

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Review Draft Comments on Light Rail Draft Environmental Impact Statement
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit's planning, environmental and public outreach processes to determine the alignment and station locations.

Sound Transit has released the Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension. The DEIS identifies and evaluates the impacts of several different alignments for the project, including six possible options in King County. The alignment through Shoreline is along the east side of I-5 and includes elevated and at-grade options. Potential station locations in Shoreline include NE 145th Street, NE 155th Street and NE 185th Street. The DEIS examines the impacts associated with several topics including transportation, land use, noise, visual and acquisitions. Review of the DEIS includes a 60 day public comment period that ends on September 23, 2013. Sound Transit is requesting Council input on the alignment options and station locations examined in the DEIS, as well as the identified potential impacts and possible mitigation.

The DEIS does not include a recommended alternative for the project. The Sound Transit Board is scheduled to identify the Preferred Alternative for the project in October. The Preferred Alternative will be carried through the Final Environmental Impact Statement (FEIS). The FEIS will identify appropriate mitigation for the station areas. The FEIS is scheduled to be released in late 2014.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight's discussion. There is no significant financial impact to the City associated with this process, as it is being managed and funded by Sound Transit. The City has been and will continue to participate throughout the EIS process by providing technical and policy direction. Staff has reviewed Sound Transit's DEIS and will participate in the development of the Final EIS (FEIS), including

identification of appropriate mitigation for the station areas. This will require continued dedication of City staff resources. Upon completion of the EIS process and determination of the final alignment and station locations in 2014/2015, the City, along with Sound Transit will need to engage the community in site specific planning for the selected station locations.

RECOMMENDATION

No formal action is required by Council this evening. Sound Transit is requesting Council input on the alignment options and station locations examined in the DEIS, as well as the identified potential impacts and possible mitigation. The Sound Transit Board will use the information developed in the DEIS, Council's input, as well as feedback received from other jurisdictions and the public, to develop a Preferred Alternative that will be carried through the FEIS process. Staff is seeking direction from Council regarding development of DEIS comments and recommendations for the alignment, stations and mitigation. Council direction will be important to staff as the FEIS is developed and staff advocates for the appropriate mitigation for this project. Council is scheduled to finalize their recommendations to the Sound Transit Board on September 9.

Approved By: City Manager **CM** City Attorney **IS**

BACKGROUND

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit's planning, environmental and public outreach processes to date to determine the alignment and station locations currently under consideration.

Sound Transit staff presented the findings in the DEIS to Council on July 29, 2013. A description of the alternatives under consideration is included in the staff report for that presentation which can be found at

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport072913-9a.pdf>. The DEIS can be found at <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive/Lynnwood-Draft-Environmental-Impact-Statement>.

DISCUSSION

As outlined in the July 29 staff report, there are several issues of concern for the City associated with the alignment and station locations selected for light rail. Because the alternatives included in the DEIS were developed to identify the range of design options, they have several components that can be combined in ways beyond those specifically packaged in the DEIS. This staff report focuses on staff's comments for each individual station, the overall alignment and system-wide improvements that are important regardless of the alternative selected. This report includes staff comments about the NE 155th Street station, even though it has not been identified as a preferred station location by Council. Should the Sound Transit Board select 155th Street as a station, the City will need to be prepared to discuss mitigation for impacts at this location.

At the time of this report, staff had very little opportunity to review the content of the DEIS in great detail and thus these comments are a reaction to staff's preliminary review. Staff anticipates preparing a more detailed analysis and set of recommendations for Council for the September 9 meeting.

NE 145th Street Station

Description of options

- An elevated station (no at-grade alternatives).
- A parking structure with 500 or 650 spaces. The alternative that considers a 650 space structure is paired with a station at 130th Street, for which there is no parking provided.
- Two station options (See Attachment A)
 1. A station that straddles the existing northbound on-ramp, with a parking garage in the approximate location of the existing park and ride lot.
 2. A station that is located just north of the overpass, primarily in the vegetated area between the bridge and the northbound on-ramp. The on-

ramp would be relocated further north and the parking structure would be located directly east of the station.

- The transit-only northbound off-ramp will no longer be utilized at this location.

Issues of concern

- Improved pedestrian facilities: The sidewalks on NE 145th Street that would serve the station are substandard, do not meet ADA requirements and often contain barriers to travel, such as telephone poles and mailboxes. The pedestrian environment crossing the I-5 overpass is also uncomfortable, with narrow sidewalks and no buffer between pedestrians and vehicles. In order to facilitate pedestrian access to the station, sidewalks need to be reconstructed on both sides of the street and across the overpass.
- Transit patron safety: Bus service to the station will be critical to provide an option for those who cannot or do not wish to drive in order to access light rail. Depending upon how buses are routed to serve the station, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary. This will be of particular importance if all bus stops are located on-street rather than within the station area.
- Bicycle safety: It is unlikely that significant bicycle improvements will be installed on 145th Street in conjunction with the station development. However, bicyclists are likely to access the station via 5th Avenue NE, as bicycle lanes currently exist on NE 155th Street (and will be extended east to 15th Avenue NE by the City in 2014). Improvements on 5th Avenue NE and other routes bicyclists will use to access the station (such as Meridian Avenue N) should be installed. The conflicts between bicyclists and buses should also be minimized.
- Traffic flow and interchange improvements: N/NE 145th Street and the interchange are currently congested during the peak periods. It is anticipated that traffic volumes will increase with the presence of the light rail station (as well as general growth and toll diversion) and buses will have a difficult time navigating through the congestion. Improvements that help relieve this congestion will be required.
- Thornton Creek protection: Sound Transit has designed all of the alternatives at NE 145th Street to be elevated in part to minimize impacts to Thornton Creek. Measures should be taken during construction to ensure the creek is not impacted.
- Property access rights: Currently, properties near the northbound on-ramp have federal/state access limitations on their property. The relocation of the on-ramp would impact additional properties that did not previously have these restrictions. Restrictions on the redevelopment potential of properties near the station could hinder creation of transit oriented development.

NE 185th Street Station

Note: To minimize confusion, the DEIS names 5th Avenue NE when referring to the segment on the west side of the freeway, north of NE 185th Street and names 7th Avenue NE when referring to the segment on the east side of the freeway, south of NE 185th Street. This staff report follows this nomenclature. (The eastern segment is often referred to as 5th Avenue NE by staff and residents, since it begins as 5th Avenue NE at NE 175th Street. However due to the curve to avoid the freeway, it is immediately across

the street from 7th Avenue NE once it intersects with NE 185th Street and is 7th Avenue NE at this location). In all of the alternatives, 7th Avenue NE north of NE 185th Street is acquired and utilized for the station.

