



MEMORANDUM

DATE: February 3, 2009

TO: Parks & Community Services Board

FROM: Maria Koengeter, Senior Planner, Transportation
425-452-4345, mkoengeter@bellevuewa.gov
Michael Kattermann, Senior Planner, PCD
425-452-2042, mkattermann@bellevuewa.gov
Camron Parker, Senior Planner, Parks & Community Services
425-452-2032, cparker@bellevuewa.gov

SUBJECT: East Link Light Rail Project Update
(No official Board action is requested)

Purpose

The purpose of this briefing is to update Board members on the East Link project, review potential park impacts described in the East Link Draft Environmental Impact Statement (DEIS), and encourage Board members to participate in Sound Transit's public comment period on the DEIS.

Background

The East Link light rail transit project will extend light rail from Downtown Seattle/ International District via I-90 to downtown Bellevue, Overlake, and downtown Redmond. The East Link extension will connect to the Central Link line that is under construction in Seattle to SeaTac airport, and its planned extensions north to Lynnwood and south to Federal Way. East Link environmental review of alignment (route) and station location alternatives began in the summer of 2006 with public scoping meetings and discussions among local jurisdictions. These meetings helped to identify major issues and concerns in the community and potential alignment and station options. Subsequently, the Sound Transit Board selected numerous alternatives to be evaluated in the environmental process. Sound Transit also conducted local workshops in early 2007 to gather information and feedback from stakeholders about alignment design and the local context.

The DEIS was released on December 12th, 2008. It discloses the effects of each alignment and station alternative for: Transportation (regional travel, transit, highway operations and safety, arterials and local streets, non-motorized facilities, freight mobility and access, and navigable waterways); property acquisitions, displacements, and relocations; land use; economics; social impacts, community facilities, and neighborhoods; visual and aesthetic resources; air quality; noise and vibration; ecosystem resources; water resources; energy impacts; geology and soils; hazardous materials; electromagnetic fields; public services; utilities; historic and archaeological resources; and parkland and open space.

The DEIS, appendices, executive summary, maps, and an interactive review tool are available on the Sound Transit website at: <http://www.soundtransit.org/x3245.xml>. Fact sheets, produced by Sound Transit for the route alternatives being studied through Bellevue are included in your

packet material along with a letter submitted by the City and published in the DEIS describing potential park impacts.

The formal DEIS comment period began December 12th and will close February 25th, 2009, a total of 75 days. The City and Sound Transit seek to maximize public involvement to ensure community concerns and preferences are well understood. Sound Transit hosted a series of public hearings in January, two of which were in Bellevue (January 28th and 29th). The Bellevue City Council hosted its own public hearing on February 2nd. These local preferences will be communicated to the Sound Transit Board before it identifies a preliminary preferred alternative and initiates the final environmental impact statement.

Concurrent with the development of the DEIS, Bellevue undertook the Light Rail Best Practices effort to better understand other cities' experiences in developing and operating light rail systems. This effort engaged the public through an extensive involvement process and in doing so ensured its inclusion in the formation of City policies regarding light rail. Faith Roland and David Karle represented the Parks & Community Services Board on the Light Rail Best Practices Committee. Last May, the Board received a briefing on the Light Rail Best Practices Project draft report. The report has since been finalized and Comprehensive Plan policies were adopted by Council in August 2008.

The City also undertook the Bel-Red Corridor planning at the same time that Sound Transit was preparing the East Link DEIS. The resulting redevelopment plan for the Bel-Red subarea is being considered by the City Council, and has therefore not been included in the East Link DEIS. The Bel-Red plan does provide recommendations regarding the routing of light rail between downtown Bellevue and Overlake and the location of stations.

Next Steps

Board members are encouraged to participate in Sound Transit's public involvement process and provide comments directly to Sound Transit by February 25th.

For information about the East Link project:

<http://www.soundtransit.org/x3245.xml>

Ann Mueller, Outreach Coordinator, Sound Transit at 206-370-5511 or ann.mueller@soundtransit.org

For information about the city's participation in East Link:

<http://www.bellevuewa.gov/light-rail-comments.htm>

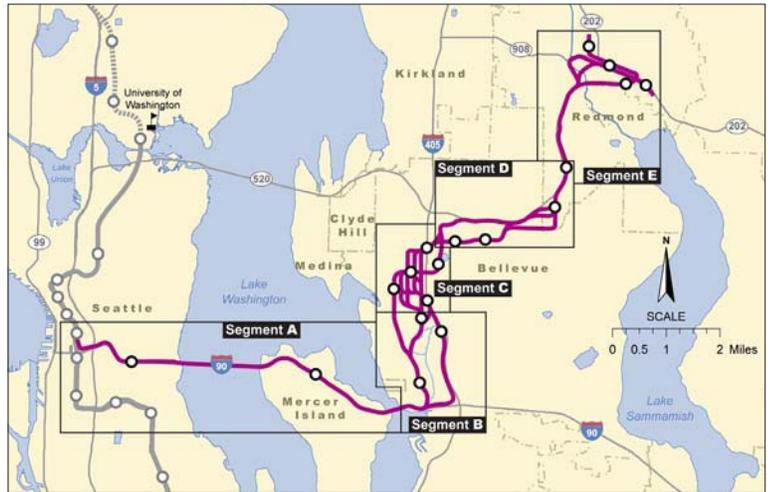
Bernard van de Kamp, Regional Projects Manager at 425-452-6459 or bvandekamp@bellevuewa.gov

EAST LINK Segment B: South Bellevue

Sound Transit's proposed East Link light rail project will tie into the light rail line currently under construction from Sea-Tac International Airport to downtown Seattle and cross Lake Washington on the I-90 bridge. Its 18 miles will ultimately connect the Eastside's biggest population and employment centers, including Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond.

