT  
 CHECKED BY:  
L. LELAND  
 APPROVED BY:  
J. SCETTTLER



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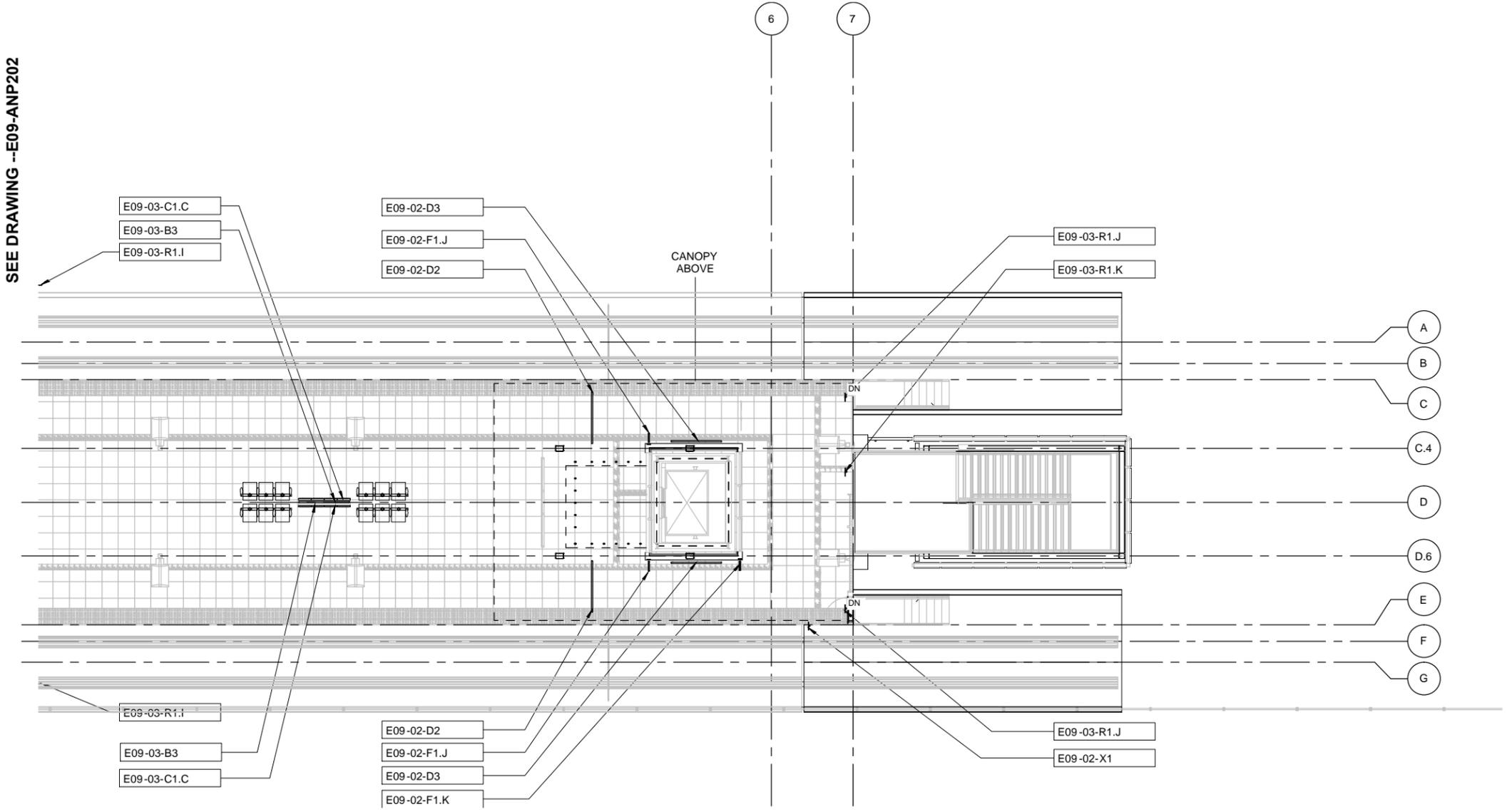
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12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE STATION PLATFORM PLAN SOUTH

DRAWING No.:  
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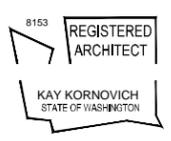


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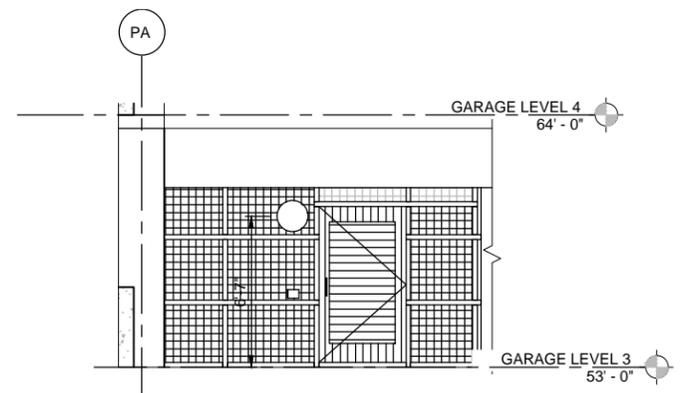
**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE STATION - ARCHITECTURAL  
 SIGNAGE STATION PLATFORM PLAN NORTH

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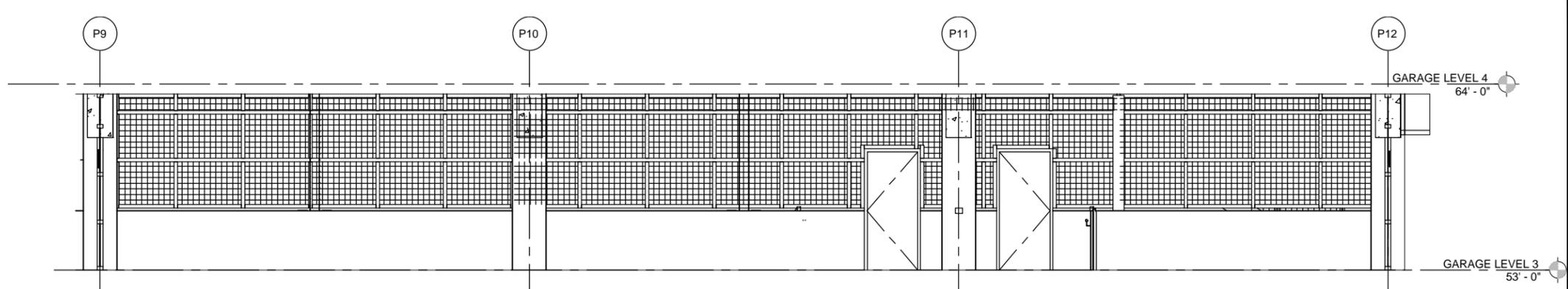
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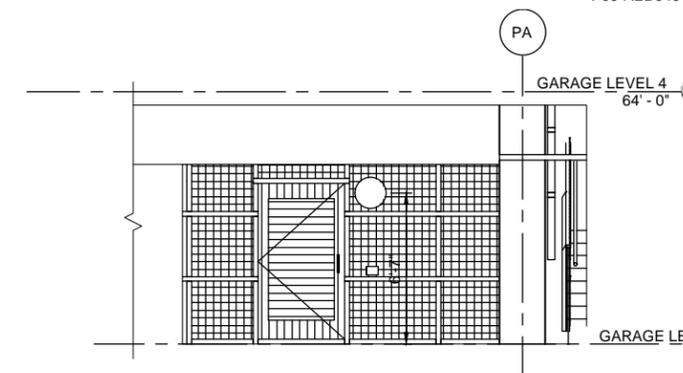
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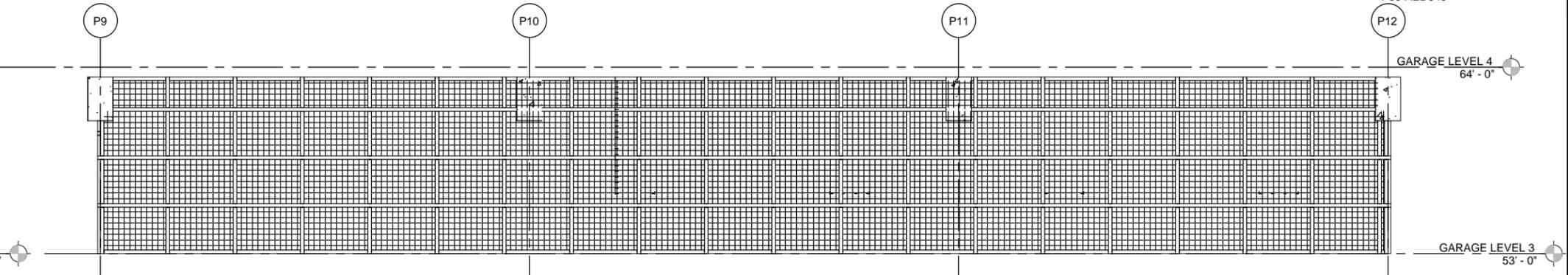
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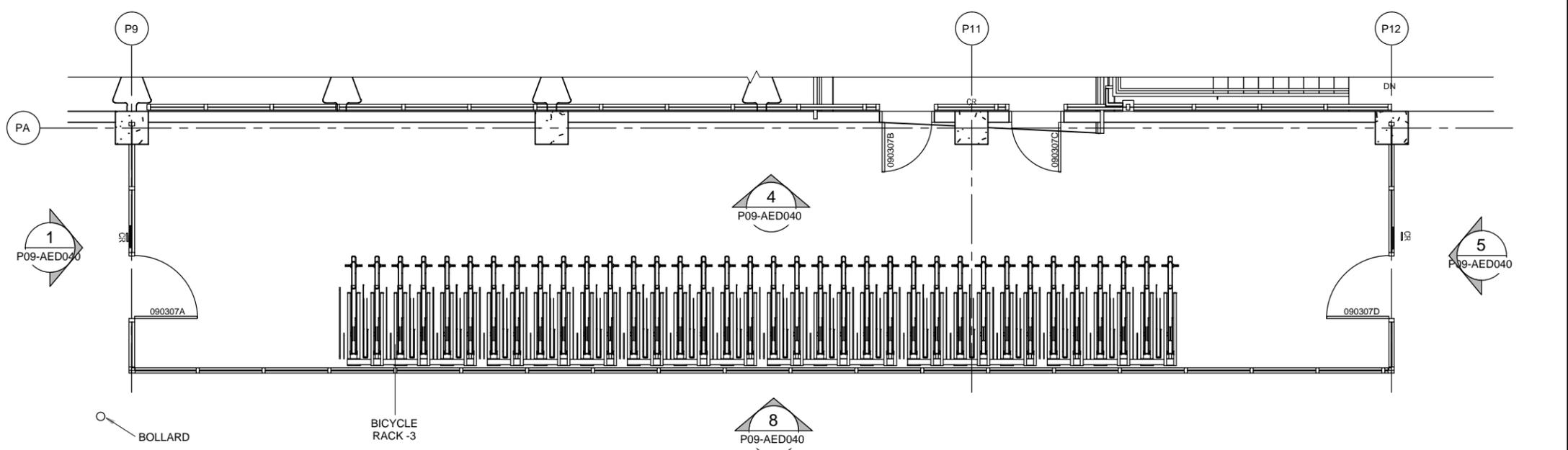
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 P09-AED040



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 P09-AED040



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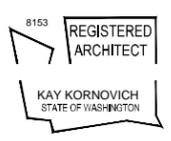


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 P09-APP301

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J. SCHETTLER



LINE IS 1" AT FULL SCALE



SCALE:  
AS NOTED  
 FILENAME:  
E320-P09-AED040  
 CONTRACT No.:  
RTA/LR XXXX-XX  
 DATE:  
12/06/2013

**EAST LINK EXTENSION  
 CONTRACT E320  
 SOUTH BELLEVUE**  
 SOUTH BELLEVUE PARKING GARAGE - ARCHITECTURAL  
 BIKE STORAGE DETAILS

DRAWING No.:  
**P09-AED040**  
 LOCATION ID:  
EP09  
 SHEET No.:  
REV:  
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**ATTACHMENT N****STATION RENDERINGS**

FIGURE 1



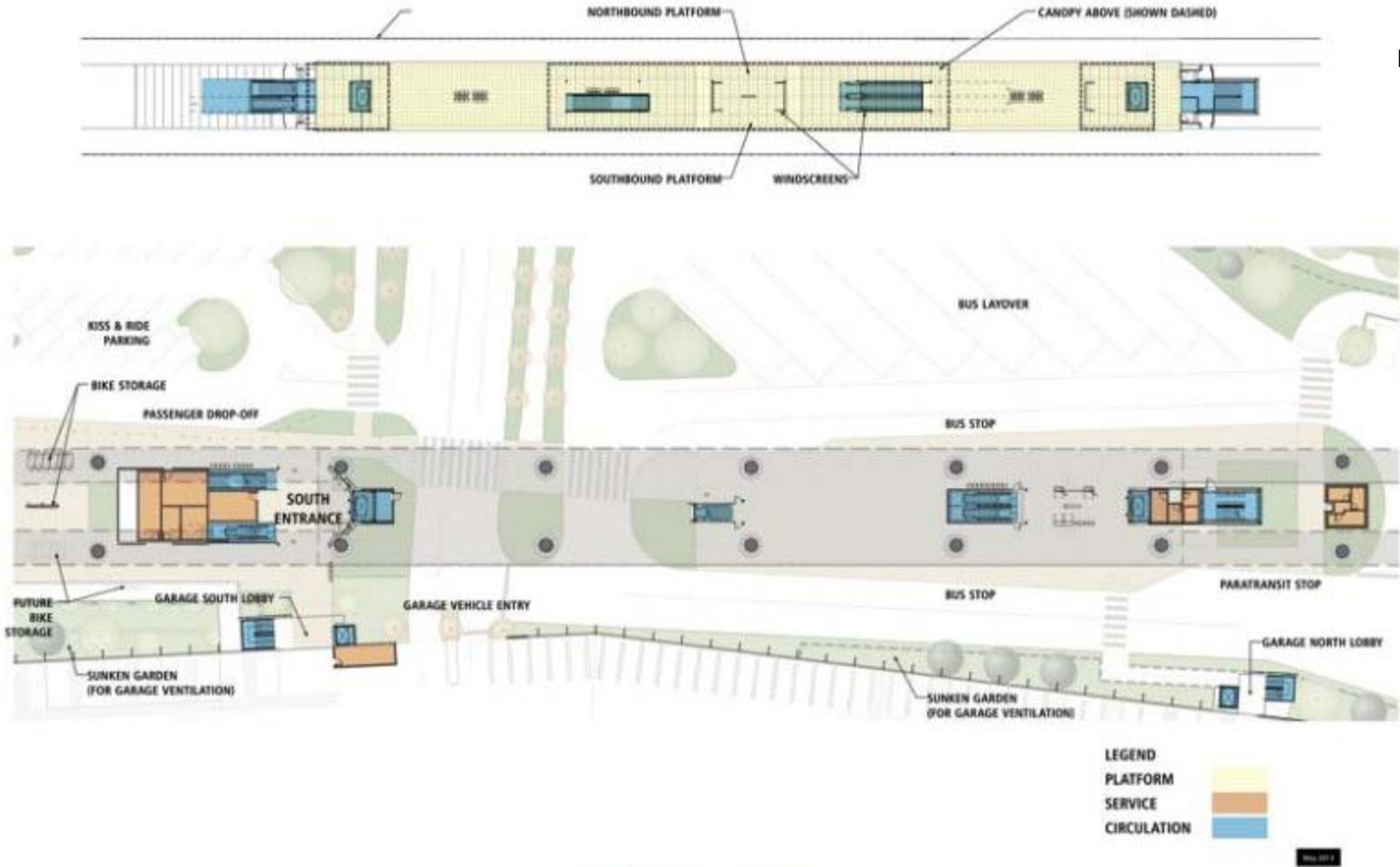
South Bellevue Station - Neighborhood context plan

FIGURE 2



South Bellevue Station - Circulation diagram

FIGURE 3



South Bellevue Station - Platform and grade level plan



**South Bellevue Station – View of station looking northeast**



**South Bellevue Station – South station entrance from kiss-and-ride**



**South Bellevue Station – Parking garage main entrance**

# South Bellevue Station – Bus platform and north station entrance

FIGURE 7

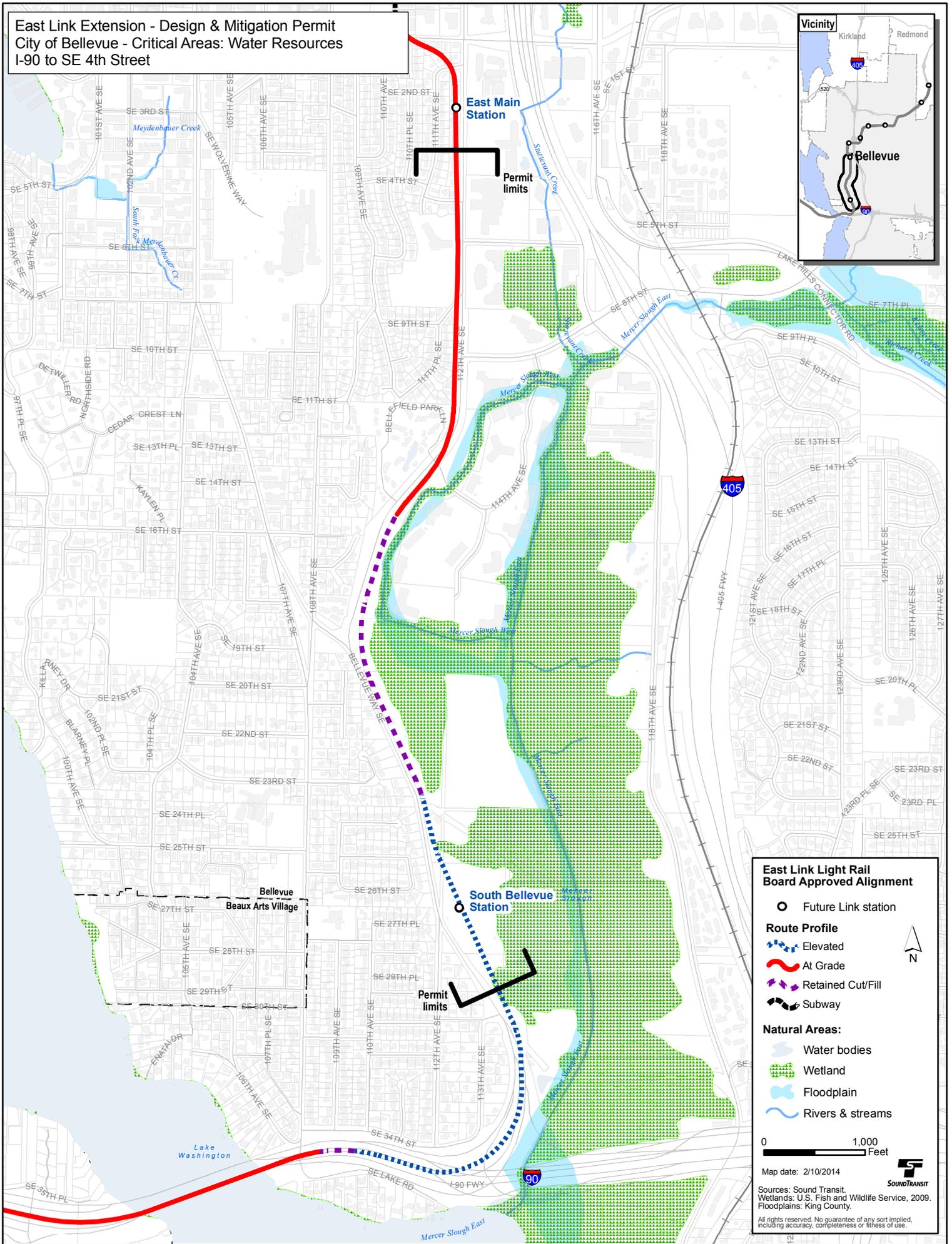




**South Bellevue Station – Platform view looking north**

**ATTACHMENT O****CITY OF BELLEVUE SOUTH BELLEVUE: CRITICAL AREAS MAP**

**East Link Extension - Design & Mitigation Permit**  
**City of Bellevue - Critical Areas: Water Resources**  
**I-90 to SE 4th Street**



**East Link Light Rail Board Approved Alignment**

- Future Link station

**Route Profile**

- Blue dashed line: Elevated
- Red solid line: At Grade
- Purple dashed line: Retained Cut/Fill
- Black dashed line: Subway

**Natural Areas:**

- Blue area: Water bodies
- Green hatched area: Wetland
- Light blue area: Floodplain
- Blue line: Rivers & streams

0 1,000 Feet

Map date: 2/10/2014

Sources: Sound Transit.  
 Wetlands: U.S. Fish and Wildlife Service, 2009.  
 Floodplains: King County.