Description of options

- Elevated and at-grade stations. All alternatives locate the station on the east side of I-5, just north of the NE 185th Street bridge.
- A parking structure with 500 spaces or surface lot with 350 spaces. Options are presented for parking structures on the west or east side of I-5.
- One of the at-grade station designs will require reconstruction of the NE 185th Street bridge. The alternative that includes bridge reconstruction (A-1) also includes location of the parking structure on the west side of I-5. However, the bridge reconstruction is associated with impacts to the eastern bridge abutment, not the parking structure location.
- Three station options (See Attachment A)
 1. An at-grade station with a 500 car parking structure on the west side of the freeway. This alternative would require the realignment of 5th Ave NE adjacent to the Shoreline Center and realignment of 7th Ave NE on the south side of NE 185th Street. The garage is located primarily within the I-5 right-of-way. Due to the topography, the parking structure would be only one or two stories above grade adjacent to 5th Avenue NE and NE 185th Street. The remainder of the structure would be downhill from 5th Avenue NE.
 2. An elevated station with a 500 car parking garage to the east of the station.
 3. An at-grade station that crosses under the NE 185th Street bridge with two surface parking lots, one of which would be on the Seattle City Light right of way. The two lots would have 350 spaces. This alternative would require the realignment of 7th Ave NE on the south side of NE 185th Street.

Issues of concern

- Improved pedestrian facilities: Sidewalks already existing in much of the area around the station location. These sidewalks need to be adequate for anticipated pedestrian volumes. Existing sidewalks may need to be upgraded and new sidewalks constructed. Should the parking structure be located on the west side of the freeway, pedestrian facilities that cross the freeway must be safe, comfortable and provide weather protection. This may come in the form of significant improvements to or reconstruction of the NE 185th Street bridge or construction of a separate pedestrian overcrossing from the parking structure across I-5 to the station. Improved pedestrian facilities for riders coming from North City and east of the station will be needed on NE 180th Street, 10th Avenue NE and NE 185th Street.
- Upgrades to the NE 185th Street bridge: The NE 185th Street bridge will need improvements to accommodate pedestrians, bicycles, buses and vehicles. One of the at-grade station alternatives anticipates total reconstruction of the NE 185th Street bridge, as it will impact the bridge abutment on the east side of I-5.
- Transit facilities and patron safety: As with the NE 145th Station, bus service will be critical to provide an option for those who cannot or do not wish to drive in

order to access light rail. The NE 185th Station is likely to serve as more of a transit center, with Community Transit likely to terminate their Swift BRT service at the NE 185th Street station. The bus facilities at this station are likely to be off-street and need to be adequate to provide ample space for the various routes serving it. Additionally, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary.

- Bicycle safety: N/NE 185th Street currently has bicycle lanes from Midvale Avenue N to 1st Avenue NE (The bicycle lanes will be continued to 10th Avenue NE this summer) and would be one of the primary bicycle routes serving the station. Bicyclists are likely to access NE 185th Street and the station via 1st Avenue NE, 5th Avenue NE and 7th Avenue NE. Bicyclists coming from North City and east of the station are likely to travel on NE 180th Street, 10th Avenue NE and NE 185th Street. Improvements on these and other routes bicyclists will use to access the station should be installed. The conflicts between bicyclists and buses should also be minimized.
- Visual impacts: The visual impacts of an elevated station or at-grade station are quite different, as are the impacts of a parking structure on the west or east side of the freeway. Because of the grade difference between I-5 and 5th Avenue NE on the west side of the freeway, approximately half of the parking structure on the west side would be below the level of 5th Avenue NE (include photo simulations). The visual impact of this is significantly less than a structure or surface lot on the east side. Similarly, an at-grade alignment that goes under the NE 185th Street bridge is much less visible than an elevated alignment that would go over NE 185th Street.
- Roadway improvements/reconstruction: The at-grade alternatives and the option for a parking structure on the west side of the freeway will require reconstruction of portions of 7th Avenue NE south of NE 185th Street and 5th Avenue NE on the west side of the freeway. Any roadway improvements will need to be in compliance with the City's road standards, including installation of bicycle and pedestrian facilities. In order to provide for the greatest nonmotorized transportation opportunities, the improvements should extend as far as possible to help create continuous systems, such as improvements on 7th Avenue NE from NE 175th Street to NE 185th Street.

NE 155th Street Station

Once again, this section is included in case the Sound Transit Board selects 155th Street as a station.

Description of option

- One station option (See Attachment A)
 - An elevated station located mostly south of NE 155th Street. The northern portion of the station crosses NE 155th Street.
 - A parking structure with 500 spaces located just east of the fire station.

Issues of concern

- Improved pedestrian facilities: The sidewalks on NE 155th Street that would serve the station would need to be upgraded. In locations where they do not exist, such as 1st Avenue NE, they would need to be constructed. The pedestrian

environment crossing under the freeway is uncomfortable as it is dark with narrow sidewalks. In order to facilitate pedestrian access to the station, pedestrian facilities will need upgrades. Any walkways from the parking structure to the station must be safe, comfortable and provide weather protection.

- Transit patron safety: As with the other two stations, bus service will be critical to provide an option for those who cannot or do not wish to drive in order to access light rail. Depending upon how buses are routed to serve the station, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary. This will be of particular importance if all bus stops are located on-street rather than within the station area.
- Traffic, transit and bicycle volumes: A light rail station at this location will result in significant increases to traffic volumes over what currently exists. Additionally, transit and bicycle traffic will increase. Improvements to ensure safety for all users will be required.
- Bicycle safety: N/NE 155th Street currently has bicycle lanes from Midvale Avenue N to 5th Avenue NE (and will be extended east to 15th Avenue NE by the City in 2014) and would be one of the primary bicycle routes serving the station. Bicyclists are likely to access NE 155th Street and the station via 1st Avenue NE, 5th Avenue NE and Meridian Avenue N. Improvements on these and other routes bicyclists will use to access the station should be installed. The conflicts between bicyclists and buses should also be minimized.
- Fire Station Access: A station at 155th Street may interfere with the existing Fire Station just east of I-5 and therefore may negatively impact response times due to increased bus and vehicle traffic the station would generate. Depending on the specific design of the rail line itself and/or the station and the subsequent increase in traffic, the fire department may have to consider moving the facility all together.

Alignment

Description of options

- All alternatives include some combination of elevated and at grade
- The line is elevated across NE 145th Street, NE 155th Street, NE 175th Street and from approximately NE 198th Street to the county line in all alternatives.
- The line is at-grade from NE 149th Street to NE 154th Street and from NE 157th Street to NE 174th Street in all alternatives.
- The remaining segments are either elevated or at-grade in the various alternatives.

