



LINK OPERATIONS & MAINTENANCE SATELLITE FACILITY

Task 5.4A

Link OMSF Sites

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Project Description

To implement the ST2 expansion, Sound Transit will have to increase its light rail vehicle fleet to approximately 180 vehicles by 2023. Its existing light rail operations and maintenance (Link O&M) facility, on a 25-acre site located south of South Forest Street and west of Airport Way in the industrial area south of Downtown Seattle, is configured to serve up to 104 vehicles. Sound Transit must construct additional operations and maintenance facility capacity to support ST2's light rail vehicle storage and maintenance needs. The program's vehicle acquisition and delivery schedule requires the additional capacity to be operational by the end of 2020.

Memo/Report Purpose

The purpose of this memo is to identify potential sites for the location of an OMSF within light rail corridors and to assemble data for each potential site that illustrates land use, environmental, and physical site characteristics. Information from publicly available sources related to physical and environmental characteristics was assembled for thirteen sites in the Central Link, Lynnwood Link, and East Link corridors. Additional information related to light rail system and facility operations and consistency with regional plans was developed to assist in consideration of potential OMSF sites.

Purpose of and Need for the Project

The project's purpose is to enable Sound Transit to meet the maintenance and storage needs of the expanded fleet of light rail vehicles identified in the ST2 Plan. ST2's vehicle acquisition and delivery schedule requires additional capacity to be operational by the end of 2020. The OMSF project will:

- Accommodate expansion of the Link system to Lynnwood, Overlake and South King County (Kent/Des Moines);
- Provide efficient and reliable light rail service and minimize system operating costs; and
- Support regional long-range plans, including the Puget Sound Regional Council's (PSRC) VISION 2040 and Transportation 2040 plans, and Sound Transit's Regional Transit Long-Range Plan.

The project is needed because the existing OMF site cannot store, maintain, or deploy the vehicles associated with the expanded service detailed in the ST2 Plan. Sound Transit cannot provide reliable service without adequate maintenance facility capacity. Approximately 180 vehicles are needed for the ST2 expansion; the existing OMF can store only 104 vehicles. Therefore, to implement ST2, the Link system will require more storage area and greater capacity for necessary service, maintenance, and inspection functions. Moreover, the storage and maintenance facility must be sited to support efficient and reliable operations and deployment of vehicles to serve the entire Link system.

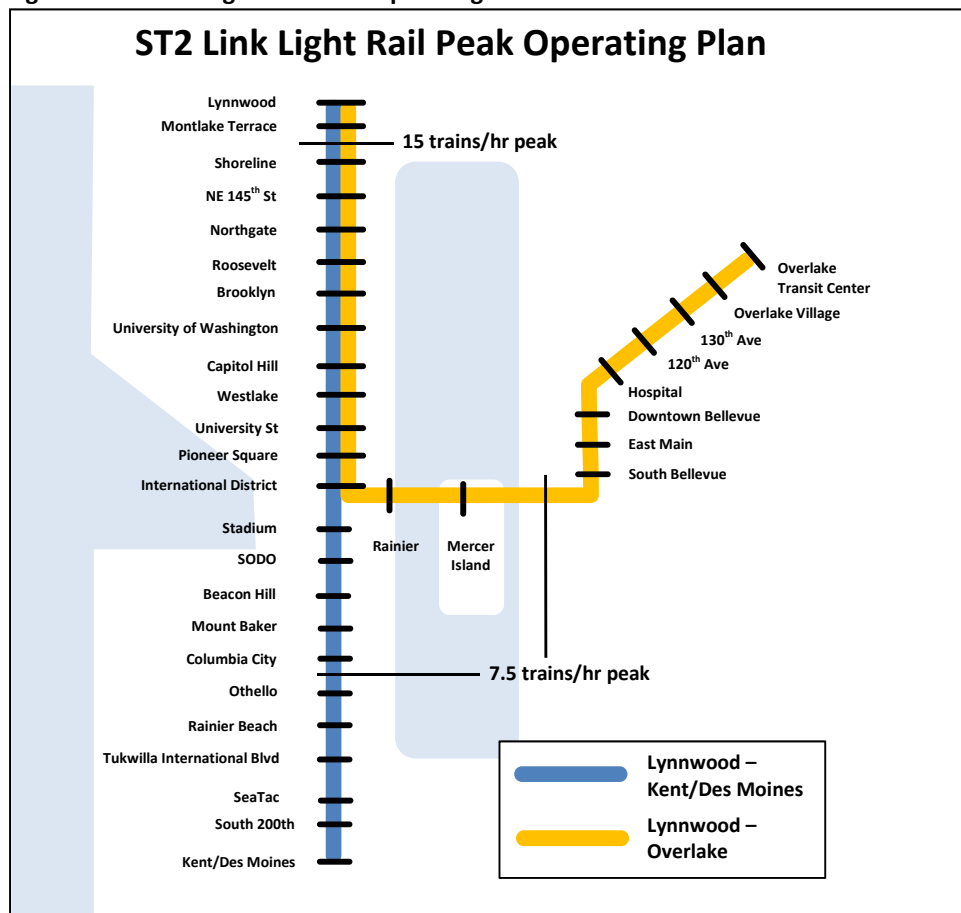
Link OMSF Corridors

The purpose and focus of the OMSF project is to identify and design a facility to serve the expanded fleet needed for the ST2 light rail expansion (i.e., service to Lynnwood, Overlake Transit Center, and Kent/Des Moines, see Figure 1). A review of the fleet and operational needs required to serve the ST2 light rail expansion was prepared in Task 5.3A *Link OMSF Corridor Analysis* Technical Memo (August 21,

2012). Along with the potential for expansion of the existing ST Operations and Maintenance Facility (OMF) in Seattle, three corridors were considered for their potential to serve as a location of the OMSF: North, South, and East Corridors. The North corridor includes areas north of the junction¹ to its terminus in the City of Lynnwood. The South corridor includes areas south of the junction to Kent/Des Moines. The East corridor includes areas that extend east from the junction to the Overlake Transit Center in Redmond.

Once the Link OMSF corridors were reviewed, potential sites in each of the operable corridors were identified. Potential sites were not identified in the south corridor because locating an OMSF in the south would be operationally infeasible. In all, twelve (12) sites were identified and are discussed in the following section. Expansion of the existing OMF in Seattle is also discussed.

Figure 1: ST2 Link Light Rail Peak Operating Plan



Potential OMSF Sites

The initial step in locating potential OMSF sites was defining the programming and spatial requirements for an OMSF. This effort was achieved by touring the existing Forest Street OMF, observing operations

¹ The junction is the point south of the International District Station (IDS), where the East Link extension enters the Downtown Seattle Transit Tunnel.

at the facility, interviewing ST management and staff, and performing an inventory of spatial allocations and functions. The OMSF Team prepared a *Comparative Analysis of Light Rail Site Acreage* Technical Memo (July 15, 2012) which was a comparative analysis of ten (10) OMF sites in the western United States to determine a range of the site acreage requirements for similar facilities. Finally, an analysis of *OMSF Program Requirements*, (July 23, 2012) was prepared, which defined functional requirements and space requirements for the OMSF and serves as a base document for the OMSF team's use in the site identification process and preliminary planning and design.