In September 2006, Sound Transit, the Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT) began an approximately three year environmental review process, including preparing an environmental impact statement (EIS). In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the East Link Draft EIS. The project team is now advancing conceptual engineering on the EIS alternatives and preparing the environmental analysis.

Funding to build East Link between Seattle and the Overlake Transit Center in Redmond is included in Sound Transit 2, also known as Proposition 1, the Mass Transit Expansion Proposal that was approved by voters in King, Pierce and Snohomish counties on Nov. 4. The proposal provides funding for an at-grade or elevated alternative in downtown Bellevue. If the Sound Transit Board selects a tunnel alternative, additional funding sources will be



Artist rendering (B1)

required. Sound Transit is also conducting environmental review on a future extension for downtown Redmond.

Segment details

Segment B contains five light rail route alternatives between I-90 and SE 6th Street. All alternatives leave the I-90 center roadway at Bellevue Way SE. Four of the alternatives follow Bellevue Way north and one of the alternatives continues parallel to I-90 on a new bridge across the south edge of Mercer Slough.

Bellevue Way SE (B1; B2-A; B2-E; B3)

The Bellevue Way SE alternatives leave I-90 either surface level by existing HOV ramp or elevated over the west-bound lanes of I-90. One route (B1) continues along Bellevue Way SE north all the way to downtown Bellevue. Two route alternatives diverge from Bellevue Way SE following 112th Avenue SE to downtown Bellevue (one is at-grade, B2-A and one is elevated, B2-E) and a fourth option turns east from 112th Avenue SE to SE 8th Street and then heads north behind commercial buildings to downtown Bellevue (B3).



Artist rendering (B7)



BNSF Railroad/I-405 Corridor (B7)

The alternative on the east side of Mercer Slough would continue east from Bellevue Way SE elevated along the north side of I-90, then heading north along the BNSF railroad. At SE 8th Street, B7 would continue north near I-405/114th Avenue SE to downtown Bellevue.

Stations

- South Bellevue Park-and-Ride with expanded parking up to 1476 spaces (serves all Bellevue Way routes).
- SE 8th Street with pedestrian access (serves routes along 112th).
- 118th Ave SE with new park and ride for 1000 cars south of SE 8th Street (serves Alternative B7/BNSF corridor).

What have we heard?

During the scoping for the EIS and in subsequent communications, the West Bellevue neighborhoods expressed concern about potential neighborhood impacts, in particular with the routes along Bellevue Way, and 112th. In addition, many indicated a desire to study routes near I-405 (the B7/BNSF route is preferred by many). Others expressed interest in having local access to the light rail system at the South Bellevue and other stations.



Artist rendering (B2E)

Travel times

Downtown Seattle to S. Bellevue:	Approx. 12 minutes
S. Bellevue to Overlake TC/Microsoft:	Approx. 13 to 20 minutes
S. Bellevue to University of Washington	Approx. 23 minutes

For more information, contact Ann Mueller, Community Outreach, at (206) 370-5511 or ann.mueller@soundtransit.org. You can also visit Sound Transit's Website at www.soundtransit.org. Accommodations may be arranged with sufficient notice for persons with disabilities by calling (206) 689-4927 or 1-888-713-6030 TTY. To request printed materials in alternative formats, call (206) 689-4927 or 1-888-713-6030 TTY.

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

EAST LINK Segment C: Downtown Bellevue



Artist rendering (C8E)

Sound Transit's proposed East Link light rail project will tie into the light rail line currently under construction from Sea-Tac International Airport to downtown Seattle and cross Lake Washington on the I-90 bridge. Its 18 miles will ultimately connect the Eastside's biggest population and employment centers, including Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond.

In September 2006, Sound Transit, the Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT) began an approximately three year environmental review process, including preparing an environmental impact statement (EIS). In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the East Link Draft EIS. The project team is now advancing conceptual engineering on the EIS alternatives and preparing the environmental analysis.

Funding to build East Link between Seattle and the Overlake Transit Center in Redmond is included in Sound Transit 2, also known as Proposition 1, the Mass Transit Expansion Proposal that was approved by voters in King, Pierce and Snohomish counties on Nov. 4. The proposal provides funding for an at-grade or elevated alternative in downtown Bellevue. If the Sound Transit Board selects a tunnel alternative, additional funding sources will be required. Sound Transit is also conducting environmental review on a future extension for downtown Redmond.

Segment details

Segment C serves downtown Bellevue with alternatives that travel from south of Main Street to 116th Avenue NE and NE 12th on the east side of I-405. There are three tunnel alternatives, two elevated alternatives and one surface alternative.