Issues of concern

- An elevated alignment is more expensive than one constructed at-grade.
- The visual and noise impacts associated with an at-grade alignment are less than those associated with an elevated line.
- The property acquisition and residential displacement impacts are greater with an at-grade alignment as more property is needed than for an elevated alignment.
- All elevated sections of the alignment need to be designed in a manner that does not impede any future modifications to the interchanges at NE 145th Street, NE 175th Street and NE 205th Street.

Systemwide Issues and Improvements

- Bus service: Improved bus service that feeds each station will be imperative. Although the specific number of routes and frequency of service is not known at this time, the stations need to be designed to handle the maximum bus service that is forecast to serve them. Because light rail will so fundamentally change bus service in Shoreline, a comprehensive evaluation of all transit service in the City is needed to ensure that the stations have adequate bus facilities, other facilities in the City are adequately served and that feeder service to the stations is serving all neighborhoods in Shoreline. As part of Shoreline's station area planning process this and next year, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins. This process will identify levels of service and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service. The expected outcome will be an agreement with Metro, Community Transit and Sound Transit on policies that will direct future transit service integration.
- Traffic impacts: For each station, there will be impacts to nearby intersections that need to be mitigated. The specific improvements will be designed in coordination with the City's traffic engineer to ensure they meet the City's operational standards. Additionally, cut-through traffic on local streets is likely. Measures that are designed to prevent or minimize this cut-through traffic will be required. Finally, any impacts to the roadway network that modify streets need to maintain the existing street grid and not result in new dead end streets.
- Roadway overlays: Streets serving the stations will experience additional traffic and more buses will utilize them. The additional vehicle use and the added weight of more buses will cause damage to City roads and cause them to deteriorate more quickly. An assessment of the pavement condition for roads serving the station should be performed to determine if overlay work is likely to be needed to support the additional volumes.
- NE 195th Street Bridge: All of the alternatives will require demolition and reconstruction of the NE 195th Street pedestrian and bicycle bridge. Reconstruction of the bridge should include: improvements to the approaches that remove the existing bollards and improve accessibility; connections to 5th Avenue NE on the west side and a connection through the school through the park on the east side (within the I-5 right-of-way); improved lighting; protection for users; and graffiti proof materials. The bridge may be a location where Sound Transit is able to install art. Finally, the bridge should be wide enough to provide access for emergency or maintenance vehicles. Should the NE 185th Street bridge also need to be replaced, the construction on both bridges should be staggered so as to minimize detours and inconvenience to pedestrians and bicyclists.
- Noise and vibration: All noise and vibration impacts associated with operations must be fully mitigated. Noise from construction, including night work, must be mitigated to the fullest extent possible.

- Cost: The different alternatives were to identify a variety of design options but do not necessarily show the full range of project costs. The options presented could be combined in a manner in which the costs exceed those presented in the DEIS. The options are selected by the Sound Transit Board need to include two light rail stations in Shoreline. Should funding be available, a third station in King County is acceptable, however, the quality of the stations and passenger facilities in Shoreline should not be compromised in order to fund the third station.
- Bicycle connections: In areas where there is connected surplus right-of-way that cannot be utilized for redevelopment purposes, separated bicycle facilities (such as a path adjacent to I-5) should be constructed to facilitate bicycle travel to the stations.
- Park impacts: The alignment is going to impact a portion of Ridgecrest Park. Some land on the west side will be acquired for the rail line. Because the park property was purchased with Forward Thrust funding, a like amount of park space will need to be provided to the City by Sound Transit. The replacement park space does not have to be adjacent to Ridgecrest Park.

Initial Staff Conclusions

Using previous Council direction (Scoping comments, Guiding Principles, Transportation Master Plan, Comprehensive Plan), staff offers the following conclusions:

- NE 145th Street station: The option that relocates the northbound on-ramp provides for a more compact station and parking structure layout, shortening walking distances for riders that park vehicles and in the garage. This also provides more flexibility in developing areas for bus service.
- NE 185th Street station: An at-grade station with a parking structure on the west side of I-5 will minimize the visual and noise impacts. The required improvements to 5th Avenue NE that will accompany the parking structure development will include new sidewalks and bicycle lanes, per the City's adopted plans for this street segment. Reconstruction of the bridge will present the greatest opportunity to improve facilities for all users – bicyclists, pedestrians, bus riders and drivers.
- Because an at-grade alignment is less expensive and has fewer visual and noise impacts, the line should be at-grade as much as possible.
- The issues identified above for each station, the alignment and system-wide will need to be appropriately mitigated.

Staff plans to return to Council with a more refined recommendation, including suggestions for mitigation, at the September 9 meeting.

STAKEHOLDER OUTREACH

Sound Transit has managed the public outreach for the EIS process. Three public meetings, as well as one agency meeting, were held in October 2011 for the EIS scoping process, including one at the Shoreline Conference Center which was attended by about 100 people.

As part of the scoping process, Sound Transit requested comments from the public and agencies identifying the issues they should address in the EIS process. The City of Shoreline submitted a scoping comment letter identifying several issues the City wanted to see addressed in the EIS.

Throughout October 2011, the City went through a process to develop guiding principles to assist Council in identifying a preferred light rail alignment. Staff was present at the EIS scoping meeting in Shoreline as part of the public outreach associated with developing the guiding principles. These principles were approved by Council on October 24, 2011 and the I-5 alignment was identified as the City's preferred alignment on November 14, 2011. The Sound Transit Board identified I-5 as the light rail alignment in December.

As part of the screening process, Sound Transit staff held a series of "drop in" sessions in March 2012, including three in the City of Shoreline. These meetings provided the public with an opportunity to learn where the light rail route could be located along I-5, see where stations are being considered and ask questions of project staff. Sound Transit staff provided Council with an update on the DEIS process on April 2, 2012. Council sent a letter to Sound Transit in April 2012 identifying NE 145th Street and NE 185th Street as the preferred station locations.

In an effort to further promote awareness of the Lynnwood Link Extension, Sound Transit, along with City staff, was present at several summer 2012 events in Shoreline including Swingin' Summer Eve, Celebrate Shoreline and a Farmers' Market. Sound Transit has given presentations to several neighborhood associations including Echo Lake, Meridian, North City, Briarcrest, Ridgecrest, Ballinger, Highland Terrace, Richmond Highlands and the Council of Neighborhoods and participated in the City's May 22, 2013 open house that kicked off station area planning efforts. Sound Transit staff also shared a booth with Shoreline staff at Swingin' Summer Eve on July 24, 2013.