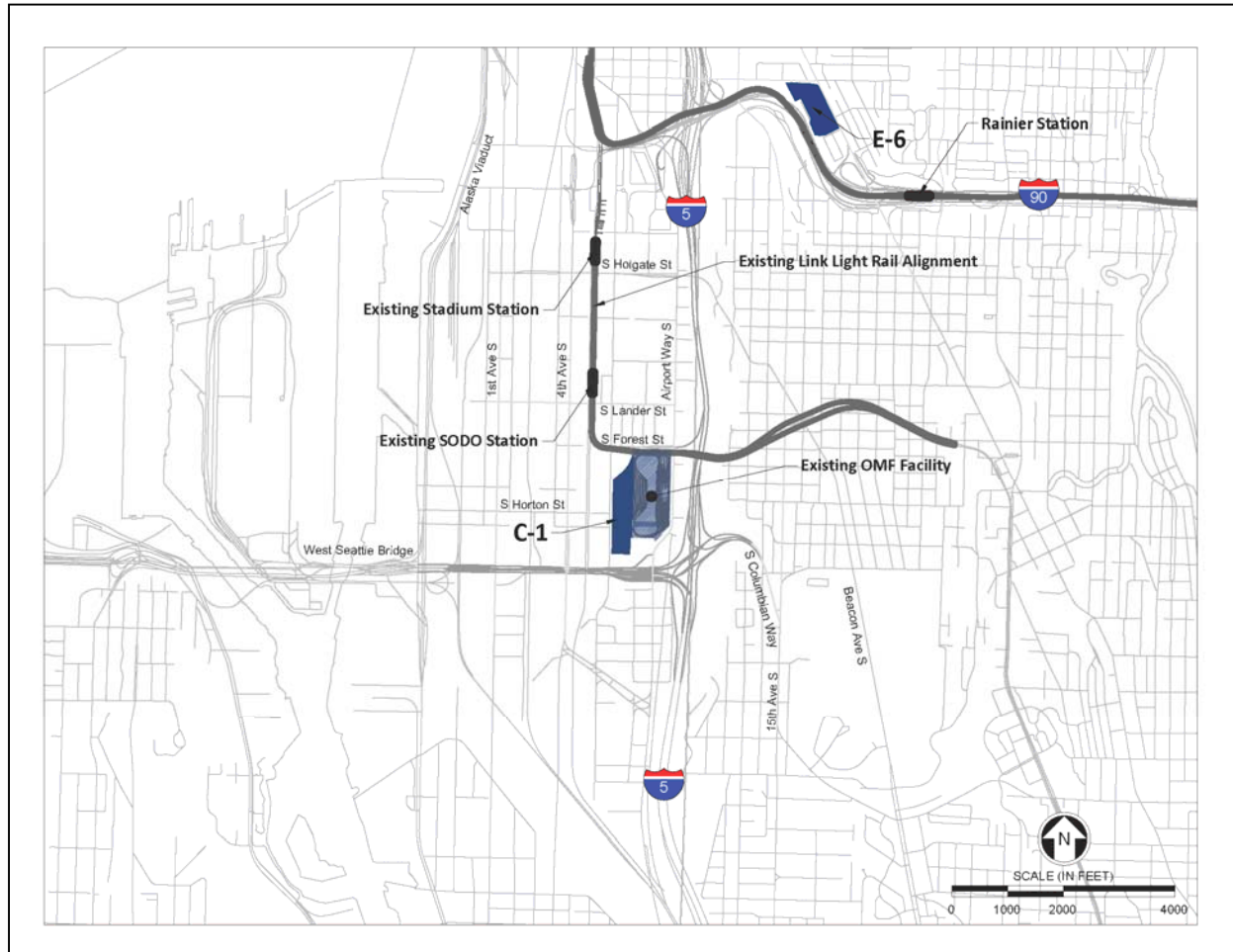
To identify potential OMSF sites, the OMSF team reviewed the East Link Project Final EIS (July 2011), general information prepared for the Lynnwood Link Extension project (now underway), current aerial photos, and parcel maps. The OMSF team reviewed the adopted East Link alignment and alternative alignments for the Lynnwood Link extension in the analysis. The OMSF design team met with the Lynnwood Link and East Link design teams to review the OMSF physical requirements and get assistance with identifying potential OMSF sites.

The OMSF team conducted a windshield survey with ST staff along the north and east corridors. This was followed by a series of site reconnaissance visits (from public rights-of-way). Following this preliminary investigation effort, ST coordinated meetings with representatives of local jurisdictions along the North and East Link corridors, where OMSF site requirements were discussed and potential sites were identified. Through these efforts thirteen (13) potential OMSF sites were identified. A summary of these sites is included below. For further site specific information, an appendix has been included with this technical memo documenting unique characteristics of each potential site identified.

Expansion of Existing OMF Facility

Expansion of the existing Link Light Rail OMF in Seattle would consolidate all Link Light Rail storage and maintenance functions needed for the fleet of 180 light rail vehicles. The existing facility is located at the southwest corner of South Forest Street and Airport Way South (3407 Airport Way South) in the SODO neighborhood of Seattle. The existing facility would be expanded to the west by approximately 10.55 acres (see C-1 on Figure 2 below). Further expansion west is not feasible as the site is constrained on the west by 6th Avenue South. Potential site E-6 is also shown on Figure 2, along the East Link corridor. This potential site will be discussed later in this Technical Memo, but was included on Figure 2 due to its proximity to C-1.

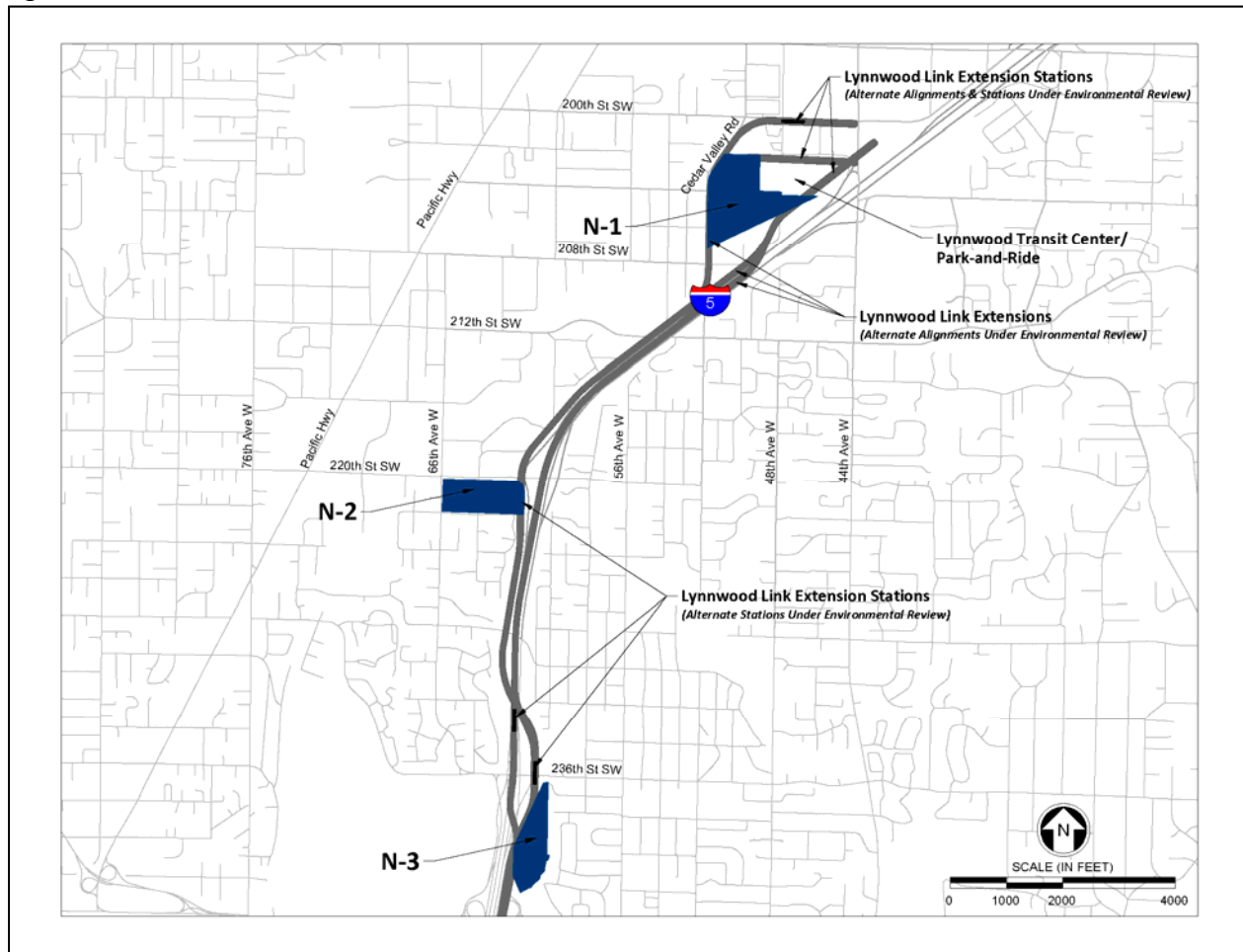
Figure 2: Expansion of Existing Facility



Lynnwood Link Corridor

Three potential OMSF sites within the Lynnwood Link corridor were identified; the sites are located within the jurisdictions of Lynnwood and Mountlake Terrace. Potential OMSF sites N-1, N-2, and N-3 are illustrated on the following page in Figure 3.