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**SOUNDTRANSIT**

**ATTACHMENT P****EAST LINK LIGHT RAIL EXTENSION CRITICAL AREAS REPORT AND MITIGATION PLAN,  
DECEMBER 2013**

**RESERVED FOR EAST LINK CRITICAL AREAS REPORT AND MITIGATION PLAN**

**ATTACHMENT Q****SYSTEM ACCESS POLICY**

**SOUND TRANSIT  
RESOLUTION NO. R2013-03 – Attachment A**

**SYSTEM ACCESS POLICY**

Sound Transit's mission is to plan, build, and operate regional transit systems and services to improve mobility for central Puget Sound. Sound Transit is committed to wisely managing public funds and facilitating access to its regional high capacity transit system while fulfilling the agency's mission. Sound Transit's responsibility is to provide and operate a high-capacity transit system delivering fast, frequent transit service that connects the region's urban centers. Sound Transit is authorized to use its tax revenues to plan, construct and operate high-capacity transit as defined in its enabling legislation (81.104 RCW).

The System Access Policy establishes a framework for Sound Transit's support and management of, and investment in, infrastructure and facilities to provide customer access to its transit services. Sound Transit will seek to provide or facilitate equitable improvements in access to transit services in cooperation with public and private entities as allowed by applicable laws, regulations, plans and policies. When designing transit facilities and services, Sound Transit will work with partner agencies, jurisdictions and third parties to maximize pedestrian, bike and transit access and provide parking capacity within available resources.

**1) PURPOSE**

The goals of the System Access Policy and Sound Transit's system access efforts are to:

- A. Increase transit ridership
- B. Encourage convenient and safe connections to Sound Transit services through all access modes including:
  - Connecting transit and ferry services
  - Paratransit pick-up and drop-off
  - Pedestrian access
  - Bicycle access
  - Private vehicle pick-up and drop-off
  - Vehicles requiring parking

**2) SYSTEM ACCESS STRATEGIES**

Sound Transit will facilitate access to its transit services on its properties and work cooperatively with local jurisdictions to promote access from surrounding communities.

- A. Sound Transit may participate in two types of system access investments:
  - 1. **Transit Facilities:** Transit facility investments include all properties, structures and improvements owned or controlled by Sound Transit. Transit facility investments are made for the purpose of enabling customers to access Sound Transit services.

2. **Access Infrastructure:** Access infrastructure investments include improvements, facilities, signage and systems designed to provide access to Sound Transit facilities from surrounding communities. Access infrastructure investments may be made by Sound Transit or others. Sound Transit may take a lead or a support role in identifying and implementing access infrastructure investments.

B. **Considerations for System Access Investment.** Sound Transit design of transit facilities and investment in access infrastructure will take into consideration the following:

- Ridership
- Total cost of ownership or total lifecycle cost to Sound Transit, including partnership costs for joint projects with third parties
- Sound Transit and local jurisdiction plans and planning documents
- Public input

Sound Transit shall use these criteria to assess and prioritize potential access improvement projects.

C. **Cooperation with Local Jurisdictions.** Sound Transit will work cooperatively and in partnership with local jurisdictions to manage parking demand at and near transit facilities and to encourage pedestrian, bicycle and transit access to facilities, maximizing efficient use of available transit parking resources.

D. **Cooperation with Public Transportation Partners.** Sound Transit will work cooperatively with other providers of public transportation services and parking facilities to identify appropriate methods of responding to changing parking demands and usage patterns resulting from Sound Transit actions.

E. **Bicycle-related Infrastructure, Equipment and Services.** Sound Transit may encourage and support bicycle usage at its stations and facilities through bicycle-related infrastructure, equipment, services, usage fees and agreements with outside parties.

### 3) **PARKING MANAGEMENT**

A. **Parking for Transit Use Only.** Parking provided by Sound Transit is intended for and restricted to customers of transit services at the facility. Sound Transit may allow exceptions for other purposes including:

- Security or service vehicles or other Sound Transit purposes
- Vending, community or other incidental facility uses as permitted by Sound Transit
- Vanshare or public shuttle vehicles under an agreement between Sound Transit and a public agency
- Carshare or private-provider shuttle vehicles under an agreement between Sound Transit and a third party
- Parking that is provided through a joint-use, lease, or other agreement with a third party for shared transit and non-transit uses
- Parking for commuters forming carpools or vanpools, when specifically allowed and posted by Sound Transit at parking facilities with sufficient unused capacity and without denying parking access to transit users

- Temporary use for non-transit purposes as authorized by Sound Transit at facilities with sufficient unused capacity and at such times as will not deny parking access to transit users

## B. **Parking Management Tools**

1. Sound Transit may implement parking management tools to increase ridership, ensure parking availability for transit users and efficient use of parking facilities, support transit and facility operations, and support transit access improvements:
  - Designated parking for high-occupancy vehicles and vanpool vehicles
  - Designated parking for transit parking permit holders
  - Parking validation systems
  - Parking fees
  - Parking management technology, including electronic signage, parking management systems, parking space availability monitoring and reporting systems, or other technical components for efficient management of parking
2. All fees and pricing require Board approval.

C. **Customer Parking Rules and Regulations.** Administrative policies and procedures for customer use of Sound Transit parking facilities shall be maintained and posted by Sound Transit.

D. **Enforcement Actions.** Where authorized by applicable law, Sound Transit may implement the following penalties for activities prohibited by Sound Transit rules governing use of parking facilities:

1. Written warnings;
2. Parking infractions, citations or fee notices for monetary penalty;
3. Attaching a device to a vehicle's wheel to prevent it from being moved until a monetary penalty or release fee is paid;
4. Towing a vehicle at owner's risk and expense.

E. **Contracting of Management and Enforcement.** Sound Transit may contract any portion of its parking management responsibilities to a third party.

F. **Parking Lot Ownership.** Generally, Sound Transit's policies will only apply to parking facilities that it owns, has a leasehold interest in or controls. To the extent that facilities are co-owned and operated, an interlocal agreement will identify a lead agency whose policies will apply.

**ATTACHMENT R****CITIZEN ADVISORY COMMITTEE (CAC) COMMENT RESPONSES**



# LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

## ADVISORY DOCUMENT

### CONTEXT SETTING REVIEW PHASE - JANUARY 15, 2014

#### Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications; and
3. **Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses\***; and
4. Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through; and
5. Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and
6. Build the public's sense of ownership in the project; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

\* Identifies the focus of this Advisory Document

Section 20.25M.035.C of the LUC guides the scope of CAC work to ensure that the Committee's intended purpose is achieved, and describes the CAC role as advisory to city staff who are charged with making decisions on the Design and Mitigation Permits required to approve light rail systems and facilities. The CAC work is intended to occur in phases that are roughly aligned with Sound Transit design phases and city permit review phases in order to achieve permit streamlining and consolidation objectives. For each phase of review, the CAC is charged with providing feedback in an Advisory Document, and city staff is charged with supporting CAC

preparation of this work product (LUC 20.25M.035D.3). This written summary constitutes the Advisory Document for the Context Setting Review Phase per item #3 above.

### Context Setting Review

The work product required following the Context Setting Phase of CAC review is intended to provide “context” to which Sound Transit should respond when designing elements and features of the East Link light rail system and facility, and by which permit compliance should be judged. The work of the CAC during this review phase was informed by three CAC meeting topics.

At its first meeting on October 24, 2013, the CAC toured the Central Link project to familiarize CAC members with project elements that support the Link light rail system and its associated functions, and common design features used to mitigate project impacts. At its November 20 meeting, the CAC reviewed context setting material samples assembled by city staff from presentations to and feedback from the Arts Commission and Light Rail Best Practices Committee. On that same night, Sound Transit staff presented the 130<sup>th</sup> Station design package to the CAC to determine if the submittal provided an appropriate level of detail or whether additional information was necessary for CAC members to evaluate compliance with policy and design guidelines during later CAC review phases. At its December 4<sup>th</sup> meeting the CAC toured the Bellevue subareas through which the East Link alignment, as it was approved by the Sound Transit Board and the Bellevue City Council, will pass. Members of the CAC were able to develop a more comprehensive perspective of the future alignment and its significant features, and the present context in Enatai, Surrey Downs, the commercial areas east of 112<sup>th</sup> Ave SE, Downtown, Wilburton, the vicinity of Lake Bellevue, and in Bel Red.

### Context Setting Advice

On December 18<sup>th</sup>, the CAC considered the context and design considerations that were provided in LUC 20.25M.050.B (Attachment A) and offered the following additional input that should be considered for each subarea through which the East Link alignment is proposed to pass. This CAC Advisory Feedback is presented below.

1. Southwest Bellevue Subarea.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases.

- a. The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.

- b. The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.
- c. References to Southwest Bellevue's truck farming history should be incorporated into the South Bellevue Station and Parking Garage.
- d. Along 112<sup>th</sup> SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.
- e. The portal and tunnel between the East Main and Downtown Stations present an opportunity to "Visually Transport" transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.
- f. Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.

2. Downtown Subarea.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Downtown Subarea for context sensitivity during future CAC and permit review phases.

- a. The Downtown Station should convey a sense of arrival at a bustling economic hub that provides access to retail, visitor services, offices, and urban residential neighborhoods.
- b. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
- c. The aesthetics of the station roof should be taken into account and finished to enhance views down on the Downtown station for adjacent high rise and convention center development.
- d. Clear connectivity, accessibility, and wayfinding should be provided between the Downtown Station and the Bus Transit Center.

3. Wilburton/NE 8th Street Subarea.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Wilburton/NE 8th Street Subarea for context sensitivity during future CAC and permit review phases.

- a. Height of the flyovers (freeway, 116<sup>th</sup> Ave NE, and NE 8<sup>th</sup>) between the Downtown Station and the Hospital Station presents unique opportunities and challenges.
    - i. Design attention should be given to the under-portions of the flyover structures that will be visible from vehicles and pedestrians that pass underneath them.
    - ii. Required railings on the flyover structures could present an art opportunity if they could be employed without further emphasizing the mass of the structure.
  - b. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.
  - c. Clear connectivity, accessibility, and wayfinding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.
  - d. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
  - e. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
  - f. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.
4. Bel-Red Subarea. The CAC found the context and design considerations for the Bel-Red Subarea in LUC 20.25M.050.B.4 to be very thorough. The CAC advises that wayfinding to and from the 120<sup>th</sup> Street Station should receive special attention to ensure that pedestrians are able to easily locate the station within the larger Spring District complex.
5. General Alignment. In addition to the subarea specific context advice provided above, the CAC advises that the following context and design considerations should be taken into account across the entire East Link alignment.
- a. Art should be used to tell the history of Bellevue
  - b. Stations and associated features and amenities should be accessible to all users.
  - c. Signage and wayfinding should create continuity across the alignment and individuality that helps define and enhance specific points of interest along the alignment.
  - d. Light rail through Bellevue should be a "two way experience" for riders, and opportunities for art, design, landscaping and architectural detail should be considered when viewed from trains traveling to both Redmond and Seattle.

- e. Visual simulations of sensitive view sheds (such as views of the South Bellevue Parking Garage from Mercer Slough Nature Park and Enatai) would be useful for assessing context sensitivity during future phases of CAC review.

#### Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system features. This advice should also be shared with the Arts Commission as they evaluate arts opportunities and commission art associated with the East Link project. Context setting completed by the Light Rail Permitting CAC may also inform future Station Area planning work, and should be provided to any future CAC that is constituted for that purpose.

Attachment A: Land Use Code section 20.25M.050.B

## Attachment A

### LUC 20.25M.050.B – Context and Design Considerations – By Subarea

#### B. Context and Design Considerations – By Subarea.

The RLRT systems or facilities proposed within the following subareas of the City should respond to the contextual considerations identified below:

1. Southwest Bellevue Subarea. In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The RLRT system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and “greening features” such as living walls and trellises. Design features for the alignment passing through this subarea and for the East Main Station should include landscaping that provides dense screening when viewed from residential areas and visual relief along transportation rights-of-way while maintaining sightlines that ensure user safety. Design features should be incorporated to discourage vehicular drop-off activities adjacent to the single-family areas. The character of this area is defined by:
  - a. The expansive Mercer Slough Nature Park;
  - b. Historic references to truck farming of strawberries and blueberries;
  - c. Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
  - d. Unique, low-density residential character that conveys the feeling of a small town within a larger City.
2. Downtown Subarea. In addition to complying with all applicable provisions of the Downtown Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to enhance Downtown Bellevue’s identity as an urban center that serves as the residential, economic, and cultural heart of the Eastside. The above-ground expression of the Downtown Station is envisioned as a highly utilized urban “place” with an architectural vocabulary that not only reflects and communicates the high quality urban character of Downtown as a whole, but also complements the immediately adjacent civic center uses including Bellevue City Hall,

Meydenbauer Convention Center, the Transit Center, Pedestrian Corridor, and the Downtown Art Walk. The alignment crossing over I-405 will be prominent to visitors entering, leaving, and passing through the Downtown, and its design should be viewed as an opportunity to create a landmark that connects Downtown Bellevue with areas of the City to the east. The station and freeway crossing should reflect Bellevue's branding, and should be comfortable and attractive places to be and experience, with high quality furnishings and public art that capitalize on place-making opportunities. The character of this area is defined by:

- a. Private entertainment and cultural attractions;
  - b. High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;
  - c. High rise buildings that attract a creative and innovative work force;
  - d. Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;
  - e. Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and
  - f. Stable property values that make it a desirable place for businesses to locate and invest.
3. Wilburton/NE 8th Street Subarea. In addition to complying with all applicable provisions of the Wilburton/N.E. 8th Street Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to focus on the hospital station's role as a gateway location to points east of Downtown on to Bel-Red and beyond. The alignment crossing over I-405 should create a cohesive connection between the Downtown and hospital stations, but the hospital station itself should have its own identity. With significant ridership anticipated to be generated from the Medical Institution District to the west, the hospital station should take design cues from the hospital, the ambulatory health care center, and the medical office buildings that were designed to be responsive to the Medical Institution Design Guidelines that are shaping the character of this area. The character of this area is emerging and design guidelines envision an area defined by:
- a. Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;
  - b. Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;

- c. Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and
  - d. Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.
4. Bel-Red Subarea. In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots. The 2013 context provides only glimpses of the future that is envisioned for this area. As a result, the public investment in light rail infrastructure provides an opportunity to reinforce the future outcomes that are desired for the area. The desired future character of this area is undefined by current development, but the Bel-Red Subarea Plan envisions a condition that is defined by:
- a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
  - b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
  - c. A comprehensive and connected parks and open space system;
  - d. Environmental improvements resulting from redevelopment;
  - e. A multimodal transportation system;
  - f. An unique cultural environment;
  - g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
  - h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

## Context Setting Advice

On December 18<sup>th</sup>, the Citizen Advisory Committee (CAC) for the East Link Project considered the context and design considerations that were provided in LUC 20.25M.050.B (Attachment A) and offered the following additional input that should be considered for each subarea through which the East Link alignment is proposed to pass. This CAC Advisory Feedback is presented below along with the Sound Transit Response in **bold**.

### 1. Southwest Bellevue Subarea.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases.

- a. The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.

**ST Response: Sound Transit has incorporated several design elements to ensure the guideway and associated facilities tie into the existing character of South Bellevue as well as the “Grand Entry” into Bellevue. The project has preserved trees to the extent possible where the alignment leaves WSDOT ROW and transitions into Bellevue. The South Bellevue Park-and-Ride site design has an emphasis on native vegetation. Enhanced landscaping will be provided at the roadway approaches and the driveway entrances. Aesthetic enhancements have been incorporated into the design of the guideway columns, beams and structural supports to minimize the mass of the structure and overall size. These enhancements include hexagonal shapes and tapering of end beams. Sound Transit is still actively working to visually minimize the bulk of the overall guideway utilizing architectural and natural elements to tie the facility to the surrounding area and maintain the “Grand Entry” to the City. Sound Transit is currently evaluating other architectural elements that could potentially be incorporated in the South Bellevue Station and Garage design to further tie the facility with the surrounding natural environment. Exhibits will be provided as an addendum for future design changes.**

- b. The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the

Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.

**ST Response: Sound Transit will plant evergreen trees along the east side of the South Bellevue Park-and-Ride site, which will wrap around the paved lot to the north and south. These trees, in addition to the preservation of existing trees in the area, will serve as a “green wall”, ultimately screening the view of the parking garage for users of the surrounding nature park. The South Bellevue station site will emphasize landscaping and native vegetation rather than architectural elements to screen the site. Trees will be planted in the air wells on the west side of the garage in support of natural vegetation as screening.**

- c. References to Southwest Bellevue’s truck farming history should be incorporated into the South Bellevue Station and Parking Garage.

**ST Response: On February 19<sup>th</sup>, 2014, the Bellevue Historical Society presented for the CAC that the truck farming history was an inaccurate representation of agricultural activities at the Mercer Slough area. Truck farming history will not be incorporated into the South Bellevue Station or Garage design.**

- d. Along 112<sup>th</sup> SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.

**ST Response: Sound Transit has maintained a 30 foot landscape buffer along the west side of 112<sup>th</sup> Ave SE where the guideway is adjacent to residential uses. In addition a sound wall will also be installed adjacent to the guideway along the southern end of the 112<sup>th</sup> Ave SE alignment, and at the landscape buffer edge towards the northern end of 112<sup>th</sup>. In addition the sound walls will include a form liner pattern to add visual interest to their appearance. A new multi-purpose path will be constructed along 112<sup>th</sup> Ave SE, in addition to street trees and landscaping enhancements. No construction or improvements are proposed along the east side of 112<sup>th</sup>, north of SE 8<sup>th</sup>, except for a new crosswalk and passenger drop off zone at the Bellevue Hilton intersection.**

- e. The portal and tunnel between the East Main and Downtown Stations present an opportunity to “Visually Transport” transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.