Sound Transit staff presented the findings of the DEIS to Council on July 29, 2013.

Sound Transit will host four open houses/public hearings, including one in Shoreline on August 22, 2013. Staff from Sound Transit will be available to answer questions and receive public input. Interested parties can also provide individual testimony directly to a court reporter.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 3: Prepare for Two Light Rail Stations.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight's discussion. There is no significant financial impact to the City associated with this process, as it is being managed and funded by Sound Transit. The City has been and will continue to participate throughout the EIS process by providing technical and policy direction. Staff has reviewed Sound Transit's DEIS and will participate in the development of the Final EIS (FEIS), including identification of appropriate mitigation for the station areas. This will require continued

dedication of City staff resources. Upon completion of the EIS process and determination of the final alignment and station locations in 2014/2015, the City, along with Sound Transit will need to engage the community in site specific planning for the selected station locations.

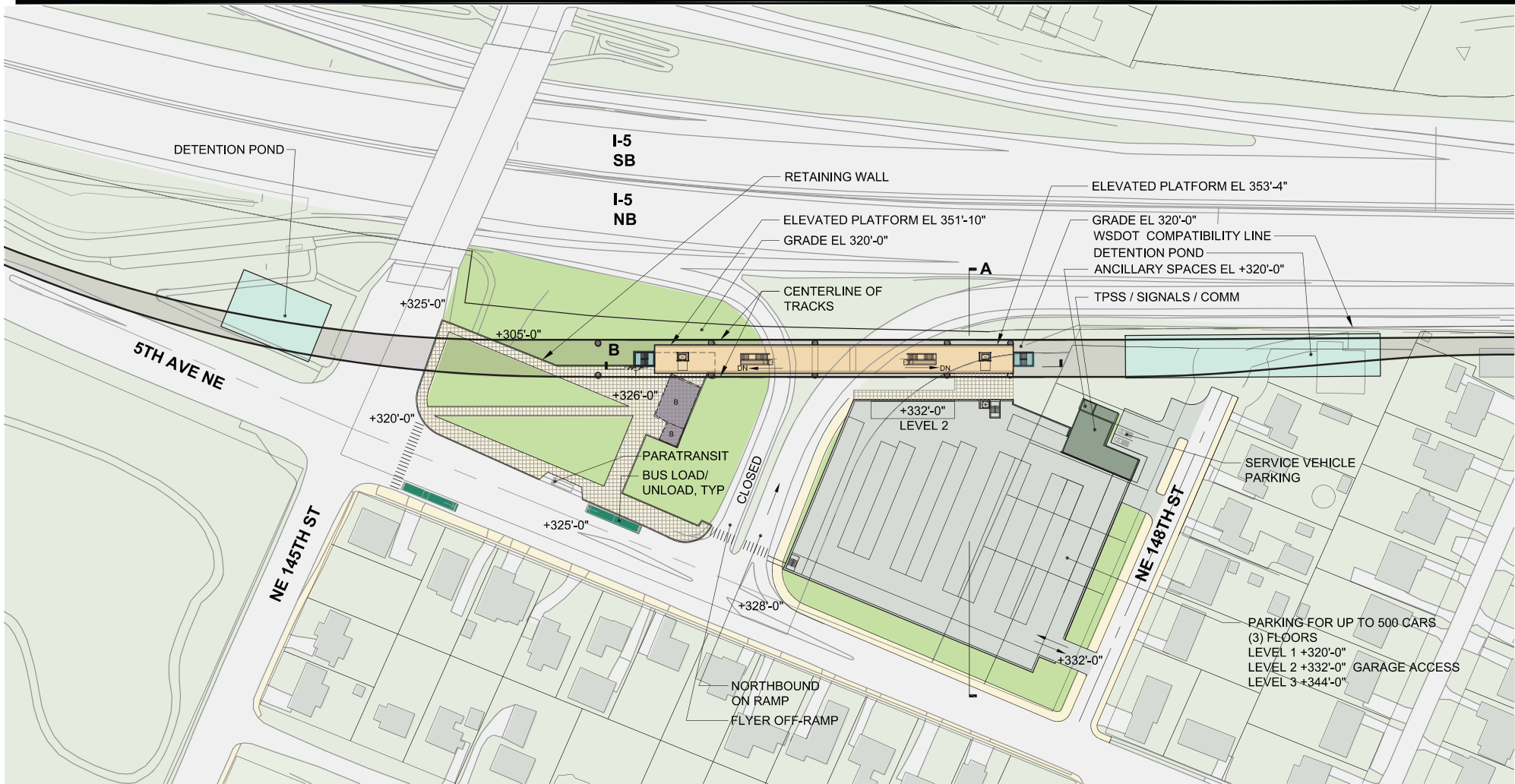
RECOMMENDATION

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ATTACHMENTS

Attachment A: Conceptual site plans for light rail stations at NE 145th Street, NE 155th Street and NE 185th Street

Attachment B: Visual simulations for light rail stations at NE 145th Street, NE 155th Street and NE 185th Street



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alignment	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alignment A1, A10	2 On-street bus bays, 1 southbound and 1 northbound on 5th Ave. NE	Parking for up to 500 cars	Integrated with parking	50 bike spaces, plus 50 expansion