Figure 3: North Link Potential OMSF Sites



N-1: 52nd Ave and SW 208th St: Site N-1 is north of I-5 and east of 52nd Ave W/Cedar Valley Road in the City of Lynnwood. This site is approximately 35.17 acres and is located along the Lynnwood Link revenue line adjacent to the Lynnwood Transit Center/Park & Ride.

N-2: 220th St SW and I-5. Site N-2 is west of I-5 and east of 66th Ave W, between 220th St SW on the north and 222nd St SW on the south in the City of Mountlake Terrace. This site is approximately 17.58 acres and is located along the Lynnwood Link revenue line immediately west of a potential Lynnwood Link Extension station.

N-3: 236th St SW and I-5. Site N-3 is east of I-5 between 236th St SW on the north and 242nd St SW to the south in the City of Mountlake Terrace. This site is approximately 17.81 acres and is located along the Lynnwood Link revenue line south of a potential Lynnwood Link Extension station.

East Link Corridor

The Potential East Link OMSF sites are located within the jurisdictions of Bellevue, Redmond, and Seattle. Potential East Link OMSF sites E-1, E-2, E-3, E-7, E-8, E-9, and E-10 are illustrated in Figure 4. Due to its proximity to the C-1 site alternative at the existing station, E-6 is shown on Figure 2. Because

the potential OMSF site E-5 is located northeast of the majority of East Link potential sites, this alternative is shown on a separate map, see Figure 5.

Figure 4: East Link Potential OMSF Sites

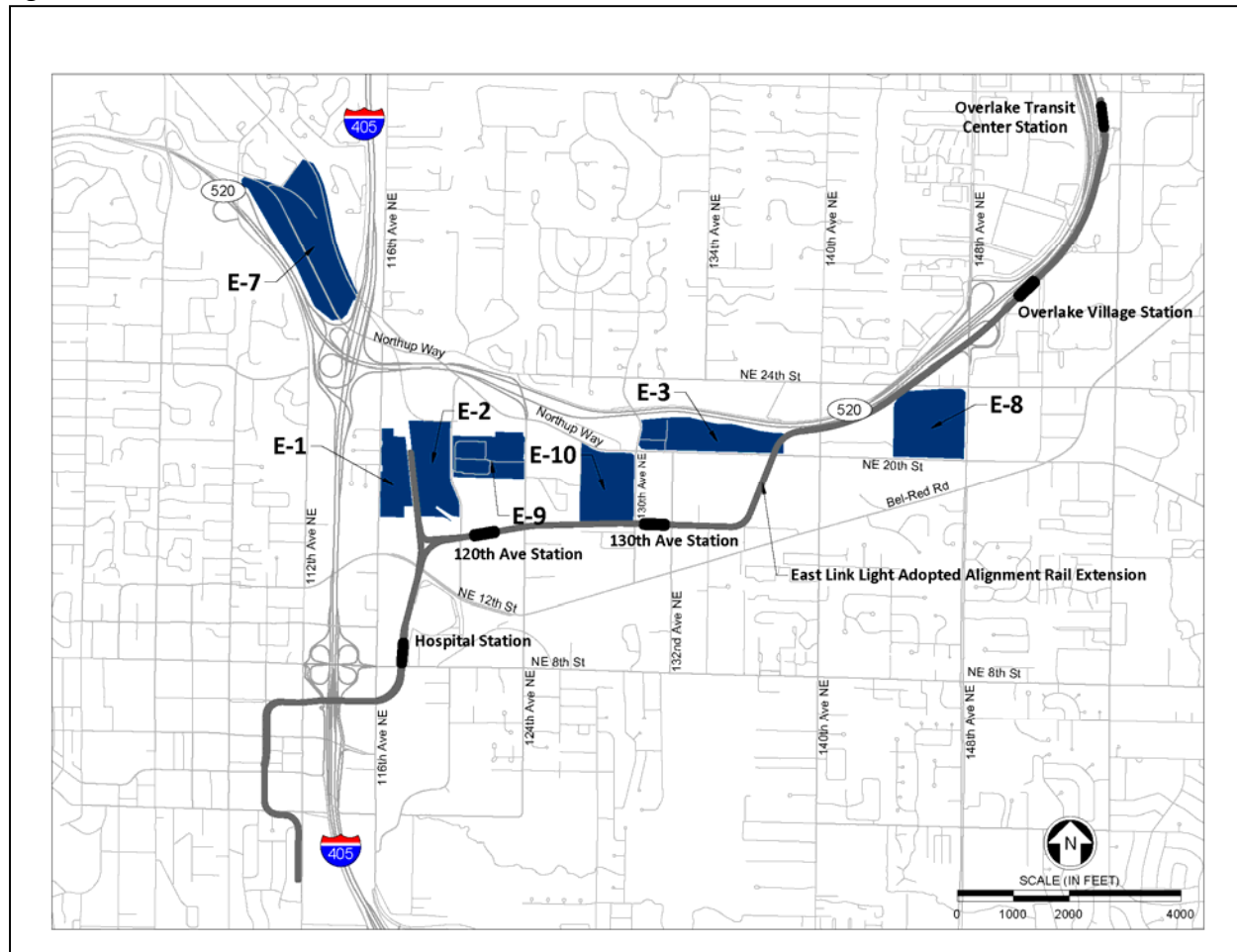
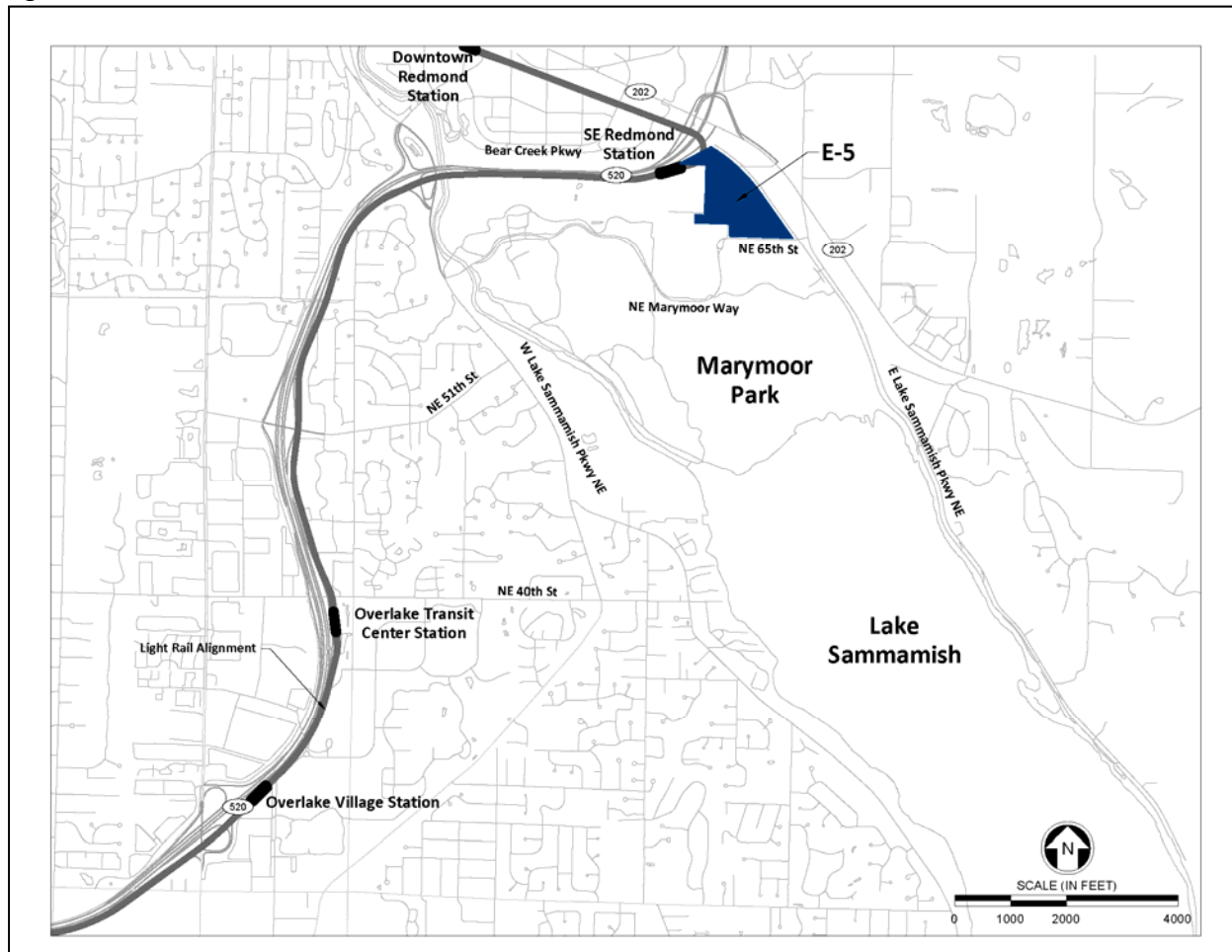