Bellevue Way NE 6th Street (C1-T, Tunnel)

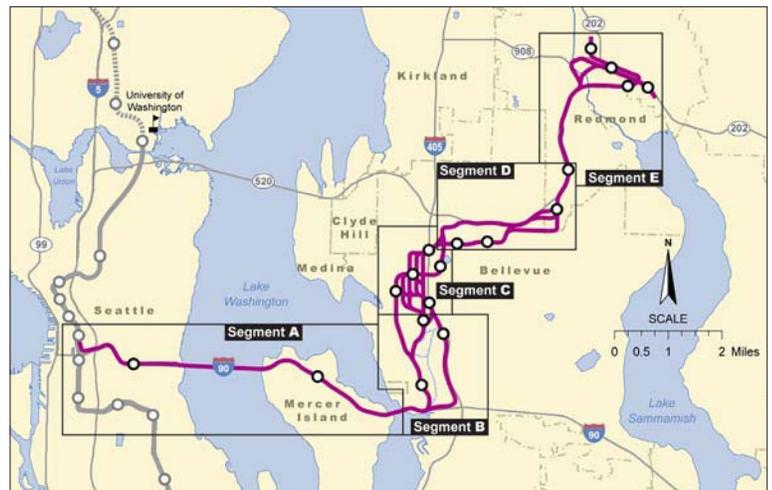
This route approaches downtown Bellevue from Bellevue Way SE transitioning into a tunnel south of Main Street, continues under the NE 6th Street pedestrian corridor, then emerges out of the ground between Bellevue City Hall and the Meydenbauer Center onto an elevated structure over 112th Avenue NE and I-405. It then turns north into the BNSF railroad right-of-way and on towards the Bel-Red Corridor.



Artist rendering (C1T, C2T)

106th Avenue NE (C2-T, Tunnel)

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west into a tunnel south of Main Street, turns north under 106th Avenue NE and then east under the NE 6th Street pedestrian corridor. The route then emerges out of the ground between Bellevue City Hall and the Meydenbauer Center onto an elevated structure across 112th Avenue NE and I-405. It then turns north into the BNSF railroad right-of-way and on towards the Bel-Red Corridor.



108th Avenue NE (C3-T, Tunnel)

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west into a tunnel south of Main Street. The route turns north under 108th Avenue NE, then emerges out of the ground on the north side of NE 12th Street, where it travels elevated above 112th Avenue NE and onto a new overpass across I-405.

108th and 110th Avenue NE (C4-A: Surface Couplet)

This route approaches downtown Bellevue from either 112th Avenue SE or the I-405 corridor and then turns west along the south side of Main Street. The route turns north with the northbound track operating on 110th Avenue NE and the southbound track operating on 108th Avenue NE. The route then turns east on the north side of NE 12th Street where it travels elevated above 112th Avenue NE and onto a new overpass across I-405.

112th Avenue NE (C7-E, Elevated)

This route approaches downtown Bellevue from either 112th Avenue NE or the I-405 corridor, continues elevated along 112th Avenue NE, then turns east on the north side of NE 12th Street where it travels onto a new overpass across I-405.

110th Avenue NE (C8-E, Elevated)

This route approaches downtown Bellevue from the I-405 corridor, continues elevated along I-405 and then turns west at NE 2nd Street to 110th Avenue NE, then turns north to the north side of NE 12th Street where it travels east onto a new overpass across I-405.