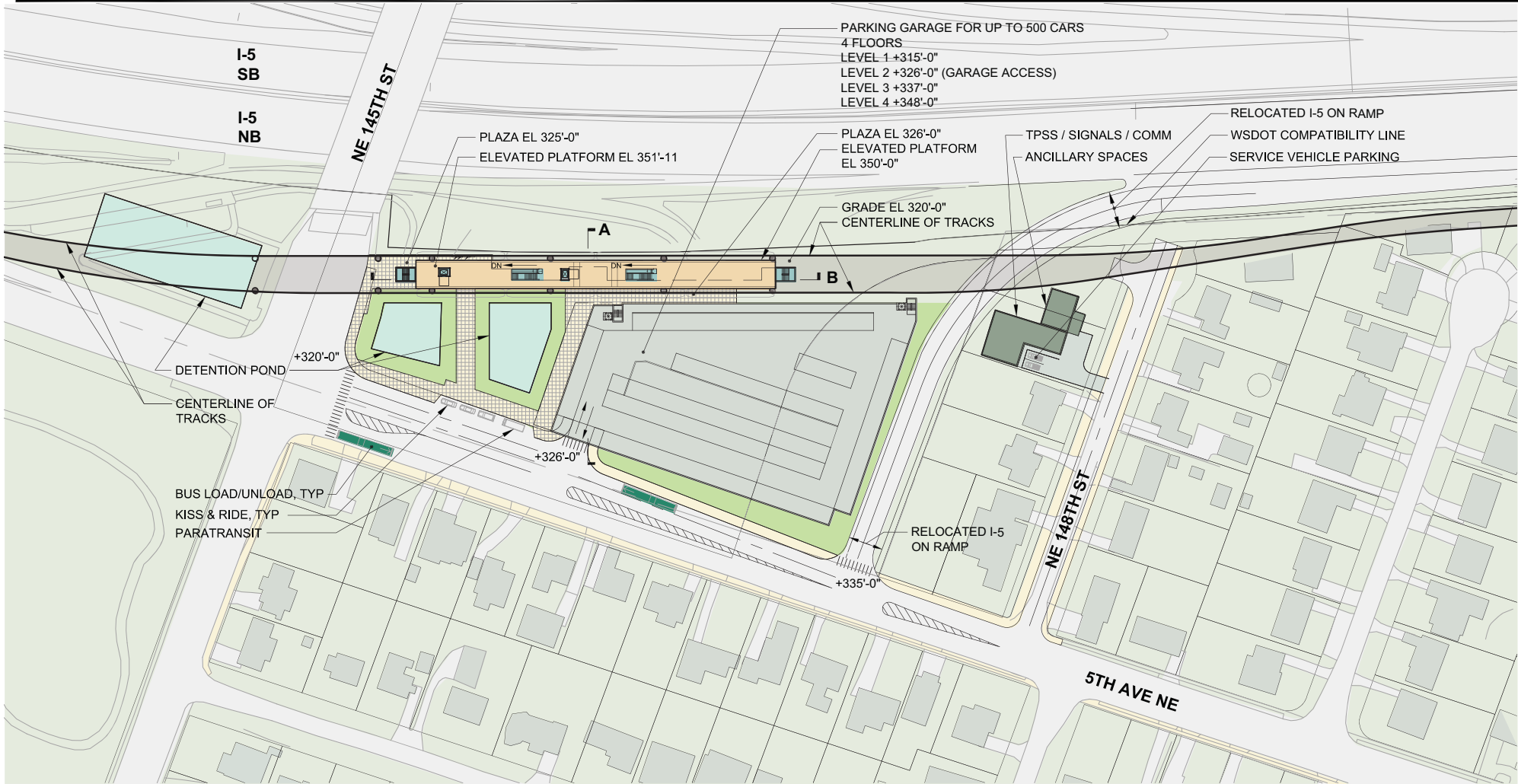


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DRAFT EIS - CONCEPTUAL DESIGN
NE 145TH STREET STATION - OPTION 1
SITE PLAN

DWG NO. 145-EC-AS101
 SHEET 72 OF 142
 REV. NO. 2



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A3 & A11	2 On-street bus bays: 1 southbound & 1 northbound on 5th Ave NE	Parking up for to 500 cars	On 5th Ave NE	50 bike spaces, plus 50 expansion



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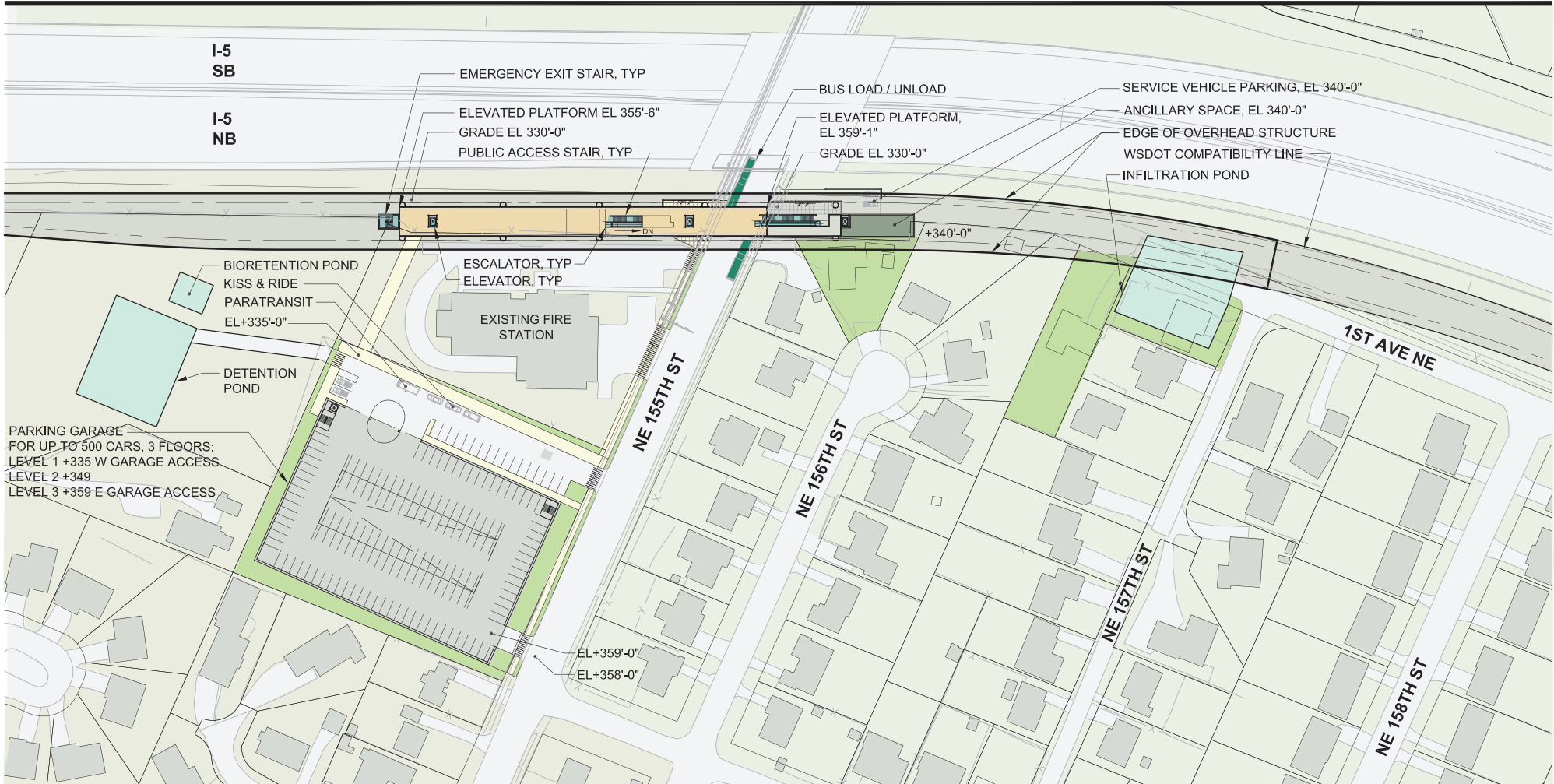