Figure 5: East Link Potential OMSF, E-5 Site



E-1: 116th and NE 20th St. Site E-1 is east of 116th Ave NE and west of the BNSF right of way, between NE 22nd Pl and NE 12th St in the City of Bellevue. This site is approximately 16.59 acres and is located along the East Link revenue line northwest of the 120th Ave Station.

E-2: East of BNSF. Site E-2 is located between the former BNSF railway corridor on the west and 120th Avenue NE on the east, south of SR 520 and north of NE 12th St in the City of Bellevue. This site is approximately 27.82 acres and is located along the East Link revenue line northwest of the 120th Ave Station.

E-3: South of SR 520. Site E-3 is south of SR 520 and north of Northup Way/NE 20th St, east of 130th Ave NE and west of 140th Ave NE in the City of Bellevue. This site is approximately 28.73 acres and is located along the East Link revenue line north of the 130th Ave Station.

E-5: Redmond. Site E-5 is in the City of Redmond, south of NE 70th St and north of NE 65th St and west of the East Lake Sammamish Trail and east of Marymoor Park. This site is approximately 32.74 acres and is located along the East Link revenue line south of the SE Redmond Station.

E-6: Dearborn St and Rainier Ave S. Site E-6 is south of S. Dearborn St, between Interstate 90 and Rainier Ave S in the City of Seattle. This site is approximately 9.95 acres and is located along the East Link revenue line northwest of the Rainier Station.

E-7: SR 520 & I-405. Site E-7 is southeast of 108th Ave NE and northwest of the SR 520 and I-405 interchange between BNSF right of way and SR 520 in the City of Bellevue. This site is approximately 55.16 acres and is located approximately three (3) miles north of the East Link revenue line.

E-8: 148th Ave NE and NE 20th St. Site E-8 is south of NE 24th St and north of NE 20th St, west of 148th Ave NE and southeast of SR 520 in the City of Bellevue. This site is approximately 34.7 acres and is located along the East Link revenue line southwest of the Overlake Village Station.

E-9: Metro Bus Facility 120th Ave NE. Site E-9 is south of Northup Way, between 120th Ave NE and 124th Ave NE in the City of Bellevue. This site is approximately 22.65 acres and is located along the East Link revenue line north of the 120th Ave Station.

E-10: Northup Way and 130th Ave NE. Site E-10 is south of Northup Way and west of 130th Ave NE in the City of Bellevue. The site is approximately 28.56 acres and is located along the East Link revenue line northeast of the 130th Ave Station.

Site Characteristics

Site characteristics were documented to assist in consideration of potential OMSF sites. The site characteristics were separated into three categories: Physical & Environmental Factors, System & Facility Operations, and Regional Plan Consistency. No weight was placed on any one specific or set of characteristics in consideration of a site's feasibility to serve as an OMSF.

- Physical and Environmental
 - Critical Areas
 - Drainage
 - Environmental Justice
 - Existing Land Use
 - Historic Properties
 - Parcels, Size, and Ownership
 - Parks
 - Topography
 - Priority Habitats and Species
 - Zoning
- System and Facility Operational Factors
 - Length of Lead Track
 - System Operating Cost
 - Efficiency
 - Reliability

- Site Access
- Regional Plan Consistency
 - Long Range Transit Plan
 - Transportation 2040
 - Vision 2040

Physical and Environmental

Critical Areas

Washington State's Growth Management Act (GMA; Chapter 36.70A RCW) requires all cities and counties to identify critical areas within their jurisdiction and develop regulations to protect them. As defined by the GMA: *"Critical areas" include the following areas and ecosystems: Wetlands; areas with a critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas.* Both the GMA and local municipalities' critical areas ordinances place values on the protection of ecosystems supported by the critical areas described below. This memo documents the unique critical areas present on potential OMSF sites, based on available data sources as described below.

- Erosion hazard areas are those areas thought to be underlain by soils that are subject to severe erosion when exposed. Development adjacent to or within erosion hazard areas is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal geographical information systems (GIS) information.
- Liquefaction prone areas are lands typically underlain by cohesion-less soils of low density usually in association with a shallow groundwater table that loses substantial strength during earthquakes. Development on liquefaction prone areas is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal GIS information
- Steep slopes are areas susceptible to sliding or other geological event, because of their conditions; these areas pose a threat to health and safety when development is sited too close. Development adjacent to steep slopes is regulated by the local municipal critical areas ordinance. This information was collected from both King and Snohomish County and local municipal GIS information
- Streams provide habitat for chinook, coho, sockeye, steelhead, cutthroat trout, waterfowl and other fish and wildlife. Streams are regulated by local jurisdictions, state agencies (like Washington Department of Fish and Wildlife), and federal agencies depending on the waterbody and habitat present. This information was collected from both King and Snohomish County and local municipal GIS information
- Wetlands help to slow down stormwater runoff, which helps to prevent flooding and erosion, and serve as a habitat for fish and wildlife. Wetlands are regulated by local jurisdictions, the US Army Corps of Engineers and Washington State Department of Ecology. This information was collected from both King and Snohomish County and local municipal GIS information

Drainage

Potential OMSF sites were reviewed to determine stormwater infiltration potential. Development costs of potential OMSF sites can be greater on sites that require complex stormwater management due to poor drainage conditions. Soil types were reviewed using Natural Resources Conservation Service (NRCS) soil maps; for sites within Seattle, City of Seattle Soil Maps were reviewed; no geotechnical investigation occurred. The hydrologic soil group of each potential OMSF site was documented; hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration.

- Group A: Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.
- Group B: Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.
- Group C: Soils have a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture of fine texture. These soils have a slow rate of water transmission.
- Group D: Soils have a very slow infiltration rate (high run off potential) when thoroughly wet. These consist chiefly of clays that have a high shrink swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

The infiltration potential of potential OMSF sites is recorded in Table 1 as High, Moderate, Low, or Very Low based on the hydrologic soil groups. A summary of soil survey results obtained from the Natural Resources Conservation Service (US) and the City of Seattle is located in Appendix B: *NRCS Soil Summary Data for OMSF Sites*.

Environmental Justice

Presidential Executive and US Department of Transportation Orders provide that federal agencies shall review their programs, policies, and activities to determine if there is potential for disproportionately high and adverse effects on minority or low-income populations. Existing data prepared for the East Link and Lynnwood Link projects characterize demographics of the general areas surrounding the potential sites. Census Blocks surrounding the East Link corridor sites are characterized as 0 to 25 percent minority and low-income populations. One exception is a block group north of SR 520 and west of 148th Avenue NE characterized as 50 to 75 percent minority population (East Link Final EIS, 2011). Based on census data compiled for the Lynnwood Link Extension (not yet published), neighborhood demographics near the Lynnwood Link corridor sites include 25-35 percent minority populations near the southern sites and over 50 percent minority population near the northern site. The percentage of

low-income populations range from 4 to 16 percent near the southern sites and approximately 19 percent near the northern site.