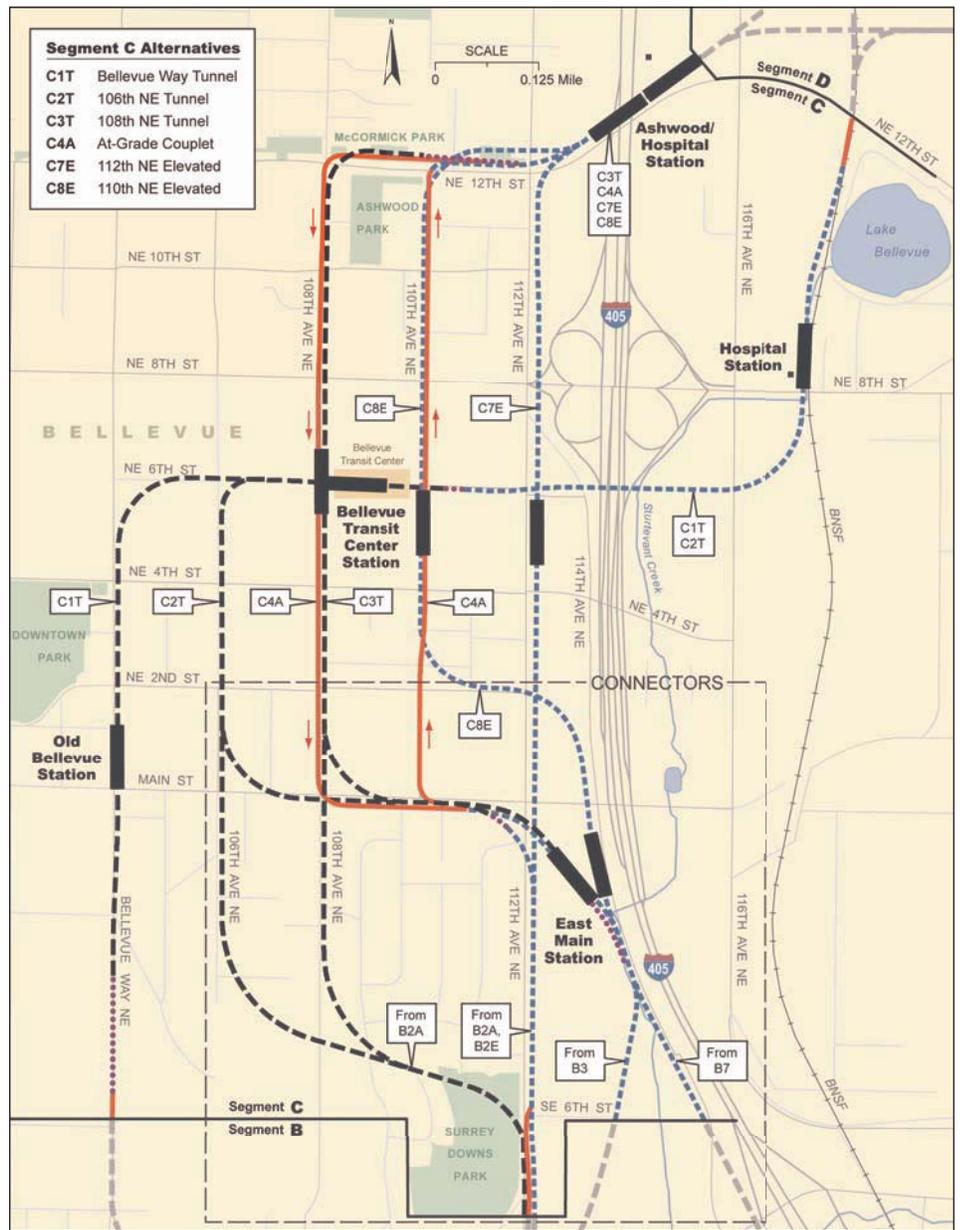
Stations

- Old Bellevue (serves Route C1).
- East Main (serves routes connecting to B3 and B7).
- Bellevue Transit Center (all routes).
- Hospital (C1, C2).
- Ashwood/Hospital (C3, C4, C7, C8).

The Hospital or Ashwood/Hospital stations may serve as an interim terminus for the project. An interim terminus allows for train turnback and storage track. Storage tracks are typically located past the station and range between 600 and 800 lineal feet.

What have we heard?

During the scoping for the EIS and in subsequent communications, there was interest in protecting the residential neighborhoods adjacent to



Source: City of Bellevue (2005) and King County (2006).
Exhibit: Segment C, Downtown Bellevue Alternatives East Link Project

Travel times	
Downtown Bellevue to Overlake TC/Microsoft:	Approx. 8 to 13 minutes
Downtown Bellevue to University of Washington:	Approx. 27 to 31 minutes
Downtown Bellevue to SeaTac Airport:	Approx. 52 to 56 minutes
Downtown Bellevue to Downtown Seattle:	Approx. 17 to 21 minutes

downtown. The City of Bellevue is interested in a tunnel under downtown Bellevue. Others prefer an elevated or at-grade alternative to

increase the funding available for other transit projects and/or extending the line towards Redmond.

For more information, contact Ann Mueller, Community Outreach, at (206) 370-5511 or ann.mueller@soundtransit.org. You can also visit Sound Transit's Website at www.soundtransit.org. Accommodations may be arranged with sufficient notice for persons with disabilities by calling (206) 689-4927 or 1-888-713-6030 TTY. To request printed materials in alternative formats, call (206) 689-4927 or 1-888-713-6030 TTY.

EAST LINK Segment D: Bel-Red Corridor

Sound Transit's proposed East Link light rail project will tie into the light rail line currently under construction from Sea-Tac International Airport to downtown Seattle and cross Lake Washington on the I-90 bridge. Its 18 miles will ultimately connect the Eastside's biggest population and employment centers, including Mercer Island, Bellevue, the Bel-Red Corridor, Overlake and Redmond.

In September 2006, Sound Transit, the Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT) began an approximately three year environmental review process, including preparing an environmental impact statement (EIS). In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the East Link Draft EIS. The project team is now advancing conceptual engineering on the EIS alternatives and preparing the environmental analysis.

Funding to build East Link between Seattle and the Overlake Transit Center in Redmond is included in Sound Transit 2, also known as Proposition 1, the Mass Transit Expansion Proposal that was approved by voters in King, Pierce and Snohomish counties on Nov. 4. The proposal provides funding for an at-grade or elevated alternative in downtown Bellevue. If the Sound Transit Board selects a tunnel alternative, additional funding sources will be required. Sound Transit is also conducting environmental review on a future extension for downtown Redmond.

Segment details

In Segment D there are three main route alternatives between downtown Bellevue and the Overlake Transit Center:

NE 16th St/SR 520, NE 16th St/NE 20th St and SR 520.