DRAFT EIS - CONCEPTUAL DESIGN
NE 145TH STREET STATION - OPTION 2
SITE PLAN

DWG NO. 145-EC-AS201
 SHEET 76 OF 142
 REV. NO. 2

SOUND TRANSIT LYNNWOOD LINK EXTENSION

Attachment A



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A5 & A7	2 On-street bus bays: 1 westbound & 1 eastbound on NE 155th St	Structured parking for up to 500 cars	Integrated with parking	50 bike spaces, plus 50 expansion



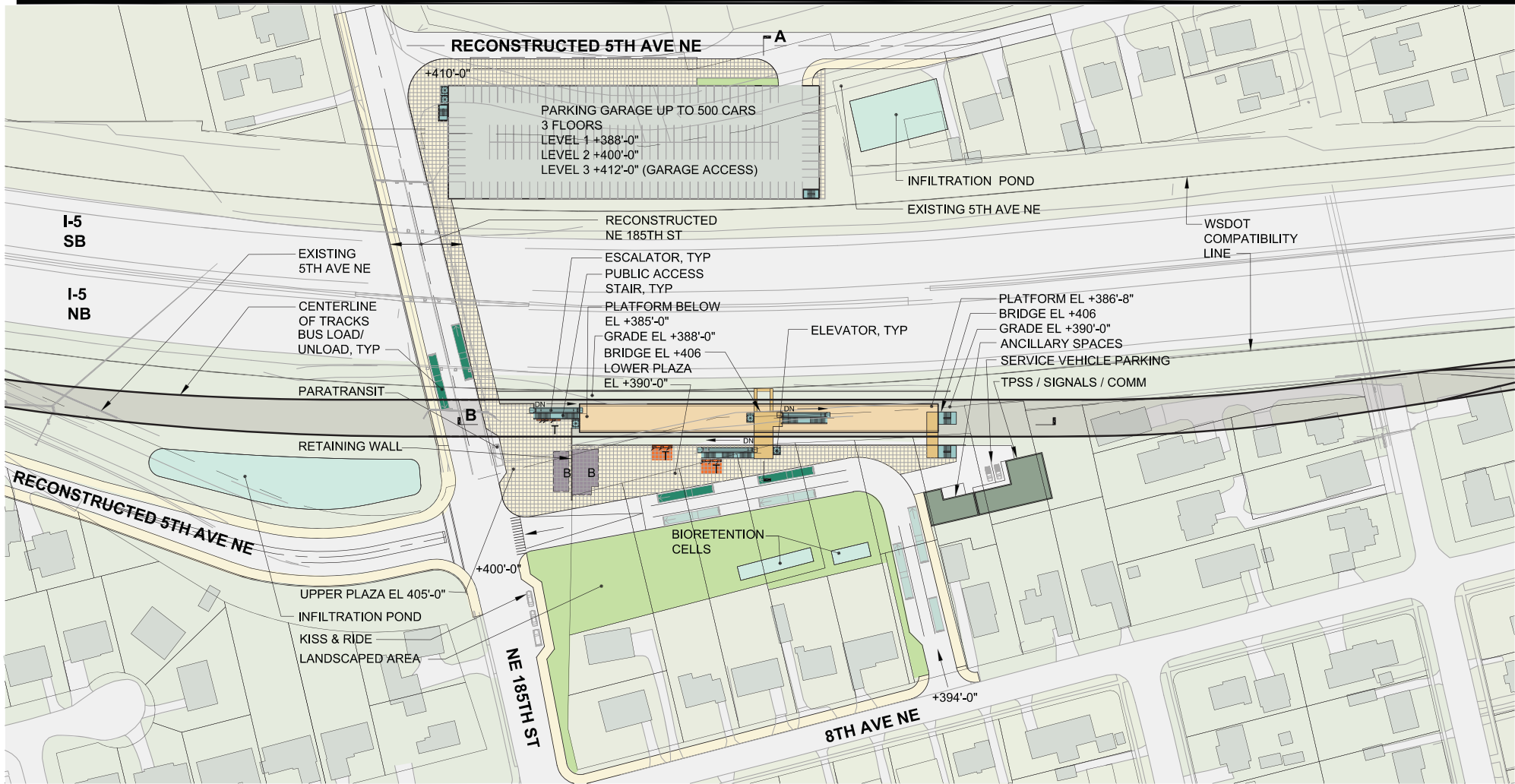
DRAFT EIS - CONCEPTUAL DESIGN

**155TH STREET STATION
SITE PLAN**

DWG NO. 155-EC-AS101

SHEET 80 OF 142

REV. NO. 3



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
At-Grade Center Platform, Alternative A1	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Parking garage for up to 500 cars west side of I-5	On NE 185th St	50 bike spaces, plus 50 expansion