**ST Response: Sound Transit will obscure public views of the South tunnel portal from 112<sup>th</sup> Ave. S. through the installation of landscape screening to screen the**

**TPSS wall structures and the South tunnel portal electrical building. Sound Transit is currently evaluating other, more prominent areas with potential for art incorporation in cooperation with the Bellevue Arts Commission.**

- f. Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.

**ST Response: Sound Transit will incorporate a park designed City of Bellevue Parks Department that will be adjacent to the South portal/East Main station areas. This park will provide screening and will incorporate landscaping to soften the portal structure. Sound Transit will construct the park Transit in conjunction with the station and portal construction.**



# LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

## ADVISORY DOCUMENT SOUTH BELLEVUE SEGMENT PRE-DEVELOPMENT REVIEW MAY 13, 2014

### Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. **Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications\***; and
3. Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses; and
4. **Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through\***; and
5. **Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and**
6. **Build the public's sense of ownership in the project\***; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

\* Identifies the focus of this Advisory Document

### Pre-Development Review

This phase of review is intended to provide feedback regarding effectiveness at incorporating contextual direction into the early phases of design. The CAC is expected to provide advice regarding complementary building materials, integration of public art, preferred station furnishings from available options, universal design measures to enhance usability by all people, quality design, materials, landscape development, and tree retention. The CAC is to provide

further input and guidance, based on the input and guidance provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulations and whether information is sufficient to evaluate such compliance.

### CAC Work Product

The work of the CAC at each review stage will culminate in a CAC Advisory Document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals.

At the February 5<sup>th</sup>, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the South Bellevue Segment. The CAC continued to discuss the South Bellevue Segment at the February 19<sup>th</sup>, 2014 and March 5<sup>th</sup>, 2014 meetings.

**The following represents the CAC advisory comments regarding LUC 20.25M.040, 20.25M.050, and context setting sensitivity.**

#### 20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
  - The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.
  - The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.
  - The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessary be a living wall but a landscape feature that achieves the same goal.
  - The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway.
  - The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.

4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare
  - The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.
6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
8. Critical Areas
  - The CAC would like to see a plan for bird management and safety at the South Bellevue Station.
  - The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park.
9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

#### 20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and “greening features” such as living walls and trellises.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the

design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:

- The expansive Mercer Slough Nature Park;
- Historic references to truck farming of strawberries and blueberries;
- Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
- Unique, low density residential character that conveys the feeling of a small town within a larger City.

The CAC advised that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases. The following items pertain to the South Bellevue Segment:

- The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.

### 3. Additional General Design Guidelines

- The CAC would like to see a design of the South Bellevue Station and Garage that more visually relates to the city in the park vision. This may be achieved through the use of natural materials or colors that include earth tones.
- The CAC would like to see less hard edges in the design of the South Bellevue Station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.
- The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.

- The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.
- The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc).
- The CAC would like Sound Transit to evaluate the use of paint under the guideway for elevated segments outside of the WSDOT ROW and through the South Bellevue Station to the north towards the Winters House.
- The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its' Design and Mitigation Permit submittal.
- The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.
- The CAC would like to Sound Transit to expand its' color palette for those features where standard Sound Transit color options are limited.

### Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system features in support of its Design and Mitigation Permit submittal.

# ST Responses to

## South Bellevue Segment Pre-Development Review

### May 13, 2014

#### 20.25M.040 RLRT system and facilities development standards

1. Building Height - No concerns

2. Setbacks - No concerns

3. Landscape Development – concerns

- **The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.**

ST Response: The design of the garage screening is continuing to evolve. Trees and plantings around the perimeter of the garage are intended to function similar to a living wall with a higher probability of long term health and survival than plant material on a screen. Three sides of the garage structure are set into a heavily landscaped site. The west side, facing the station and pedestrian plazas has ventilation “wells” that are also planted with trees and landscaping which will be visible to station users. Additional perforated screen panels covering upper floor levels (only partially visible to Bellevue Way through the guideway and station structure) will use natural color(s) and patterns to further “soften” the garage appearance.

- **The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.**

ST Response: Sound Transit is continuing to evaluate the garage rooftop treatment. The garage roof deck is lower than the station platform and will not be highly visible except from the station platform. Visual features along the top edges of the garage facing the station continue to be explored by the design team as well as being identified as an art opportunity by the recently selected artist Katy Stone.

- **The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessarily be a living wall but a landscape feature that achieves the same goal.**

ST Response: Please see the response in the first bullet above. Sound Transit has emphasized landscaping as architectural compliments to tie the station into the character of the surrounding nature park.

- **The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway**

ST Response: Within the constraints of City and Sound Transit criteria for sight distances, utility clearances, street lighting standards, Crime Prevention Through Environmental Design criteria, and Bellevue Parks Department criteria; Sound Transit intends to provide substantial landscaping along the elevated guideway alignment to help screen the guideway from view.

- **The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.**

ST Response: Sound Transit is identifying a variety of tree sizes/heights at the time of planting so that planting areas are not of a uniform height. ST's landscaping plans for tree planting meet the requirements, per COB code, for replacement tree sizes.

#### **4. Fencing – No concerns were expressed by the CAC. More project information will be included during the Design and Mitigation Permit review stage.**

ST Response: Project fencing information is indicated on the drawings.

#### **5. Light and Glare**

- **The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.**

ST Response: The proposed lighting design meets the City Code for minimum candle power lighting requirements for the roof of the garage. The heights of the light poles are the minimum necessary to meet safety requirements for the roof deck parking. Light fixtures have cut-offs and shielding to control visibility of light source.

#### **6. Mechanical Equipment – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.**

ST Response: Project mechanical equipment information is indicated on the drawings.

#### **7. Recycling and Solid Waste – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.**

ST Response: Project recycling and solid waste receptacles are indicated on the drawings.

#### **8. Critical Areas**

- **The CAC would like to see a plan for bird management and safety at the South Bellevue Station.**

ST Response: The Final EIS addresses several components of ecosystem, including protection of birds that are protected by federal, state, and local regulations. Such regulations govern the planning, land use, and management activities that have the potential to affect and influence fish and wildlife species and their habitats within the project vicinity. Key regulations, which are focused on protecting birds, include the following: Migratory Bird Treaty Act (MBTA), International Migratory Bird Treaty Act, Endangered Species Act (ESA), the Bald and Golden Eagle Protection Act (Eagle Act), City of Bellevue species of local concern.

Sound Transit is updating its survey of bird nests during final design. If a bald eagle nest is found within one-half mile of the proposed construction limits, a bald eagle management plan would be prepared. Under the Migratory Bird Treaty Act (MBTA) nesting migratory bird nests cannot be destroyed during the breeding season. Sound Transit would consult with the USFWS on methods to implement during construction to avoid impacts on migratory birds consistent with the MBTA and the Bald and Golden Eagle Protection Act. Such methods would include not clearing vegetation in the Mercer Slough buffer during the nesting season for migratory birds. At this time a bird management and safety plan has not been developed for the Sound Bellevue Station. However, use of large areas of vertical glass surfaces has been minimized as part of final design.

**The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park**

ST Response: Bellevue Way and I-90 are lit today and have been for motorist safety for decades. The park and ride has also been lit since its construction in 1970's. The station and garage are not expected to cause any additional impacts to wildlife than these existing built structures currently located within the slough. The completed FEIS and associated ROD found no significant operational impacts on listed species due to lighting.

**9. Use of City Right of Way – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review state.**

ST Response: Project use of City Right of Way is indicated on the drawings.

#### **20.25M.050 Design Guidelines**

**1. Design Intent – In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major city gateway feature that already helps define Bellevue Way and the 112<sup>th</sup> Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South**

**Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhancement landscaping and “greening features” such as living walls and trellises.**

ST Response: Addressed in base DMP application.

**Context and Design Considerations – The CAC was tasked with evaluating the existing context setting characteristic included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the [sic] southwest Bellevue. The Land Use Code states that the character of this area is defined by:**

- **The expansive Mercer Slough Nature Park;**
- **Historic references to truck farming of strawberries and blueberries;**
- **Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and**
- **Unique, low density residential character that conveys the feeling of a small town within a larger City.**

**The CAC advised that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases. The following items pertain to the South Bellevue Segment:**

- **The alignment transition from I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife**

ST Response: ST is continuing to address aesthetic and design concerns regarding the elevated guideway entering Bellevue. Significant landscaping between Bellevue Way and the guideway south of the station will help emphasize the “City in a Park” theme. As mentioned in the May 21<sup>st</sup> Sound Transit Art Presentation to the CAC (<http://www.bellevuewa.gov/light-rail-permitting-cac-meetings.htm>) Sound Transit has selected an artist, Vicki Scuri, well suited to integrating infrastructure, and landscaping into a context sensitive aesthetically pleasing product.

- **The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.**

ST Response: Please see previous response to Item 3 above.

**Additional General Design Guidelines**

- **The CAC would like to see design of the South Bellevue Station and Garage that more visually relates to the city in the park vision. This may be achieved through the use of natural materials or colors that include earth tones.**

ST Response: The design team has found additional opportunities for trees on the street side of the station. They are exploring the use of a “boardwalk” texture to pedestrian walkway surfaces to relate to the boardwalks within the adjacent Mercer Slough Nature Park. They are also integrating more color into the station materials and design. These design advancements will be available for review at the 90% design presentations.

- **The CAC would like to see less hard edges in the design of the South Bellevue station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.**

ST Response: The design team is exploring the use of color and patterns to help soften the hard edges of the station structures.

- **The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.**
- **The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.**
- **The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc.)**

Sound Transit Response: The design team is exploring artistic designs using natural patterns for the mesh screening and concrete walls of the garage. As noted above, Sound Transit has retained an artist, Vicki Scuri, to work with the design team on aesthetic treatment of the sound panels along the guideway. Sound transit has selected a second artist, Katy Stone, to work with the design team for enhancement of the station and garage areas. These design advancements will be available for review at the 90% design presentations.

- **The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its Design and Mitigation Permit**

Sound Transit Response: The full technical noise report is available for review by the CAC and is included as Attachment T to the South Bellevue DMP.

- **The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.**
- **The CAC would like to [sic] Sound Transit to expand its color palette for those features where standard Sound Transit Colors options are limited.**

Sound Transit Response: See responses to previous items above.



**ATTACHMENT S****REQUESTED ADMINISTRATIVE MODIFICATIONS EXHIBITS**

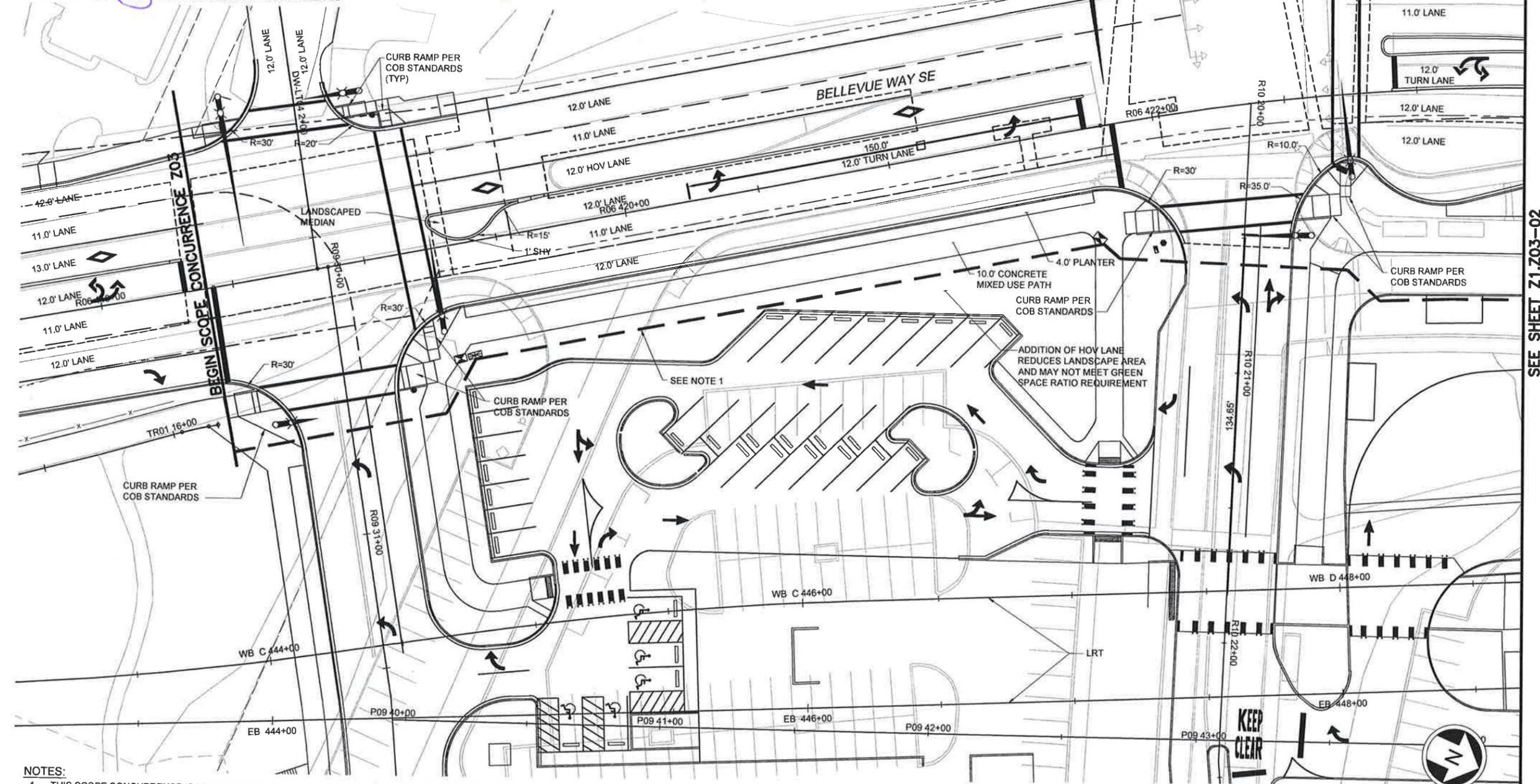
| CONCURRENCE ELEMENT                            | ACCEPTED AS SHOWN                   | ACCEPTED AS NOTED                   | TO BE ADDRESSED IN FINAL DESIGN     | N/A                      | CONCURRENCE ELEMENT  | ACCEPTED AS SHOWN                   | ACCEPTED AS NOTED                   | TO BE ADDRESSED IN FINAL DESIGN     | N/A                      |
|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| ROADWAY LANE CONFIGURATION & WIDTHS            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | HYDRANT LOCATIONS W/IN CROSS SECTION                                   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| BIKE LANE CONFIGURATION & WIDTHS               | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | PROPOSED UNDERGROUND UTILITY LOCATIONS & CLEARANCES W/IN CROSS SECTION | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| NON-MOTORIZED PATHWAY CONFIGURATION AND WIDTHS | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | OVERHEAD UTILITY SCOPE & POLE LOCATIONS W/IN CROSS SECTION             | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| PAVEMENT TYPE                                  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | LRT ALIGNMENT LOCATION - HORIZONTAL & VERTICAL                         | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| EXTENT OF PAVEMENT RESTORATION/RECONSTRUCTION  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | WALL LOCATION  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| SIDEWALK WIDTHS                                | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | FENCING LOCATION   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| CURB RAMP STYLE - PARALLEL VS. PERPENDICULAR   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | TURN POCKET LENGTHS AT KEY INTERSECTION MOVEMENTS                      | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| STREET LIGHT POLE LOCATIONS W/IN CROSS SECTION | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | CURB RADIUS  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| PLANTER STRIP LOCATIONS & WIDTH                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | CROSSWALK LOCATIONS  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| DRIVEWAY LOCATION & WIDTH                      | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | HOV CONFIGURATION  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**UNRESOLVED**  
 CITY OF BELLEVUE CODES AND STANDARDS DATES FOR PROJECT VESTING IS UNRESOLVED. CURB RAMP TYPES WILL BE DETERMINED IN FINAL DESIGN.

THE DESIGN LAYOUT AS SHOWN IS COMPATIBLE WITH THE GEOMETRY OF THE FUTURE SB HOV LANE BASED ON AASHTO (2011 6TH EDITION) AND MEETS OR EXCEEDS DESIGN SPEED OF 45 MPH, GIVEN THE FOLLOWING BASIS:

- THE CURVE RADIUS (850' R) AND SUPER ELEVATION (3.5%) UNCHANGED FROM THE CONFIGURATION SHOWN IN THE 60% SUBMITTAL
- POSTED SPEED ON BELLEVUE WAY IS 40 MPH, SUBSEQUENT DESIGN SPEED IS 45 MPH
- BELLEVUE WAY IS CONSIDERED A LOW SPEED URBAN STREET BY AASHTO-A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS (2011 6TH EDITION), SECTION 2.3.6 (PAGE 2-58)
- IN ACCORDANCE WITH TABLE 3-13B, THE MINIMUM RADIUS FOR LOW SPEED URBAN STREET WITH A SUPER ELEVATION OF 3.5%, WHICH IS THE EXISTING SUPER ELEVATION AT THE 112TH/BELLEVUE WAY INTERSECTION, IS 730 FEET

CITY OF BELLEVUE NAME: *Neyah* DATE: *3/19/14* SOUND TRANSIT NAME: *d. De Witt Jensen* DATE: *3/19/14*  
 THIS CONCURRENCE APPLIES TO SHEETS Z1.Z03-01 THROUGH Z1.Z03-02



- NOTES:**
1. THIS SCOPE CONCURRENCE IS LIMITED TO BELLEVUE WAY SE ROADWAY WORK AND ENDS AT INTERSECTION CURB RETURNS AND CATCH POINT OF ROADWAY SECTION.
  2. UTILITIES ARE NOT INCLUDED IN THIS EXHIBIT AND ARE BEING COORDINATED IN FINAL DESIGN.
  3. ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE 2013 DESIGN MANUAL UNLESS NOTED OTHERWISE.