Artist rendering (D2E, D3, D5, D2A)

NE 16th Street/SR 520 to Overlake Transit Center: 4 stations (D2-A, Surface)

From downtown Bellevue this route heads east mostly at-grade in new right-of-way in the vicinity of NE 16th Street then north along 136th Place NE crossing NE 20th Street, then east along the south side of SR 520 then elevated along the south side of NE 24th over 148th Avenue NE transitioning back to grade then north along the west side of 152nd Avenue NE and back along SR 520 to Overlake Transit Center.

NE 16th Street/SR 520 to Overlake Transit Center: 4 stations (D2-E, Elevated)

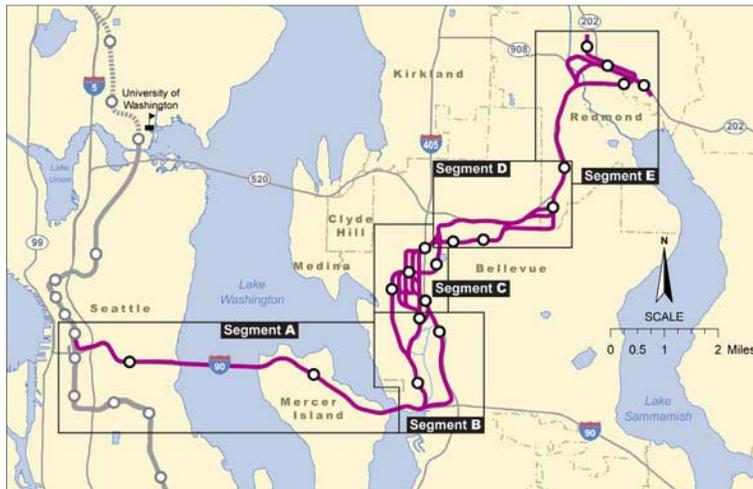
This route follows the same alignment as D2 except that it is mostly elevated along NE 16th Street and 136th Place NE.

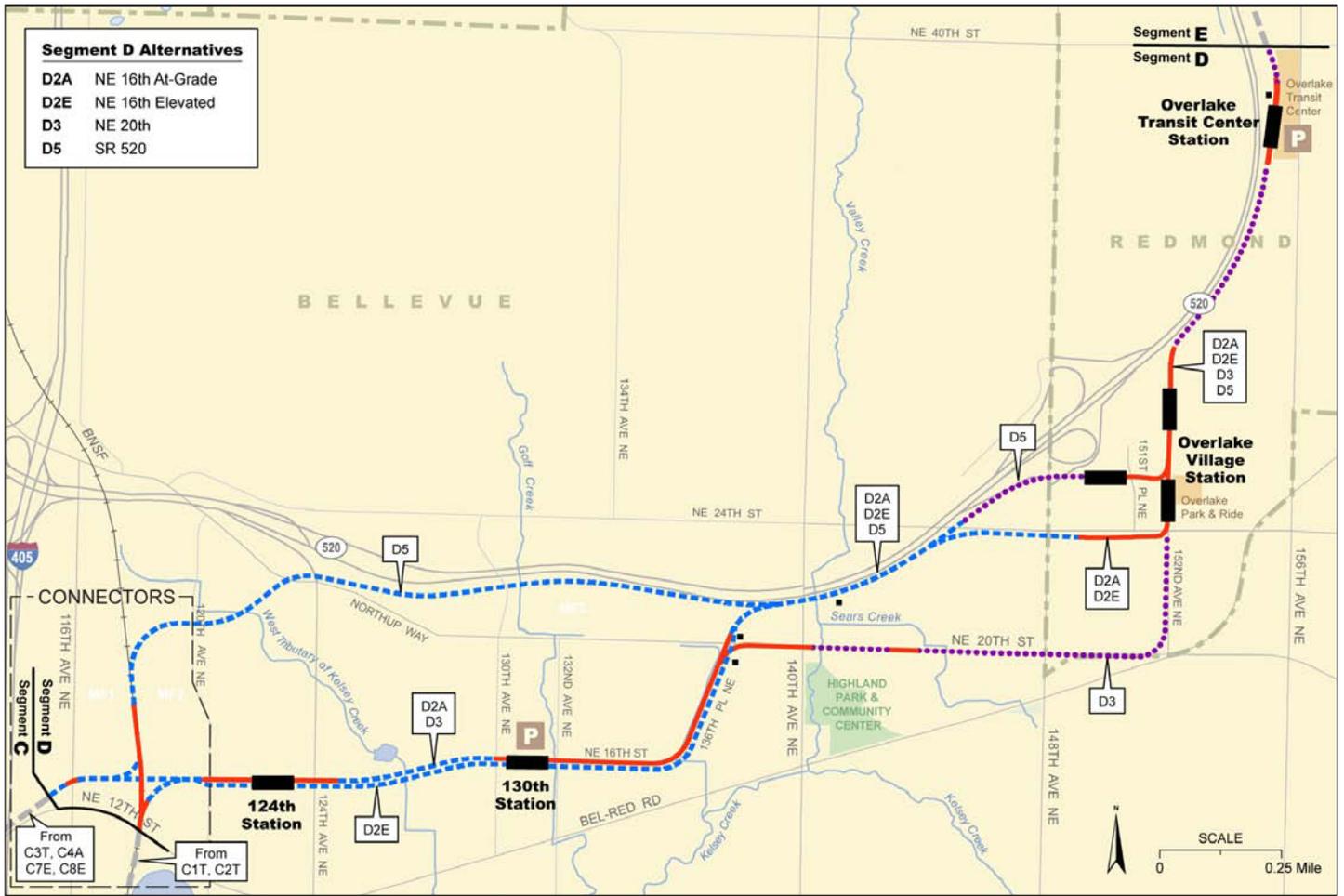
NE 16th Street/NE 20th Street to Overlake Transit Center: 4 stations (D3)