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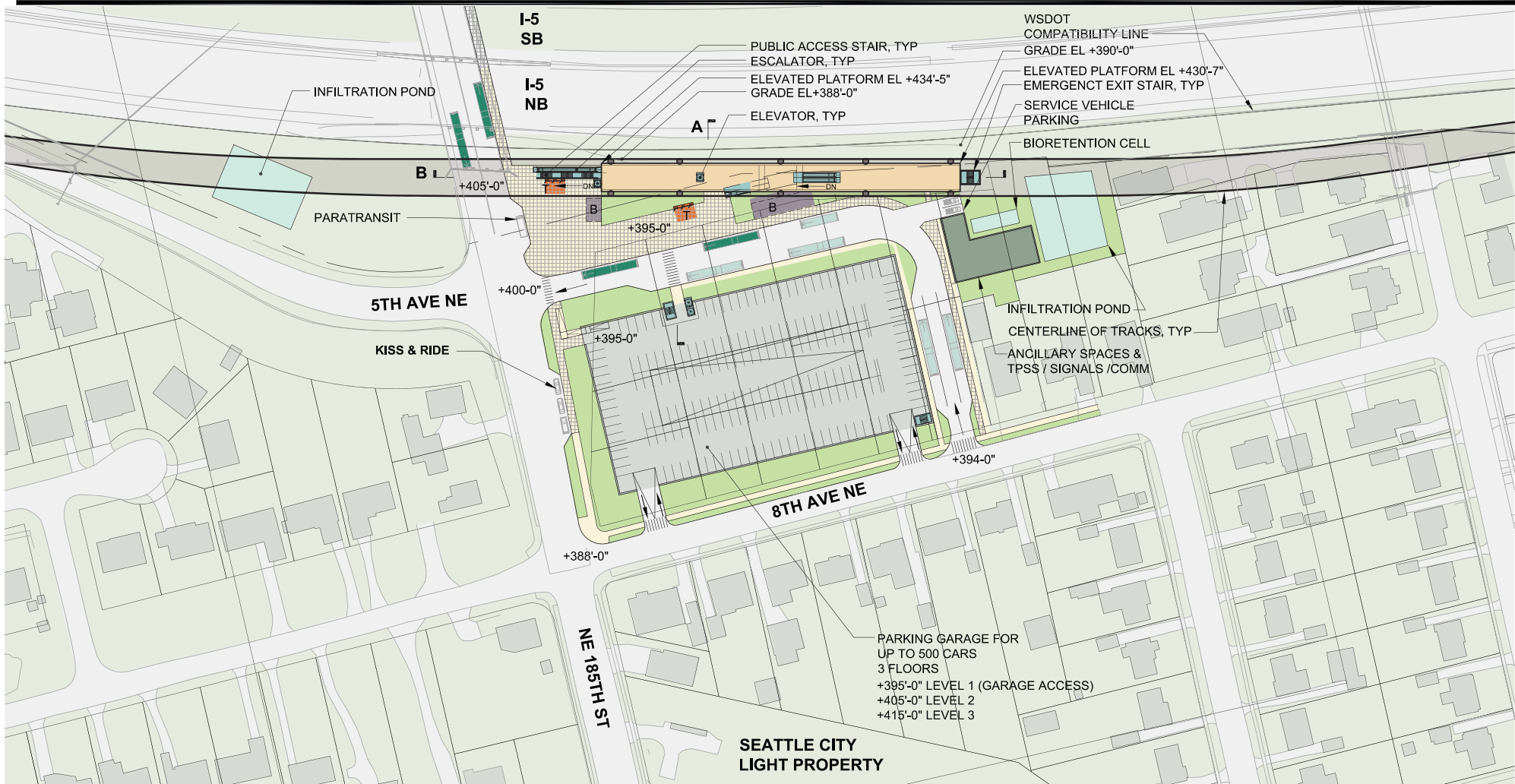


DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 1
SITE PLAN

DWG NO. 185-GC-AS101
 SHEET 84 OF 142
 REV. NO. 2

SOUND TRANSIT LYNNWOOD LINK EXTENSION

Attachment A



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A3, A7, A11	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Parking garage for up to 500 cars near station	On NE 185th Street	50 bike spaces, plus 50 expansion



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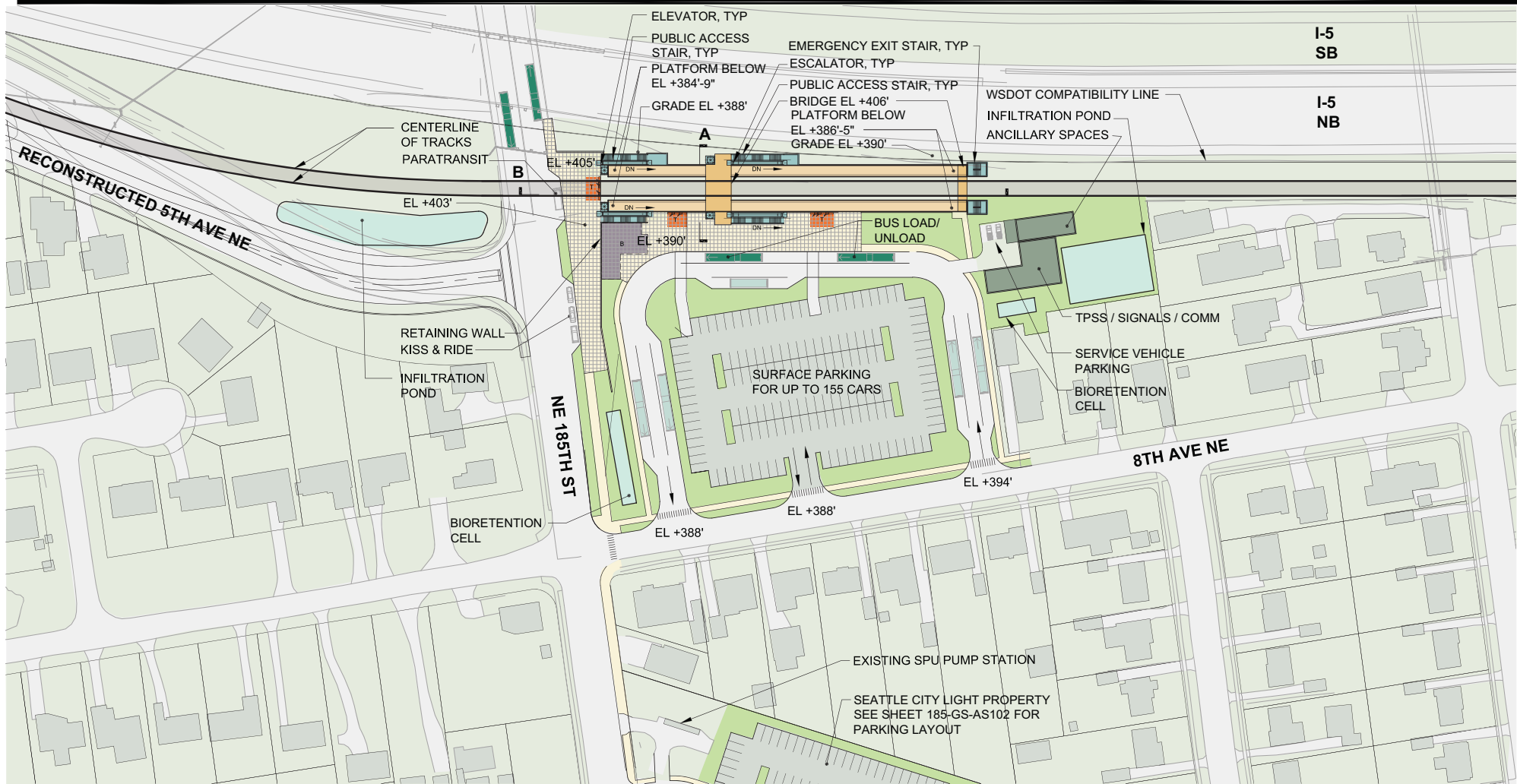


DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 2
SITE PLAN

DWG NO. 185-EC-AS101
 SHEET 87 OF 142
 REV. NO. 2

SOUND TRANSIT LYNNWOOD LINK EXTENSION

Attachment A



- Platform
- Bus Layover
- Plaza
- Ticketing/Information
- Vertical Circulation
- Ancillary Area
- Bus Load/Unload
- Bike Storage