SEE SHEET Z1.Z03-02

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Task No. 05.20.20  
 Exhibit No. Z1.Z03-01

**SOUND TRANSIT**

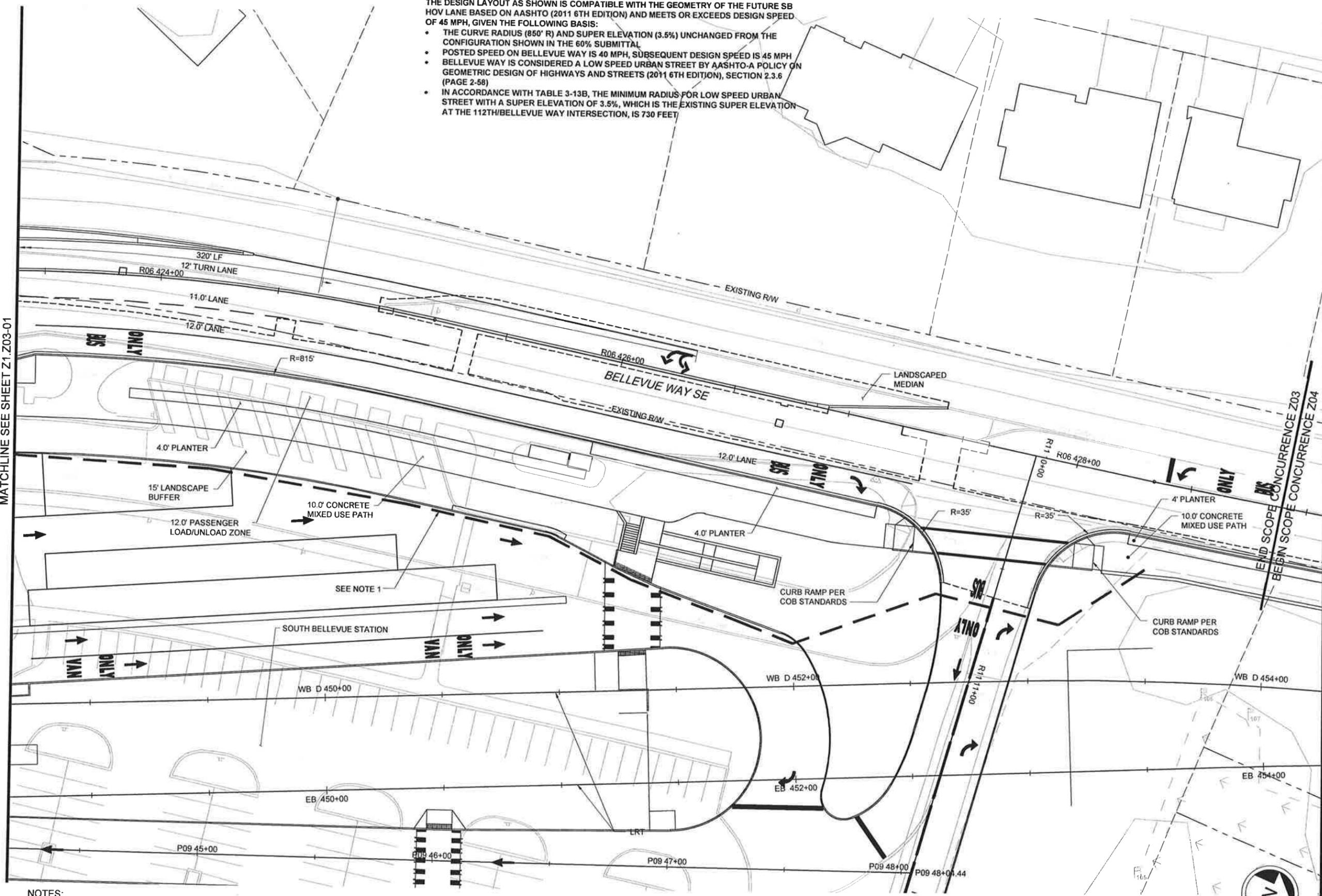
H J H FINAL DESIGN PARTNERS.

EAST LINK  
 SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER  
 EARLY WORK  
 BELLEVUE WAY SE AT SOUTH BELLEVUE STATION  
 SCOPE CONCURRENCE PLAN

THE DESIGN LAYOUT AS SHOWN IS COMPATIBLE WITH THE GEOMETRY OF THE FUTURE SB HOV LANE BASED ON AASHTO (2011 6TH EDITION) AND MEETS OR EXCEEDS DESIGN SPEED OF 45 MPH, GIVEN THE FOLLOWING BASIS:

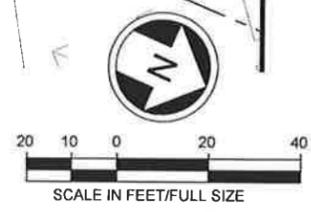
- THE CURVE RADIUS (850' R) AND SUPER ELEVATION (3.5%) UNCHANGED FROM THE CONFIGURATION SHOWN IN THE 60% SUBMITTAL
- POSTED SPEED ON BELLEVUE WAY IS 40 MPH, SUBSEQUENT DESIGN SPEED IS 45 MPH
- BELLEVUE WAY IS CONSIDERED A LOW SPEED URBAN STREET BY AASHTO-A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS (2011 6TH EDITION), SECTION 2.3.6 (PAGE 2-58)
- IN ACCORDANCE WITH TABLE 3-13B, THE MINIMUM RADIUS FOR LOW SPEED URBAN STREET WITH A SUPER ELEVATION OF 3.5%, WHICH IS THE EXISTING SUPER ELEVATION AT THE 112TH/BELLEVUE WAY INTERSECTION, IS 730 FEET

MATCHLINE SEE SHEET Z1.Z03-01



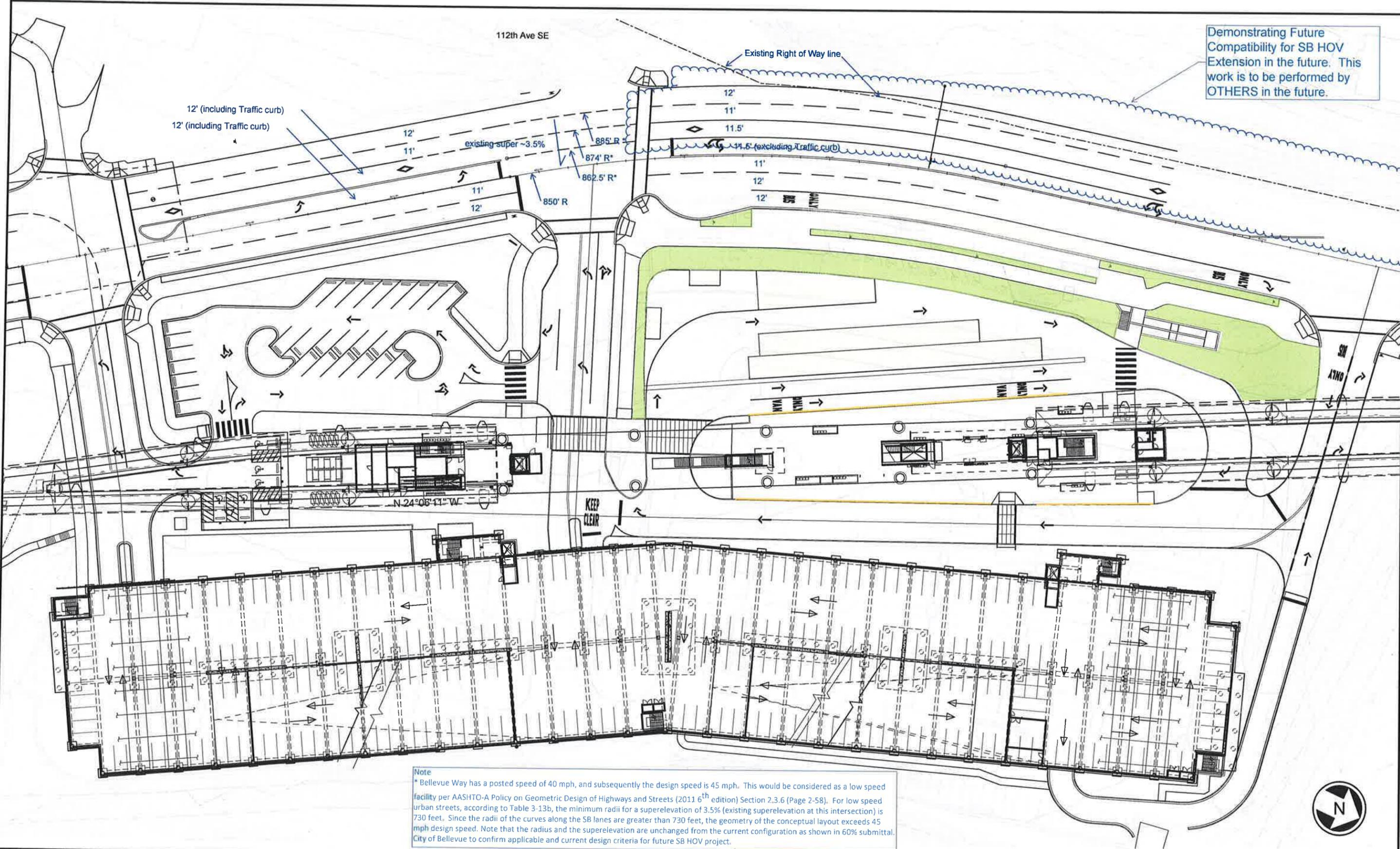
**NOTES:**

1. THIS SCOPE CONCURRENCE IS LIMITED TO BELLEVUE WAY SE ROADWAY WORK AND ENDS AT INTERSECTION CURB RETURNS AND CATCH POINT OF ROADWAY SECTION.
2. UTILITIES ARE NOT INCLUDED IN THIS EXHIBIT AND ARE BEING COORDINATED IN FINAL DESIGN.
3. ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE 2013 DESIGN MANUAL UNLESS NOTED OTHERWISE.



Demonstrating Future Compatibility for SB HOV Extension in the future. This work is to be performed by OTHERS in the future.

- LIST:
- E114P
- M11-SGP200
- M15-CAP100
- M15-CGP100
- M15-C2
- M15-KAP100
- M15-SFP100
- M15-SMP100
- M15-SUP100
- M15-USP100
- S18r
- S18s
- S18t
- M15-RZ100
- M15-RP100
- M15-TB200
- M15-SFP100
- M15-SSP100
- M15-SGP100
- M15-SAP100
- M15-APP100
- M15-CLP100
- M15-SFP100
- M15-SGP200
- M15-SGP300
- M15-SGP400
- M15-SGP500
- M15-APP100
- M15-APP200
- M15-SFP100
- M15-LP100
- M15-LP200
- M15-LAP100
- M15-LAP200
- S18r
- M15-CRP100
- M15-CRP100(20140103)
- M15-CRP100(20140103)



**Note**  
 Bellevue Way has a posted speed of 40 mph, and subsequently the design speed is 45 mph. This would be considered as a low speed facility per AASHTO-A Policy on Geometric Design of Highways and Streets (2011 6<sup>th</sup> edition) Section 2.3.6 (Page 2-58). For low speed urban streets, according to Table 3-13b, the minimum radii for a superlevation of 3.5% (existing superlevation at this intersection) is 730 feet. Since the radii of the curves along the SB lanes are greater than 730 feet, the geometry of the conceptual layout exceeds 45 mph design speed. Note that the radius and the superlevation are unchanged from the current configuration as shown in 60% submittal. City of Bellevue to confirm applicable and current design criteria for future SB HOV project.

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DESIGNED BY:  
 DRAWN BY:  
 CHECKED BY:  
 APPROVED BY:

**- CONCEPTUAL DRAFT -**  
**FOR DISCUSSION ONLY**  
 January 7, 2014



SCALE:  
 NOT TO SCALE  
 E320 HOV - WEST  
 20140103  
 CONTRACT No.:  
 RTALR XXXX-XX  
 DATE:  
 JUN/2013

**EAST LINK - BELRED**  
**CONTRACT E320**  
 SOUTH BELLEVUE  
 SOUTH BELLEVUE STATION  
 COMPATIBILITY WITH FUTURE SB HOV EXTENSION  
 BASE ON 60% SUBMITTAL

DRAWING No.:  
**L85-\***  
 LOCATION ID:  
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 SHEET No.:      REV:  
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SUBMITTED BY:      DATE:      REVIEWED BY:

DATE:  
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**ATTACHMENT T****NOISE IMPACT ASSESSMENT USING BELLEVUE CITY CODE**

**East Link | South Bellevue to Overlake Transit Center  
Contract No. RTA/AE 0143-11**

**Contract E320  
Noise Impact Assessment Using Bellevue City  
Code-Operations**

**June 17, 2014**

**Prepared for:**



**Prepared by:**



FINAL DESIGN PARTNERS.



# Contract E320

## Noise Impact Assessment Using Bellevue City Code - Operations

This report was prepared by:

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Steven Wolf

**ATS Consulting**

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**ATS Consulting**  
acoustics, transportation + strategy



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## Acronyms and Abbreviations

|      |   |
|------|---|
| BCC  | Bellevue City Code                            |
| dBA  | A-weighted decibel                            |
| DCM  | Design Criteria Manual                        |
| DF   | Direct Fixation                               |
| EDNA | Environmental designation for noise abatement |
| EIS  | Environmental Impact Statement                |
| FHWA | Federal Highway Administration                |
| FTA  | Federal Transit Administration                |
| Ldn  | 24-hr day-night sound level                   |
| Leq  | Equivalent sound level                        |
| LRT  | Light Rail Transit                            |
| LRV  | Light Rail Vehicle                            |
| ROD  | Record of Decision                            |
| SEL  | Sound Exposure Level                          |
| ST   | Sound Transit                                 |
| TNM  | Traffic Noise Model                           |



## 1.0 Introduction

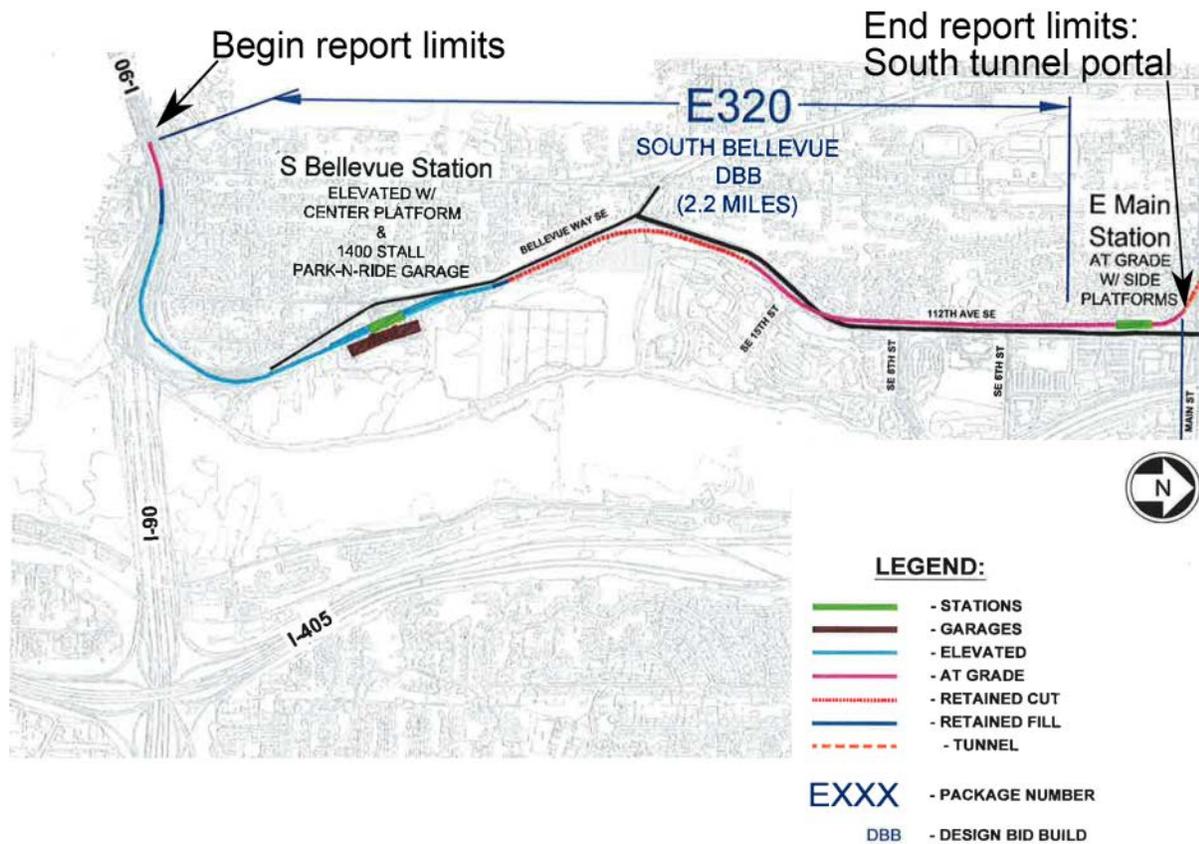
This report presents the results of the noise impact assessment of light-rail operations using the Bellevue City Code (BCC) noise limits. Included in the analysis are parcels from the beginning of the E320 Contract to the Downtown Bellevue Tunnel south portal. Figure 1-1 shows a site map illustrating the limits of the analysis presented in this report.

The noise predictions and impact assessment presented in this report are consistent with the guidelines and methodology presented in the following documents:

- Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment guidance manual (referred to in this report as the FTA guidance manual);
- Sound Transit's Link Noise Mitigation Policy, February 2004; and
- The East Link Final Environmental Impact Statement, July 2011.

The noise impact thresholds used in this report are the maximum permissible sound levels set by BCC 9.18.030. The predicted light-rail operations noise levels are compared to those thresholds. The modeling for this report initially predicted that, after installation of the mitigation required by the FTA Record of Decision, noise from train operations would comply with Chapter 9.18 of the BCC at all properties except two: EL 133 and EL148, as stated in Table 4-1. In response, Sound Transit proposes to extend the noise wall to the west near parcel EL 148, as depicted on Figure 6-8, and add sound absorptive treatment to the trench walls near parcel EL 133, as depicted on Figure 6-7. With this additional mitigation, which is explained in section 4.2, this report predicts compliance with Chapter 9.18 BCC at all properties within the E320 study area.

Figure 1-1: Site Map Showing Report Limits



## 2.0 Bellevue City Code Noise Limits

### 2.1 Exemptions Applicable to Train Noise

Chapter 9.18 of the Bellevue City Code states maximum permissible sound levels within the City, and exempts noise from most vehicles from these limits. BCC 9.18.020.A.7 exempts “Sounds created by motor vehicles when regulated by Chapter 173-62 of the WAC” (Washington Administrative Code. This chapter of the WAC defines motor vehicles as being “used primarily for transporting persons or property upon public highways and required to be licensed under RCW 46.16.010 . . .”

Since this WAC does not apply to light rail vehicles, BCC 9.18.020.A.7 does not exempt sounds from such vehicles. Instead, sounds from light rail transit vehicles are partially exempted from Chapter 9.18 by BCC 9.18.020.B.5, which exempts sounds created by the operation of all motor vehicles at all times when the receiving property is in a commercial or industrial zone (Class B or C EDNA), but only during certain hours when the receiving property is in a residential zone (Class A EDNA). In residential zones, sounds from the operation of light rail transit vehicles are exempted during the defined hours of 7 a.m. to 10 p.m. weekdays and 9 a.m. to 10 p.m. on weekends.

This noise report presents predicted noise levels from train operations at Class A EDNA properties during the defined nighttime hours of 10 p.m. to 7 a.m. when a 10 dBA maximum permissible sound level reduction is in effect per BCC 9.18.030.C. This report does not predict noise levels from 7 a.m. to 9 a.m.

on weekends because the 10 dBA maximum permissible sound level reduction for nighttime noise does not apply after 7 a.m. and the noise from train operations is predicted to comply with the maximum permissible sound levels defined by BCC 9.18.030.<sup>1</sup>

## 2.2 Maximum Permissible Sound Levels

The maximum permissible sound levels for residentially zoned properties are presented in BCC 9.18.030.B. The maximum permissible sound levels are reduced by 10 dBA during nighttime hours, from 10 p.m. to 7 a.m. (BCC 9.18.030.C.1) and are increased for short duration noise events (BCC 9.18.030.C.3). The duration of the train events is between 90 seconds and 5 minutes in one hour for peak hour train headways, which is considered a short duration noise event, so the maximum permissible noise levels increase by 10 dBA. The definition of the duration of a train event is presented in the following section for various train speeds.