This route is the same as Route D2-A, but continues east along NE 20th Street rather than SR 520 east of 136th Place NE. The route continues in the median of NE 20th Street transitioning into a retained cut near Ross Plaza, crossing under 148th Avenue NE and returning to grade in median of 152nd Avenue NE. It then continues along the south side of SR 520 to Overlake Transit Center.

BNSF/SR 520 to Overlake: 2 stations (D5)

From downtown Bellevue this route heads north elevated in the BNSF right-of-way, then east to SR 520 where it runs along the south side of SR 520, then into a retained cut underneath 148th Avenue NE, then at-grade along west side of 152nd Avenue NE and then along the southside of SR 520 to the Overlake Transit Center.





Source: City of Bellevue (2005), City of Redmond (2005), and King County (2006).

- At-Grade Route
- Elevated Route
- Retained-Cut Route
- Tunnel Route
- Adjacent Segment
- Traction Power Substation
- Station
- New and/or Expanded Park-and-Ride Lot
- Segment Limit

Exhibit: Segment D, Bel-Red/Overlake Alternatives East Link Project

Stations

- Potentially at 124th Ave NE (D2-A, D2-E, D3).
- 130th Ave NE (D2-A, D2-E, D3).
- Overlake Village (All).
- Overlake Transit Center (All).
- Potential Interim Terminus.

For financial purposes each Segment D Station location has been studied as a potential interim terminus. An interim terminus allows for train turnback and storage. Storage tracks are typically located past the station and easterly or in the direction of Redmond. Storage tracks range between 600 and 800 lineal feet in length.

What have we heard?

During the scoping for the EIS and in subsequent communications, many expressed a preference for stations near Overlake Hospital and Microsoft. Suggestions were made to enhance transit connections to light rail by providing additional park and ride access and timely, convenient bus service.

Travel times	
Microsoft to Downtown Bellevue:	Approx. 8 to 13 minutes
Microsoft to Downtown Seattle:	Approx. 25 to 32 minutes
Microsoft to Capitol Hill:	Approx. 33 to 40 minutes
Microsoft to University of Washington:	Approx. 36 to 43 minutes



For more information, contact Ann Mueller, Community Outreach, at (206) 370-5511 or ann.mueller@soundtransit.org. You can also visit Sound Transit's Website at www.soundtransit.org. Accommodations may be arranged with sufficient notice for persons with disabilities by calling (206) 689-4927 or 1-888-713-6030 TTY. To request printed materials in alternative formats, call (206) 689-4927 or 1-888-713-6030 TTY.

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

City of Bellevue



Post Office Box 90012 • Bellevue, Washington • 98009-9012

October 21, 2008

Don Billen
Project Manager
Sound Transit
410 Jackson Street
Seattle, WA 98104-2826

Dear Mr. Billen:

Sound Transit has requested preliminary views of the City of Bellevue regarding potential impacts of the proposed East Link Light Rail route alternatives to park resources within Bellevue. This request is made as part of the coordination phase required of Sound Transit for their compliance with Section 4(f) of the Department of Transportation Act of 1966, as amended. This act and its amendments prohibits the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges and land of a historic site for transportation projects unless certain conditions and mitigation measures are met. The procedures for conducting this review and establishing mitigation measures, if any, are codified at Title 23 of the Code of Federal Regulations (CFR), Part 774.

The enclosed report documents publicly owned park and recreation areas within the city of Bellevue that may be impacted by any of the route alternatives considered in the Draft Environmental Impact Statement (DEIS). The report provides a determination on the significance of each park resource. Also included are preliminary views on the potential impacts and conceivable mitigation measures that may apply to each park.

Certain considerations apply to all potentially impacted park resources. These are:

- The range of impacts in the report are derived from the DEIS and have not been verified by the City of Bellevue. If conditions change after the date of this letter, reevaluation of impacts and mitigation required to meet regulatory standards will be necessary.
- To the greatest extent possible, the measures proposed under the preliminary scope of mitigation are limited to those measures specifically listed in the federal regulations at 23 CFR 774.17, under the definition of *All Possible Planning*.
- Expected costs attributable to acquisition, tenancy or easements necessary for permanent and temporary use of park resources are not listed in this report as they are considered by the City to be a given transaction cost for the project. The Section 4(f) regulations provide for additional measures to mitigate adverse impacts created by the use of properties protected under the statute.
- Section 4(f) is one of many regulations to which Sound Transit must adhere during the development of this project. This report does not limit or preclude additional mitigation measures to parks that are required by other local, state or federal government regulations.