Station Configuration & Alignment	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
At Grade Side Platform, Alignment A5, A10	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Surface parking for up to 155 spaces near station and surface parking for 205 cars at SCL; total 360 spaces	On NE 185th Street	50 bike spaces, plus 50 expansion



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DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 3
SITE PLAN

DWG NO. 185-GS-AS101
 SHEET 91 OF 142
 REV. NO. 2



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- T** Ticketing/Information
- Ancillary Area
- B** Bike Storage



DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 3
PARKING PLAN

DWG NO. 185-GS-AS102
 SHEET 92 OF 142
 REV. NO. 2



Figure G-34. Viewpoint 10
I-5 Northbound at NE 143rd Street
View to the north
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-35. Viewpoint 10
I-5 Northbound at NE 143rd Street
View to the north
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Figure G-36. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Existing View

Lynnwood Link Extension



Figure G-37. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-38. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Figure G-39. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-40. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-41. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-42. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A5 and A7

Lynnwood Link Extension



Note: Potential landscaping not shown.

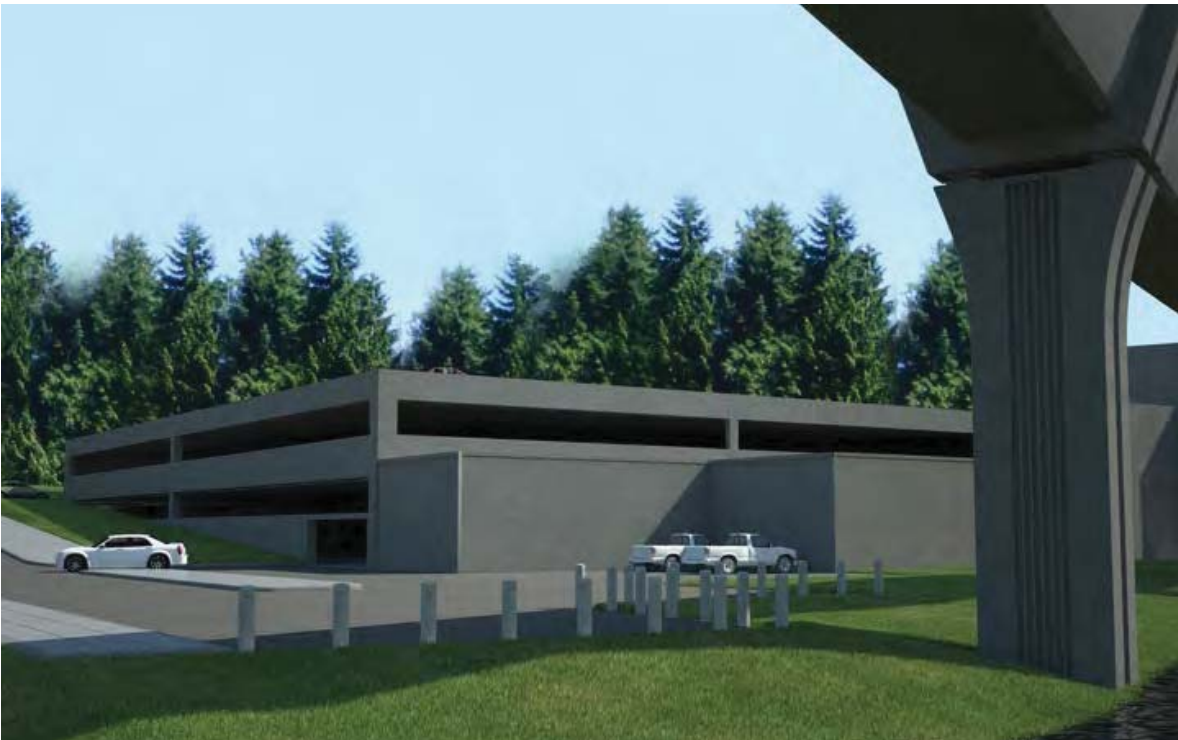
Figure G-43. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternative A7

Lynnwood Link Extension



Figure G-48. Viewpoint 14
NE 148th Street west of 5th Avenue NE
View to the southeast
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-49. Viewpoint 14
NE 148th Street west of 5th Avenue NE
View to the southeast
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-50. Viewpoint 15
5th Avenue NE at NE 149th Street
View to the south
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-51. Viewpoint 15
5th Avenue NE at NE 149th Street
View to the south
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-56. Viewpoint 16
I-5 Southbound at NE 148th Street
View to the south
Simulation: Alternative A7

Lynnwood Link Extension



Figure G-57. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Existing View

Lynnwood Link Extension



Figure G-58. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Simulation: Alternatives A1, A3, A10 and A11

Lynnwood Link Extension



Figure G-59. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Simulation: Alternatives A5 and A7

Lynnwood Link Extension



Figure G-66. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Existing View

Lynnwood Link Extension



Figure G-67. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-68. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-69. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternatives A5 and A10

Lynnwood Link Extension



Figure G-70. Viewpoint 22
NE 185th Street east of 8th Avenue NE
View of potential parking area to the north
Existing View

Lynnwood Link Extension



Note: Potential re-landscaping not shown.

Figure G-71. Viewpoint 22
NE 185th Street east of 8th Avenue NE
View of potential parking area to the north
Simulation: Alternative A5

Lynnwood Link Extension



Figure G-72. Viewpoint 23
NE 185th Street west of 8th Avenue NE
View to the west
Existing View

Lynnwood Link Extension



Figure G-73. Viewpoint 23
NE 185th Street west of 8th Avenue NE
View to the west
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-74. Viewpoint 23
 NE 185th Street west of 8th Avenue NE
 View to the west
 Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Note: Potential re-landscaping not shown.

Figure G-75. Viewpoint 23
 NE 185th Street west of 8th Avenue NE
 View to the west
 Simulation: Alternatives A5 and A10

Lynnwood Link Extension



Figure G-76. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Existing View

Lynnwood Link Extension



Figure G-77. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-78. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-79. Viewpoint 25
5th Avenue NE (west of I-5) north of NE 185th Street
View to the south
Existing View

Lynnwood Link Extension



Figure G-80. Viewpoint 25
5th Avenue NE (west of I-5) north of NE 185th Street
View to the south
Simulation: A1

Lynnwood Link Extension



Figure G-81. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Existing View

Lynnwood Link Extension



Figure G-82. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-83. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-84. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternatives A5 and A10

Lynnwood Link Extension