The maximum permissible noise levels used in this analysis are presented in Table 2-1. The levels in the table include the 10 dB reduction for nighttime noise and a 10 dB increase for short duration events. The maximum permissible sound level is only presented for Class A EDNA receiving properties because LRT noise is exempt from the BCC noise limits for Class B and Class C EDNA receiving properties per BCC 9.18.020.B.5.

**Table 2-1: Maximum Permissible Sound Levels for Light Rail Vehicles**

| EDNA of Source                          | Maximum Permissible Sound Level for Class A EDNA Receiving Property, Leq(10pm to 7am), dBA |
|---|--|
| Class A                                 | 55 dBA   |
| Class B                                 | 57 dBA   |
| Class C                                 | 60 dBA   |
| Source: Bellevue City Code Chapter 9.18 |  |

BCC 9.18.030 does not specify which noise metric applies to the maximum permissible sound levels. A noise metric is a descriptor of what the reported sound level represents, such as a maximum level or an average level over a given period of time. Two different noise metrics are defined in the noise code, Leq and Ldn. Ldn cannot be used for nighttime sound levels because it is, by definition, a 24-hour noise metric. This report therefore uses Leq as the noise metric.

Chapter 9.18 BCC also does not identify what time period should be used to model noise from train operations, and does not identify how the duration of train events should be defined. As explained below, this report uses a one-hour Leq and defines the duration of train events in a manner that is consistent with the FTA’s guidance manual, in order to apply the code in a conservative manner that does not understate the noise from nighttime train operations.

<sup>1</sup> Even though the WAC and BCC do not discuss light rail vehicle noise nor specifically identify light rail vehicles as exempt, the light rail system is a linear transportation facility that provides public transportation in a public transportation right-of-way. Light rail is similar in character to the other transportation noise sources that are exempted by the WAC and BCC, and light rail meets the intent of the transportation exemption in these codes. In addition, the authors of this assessment are unaware of any other city or county that attempts to regulate noise from the operation of light rail transit vehicles using their local code. All other jurisdictions have relied on the FTA criteria as defined in the FTA Guidance Manual as the most appropriate method of analysis.

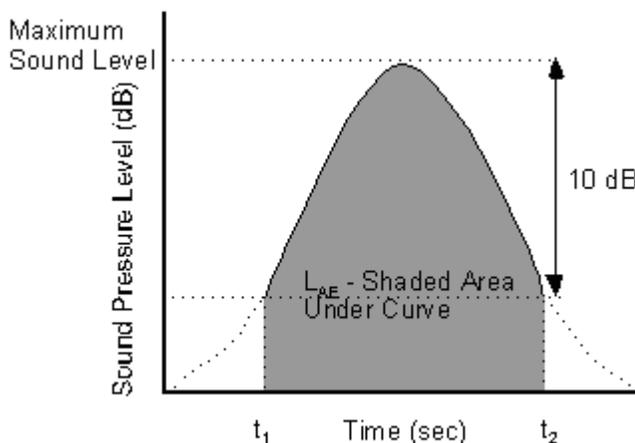
Leq is an energy average of the noise levels over a defined period of time. The noise code does not specify the period of time for the Leq. Since the noise code defines a maximum permissible noise level for nighttime hours and defines nighttime as the period between 10 p.m. to 7 a.m., it would be consistent with the code to use a 9-hour Leq corresponding to the nighttime period. However, light rail trains will not run throughout the night, and ambient noise will also be less during the middle of the night. This report therefore uses a 1-hour Leq to predict the noise from the train events during the two nighttime hours when the noise from trains will be most perceptible. For comparison purposes this report also models ambient noise during those two nighttime hours.

Using 1-hour Leq, this report predicts train noise for the 12 a.m. to 1 a.m. hour and the 6 a.m. to 7 a.m. hour. The 12 a.m. to 1 a.m. hour is the hour with the lowest ambient noise levels during which trains will be running. There will be 15 minute train headways during this hour. The 6 a.m. to 7 a.m. hour is the nighttime hour with the highest number of trains and therefore highest train noise 1-hour Leq. There will be eight-minute train headways during this hour. This report also presents the existing ambient 1-hr Leq during these same hours for reference.

### 2.3 Duration of Train Event

It is difficult to define train duration because it is not a fixed noise source, therefore the duration of the event will depend on train speed and train length. A possible definition for duration of a train event is to use the duration applied when calculating the sound exposure level (SEL). The SEL is a noise metric used in the FTA noise analysis and is defined in the FTA guidance manual as the level of sound accumulated over a given time interval or event. The FTA manual does not specifically state the duration of the time interval or event; however it is common practice to use the 10 dB down points to define the duration of the train event when determining the SEL. The 10 dB down points are the points before and after the maximum level that are 10 dB below the maximum. The Federal Highway Administration’s Traffic Noise Model User’s Guide states that as a minimum the SEL should encompass the 10 dB down points. In Figure 2-1, the 10 dB down points are at  $t_1$  and  $t_2$ , and the duration of the event would be the time elapsed between  $t_1$  and  $t_2$ . The time between the 10 dB down points could be interpreted as the acoustical duration of a train event.

Figure 2-1: Noise Event Illustrating 10 dB Down Points



Source: FHWA Traffic Noise Model Users Guide,

Table 2-2 shows the duration of train events using the 10 dB down point definition for a receiver at 50 feet and a 4-car train. The duration of the event using this definition does depend on the distance of the receiver from the tracks. The distance of 50 feet is commonly used as a reference distance for train noise events because the sound level at 50 feet generally exceeds the ambient noise level by at least 10 dB.

Table 2-2 shows the duration of a single train event and the duration of all train events for the hour with the most train events. The nighttime hour with the most train events is 6 a.m. to 7 a.m. During this hour the operating plan (see Table 3-2 below) shows 7.5 events in each direction, for this analysis this is rounded up to be 8 events in each direction resulting in a conservative total of 16 events in the hour. . The duration of train events in 1 hour for train speeds from 25 mph to 55 mph is between 1.5 minutes and 3.5 minutes. This duration corresponds to a 10 dBA increase to the maximum permissible sound levels for any receiving property per BCC 9.18.030.C.3.c. The 10 dBA increase is applied to the maximum permissible sound level for nighttime hours (10 p.m. to 7 a.m.).

**Table 2-2: Duration of Train Events for Different Train Speeds**

| <b>Train Speed:</b>   | <b>55 mph</b> | <b>50 mph</b> | <b>45 mph</b> | <b>40 mph</b> | <b>25 mph</b> |
|---|---------------|---------------|---------------|---------------|---------------|
| Train Length:   | 380 ft.       |
| Duration of 1 event (seconds):  | 6.0 sec       | 6.6 sec       | 7.2 sec       | 8.2 sec       | 13.0 sec      |
| Max events per hour <sup>1</sup> :  | 16            | 16            | 16            | 16            | 16            |
| Duration of train events in 1-hour:   | 1.6 min       | 1.8 min       | 1.9 min       | 2.2 min       | 3.5 min       |
| <sup>1</sup> There are 15 scheduled events per hour, but the calculation assumes 16 events in order to be conservative... |               |               |               |               |               |

The BCC does not define the duration of a train noise event and the definition presented in this section is not the only possible interpretation. An alternative interpretation is defining the time it takes the train to travel past a point. The duration of a train event using this alternative interpretation is the train length divided by the train speed, which would result in a shorter duration and therefore a higher permissible noise level (an increase of 15 dBA instead of 10 dBA per 9.18.030.C.3.c) for some train speeds than the definition of train duration adopted in this report.

## 2.4 Prediction Location

BCC 9.18.030.A states “the point of measurement shall be at the property boundary of the receiving property or anywhere within.” Therefore, predicted noise levels should be presented at the location within the property where the noise will be the highest. In general, noise levels decrease with distance so the highest noise levels will be at the property line closest to the LRT tracks. However, when a sound wall is located close to the property line, the sound wall will provide the highest noise reduction at the property line and the noise level may be higher somewhere between the property line and the building facade where the sound wall is less effective.

To illustrate this point, Table 2-3 shows the difference in noise reduction for a sound barrier placed 20 feet from the LRT tracks and a barrier placed close to the property line (55 feet from the LRT tracks), where the property line is 60 feet from the track. The calculations assume flat topography and an 8 feet barrier height.

As shown in Table 2-3, the predicted noise reduction for the barrier located close to (20 feet from) the tracks has very little variation with distance. Noise levels decrease with distance; therefore, the highest noise level is expected to be at the property line and not at the building facade. However, for the barrier located close to the property line (55 feet from the tracks), noise levels may be higher at 100 feet compared to the 60 feet position, because the sound barrier is about 4 decibels less effective.

**Table 2-3: Effect of Sound Barrier Location on Noise Reduction**

| Distance to Measurement Position   | Predicted Noise Reduction for barrier located 20 ft. from tracks, dB | Predicted Noise Reduction for barrier located 55 ft. from tracks, dB |
|--|--|--|
| 60 ft.   | 12.6   | 13.3   |
| 70 ft.   | 12.6   | 10.5   |
| 80 ft.   | 12.5   | 9.6  |
| 90 ft.   | 12.5   | 9.1  |
| 100 ft.  | 12.5   | 8.9  |
| Note: Predicted noise reduction from barrier assumes 8 ft. barrier height and flat topography. |  |  |

Any location on a receiving property further away from the LRT track than the building structure will receive noise reduction from acoustical shielding from the structure itself. Therefore, noise predictions are presented at the building facade on the property for parcels where a sound wall is located close to the property line. The prediction location (property line or building facade) is indicated in the footnote in the bottom row of Table 4-1.

### 3.0 Noise Impact Assessment Methodology

The noise from light-rail vehicle (LRV) operations is predicted using the FTA detailed noise analysis procedure presented in the FTA Transit Noise and Vibration Impact Assessment guidance manual<sup>2</sup>. The FTA detailed noise analysis procedure is a spreadsheet model that uses formulas presented in the FTA guidance manual. The formulas take into account the following specific operating characteristics of the Sound Transit system:

- Measured reference sound level of existing Sound Transit LRVs,
- train operating schedule,
- train speed, and
- track structure

ATS Consulting took reference sound level measurements on the existing ST Central Link light-rail system in April 2013<sup>3</sup>. Measurements were taken on at-grade, ballast-and-tie track and on direct-fixation track on an aerial structure. The measurements were made using a 3-car train consist traveling at controlled speeds during non-revenue service hours and measurements of 2-car train consists during regular revenue service hours. The results of the noise measurements showed maximum noise levels from the light rail vehicle of 79 dBA at 50 feet and 40 mph. The noise levels on the Central Link system

<sup>2</sup> FTA-VA-90-1003-06. May 2006.

<sup>3</sup> The sound level measurements of the existing ST Central Link light-rail system are documented in the report: *Noise Measurements of Existing Sound Transit Trains* dated October 16, 2013.



are about 2 decibels higher than the FTA reference noise level for LRVs. The measured maximum noise levels of the existing light rail vehicle was converted to a reference sound exposure level (SEL) which is the train passby compressed into a 1-second period. The SEL used for the predictions in this analysis is 84 dBA at 50 feet for a one-car train traveling at 50 mph for ballast-and-tie track (2 decibels higher than the FTA reference level of 82 dBA). The measured reference levels for ballast-and-tie track and direct fixation track are shown in Table 3-1.

**Table 3-1: Measured SEL Reference Levels**

| Track-type  | SEL Reference Level, dBA <sup>1</sup> |
|---|---------------------------------------|
| Ballast-and-Tie   | 84                                    |
| Direct Fixation   | 88                                    |
| <sup>1</sup> SEL reference level is for a one-car train traveling at 50 mph at 50 ft. |                                       |

The train schedule from Sound Transit’s Revised 2035 Light Rail Operation Plans, shown in Table 3-2, was used for the noise predictions. Note that the revised 2035 operating schedule is different than the assumptions used in the Final EIS predictions. The revised operating schedule assumes 8 minute peak headways and 4-car train consists, while the Final EIS schedule assumed 7-minute peak headways and 3-car train consists. The operating speeds and track structure type assumed in the predictions are based on the information in the 60% design drawings.

**Table 3-2: East Link Operating Plan**

| Hours  | Headway (minutes) | Total Eastbound and Westbound Trains |
|--|-------------------|--------------------------------------|
| 5-6 a.m.   | 15                | 4                                    |
| 6-7 a.m.   | 8                 | 7.5                                  |
| 7-8:30 a.m.  | 8                 | 11.25                                |
| 8:30 a.m.-3:00 p.m.  | 10                | 39                                   |
| 3-6:30 p.m.  | 8                 | 26.25                                |
| 6:30-10 p.m.   | 10                | 21                                   |
| 10 p.m.-1:00 a.m.  | 15                | 12                                   |
| 1-5 a.m.   | 0                 | 0                                    |
| Total Nighttime (10 p.m. - 7 a.m.)   | -                 | 23.5 <sup>1</sup>                    |
| Notes: Schedule is for trains in one direction.<br><sup>1</sup> Total number of nighttime trains in one direction is rounded up to 24 when calculating predicted noise levels. |                   |                                      |

In addition to the operating characteristics of the system, the noise formulas also account for distance from the sensitive receiver to the tracks, ground absorption effects, and noise reduction from barriers recommended in the final design noise mitigation analysis using the FTA noise impact thresholds. The sound barrier lengths and locations recommended in the final design noise mitigation analysis are summarized in Table 3-3. The locations of the barriers are shown in Figure 6-1 through Figure 6-12 in Appendix B.



**Table 3-3: Recommended Sound Wall Lengths and Heights from FTA Noise Impact Analysis**

| Wall | Start Station                              | End Station                          | Wall Length | Wall Height                              | Wall Location  | Comments  |
|------|--|--------------------------------------|-------------|--|--|---|
| 1WB  | 380+19 (E130)<br>405+32 (E320)             | 456+00                               | 5,100 ft.   | 6 ft. above top of rail                  | On WB edge of aerial guideway  | Wall height tapers as trench depth increases                          |
|      | 456+00                                     | 459+26                               | 326 ft.     | 8 ft. above top of rail                  | On WB edge of aerial guideway  |   |
|      | 459+26                                     | 460+29                               | 103 ft.     | 8 ft. above Bellevue Way Grade           | At street level, adjacent to west trench edge                          |   |
|      | 460+29                                     | 460+80                               | 51 ft.      | 6 ft. above Bellevue Way Grade           | At street level, adjacent to west trench edge                          |   |
|      | 460+80                                     | 462+24                               | 144 ft.     | 4 ft. above Bellevue Way Grade           | At street level, adjacent to west trench edge                          |   |
| 1EB  | 407+00                                     | 418+00                               | 1,100 ft.   | 4 ft. above top of rail                  | On EB edge of aerial guideway  |   |
| 2    | 476+00                                     | 479+00                               | 300 ft.     | Varies 6 ft. to 10 ft. above top of rail | At WB edge of guideway   |   |
|      | 479+00                                     | 491+00                               | 1,200 ft.   | 10 ft. above top of rail                 | At WB edge of guideway   |   |
|      | 491+00                                     | 496+00                               | 500 ft.     | 6 ft. above top of rail                  | At WB edge of guideway   |   |
| 3    | 500+00<br>(north portal of road-over-rail) | 508+00                               | 800 ft.     | 10 ft. above top of rail                 | At WB edge of guideway   | The wall height is the combined retaining wall and sound wall height. |
|      | 508+00                                     | 509+50                               | 150 ft.     | 12 ft. above top of rail                 | At WB edge of guideway   |   |
|      | 509+50                                     | 511+00                               | 150 ft.     | 14 ft. above top of rail                 | At WB edge of guideway   |   |
|      | 511+00                                     | 512+00                               | 100 ft.     | 12 ft. above top of rail                 | At WB edge of guideway   |   |
|      | 512+00                                     | 514+00                               | 200 ft.     | 10 ft. above top of rail                 | At WB edge of guideway   |   |
| 4    | 520+00                                     | 522+50 (intersection with SE 4th St) | 250 ft.     | 8 ft. above top of rail                  | At WB edge of guideway   |   |
|      | 522+50                                     | 522+80                               | 30 ft.      | 8 ft. above top of rail                  | Moveable gate a maximum of 10 feet from the WB track                   |   |
|      | 522+80 (intersection with SE 4th St)       | 523+20                               | 40 ft.      | 8 ft. above top of rail                  | At WB edge of guideway   |   |
|      | 523+20                                     | 523+20                               | 70 ft.      | 8 ft. above ground level                 | Wall will run perpendicular to the track until it reaches the ROW line |   |
|      | 523+20                                     | 531+55 (E335 stationing)             | 835 ft.     | 6 ft. above ground level at ROW line     | Along WB ROW line  | Wall will be located at ROW line                                      |
|      | 531+55 (E335 stationing)                   | 540+15 (south tunnel portal)         | 860 ft.     | 6 ft. above ground level at ROW line     | Along WB ROW line  | This section of wall is included in E335 package                      |

## 4.0 Noise Impact Assessment

This section presents a detailed noise impact analysis of light-rail vehicle operations. Table 4.1 states the predicted nighttime noise levels with the noise mitigation required by the Record of Decision, and compares these noise levels with the maximum permissible noise levels defined in the Bellevue City Code, which is discussed in Section 2.0. Predicted nighttime noise levels exceed the maximum permissible noise level at two parcels, EL133 and EL148. Sound Transit therefore has proposed additional mitigation, as explained in section 4.2, over and above what is required by the Record of Decision, and this additional mitigation will bring the noise levels at these parcels into compliance with the Code.

### 4.1 Predicted Nighttime Noise from LRVs

Table 4-1 presents the predicted nighttime noise levels for Class A EDNA land uses within the E320 contract limits. Each Class A parcel is identified in the first column of the table. Table 6-1 in Appendix B is a list of all parcel labels and corresponding street addresses. Figure 6-1 through Figure 6-12 in Appendix B show the location of all parcels with respect to the light-rail tracks, as well as the sound walls included in the analysis.

The predicted nighttime noise levels, with the mitigation required by the Record of Decision, exceed the impact threshold at two parcels: EL133 and EL148. Mitigation measures for the noise impacts at these two parcels are presented in Section 4.2.