Thank you for the opportunity to provide this information. Following the process required at 23 CFR 774, the City will consider concurrence on those projects found by Sound Transit to have a de minimus impact on park resources prior to publication of the Final EIS for East Link.

Sincerely,

Patrick Foran
Parks & Community Services Director

Goran G. Sparrman, P.E.
Transportation Director

SEGMENT B

Enatai Beach Park

This park provides Lake Washington beach access at its location partially under the I-90 Bridge. Available canoe and kayak rentals and a launch allow for paddling into Lake Washington or the Mercer Slough Nature Park. The 2003 Parks & Open Space Plan includes a long-term goal to expand the park to the east in order to increase public access to the lake front. Increased public lake access is a significant City goal considering that only 10% of the 14 miles of shorelines along Lake Washington and Lake Sammamish within the city of Bellevue are publicly-owned.

Significance as per 4(f) definitions	Significant	Type of use as per 4(f) definitions	Not Applicable
Range of impact	None anticipated at this time.		
Discussion	Based on the design information presented as of the date of this report, the addition of light rail to the existing I-90 super-structure over the park would not significantly change current conditions at the site. Should the design change in the future to create potential impacts, the 4(f) use determination should be re-evaluated.		
Preliminary Scope of Mitigation	Not Applicable		
Preliminary Finding in view of mitigation	No 4(f) use		

Mercer Slough Nature Park

Mercer Slough Nature Park is the largest of Lake Washington’s remaining fresh water wetlands. This property includes 320 acres of wildlife habitat, historically significant and protected structures and heritage agricultural operations. Ecology-based educational programs are offered serving over 12,000 students a year in partnership with Pacific Science Center. The park contains over seven miles of foot trails as well as a canoe trail through the slough and a public access non-motorized public boat launch serving the slough and Lake Washington.

Significance as per 4(f) definitions	Significant	Use of the park as per 4(f) definitions	Permanent & Temporary
Range of impact	Permanent use of up to approximately 2 acres and temporary use of up to approximately 2 acres during construction.		
Discussion	The route alternatives using SE 112 th Avenue appear to provide sufficient avoidance of Winter’s House as a historic landmark. Certain trail segments and a limited number of parking spaces may be within the construction zone and/or permanent footprint of the route. Access to park entrances along 112 th should be maintained. For the route alternative using the Port of Seattle/BNSF right-of-way, trail continuity should be maintained and pedestrian and vehicular access to the eastern side of the park, including the Mercer Slough Environmental Education Center, should also be preserved.		
Preliminary Scope of Mitigation	Replacement of permanent use impacts with land of comparable value and function within Mercer Slough where possible, and as applicable, relocation or enhancement of impacted or displaced recreational features of the park - independent of what may be required under 6(f) of the Land and Water Conservation Fund Act. For temporary use impacts, restoration and potential enhancement of disturbed areas.		
Preliminary Finding in view of mitigation	4(f) use, mitigated to a de minimus level		

Mountains to Sound Greenway Trail / Lake to Lake Trail

The Mountains to Sound Greenway Trail is a statewide resource providing a non-motorized recreation facility linking western and central Washington, generally following the I-90 interstate. The Lake to Lake Trail provides a pedestrian trail corridor linking Lake Washington to Lake Sammamish within the city of Bellevue. Maintaining, enhancing and expanding these two trail systems are top priorities within the City's Parks & Open Space Plan and Pedestrian-Bike Plan.

Significance as per 4(f) definitions	Significant	Type of use as per 4(f) definitions	Constructive
Range of impact	The route alternatives along the I-90 corridor parallel and in some areas make elevated crossings of existing trails designated to provide both recreational and transportation uses.		
Discussion	Federal regulations at 24 CFR 774.13 list various exceptions to the 4(f) requirements. One exception, at §774.13(f)(3) includes trails within a transportation right-of-way. Under this exception, mitigation benefits are not required as long as trail continuity is maintained.		
Preliminary Scope of Mitigation	Not applicable, as long as trail continuity maintained.		
Preliminary Finding in view of mitigation	No 4(f) use, under exception		

Bellevue Way Greenbelt

This 0.4 acre parcel serves as a green open space buffer between an apartment complex and the five lane Bellevue Way SE. No development of recreational amenities or enhancement to this parcel is anticipated in the Parks & Open Space Plan or Capital Investment Program.

Significance as per 4(f) definitions	Not Significant	Type of use as per 4(f) definitions	Permanent
Range of impact	Permanent use of approximately 0.4 acres requiring full acquisition.		
Discussion	Alternative B1 would require complete acquisition of this parcel to accommodate at-grade rail within the Bellevue Way SE right-of-way.		
Preliminary Scope of Mitigation	Not Applicable		
Preliminary Finding in view of mitigation	No 4(f) use		

SEGMENT C**Surrey Downs Community Park**

This 11.5 acre park was transferred from King County to the City of Bellevue in 2005. The former elementary school site currently provides two small baseball fields, a pedestrian trail and offices for the King County District Court and City of Bellevue Probation Division. A recent master planning process for the park suggests development of new pedestrian trails, a large open area, improved athletic fields, picnic facilities and the possibility of a community facility of some type. The City Council is expected to consider adoption of the master plan in late 2008 or early 2009.