Existing Land Use

Existing land uses within the boundaries of potential OMSF sites and on adjacent properties was reviewed during windshield surveys of the sites, and subsequently documented using Snohomish and King County assessor's data. Existing land uses on parcels contained within potential OMSF sites are characterized as land use categories such as: Auto Lot, Institutional (*various*), Single Family Residential (SFR), Multi Family Residential (MFR), Office, Parking Lot, Industrial, Retail, ROW/Utility Road, and Vacant.

Historic Properties

A review of the Washington Information System for Architectural and Archaeological Records Data (WISAARD), maintained by Washington Department of Archaeology and Historic Preservation, indicates there are no historic properties listed on state or federal registers on or adjacent to any of the potential OMSF sites. From the OMSF team's windshield survey and review of the King and Snohomish County's assessor's data, it is likely that there will be properties containing structures that exceed 50 years old. Further analysis to determine if these sites are eligible for the National Register of Historic Places or the Washington Heritage Register will be conducted as part of the NEPA and Section 106 environmental processes.

Parcels, Size, and Ownership

GIS parcel map data and County assessor records were assembled to illustrate land needed for each potential site. Each site documents the number of parcels, total acreage, and number of property owners comprising that site. If it was determined any portion of a parcel was needed, the entire parcel was inventoried. This results in some potential OMSF sites with total acreage counts considerably greater than the approximately 20 to 25 acres needed to serve OMSF functions. Appendix Materials A: *Assessors Maps and Ownership Information* illustrates the configuration of potential sites on an air photo base and notes ownership and parcel size.

Parks

No existing or planned public parks or trails were identified within the potential OMSF sites; however, some of the potential OMSF sites are located adjacent to existing or planned parks and trails. These park resources, where identified, were documented within Table 1.

Topography

To meet the functions of the OMSF, the site needs to be relatively flat. Potential sites with steep or uneven topography will require grading to achieve O&M functions. General descriptions of topography at potential OMSF sites were assigned a general topographic description: flat, rolling, hilly, or steep slopes.

Priority Habitats and Species

The Washington Department of Fish & Wildlife (WDFW) Priority Habitats and Species database was reviewed to determine if designated priority species of fish and wildlife or their habitat were located on

potential OMSF sites. Potential OMSF sites where priority habitats are documented by WDFW are recorded in Table 1.

Zoning

Zoning designations at and adjacent to potential OMSF sites were reviewed and documented in Table 1; zoning map illustrations are included in Appendix C of this Technical Memo.

System and Facility Operations

Length of Lead Track

The linear length of lead track from the revenue line adds capital costs and potential traffic impacts. The length of lead tracks from for the potential OMSF sites was approximated using current designs of the revenue plans and measured from the revenue line to where lead track touches ground in the OMSF.

System Operating Costs

System operating costs are defined as the cost to deploy trains from the OMSF site to meet the morning peak service period (6:00 am to 10:00 am), return trains to the OMSF during the mid-day, redeploy trains for the afternoon peak service period (3:00 pm to 6:30 pm), and recover the trains at the end of service without generating extra non-revenue moves or rebalancing of the fleet that would impact the 1:00am to 5:00am nightly inspection and maintenance window. A scale from 1-5 was used to qualitatively measure the potential system operating costs with low operating costs rated 1 to high operating costs rated 5. The C-1 site (expansion of the existing OMF) is not operationally feasible and is not given a rating.

Operating cost scale

- 1 – Low
- 2 – Low to neutral
- 3 – Neutral
- 4 – Neutral to High
- 5 – High

Efficiency

Minimizing the amount of movements between an OMSF site and the existing OMF for special maintenance or inspection is a measure of system efficiency. A scale from 1-5 was used to qualitatively measure the potential efficiency of each of the OMSF sites. A rating of 1 would mean the site is highly efficient and a rating of 5 would mean the site has a low efficiency. The C-1 site (expansion of the existing OMF) is not operationally feasible and was not rated.

Efficiency scale

- 1 – High efficiency
- 2 – High efficiency to neutral
- 3 – Neutral
- 4 – Neutral to low efficiency
- 5 – Low efficiency

Reliability

Reliability is measured as to how the OMSF location allows for the deployment of trains and the need to rebalance service due to a disruption in service or the result of a train failure while minimizing the number of train movements. The more complex the train movements, the less stable and less reliable the system becomes. A rating of 1 would mean the location of the OMSF is such that it would minimize train movements and a rating of 5 would require more complex the train movements. The C-1 site (expansion of the existing OMF) is not operationally feasible and was not rated.

Reliability scale

- 1 – High reliability
- 2 – High reliability to neutral
- 3 – Neutral
- 4 – Neutral to low reliability
- 5 – Low reliability

Site Access

Potential OMSF sites that require lead track operations in public roadways or other rights of ways, such as pedestrian and bicycle trails, are less desirable. Using conceptual layouts of possible lead tracks, potential OMSF sites where disruptions to public roadways and rights of way were reviewed. None of the proposed sites result in lead tracks that transverses public roadways so all sites were expected to have no impact.

Regional Plan Consistency

Potential OMSF sites are required to help meet the future planned needs and programming requirements as documented in the Sound Transit Light Rail system as documented in the Sound Transit Regional Transit Long-Range Plan, Vision 2040, and Transportation 2040.

Potential OMSF Site Characteristics

The characteristics of the thirteen sites were documented as outlined above; results are documented in Table 1: Potential OMSF Site Characteristics Matrix.

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Table 1: Potential OMSF Site Characteristics Matrix