**Table 4-1: Predicted Nighttime Noise Levels, with FTA Mitigation Included**

| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL100d | 260                           | 45             | 52  | 52  | 55   | -3                                     | 60   | 55   | 55   | 0                                       |
| EL100e | 281                           | 45             | 53  | 52  | 55   | -3                                     | 61   | 55   | 55   | 0                                       |
| EL100f | 271                           | 45             | 53  | 52  | 55   | -3                                     | 61   | 55   | 55   | 0                                       |
| EL100g | 260                           | 45             | 53  | 52  | 55   | -3                                     | 61   | 55   | 55   | 0                                       |
| EL100h | 253                           | 45             | 53  | 52  | 55   | -3                                     | 61   | 55   | 55   | 0                                       |
| EL100i | 230                           | 45             | 54  | 49  | 55   | -6                                     | 62   | 52   | 55   | -3                                      |
| EL100j | 228                           | 45             | 54  | 48  | 55   | -7                                     | 62   | 51   | 55   | -4                                      |
| EL100k | 260                           | 45             | 53  | 49  | 55   | -6                                     | 61   | 52   | 55   | -3                                      |
| EL100l | 270                           | 45             | 50  | 48  | 55   | -7                                     | 59   | 51   | 55   | -4                                      |
| EL100m | 270                           | 45             | 52  | 47  | 55   | -8                                     | 60   | 50   | 55   | -5                                      |
| EL100n | 300                           | 45             | 52  | 46  | 55   | -9                                     | 60   | 49   | 55   | -6                                      |
| EL100o | 302                           | 45             | 53  | 45  | 55   | -10                                    | 61   | 48   | 55   | -7                                      |
| EL100p | 305                           | 45             | 53  | 44  | 55   | -11                                    | 61   | 47   | 55   | -8                                      |
| EL101f | 240                           | 45             | <b>62</b>   | 51  | 55   | -4                                     | 70   | 54   | 55   | -1                                      |
| EL101g | 230                           | 45             | 62  | 52  | 55   | -3                                     | 70   | 55   | 55   | 0                                       |



| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL101h | 260                           | 45             | 61  | 52  | 55   | -3                                     | 70   | 55   | 55   | 0                                       |
| EL101i | 263                           | 45             | 60  | 52  | 55   | -3                                     | 68   | 55   | 55   | 0                                       |
| EL101j | 242                           | 45             | 62  | 50  | 55   | -5                                     | 70   | 53   | 55   | -2                                      |
| EL101k | 235                           | 45             | <b>61</b>   | 49  | 55   | -6                                     | <b>70</b>  | 52   | 55   | -3                                      |
| EL101l | 248                           | 45             | 62  | 49  | 55   | -6                                     | 71   | 52   | 55   | -3                                      |
| EL101m | 263                           | 45             | 61  | 49  | 55   | -6                                     | 70   | 52   | 55   | -3                                      |
| EL101n | 284                           | 45             | 61  | 49  | 55   | -6                                     | 70   | 52   | 55   | -3                                      |
| EL101o | 260                           | 45             | 61  | 49  | 55   | -6                                     | 70   | 52   | 55   | -3                                      |
| EL101p | 195                           | 35             | 56  | 46  | 55   | -9                                     | 68   | 49   | 55   | -6                                      |
| EL101q | 184                           | 35             | 55  | 47  | 55   | -8                                     | 68   | 50   | 55   | -5                                      |
| EL101r | 135                           | 35             | 55  | 48  | 55   | -7                                     | 68   | 51   | 55   | -4                                      |
| EL101s | 120                           | 35             | 52  | 48  | 55   | -7                                     | 65   | 51   | 55   | -4                                      |
| EL101t | 110                           | 35             | 54  | 48  | 55   | -7                                     | 67   | 51   | 55   | -4                                      |
| EL101u | 105                           | 35             | 54  | 48  | 55   | -7                                     | 67   | 51   | 55   | -4                                      |
| EL101v | 115                           | 35             | 56  | 48  | 55   | -7                                     | 69   | 51   | 55   | -4                                      |
| EL101x | 120                           | 35             | 54  | 48  | 55   | -7                                     | 67   | 51   | 55   | -4                                      |
| EL101w | 130                           | 35             | 54  | 48  | 55   | -7                                     | 67   | 51   | 55   | -4                                      |
| EL101y | 105                           | 35             | 58  | 49  | 55   | -6                                     | 71   | 52   | 55   | -3                                      |



| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL101z | 170                           | 35             | 53  | 47  | 55   | -8                                     | 66   | 50   | 55   | -5                                      |
| EL103  | 165                           | 35             | 60  | 49  | 55   | -6                                     | 67   | 52   | 55   | -3                                      |
| EL104  | 165                           | 35             | 55  | 47  | 55   | -8                                     | 62   | 50   | 55   | -5                                      |
| EL106  | 160                           | 35             | 55  | 47  | 55   | -8                                     | 62   | 50   | 55   | -5                                      |
| EL107  | 180                           | 35             | 59  | 47  | 55   | -8                                     | 66   | 50   | 55   | -5                                      |
| EL108  | 216                           | 35             | 56  | 46  | 55   | -9                                     | 63   | 49   | 55   | -6                                      |
| EL109  | 233                           | 30             | <b>53</b>   | 46  | 55   | -9                                     | <b>60</b>  | 49   | 55   | -6                                      |
| EL110  | 285                           | 30             | 58  | 47  | 55   | -8                                     | 65   | 50   | 55   | -5                                      |
| EL112  | 247                           | 30             | 54  | 47  | 55   | -8                                     | 61   | 50   | 55   | -5                                      |
| EL114  | 226                           | 40             | 57  | 46  | 55   | -9                                     | 64   | 49   | 55   | -6                                      |
| EL113  | 287                           | 40             | 54  | 45  | 55   | -10                                    | 61   | 48   | 55   | -7                                      |
| EL115  | 195                           | 40             | <b>58</b>   | 46  | 55   | -9                                     | <b>69</b>  | 49   | 55   | -6                                      |
| EL117  | 146                           | 40             | 57  | 48  | 55   | -7                                     | 68   | 51   | 55   | -4                                      |
| EL118  | 130                           | 40             | 56  | 48  | 55   | -7                                     | 67   | 51   | 55   | -4                                      |
| EL119  | 120                           | 40             | 58  | 48  | 55   | -7                                     | 69   | 51   | 55   | -4                                      |
| EL121  | 105                           | 40             | 56  | 49  | 55   | -6                                     | 67   | 52   | 55   | -3                                      |
| EL122  | 100                           | 40             | 49  | 49  | 55   | -6                                     | 61   | 52   | 55   | -3                                      |
| EL124  | 92                            | 40             | 47  | 49  | 55   | -6                                     | 59   | 52   | 55   | -3                                      |



| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL125  | 85                            | 40             | 49  | 50  | 55   | -5                                     | 60   | 53   | 55   | -2                                      |
| EL126  | 80                            | 40             | <b>50</b>   | 50  | 55   | -5                                     | <b>61</b>  | 53   | 55   | -2                                      |
| EL127  | 80                            | 40             | 50  | 50  | 55   | -5                                     | 60   | 53   | 55   | -2                                      |
| EL129  | 72                            | 45             | 51  | 50  | 55   | -5                                     | 61   | 53   | 55   | -2                                      |
| EL130  | 63                            | 45             | 52  | 50  | 55   | -5                                     | 63   | 53   | 55   | -2                                      |
| EL131  | 70                            | 45             | 52  | 50  | 55   | -5                                     | 63   | 53   | 55   | -2                                      |
| EL132  | 70                            | 45             | 49  | 52  | 55   | -3                                     | 59   | 55   | 55   | 0                                       |
| EL133  | 70                            | 45             | 49  | 53  | 55   | -2                                     | 60   | <b>56</b>  | 55   | <b>1</b>                                |
| EL134  | 70                            | 45             | 49  | 52  | 55   | -3                                     | 60   | 55   | 55   | 0                                       |
| EL135  | 70                            | 45             | <b>51</b>   | 52  | 55   | -3                                     | <b>62</b>  | 55   | 55   | 0                                       |
| EL137  | 75                            | 45             | 50  | 52  | 55   | -3                                     | 61   | 55   | 55   | 0                                       |
| EL138  | 75                            | 45             | 60  | 52  | 55   | -3                                     | 68   | 55   | 55   | 0                                       |
| EL139  | 75                            | 45             | 60  | 52  | 55   | -3                                     | 68   | 55   | 55   | 0                                       |
| EL140  | 75                            | 45             | 61  | 52  | 55   | -3                                     | 69   | 55   | 55   | 0                                       |
| EL142  | 85                            | 45             | 57  | 51  | 55   | -4                                     | 64   | 54   | 55   | -1                                      |
| EL143  | 85                            | 45             | <b>59</b>   | 51  | 55   | -4                                     | <b>66</b>  | 54   | 55   | -1                                      |
| EL144  | 95                            | 45             | 59  | 51  | 55   | -4                                     | 67   | 54   | 55   | -1                                      |
| EL145  | 115                           | 45             | 59  | 50  | 55   | -5                                     | 66   | 53   | 55   | -2                                      |



| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL148  | 125                           | 45             | 59  | 55  | 57 <sup>5</sup>  | -2                                     | 66   | <b>58</b>  | 57   | <b>1</b>                                |
| EL149a | 140                           | 45             | 53  | 40  | 57 <sup>5</sup>  | -17                                    | 56   | 43   | 57   | -14                                     |
| EL149b | 147                           | 45             | 53  | 40  | 57 <sup>5</sup>  | -17                                    | 56   | 43   | 57   | -14                                     |
| EL149c | 160                           | 45             | <b>50</b>   | 40  | 57 <sup>5</sup>  | -17                                    | <b>54</b>  | 43   | 57   | -14                                     |
| 149d   | 165                           | 45             | 50  | 40  | 57 <sup>5</sup>  | -17                                    | 54   | 43   | 57   | -14                                     |
| EL149e | 170                           | 45             | 51  | 40  | 57 <sup>5</sup>  | -17                                    | 55   | 43   | 57   | -14                                     |
| EL149f | 155                           | 45             | 50  | 41  | 57 <sup>5</sup>  | -16                                    | 54   | 44   | 57   | -13                                     |
| EL149g | 227                           | 45             | 48  | 41  | 57 <sup>5</sup>  | -16                                    | 52   | 44   | 57   | -13                                     |
| EL149h | 263                           | 45             | 48  | 39  | 57 <sup>5</sup>  | -18                                    | 52   | 42   | 57   | -15                                     |
| EL151  | 115                           | 45             | <b>54</b>   | 49  | 57 <sup>5</sup>  | -8                                     | <b>62</b>  | 52   | 57   | -5                                      |
| EL155  | 38                            | 45             | 52  | 50  | 55   | -5                                     | 61   | 53   | 55   | -2                                      |
| EL156  | 148                           | 45             | 48  | 43  | 55   | -12                                    | 56   | 46   | 55   | -9                                      |
| EL158  | 188                           | 45             | 47  | 40  | 55   | -15                                    | 55   | 43   | 55   | -12                                     |
| EL160  | 85                            | 55             | 50  | 45  | 55   | -10                                    | 58   | 48   | 55   | -7                                      |
| EL161  | 65                            | 55             | 51  | 47  | 55   | -8                                     | 59   | 50   | 55   | -5                                      |
| EL163  | 40                            | 55             | 52  | 50  | 55   | -5                                     | 60   | 53   | 55   | -2                                      |
| EL164  | 56                            | 55             | 51  | 50  | 55   | -5                                     | 59   | 53   | 55   | -2                                      |
| EL165  | 53                            | 55             | 51  | 48  | 55   | -7                                     | 59   | 51   | 55   | -4                                      |



| Parcel | Distance <sup>1</sup><br>(ft) | Speed<br>(mph) | 12am to 1 am  |   |  |  | 6am to 7am   |  |  |   |
|--------|-------------------------------|----------------|---|---|--|--|--|--|--|---|
|        |                               |                | Ambient<br>Noise Level,<br>Leq(12am-<br>1am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(12am-<br>1am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold,<br>dBA | Ambient<br>Noise Level,<br>Leq(6am-<br>7am) <sup>2</sup> , dBA | Predicted<br>Train Noise,<br>Leq(6am-<br>7am) <sup>3</sup> dBA | Nighttime<br>Impact<br>Threshold,<br>Leq(1-hr) <sup>4</sup> ,<br>dBA | Amount<br>Exceeds<br>Threshold<br>, dBA |
| EL166  | 60                            | 55             | 51  | 49  | 55   | -6                                     | 59   | 52   | 55   | -3                                      |
| EL167  | 44                            | 55             | 51  | 52  | 55   | -3                                     | 60   | 55   | 55   | 0                                       |
| EL169  | 116                           | 55             | 48  | 49  | 55   | -6                                     | 57   | 52   | 55   | -3                                      |
| EL174  | 93                            | 55             | 57  | 45  | 55   | -10                                    | 60   | 48   | 55   | -7                                      |
| EL179  | 80                            | 55             | 58  | 46  | 55   | -9                                     | 60   | 49   | 55   | -6                                      |
| EL181  | 150                           | 55             | 56  | 42  | 55   | -13                                    | 58   | 45   | 55   | -10                                     |
| EL182  | 135                           | 55             | 56  | 42  | 55   | -13                                    | 59   | 45   | 55   | -10                                     |
| EL183  | 118                           | 55             | 56  | 43  | 55   | -12                                    | 59   | 46   | 55   | -9                                      |
| EL184  | 110                           | 45             | 56  | 42  | 55   | -13                                    | 59   | 45   | 55   | -10                                     |

Notes:

<sup>1</sup>The distance in feet. For parcels EL100d to EL151, the distance is to the property line. For parcels EL155 to EL184, the distance is to the building facade, because the predicted noise level is higher at the building facade than at the property line due to the location of the sound wall

<sup>2</sup> Ambient noise levels shown in bold italics are the parcels where the noise level was measured. At all other parcels the ambient noise level was estimated based on the nearest measurement and the relative distances to the roadway.

<sup>3</sup>Predicted train noise for 12am to 1am assumes 15 minute headways. Predicted train noise for 6am to 7am assumes 8 minute headways.

<sup>4</sup>Nighttime impact threshold is from the maximum permissible sound levels from the BCC applicable to train noise received in residential properties.

<sup>5</sup>The EDNA of source for the LRT alignment adjoining these parcels is Category B.

## 4.2 Summary of Predicted Impacts and Mitigation Measures

The predicted noise levels exceed the Bellevue City Code noise limit at two parcels, EL148 and EL133. The predicted noise level can be mitigated to below the BCC noise limit by extending the sound wall at parcel EL148 and providing sound absorptive treatment to the walls of the trench walls at parcel EL133. The sound absorptive treatment shall be 1” thick acoustical vermiculite cement plaster (AVCP) in accordance with E320 Specification Section 09 82 19, Sprayed Acoustic Insulation applied to the walls of the trench. Table 4-2 presents the impacted parcels, the mitigation recommendation, and the predicted mitigated sound level. The predicted mitigated sound level for both parcels is below the BCC noise limit of 55 dBA, Leq(nighttime).

**Table 4-2: Summary of Predicted Impacts and Mitigation Measures**

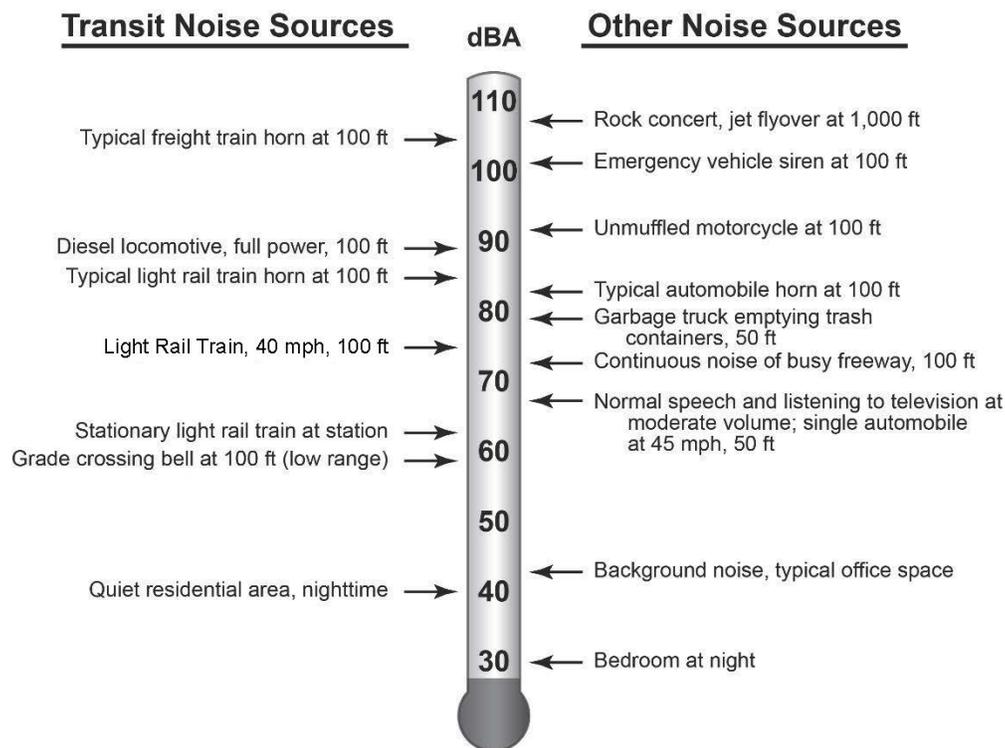
| Parcel | Predicted Level ,<br>Leq(nighttime), dBA | Recommended Mitigation   | Predicted Mitigated<br>Sound Level,<br>Leq(nighttime), dBA |
|--------|--|--|--|
| EL133  | 56 dBA                                   | 1” thick AVCP sprayed on to the walls of the trench from EB Sta. 463+00 to the Parking Entrance Lid of the Trench at EB Sta. 465+91    | 54 dBA   |
| EL148  | 58 dBA                                   | Extend Wall 2 from WB 479+00 to WB 476+00 (300 feet). Height above top of rail varies from 6 feet at WB 476+00 to 10 feet at WB 479+00 | 48 dBA   |

## 5.0 Appendix A: Background on Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound. Sound can vary in intensity by over one million times within the range of human hearing. Therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity and compress the scale to a more convenient range.

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale has been developed. A-weighted decibels are abbreviated as “dBA.” On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. As a point of reference, Figure A-1 includes examples of A-weighted sound levels from common indoor and outdoor sounds.

Figure 5-1: Typical Noise Levels



Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dB. The smallest recognizable change in sound level is approximately 1 dB. A 3-dB increase in the A-Weighted sound level is generally considered perceptible, whereas a 5-dB increase is readily perceptible. A 10-dB increase is judged by most people as an approximate doubling of the perceived loudness.



The two primary factors that reduce levels of environmental sounds are increasing the distance between the sound source and the receiver and having intervening obstacles such as walls, buildings, or terrain features that block the direct path between the sound source and the receiver. Factors that act to make environmental sounds louder include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

Following are brief definitions of the measures of environmental noise used in this study:

- **Maximum Sound Level ( $L_{max}$ ):**  $L_{max}$  is the maximum sound level that occurs during an event such as a train passing. For this analysis  $L_{max}$  is defined as the maximum sound level using the slow setting on a standard sound level meter.
- **Equivalent Sound Level ( $L_{eq}$ ):** Environmental sound fluctuates constantly. The equivalent sound level ( $L_{eq}$ ) is the most common means of characterizing community noise.  $L_{eq}$  represents a constant sound that, over a specified period of time, has the same sound energy as the time-varying sound.  $L_{eq}$  is used by the FTA to evaluate noise effects at institutional land uses, such as schools, churches, and libraries, from proposed transit projects.
- **Day-Night Sound Level ( $L_{dn}$ ):**  $L_{dn}$  is basically a 24-hour  $L_{eq}$  with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10 dB penalty for all sound that occurs between the hours of 10:00 p.m. to 7:00 a.m. The effect of the penalty is that, when calculating  $L_{dn}$ , any event that occurs during the nighttime is equivalent to ten occurrences of the same event during the daytime.  $L_{dn}$  is the most common measure of total community noise over a 24-hour period and is used by the FTA to evaluate residential noise effects from proposed transit projects.
- **$L_{xx}$ :** This is the percent of time a sound level is exceeded during the measurement period. For example, the  $L_{99}$  is the sound level exceeded during 99 percent of the measurement period. For a 1-hour period,  $L_{99}$  is the sound level exceeded for all except 36 seconds of the hour.  $L_1$  represents typical maximum sound levels,  $L_{33}$  is approximately equal to  $L_{eq}$  when free-flowing traffic is the dominant noise source,  $L_{50}$  is the median sound level, and  $L_{99}$  is close to the minimum sound level.
- **Sound Exposure Level (SEL):** SEL is a measure of the acoustic energy of an event such as a train passing. In essence, the acoustic energy of the event is compressed into a 1-second period. SEL increases as the sound level of the event increases and as the duration of the event increases. It is often used as an intermediate value in calculating overall metrics such as  $L_{eq}$  and  $L_{dn}$ .
- **Sound Transmission Class (STC):** STC ratings are used to compare the sound insulating effectiveness of different types of noise barriers, including windows, walls, etc. Although the amount of attenuation varies with frequency, the STC rating provides a rough estimate of the transmission loss from a particular window or wall.