Significance as per 4(f) definitions	Significant	Type of use as per 4(f) definitions	Permanent & Temporary
Range of impact	Permanent use of up to approximately 0.4 acres and/or temporary use of approximately 6 acres for 4 to 5 years during construction.		
Discussion	For permanent use scenarios, a portion of the eastern edge of the park resource may be required to accommodate widening of 112 th Avenue NE. For temporary use scenarios, approximately half of the park would be used for construction staging for certain route alternatives that involve tunneling under downtown Bellevue. The 4(f) regulations, at 23 CFR 774.13(d), allow for short term temporary use of park resources as long as the park is returned to pre-existing conditions. However, the proposed impacts in this case exceed a short term use and additional measures to mitigate the impact are expected. If the use delays the City's ability to implement the master plan redevelopment of the park, mitigation may need to account for increased costs that are attributable to delay. If the park is redeveloped before the temporary use of the site is initiated, restoration and/or enhancement of improvements may be necessary.		
Preliminary Scope of Mitigation	For permanent use, monetary compensation or replacement land of comparable value and function. For temporary use, restoration and/or enhancement in accordance with the Surrey Downs Park Master Plan to a level to be determined in consultation with Sound Transit at a later date when status of park development and extent of temporary use impacts are better known.		
Preliminary Finding in view of mitigation	4(f) use, mitigated to a de minimus level		

NE 2nd Street Pocket Park

This park currently provides 0.6 acres of open space in the redeveloping southeast quadrant of downtown Bellevue. The park is situated to take advantage of the smaller, pedestrian-scaled blocks created by NE 2nd Place and NE 3rd Street. These short blocks provide a notable urban design juxtaposition to the predominant superblock grid design of Downtown. This area is called out as an opportunity in the Downtown Implementation Plan Update, with a goal of expanding the park considerably with the proposed development of the NE 2nd Street Park Row. Additionally, the City of Bellevue Parks & Open Space Plan includes policy direction to develop small neighborhood parks in the southeast quadrant of the Downtown Subarea.

Significance as per 4(f) definitions	Significant	Type of use as per 4(f) definitions	Permanent
Range of impact	For the at-grade alternative (C4A), permanent use of approximately 0.04 acres of the existing pocket park. For the elevated alternative (C8E), shading and visual quality proximity impacts of approximately 0.06 acres.		
Discussion	The type and scope of use differs based upon the route alternative considered. The at-grade alternative results in permanent use of a portion of the park. The elevated route alternative does not directly use park property, however does impact the park due to its proximity overhead resulting in decreased visual quality and shading.		
Preliminary Scope of Mitigation	For the at-grade alternative, monetary compensation to enhance the remaining property. For the elevated alternative, impacts to the park caused by proximity and shading are mitigated under the Visual and Aesthetic Resources section of the Draft EIS (Section 4.5.4.1 <i>Mitigation for Operational Impacts</i>). These impacts and mitigation measures may need to be revisited if the City further develops the NE 2 nd Street Park Row before the use begins.		
Preliminary Finding in view of mitigation	4(f) use, mitigated to a de minimus level		

McCormick Park

This park serves multiple purposes for the city. First, within 2.7 acres, it provides a half-mile of trail including benches and other seating areas to serve as green space for the growing number of multi-family apartment and condominium residents within the Ashwood district of downtown. Second, the park complements NE 12th Street's designation as a Boulevard, which is defined in the Bellevue Comprehensive Plan as streets designed to be distinctive from other streets and to reinforce the image of Bellevue as a "city in a park" (UD-42). Third, the park meets linear buffer requirements of the Bellevue Land Use Code (BCC 20.25A.090), facilitating the transition from high density uses downtown to the low density neighborhood to the north.

Significance as per 4(f) definitions	Significant	Type of use as per 4(f) definitions	Permanent
Range of impact	Depending on the alternative, permanent use of up to approximately 1 acre of existing park land and temporary use of up to approximately 2 acres of public park and adjacent private land.		
Discussion	The level of potential permanent use and disturbance to this park by the various route alternatives requires an analysis of avoidance alternatives and all possible planning to minimize harm to the resource. Based upon the proposed adjacent land purchases necessary for use as construction staging areas, it may be possible to maintain the site's service as a buffer between downtown and the neighborhood. However, the permanent presence of the rail facility will significantly change the character of the site and under some alternatives diminish the site's accessibility for users coming from Downtown. Under these conditions, the site may cease to function as a park resource. Therefore replacement of the park resource may be warranted.		
Preliminary Scope of Mitigation	Landscaping of acquired adjacent construction staging areas to restore the linear buffer aspect of the site after construction, as agreed to with the City and depending upon the route alternative selected a potential need for other replacement park land.		
Preliminary Finding in view of mitigation	4(f) use requiring alternative evaluation and mitigation to replace use		

SEGMENT D

As of the date of this report, there appear to be no significant impacts to existing public park and recreation areas within Segment D.