	N-1	N-2	N-3	C-1	E-1	E-2	E-3	E-5	E-6	E-7	E-8	E-9	E-10
Physical & Environmental Factors													
Critical Areas	Stream, Wetland, Steep Slopes	None Identified	Stream and Steep Slopes	Liquefaction, Abandoned Landfill	Steep Slopes	Erosion Hazard and Steep Slopes	Stream and Steep Slopes	None Identified	Liquefaction, Peat Settlement Prone, Steep Slopes	Steep Slopes, Stream	Steep Slopes and Erosion Hazard	Steep Slopes, Stream	Steep Slope
Drainage	Very Low and Moderate	Moderate	High	Low	Low	Very Low & Unknown	High, Moderate, and Low	High	Moderate	High and Moderate	Moderate	Very Low and High	High
Existing Land Use (by parcel)	Industrial (2), Institutional - School Facilities (1), Office (1), Retail (3), Vacant (3)	Institutional - School (1), MFR (1), Retail (4), SFR (28)	Institutional - School (1), Retail (1), Vacant (1)	Industrial (4)	Industrial (1), Institutional - Fire (1), Institutional - School (1), Office (10), Vacant (3)	Industrial (6), ROW/Utility Road (1), Vacant (3)	Auto Lot (1), Industrial (4), Office (10), Retail (1)	Industrial (13), Institutional - Religions (1) Vacant, (1)	Industrial (22), Office (4), Retail (2), ROW/Utility Road (1), Vacant (10)	Industrial (7), Institutional - School (1), Office (15), Parking Lot (1), ROW/Utility Road (2), Vacant (10)	Office (1), Parking Lot (1), Retail (9)	Industrial (1), Institutional - Transit (1), Industrial (1)	Industrial (8) Mining/Quarry/Ore Processing (1), Office (1), Parking Lot (2), Retail (3), Vacant (2)
Existing Land Use Adjacent to OMSF Sites	Residential (SF & MF), Retail, Industrial, , Institutional (Park & Ride), Parks and Rec,	Residential (SF & MF), Retail, Institutional (City Hall)	Office, Institutional (Park & Ride),Res (SF & MF)	Industrial	Retail, Institutional (Hospital), Industrial	Auto Lot , Industrial, Retail, Office	Retail	Industrial, Park, Retail	Industrial, Retail	Office, Residential (MF)	Institutional (School), Retail	Industrial, Retail	Auto Lot , Industrial, Retail
Jurisdiction	Lynnwood	Mountlake Terrace	Mountlake Terrace	Seattle	Bellevue	Bellevue	Bellevue	Redmond	Seattle	Bellevue	Bellevue	Bellevue	Bellevue
Parcels	10	34	3	4	16	10	16	15	39	36	11	3	17
Parcel Size	35.17	17.58	17.81	10.55	16.59	27.82	28.73	32.74	9.95	54.28	34.7	22.65	28.56
Parks	Scriber Park located north of site; Interurban Trail on the south	None	None	None	City of Bellevue Bicycle Plan map indicates a planned off-street bike path immediately east of E-1	City of Bellevue Bicycle Plan map indicates a planned off-street bike path immediately west of E-2	None	Marymoor Park located southwest of the site	None	None	None	None	None
Property Ownership	10	66	3	3	14	8	6	13	23	21	10	2	13
Topography	Hilly with Steep Slopes	Rolling	Rolling with Steep Slopes	Flat	Hilly with Steep Slopes	Flat with Steep slopes	Rolling with Steep Sloes	Flat	Rolling with Steep Slopes	Hilly with Steep Slopes	Rolling with Steep Slopes	Rolling with Steep Slopes	Rolling with Steep Slopes
WDFW Priority Habitats	Aquatic Habitat (palustrine)	None	None	None	None	Aquatic Habitat (palustrine)	None	None	None	Occurrence/ Migration (cutthroat trout - <i>Oncorhynchus clarki</i>)-	None	None	None
Zoning	Business/ Tech Park/ Industrial	SF Res/ MF Res/ Commercial	Commercial	Industrial	Office	Office/ Residential	Commercial	Industrial	Industrial	Office/ Industrial	Commercial/ Office/ Residential	Office/ Residential	Commercial/ Residential
Zoning Adjacent to Potential OMSF	Industrial, Park, Residential, Commercial	Residential, Commercial, Interstate	Industrial, Commercial, Residential, Interstate	Industrial	Medical Office, Medial Institutional, Office/Residential, Residential	Commercial, Residential, Office/Residential, Medical Office	Interstate, Commercial, Residential/Commercial,	Interstate, Commercial, Manufacturing	Incentive Zone, Industrial, Interstate	Office, Office/Commercial, Residential, Interstate	Office/Residential, Commercial/Residential, Overlake Village, Commercial	Residential, Office/Residential,	Commercial, Residential
System & Facility Operations													
Lead Track Length	~950	~1,125	~1,300	~1,025	~280	~160	~168	4 miles additional main line guideway and ~1,300	~525	~3,040	~500	~935	~160
System Operating Costs	4	4	4	-	1	1	2	3	1	3	3	3	2
Efficiency	4	4	4	-	1	1	2	3	1	3	3	3	2
Reliability	4	4	4	-	1	1	2	3	1	3	3	3	2
Site Access	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected	No impact expected
Regional Plan Consistency													
ST Long Range Plan	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vision 2040	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Transportation 2040	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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Site Specific Summary

Notable characteristics of each potential site are summarized below:

N-1: A small part of this potential OMSF site is constrained by a stream (Scriber Creek) and its associated wetlands and flood hazard areas on the east; steep slopes are located on the perimeter of the eastern most part of the potential site. A smaller wetland is located within the interior of this site. From a reconnaissance level review of the site, it appears feasible to develop an OMSF within the limited constraints of the critical areas. Scriber Creek Park (City of Lynnwood) is located immediately north of N-1; the Interurban Trail (Multi-Use Trail/Linear Park) is located along the southern boundary of N-1.

N-2: This potential OMSF site is 17.5 acres, which does not meet the minimum acreage needed for development of an OMSF; opportunities for acquisition of adjacent lands is limited as the site is constrained on three (3) sides by public arterial roads and Interstate-5 on the east. The site also assumes the vacation of 64th Ave W between 200th Street SW and 224th Street SW. The site would also require extensive grading efforts and retaining walls to achieve topography suitable for the development of an OMSF.

N-3: This potential site is 17.8 acres, which does not meet the minimum acreage needed for development of an OMSF; opportunities for acquisition of adjacent lands are limited as the site is constrained by Interstate-5 on the west and a public street on the north (overpass to I-5). The site is constrained by critical areas in the south (wetlands and stream). The irregular shape of the potential site also constrains development of an OMSF.

C-1: Expansion of the existing operations and maintenance facility by 10.86 acres could accommodate the additional tracks required for storage of an additional 80 light rail vehicles, but would not provide the necessary space for maintenance functions at the potential site. The entire fleet of 180 vehicles planned for in ST2 cannot be reliably or efficiently deployed from an expanded Forest Street OMF due to the limited capacity of accessing the main line and deploying service to the eastside. Finally, by consolidating the entire fleet at a single site, a system failure during the morning deployment could result in the entire fleet being trapped and unable to begin service.

E-1: This potential site is 16.6 acres; which does not meet the minimum acreage needed for development of an OMSF. The topography at the site would require substantial grading and retaining walls; there is the presence of steep slopes. The site is constrained from further acquisition on the east and west as it is bounded by the BNSF right-of-way and 116th Ave NE; lands to the north become too narrow to be operationally feasible. The City of Bellevue's Bicycle Master Plan indicates a planned off-street bike path immediately east of E-1.

E-2: This site is above the minimum size required to be feasible for development of an OMSF; this site is composed of ten (10) parcels. The largest part of the E-2 site (10.5 acres) is occupied by a vacant paper mill that is currently for sale. The site is relatively flat with some steep slopes along the perimeter of the

former railway line in the southern part of the site. The West Tributary to Kelsey Creek is located immediately north of the northern most parcels of this potential OMSF site. Municipal mapping resources do not identify critical areas at this site. However, the Washington Department of Fish and Wildlife Priority Habitat Species data indicates presence of aquatic habitat (wetlands) located immediately north of this potential OMSF site. The City of Bellevue's Bicycle Master Plan indicates a planned off-street bike path immediately west of E-2.

E-3: A small part of this potential OMSF site is constrained by a stream (Goff Creek, a tributary to the West Tributary of Kelsey Creek) along the western and south west perimeter of the site. From a reconnaissance level review of the site, it appears feasible to develop an OMSF within the constraints of this critical area.

E-5: The E-5 site is located four (4) miles from the main East Link terminus at Overlake Transit Center as planned with ST2. Development of this site would require building four miles of additional guideway with substantive capital and operating costs.

E-6: The E-6 site is a ten (10) acres site, which does not meet the minimum acreage requirements to develop an OMSF. The site is bounded by Interstate-5 on the west and public roads on the north, south, and east, limiting the feasibility of additional property acquisition.

E-7: At 54.28 acres, the E-7 site meets the minimum size requirements; however, there is the presence of critical areas, Yarrow Creek runs through the center of the site and there is the presence of steep slopes. Topography of the site would require excessive grading. Access would require a long lead track (approximately 16,000 linear feet) that would affect efficiency of operations at this potential OMSF site as well as increased capital and operating costs. Development of this site would require the relocation and reconfiguration of Northup Way.

E-8: There are limited critical areas on the site; records indicate some steep slopes and erosion hazard areas. The site meets the minimum acreage requirements to be feasible for development of an OMSF. The potential site is configured of eleven (11) parcels. An extensive lead track would not be required as part of the development of an OMSF.

E-9: The E-9 site is constrained by an open stream (West Tributary of Kelsey Creek) that runs through the length of the property; a reconnaissance level site visit indicated avoidance of the stream was not achievable on this site. The site would also require a grading effort to achieve a desirable topography for development of an OMSF and over 900 linear foot lead track.

E-10: The site meets the minimum acreage requirements and would require a relatively short lead track. Some steep slopes are present and grading efforts would be required to facilitate the development of an OMSF. The southwest corner of the E-10 site is immediately adjacent to a wetland and stream (West Tributary of Kelsey Creek).

Summary

This memo documents information collected on potential OMSF sites through previous environmental analysis efforts, reconnaissance site visits, public information and data collection, and consultation with local jurisdictional representatives. As the project development and environmental review process moves forward, additional information and analysis will be prepared for project.