## 6.0 Appendix B: Parcel Table and Parcel Figures

Table 6-1 lists the addresses of the parcels that are referenced in this report. Figures 6-1 through 6-12 identify the proposed sound walls and the additions to the walls that this report recommends to achieve compliance with the Bellevue Noise Code. For convenience, these figures also identify “Noise Sensitive Receivers” as defined by the Federal Transit Authority by parcel number.

**Table 6-1: List of Parcel Numbers and Corresponding Addresses**

| Parcel | Address           |
|--------|-------------------|
| EL100a | unknown           |
| EL100b | 10811 SE Lake     |
| EL100c | 10815 SE Lake Rd  |
| EL100d | 10825 SE Lake Rd  |
| EL100e | 10831 SE Lake Rd  |
| EL100f | 10835 SE Lake Rd  |
| EL100g | 10843 SE Lake Rd  |
| EL100h | 10845 SE Lake Rd  |
| EL100i | 10925 SE Lake Rd  |
| EL100j | 11003 SE Lake Rd  |
| EL100k | 11011 SE Lake Rd  |
| EL100l | 11015 SE Lake Rd  |
| EL100m | 11041 SE Lake Rd  |
| EL100n | 11055 SE Lake Rd  |
| EL100o | unknown           |
| EL100p | 11205 SE Lake Rd  |
| EL101a | 3265 106th Ave SE |
| EL101b | 3273 106th Ave SE |
| EL101c | 3461 108th Ave SE |
| EL101d | 3230 108th Ave SE |
| EL101e | 3247 109th Ave SE |
| EL101f | 3246 109th Ave SE |
| EL101g | 3245 110th Ave SE |
| EL101h | 3242 110th Ave SE |
| EL101i | 11026 SE 34th St  |
| EL101j | 3255 111th Ave SE |
| EL101k | 3264 111th Ave SE |
| EL101l | 3265 112th Ave SE |
| EL101m | 3264 112th Ave SE |
| EL101n | 1162 SE 35TH ST   |
| EL101o | 3263 113th Ave SE |
| EL101p | 3244 113th Ave SE |



| Parcel | Address              |
|--------|----------------------|
| EL101q | 3236 113th Ave SE    |
| EL101r | unknown              |
| EL101s | 3218 113th Ave SE    |
| EL101t | 3214 113th Ave SE    |
| EL101u | 3108 113th Ave SE    |
| EL101v | 3110 113th Ave SE    |
| EL101x | 3018 113th Ave SE    |
| EL101w | 3014 113th Ave SE    |
| EL101y | 3005 Bellevue Way SE |
| EL101z | 11234 SE 30th St     |
| EL103  | 11230 SE 30TH STREET |
| EL104  | 2831 BELLEVUE WAY SE |
| EL106  | 2811 BELLEVUE WAY SE |
| EL107  | 2821 BELLEVUE WAY SE |
| EL108  | 2809 BELLEVUE WAY SE |
| EL109  | 2705 BELLEVUE WAY SE |
| EL110  | 11047 SE 27TH PL     |
| EL112  | 11048 SE 27TH PL     |
| EL113  | 11044 SE 27TH PL     |
| EL114  | unknown              |
| EL115  | 2548 111TH AVE SE    |
| EL117  | 2532 111TH AVE SE    |
| EL118  | 2522 111TH AVE SE    |
| EL119  | 2508 111TH AVE SE    |
| EL121  | 11038 SE 25TH ST     |
| EL122  | 11024 SE 25TH ST     |
| EL124  | 11017 SE 24TH PL     |
| EL125  | 11023 SE 24TH PL     |
| EL126  | 11022 SE 24TH PL     |
| EL127  | 11016 SE 24TH PL     |
| EL129  | 10923 SE 23rd Street |
| EL130  | 10929 SE 23rd Street |
| EL131  | 10935 SE 23rd Street |
| EL132  | 2234 109th Avenue SE |
| EL133  | 2228 109th Avenue SE |
| EL134  | 2222 109th Avenue SE |
| EL135  | 2216 109th Avenue SE |
| EL137  | 2128 109th Avenue SE |
| EL138  | 2113 Bellevue Way SE |
| EL139  | 2105 Bellevue Way SE |
| EL140  | 1997 Bellevue Way SE |



| Parcel | Address                 |
|--------|-------------------------|
| EL142  | 1928 109TH AVE SE       |
| EL143  | 1922 109th Avenue SE    |
| EL144  | 1914 109TH AVE SE       |
| EL145  | 1906 109TH AVE SE       |
| EL148  | 1800 108th Avenue SE    |
| EL149a | 1650 109TH AVE SE       |
| EL149b | 1638 109th Ave SE       |
| EL149c | 1632 109th Ave SE       |
| 149d   | 1624 109th Ave SE       |
| EL149e | 1612 109th Ave SE       |
| EL149f | 1600 109th Ave SE       |
| EL149g | 10839 SE 14th St        |
| EL149h | 1432 109th Ave SE       |
| EL151  | 1101 BELLEFIELD PARK LN |
| EL155  | 1018 111TH PL SE        |
| EL156  | 1020 112TH AVE SE       |
| EL158  | 1022 111TH PL SE        |
| EL160  | 1012 11TH PL SE         |
| EL161  | 1006 111TH PL SE        |
| EL163  | 932 111TH PL SE         |
| EL164  | 924 111TH PL SE         |
| EL165  | 918 111TH PL SE         |
| EL166  | 912 111TH PL SE         |
| EL167  | 906 111TH PL SE         |
| EL169  | 807 111TH PL SE         |
| EL174  | 11121 SE 4TH ST         |
| EL179  | 11116 SE 4TH ST         |
| EL181  | 322 111TH AVE SE        |
| EL182  | 314 111TH AVE SE        |
| EL183  | 308 111TH AVE SE        |
| EL184  | 300 111TH AVE SE        |
| EL186  | 248 111TH AVE SE        |
| EL187  | 240 111TH AVE SE        |
| EL189  | 236 111TH AVE SE        |
| EL190  | 226 111TH AVE SE        |
| EL191  | 220 111TH AVE SE        |
| EL192  | 212 111TH AVE SE        |
| EL194  | 204 111TH AVE SE        |
| EL195  | 200 111TH AVE SE        |
| EL196  | 112 111TH AVE SE        |
| EL206  | 11102 SE 1TH PL         |

Figure 6-1: Recommended Sound Walls for Parcels EL100a-EL100i and EL101a-EL101h

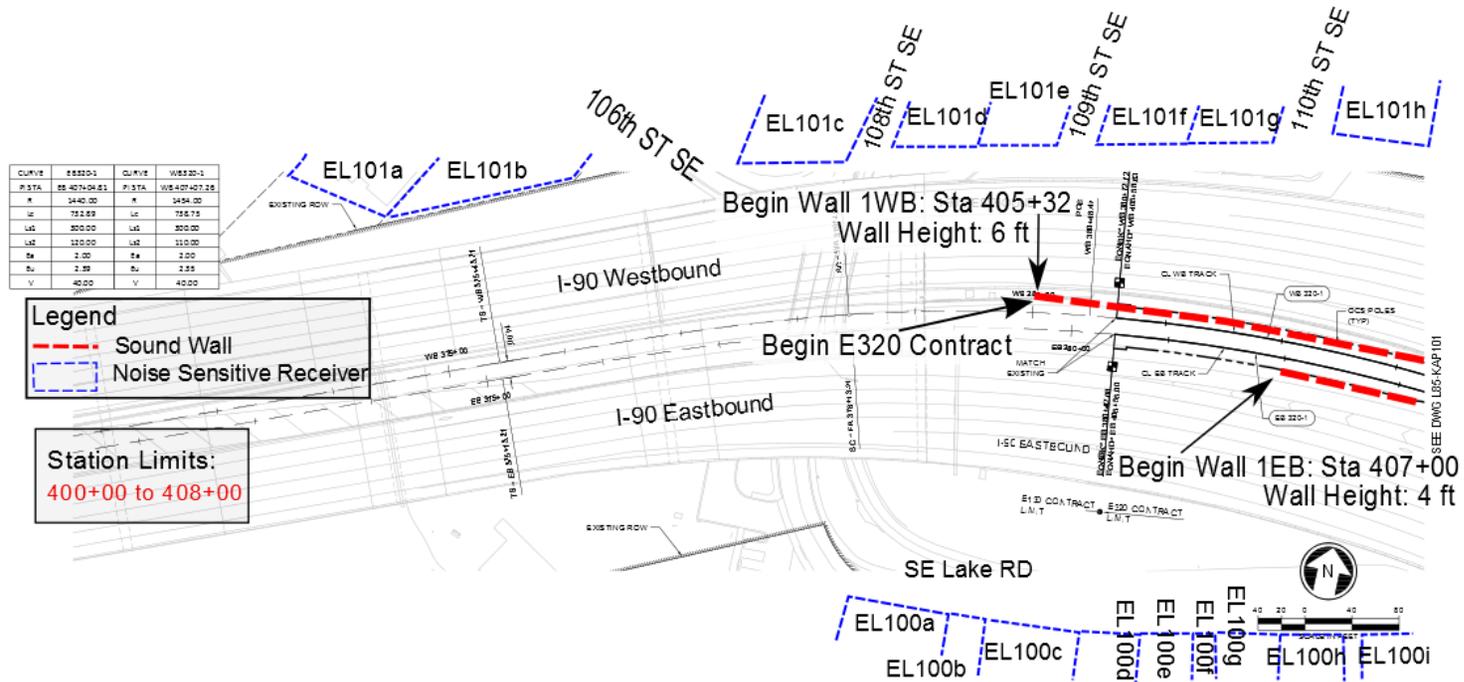


Figure 6-2: Recommended Sound Walls for Parcels EL100h-EL100p, EL101g-EL101o

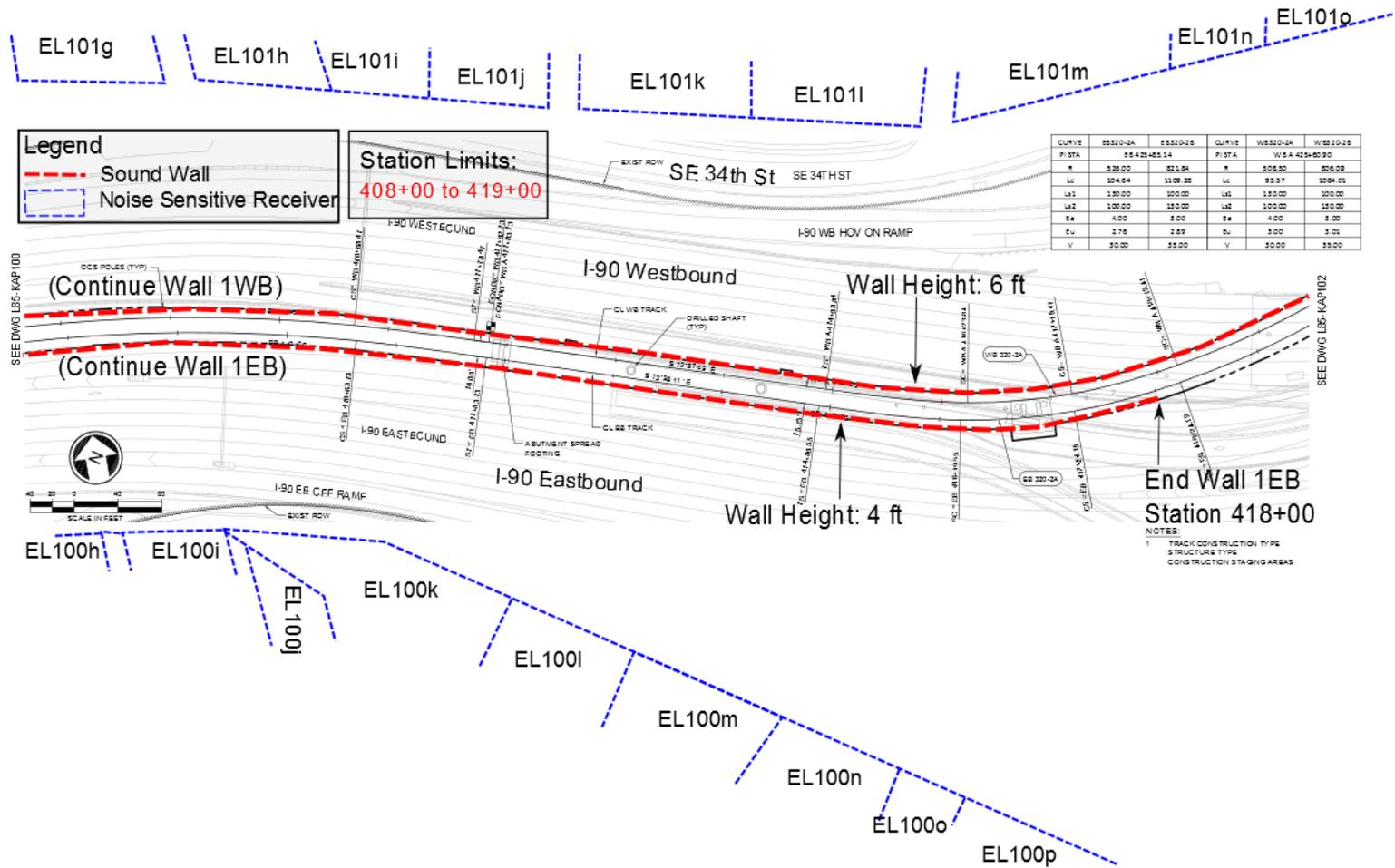


Figure 6-3: Recommended Sound Walls for Parcels EL101p-EL101s

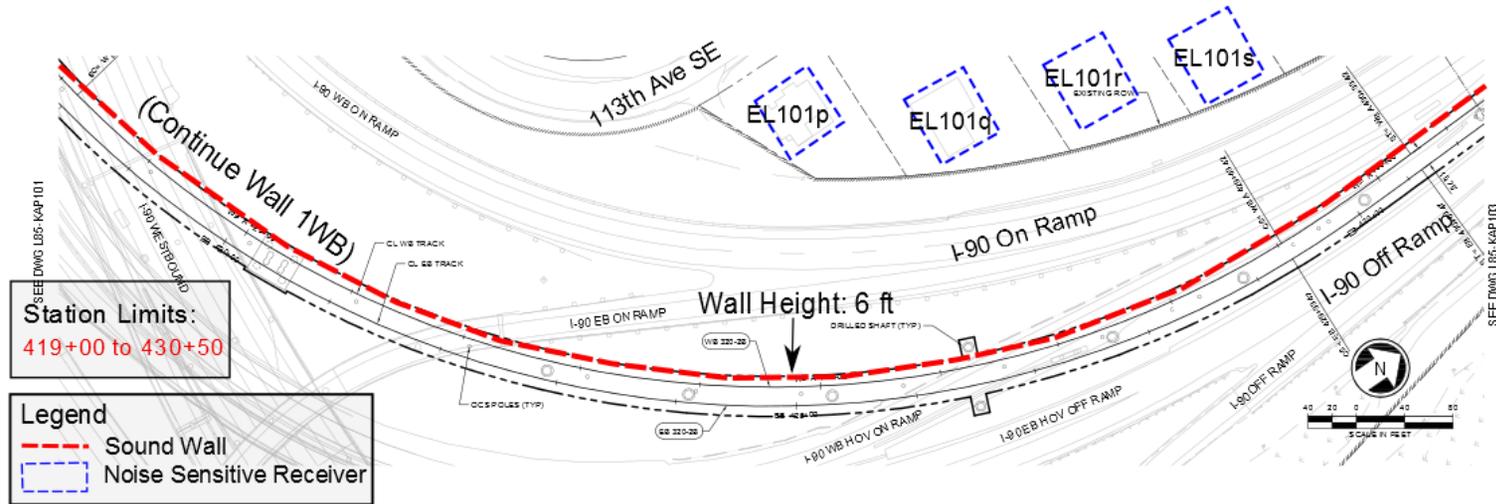


Figure 6-4: Recommended Sound Walls for Parcels EL101t-EL103

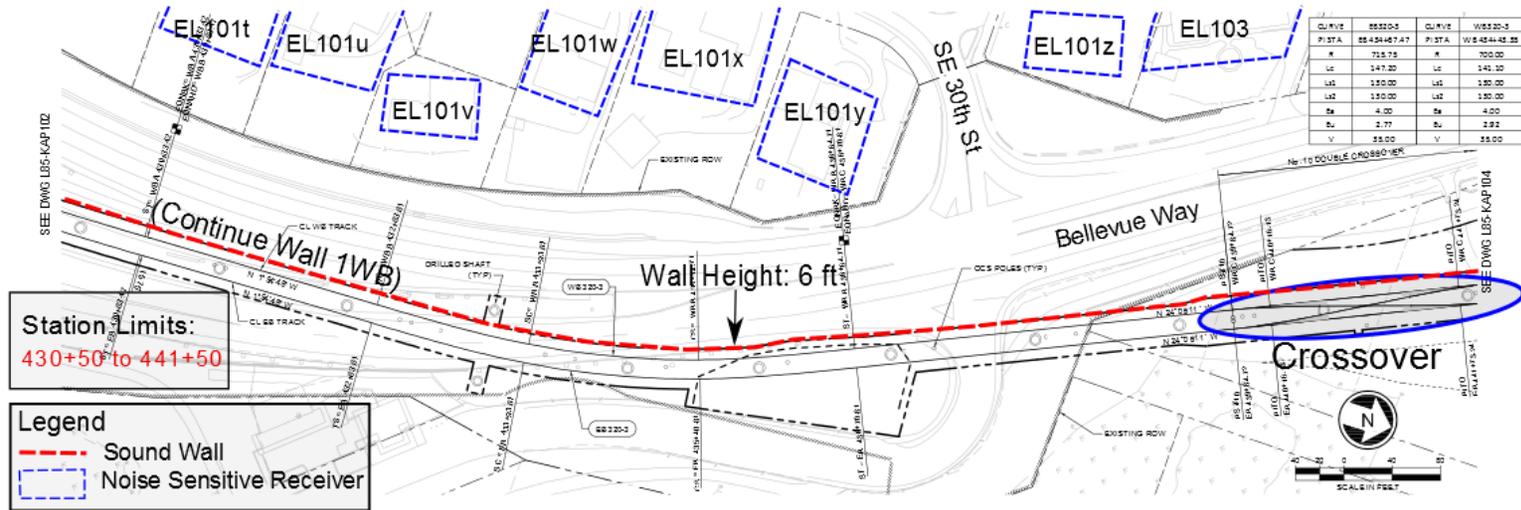


Figure 6-5: Recommended Sound Walls for EL104-EL114

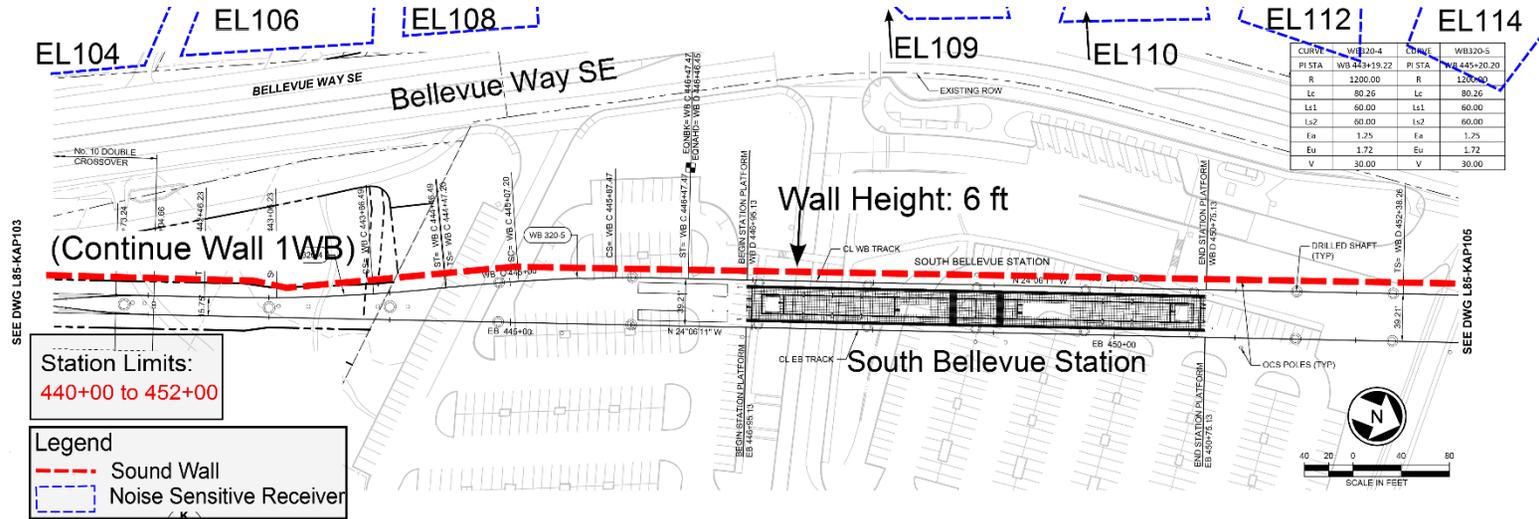


Figure 6-6: Recommended Sound Walls for Parcels EL115-EL132

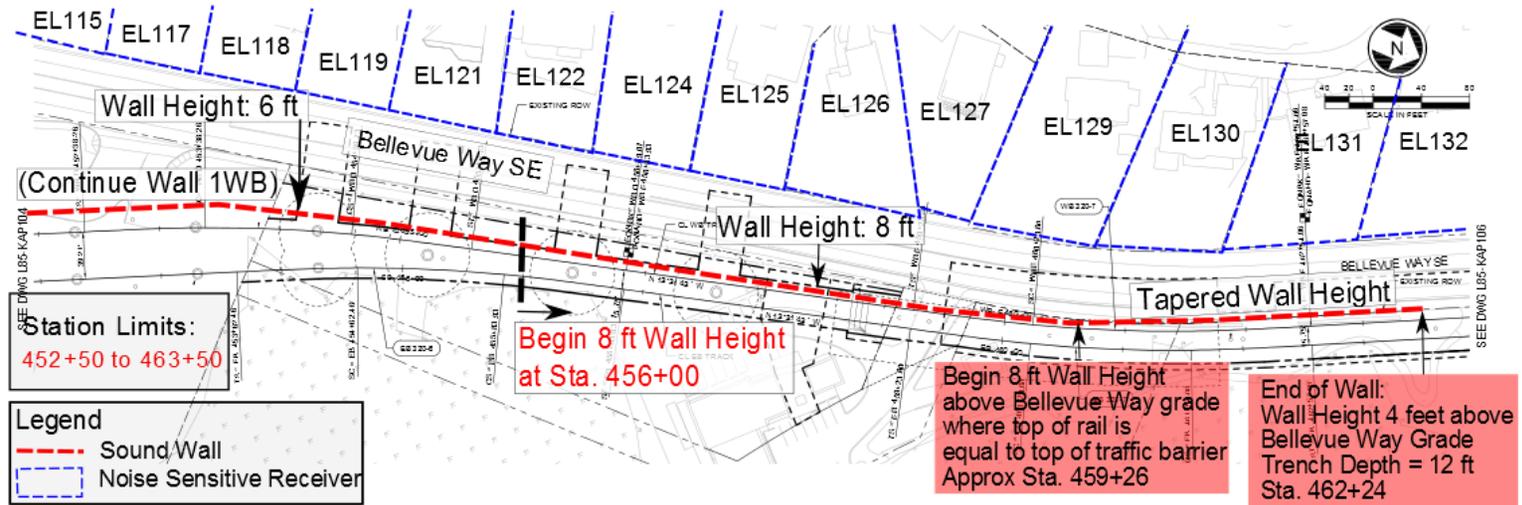


Figure 6-7: Recommended Sound Walls for Parcels EL132-EL144

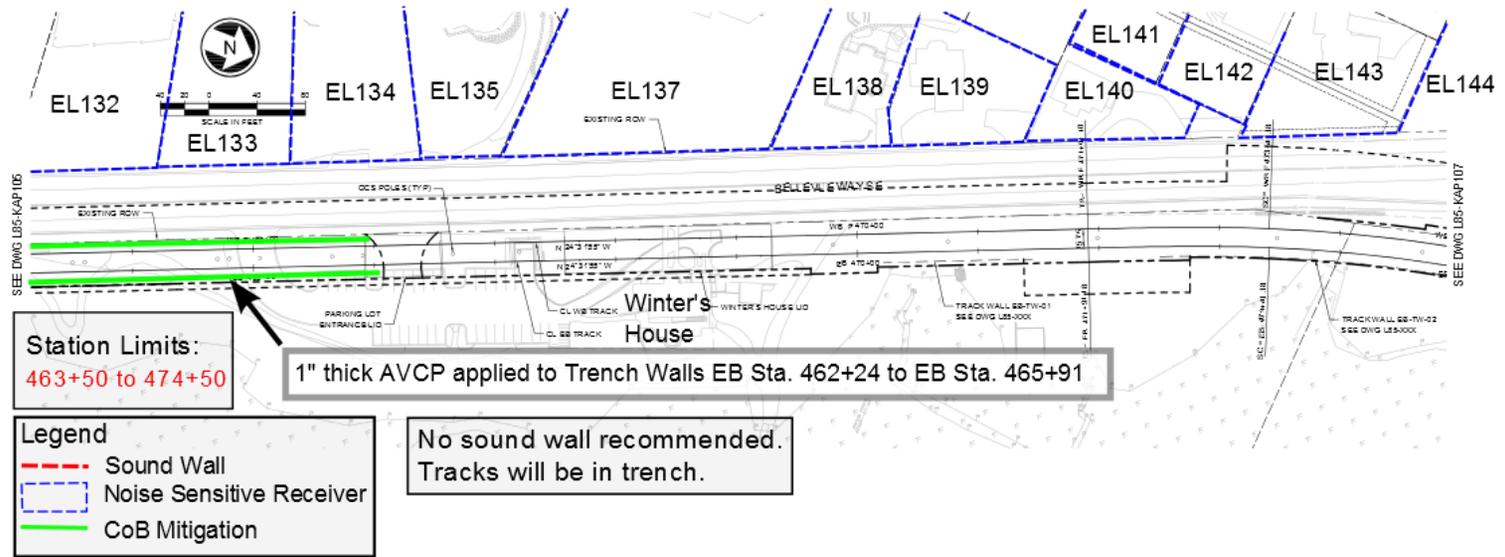


Figure 6-8: Recommended Sound Walls for Parcels EL144-EL149e

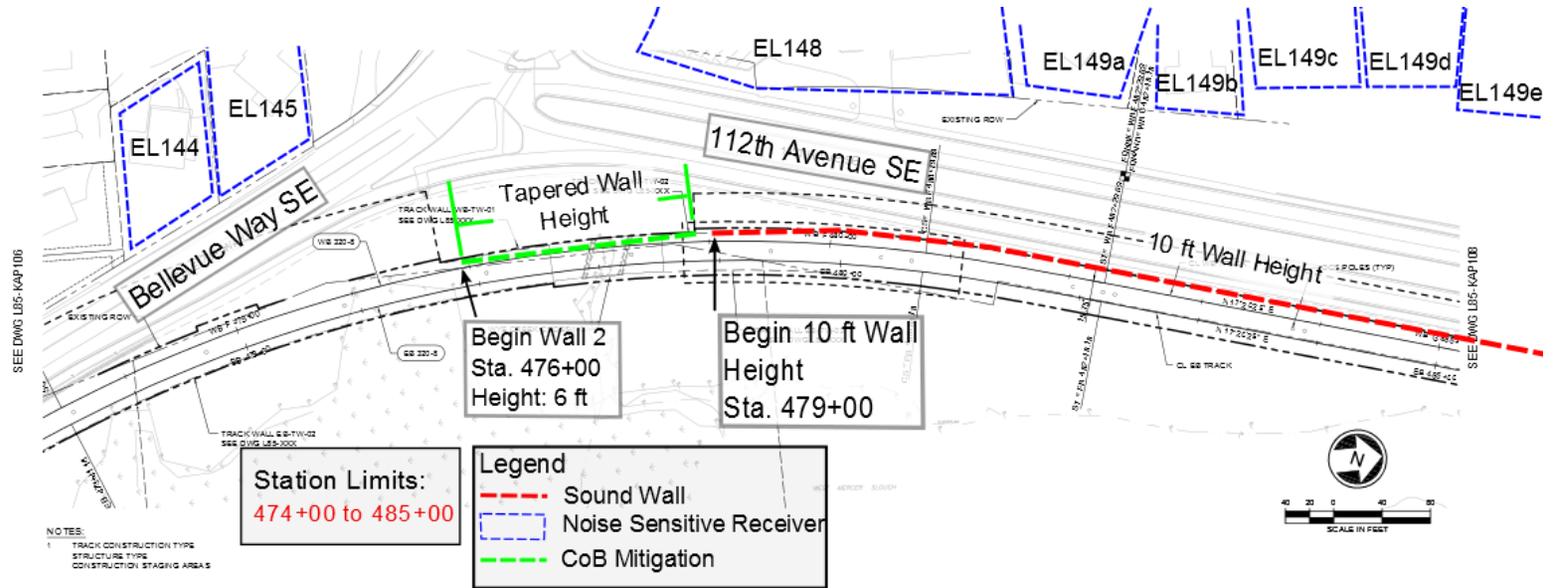


Figure 6-9: Recommended Sound Walls for Parcels EL149f-EL151d

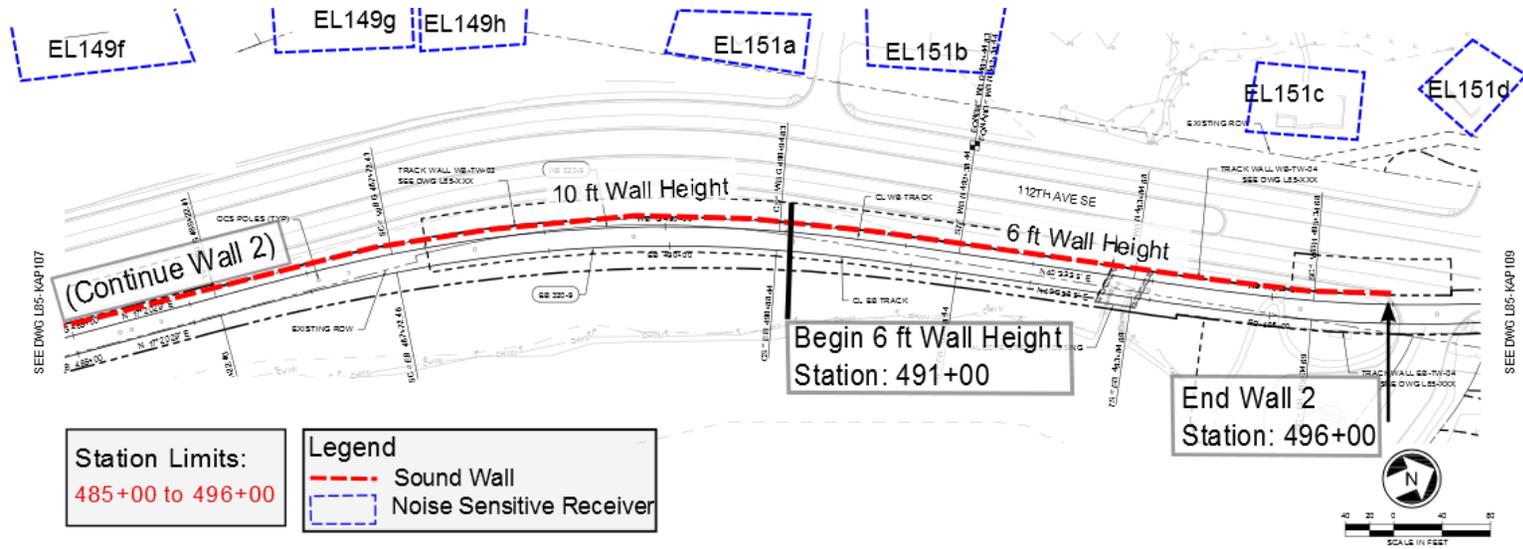


Figure 6-10: Recommended Sound Walls for Parcels EL151e-EL163

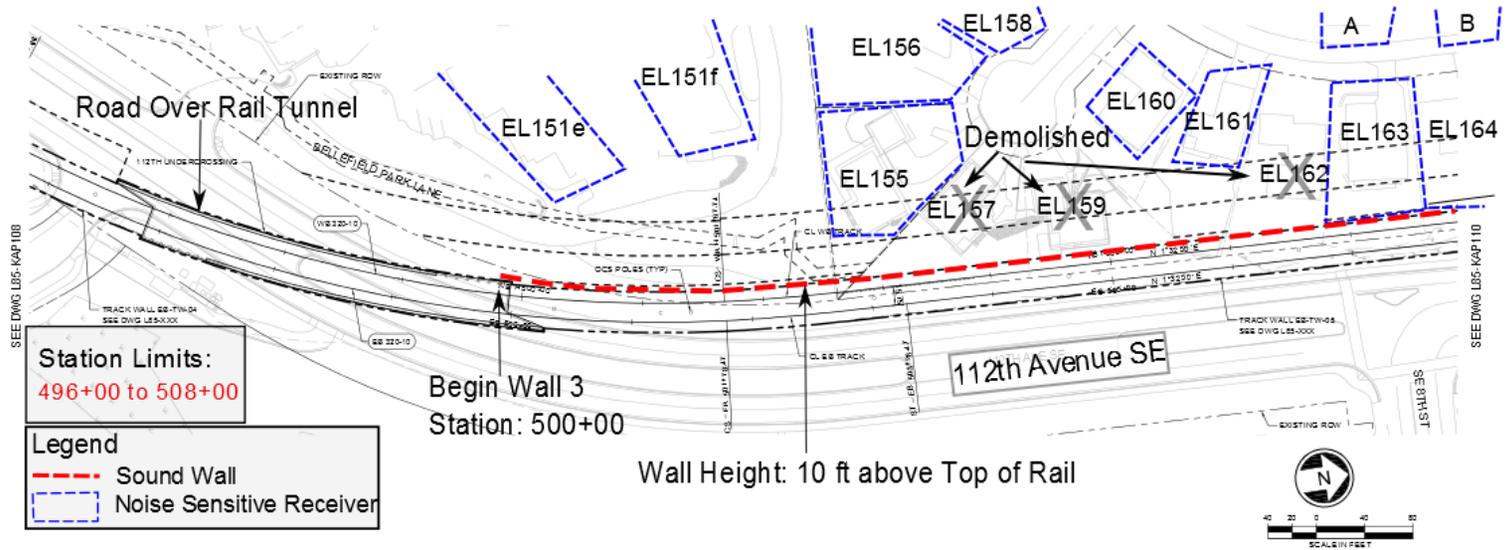


Figure 6-11: Recommended Sound Walls for Parcels EL164-EL169

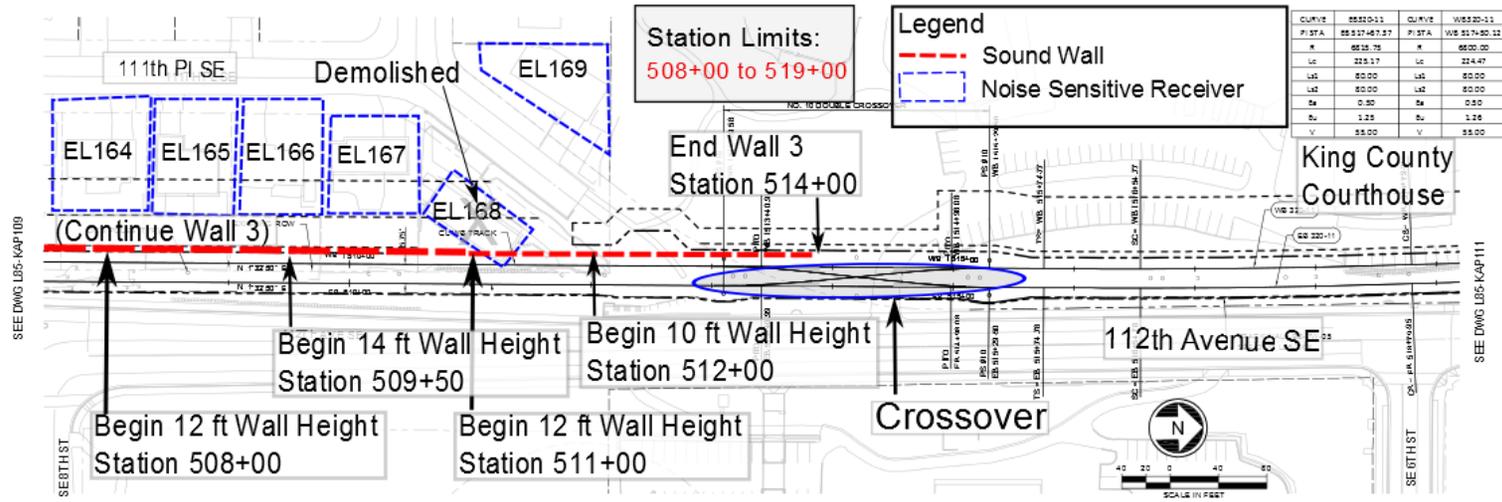


Figure 6-12: Recommended Sound Walls for Parcels EL174-EL189