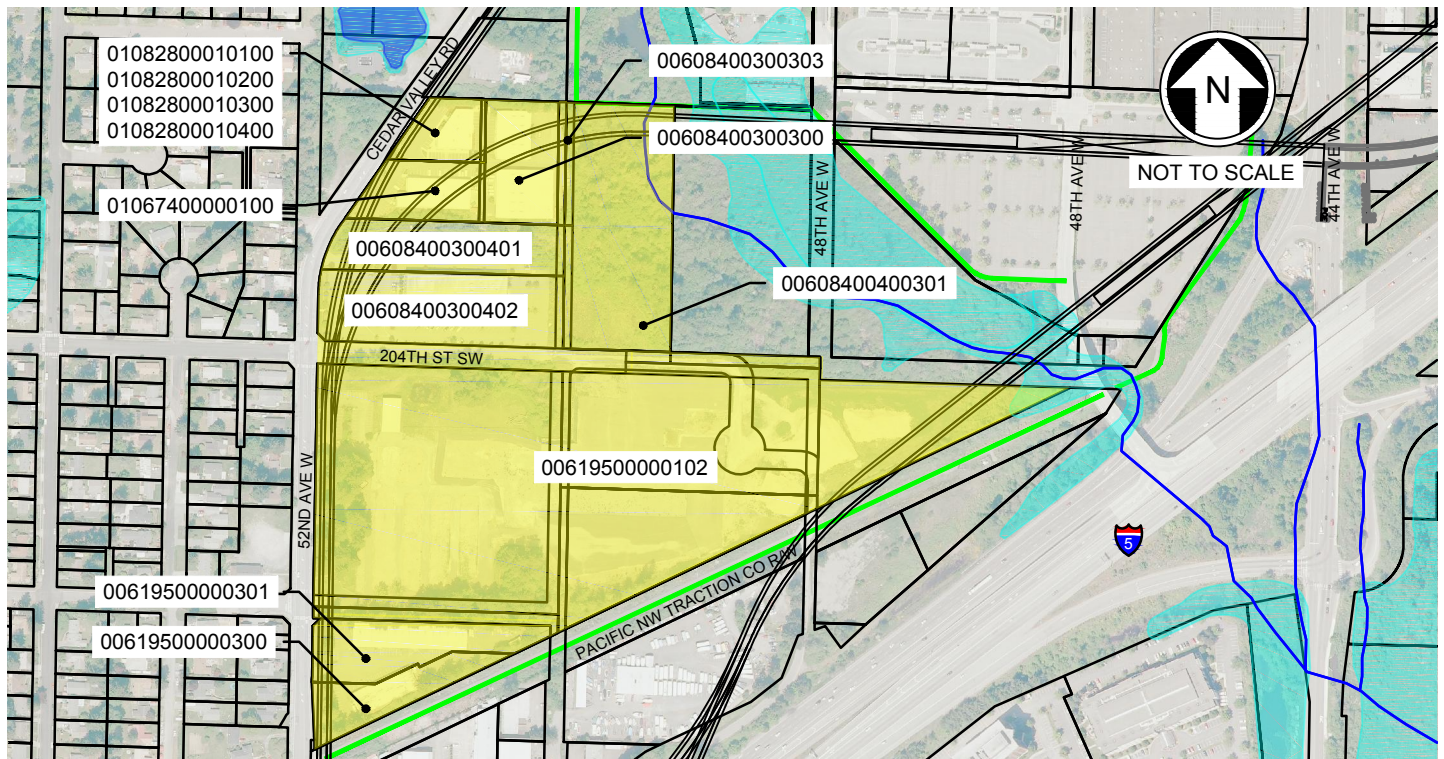
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APPENDIX MATERIALS

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A. Assessors Maps and Ownership Information

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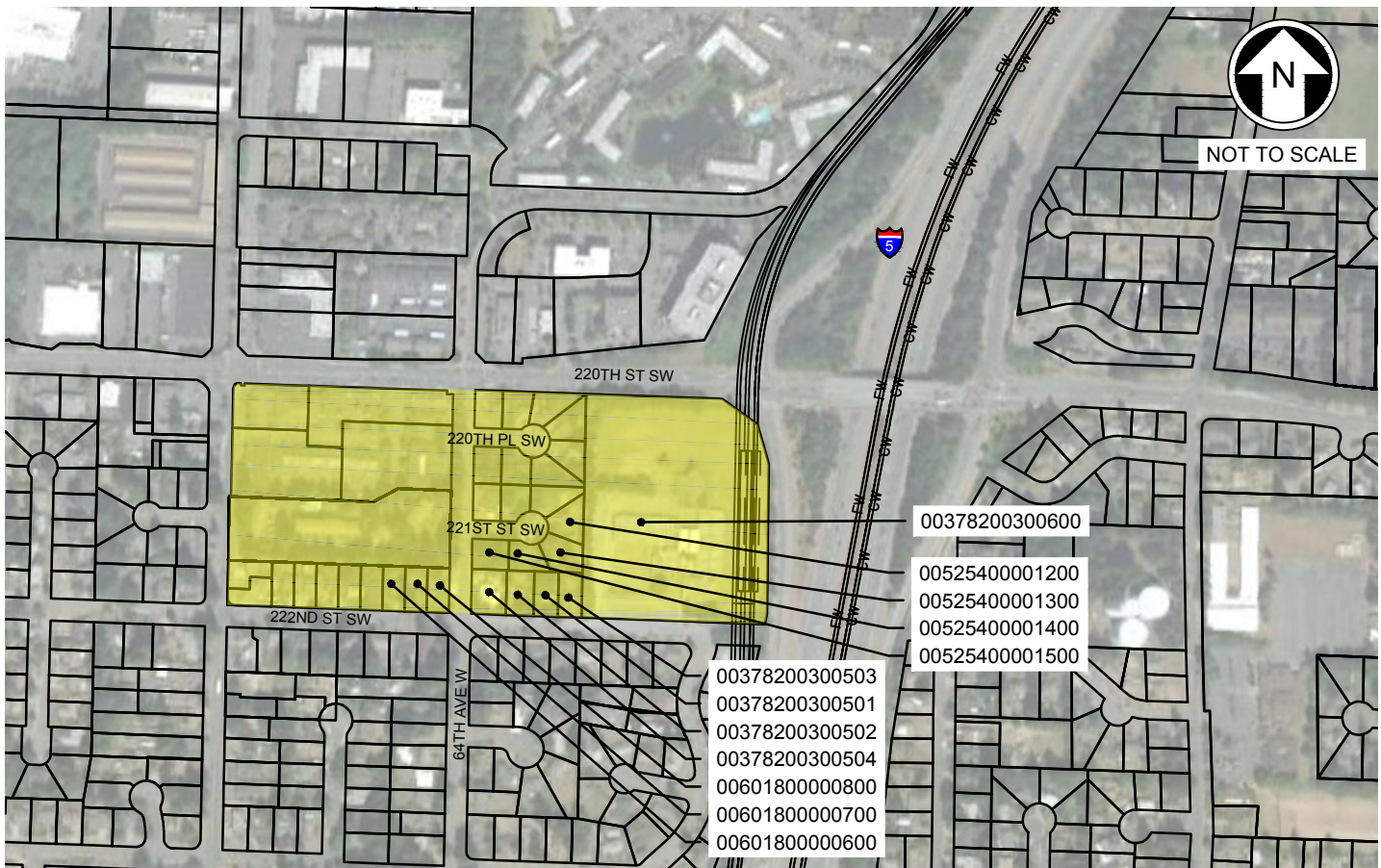
PARCEL NUMBER	00608400300402	PARCEL NUMBER	00619500000102
OWNER	RFH LYNNWOOD LLC/MR CREEKSIDE LLC	OWNER	EDMONDS SCHOOL DISTRICT 15
PARCEL SIZE	2.79 AC	PARCEL SIZE	20.68 AC
PARCEL NUMBER	00608400300401	PARCEL NUMBER	00608400300303
OWNER	JDA ASSOCIATES LLC	OWNER	NICKLE GEORGE
PARCEL SIZE	1.79 AC	PARCEL SIZE	0.14 AC
PARCEL NUMBER	01067400000100	PARCEL NUMBER	01082800010100
OWNER	MTM ASSOCIATES LLC	OWNER	CDR GROUP LLC
PARCEL SIZE	1.06 AC	PARCEL SIZE	0.77 AC
PARCEL NUMBER	00608400300300	PARCEL NUMBER	01082800010200
OWNER	FORSHEE CHESTER	OWNER	CDR GROUP LLC
PARCEL SIZE	1.40 AC	PARCEL SIZE	
PARCEL NUMBER	00608400400301	PARCEL NUMBER	01082800010300
OWNER	LCC ASSOCIATES LLC	OWNER	CDR GROUP LLC
PARCEL SIZE	4.12	PARCEL SIZE	
PARCEL NUMBER	00619500000301	PARCEL NUMBER	01082800010400
OWNER	SOREHCRA LLC	OWNER	WALSH JAMES R & KATHLEEN P
PARCEL SIZE	1.34	PARCEL SIZE	
PARCEL NUMBER	00619500000300		
OWNER	SOREHCRA LLC		
PARCEL SIZE	1.08		

TOTAL ACREAGE: 35.17

N-1
52ND AVENUE SW / SW 208TH STREET
LYNNWOOD

FIGURE
N-1

August 14, 2012



PARCEL NUMBER	00378200300600	PARCEL NUMBER	00378200300501
OWNER	EDMONDS SCHOOL DISTRICT NO 15	OWNER	HIBER DEBORAH
PARCEL SIZE	5.91 AC	PARCEL SIZE	0.21 AC
PARCEL NUMBER	00525400001200	PARCEL NUMBER	00378200300502
OWNER	WEBBER LORETTA	OWNER	REYNOLDS, TIMOTHY & JULIE
PARCEL SIZE	0.21 AC	PARCEL SIZE	0.21 AC
PARCEL NUMBER	00525400001300	PARCEL NUMBER	00378200300504
OWNER	LAVERY DAVID	OWNER	VOLPENTEST, WILLIAM
PARCEL SIZE	0.22 AC	PARCEL SIZE	0.26 AC
PARCEL NUMBER	00525400001400	PARCEL NUMBER	00601800000800
OWNER	PETERSEN, TROY	OWNER	MUSAMOHAMMAD & QANDIJAN
PARCEL SIZE	0.17 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00525400001500	PARCEL NUMBER	00601800000700
OWNER	KANE LUCILLE P.	OWNER	JIMENEZ, AMANDA
PARCEL SIZE	0.19 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00378200300503	PARCEL NUMBER	00601800000600
OWNER	YIP EMORY A	OWNER	SOOD VIRENDIZA
PARCEL SIZE	0.18 AC	PARCEL SIZE	0.17 AC

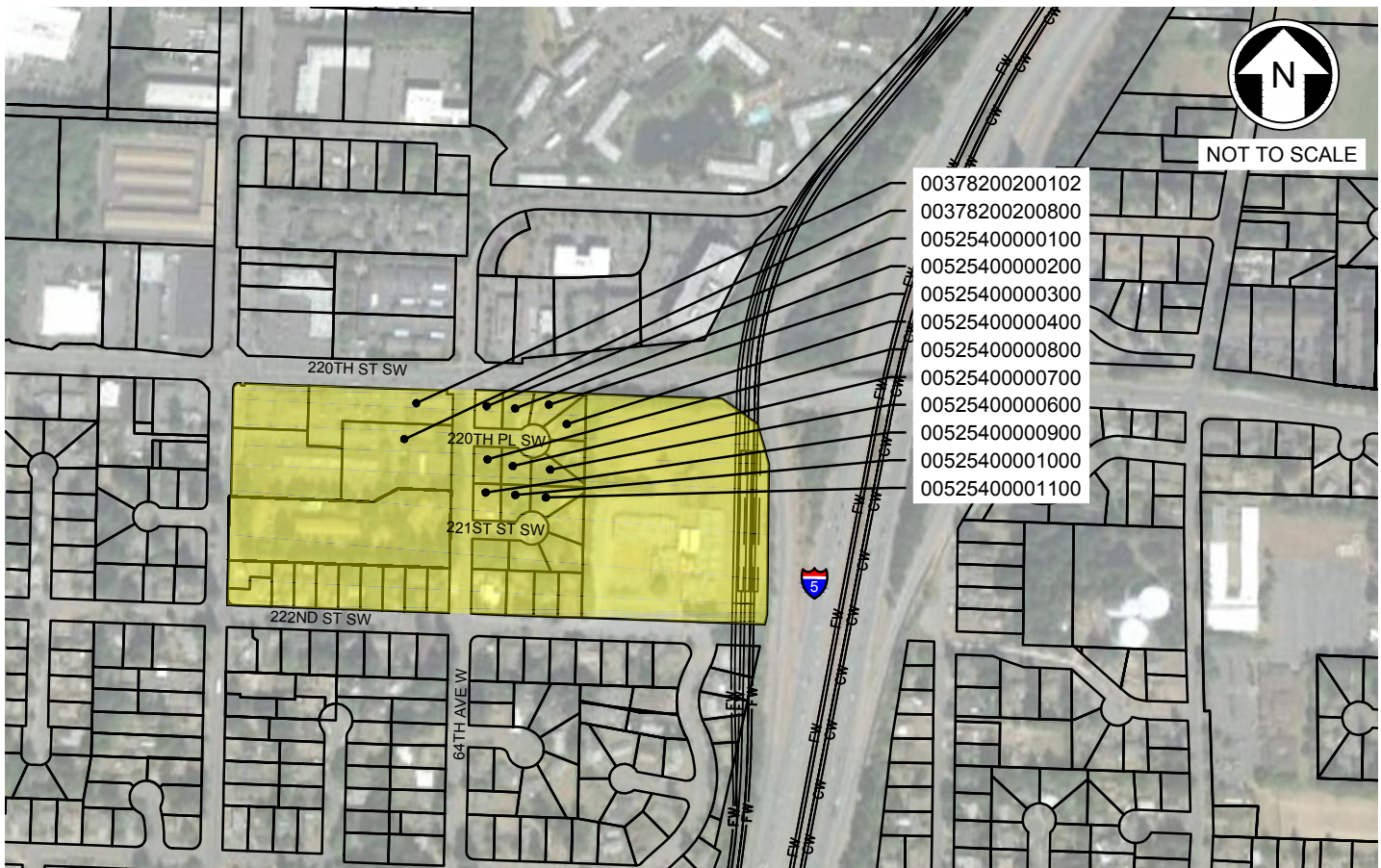
TOTAL ACREAGE (THIS SHEET) = 8.07

TOTAL ACREAGE N-2 = 17.58

TOTAL ACREAGE DOES NOT INCLUDE R.O.W.

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACEFIGURE
N-2.1



PARCEL NUMBER	00378200200102	PARCEL NUMBER	00525400000800
OWNER	CHIN FAMILY LTD PARTNERSHIP	OWNER	QUACKENBUSH LIVING TRUST
PARCEL SIZE	0.99 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00378200200800	PARCEL NUMBER	00525400000700
OWNER	CHIN FAMILY LTD PARTNERSHIP	OWNER	RYAN LIBERTY
PARCEL SIZE	1.28 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00525400000100	PARCEL NUMBER	00525400000600
OWNER	FERGUSON ANN	OWNER	MUELLER GEORGE
PARCEL SIZE	0.18 AC	PARCEL SIZE	0.19 AC
PARCEL NUMBER	00525400000200	PARCEL NUMBER	00525400000900
OWNER	KIM CHU & UNK	OWNER	WALLACE, DONALD & CELESTE
PARCEL SIZE	0.18 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00525400000300	PARCEL NUMBER	00525400001000
OWNER	SHEEHY EJ	OWNER	BERG ASHELY
PARCEL SIZE	0.19 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00525400000400	PARCEL NUMBER	00525400001100
OWNER	HAILU DAWIT & GENET	OWNER	DIAZ NINO
PARCEL SIZE	0.20 AC	PARCEL SIZE	0.19 AC

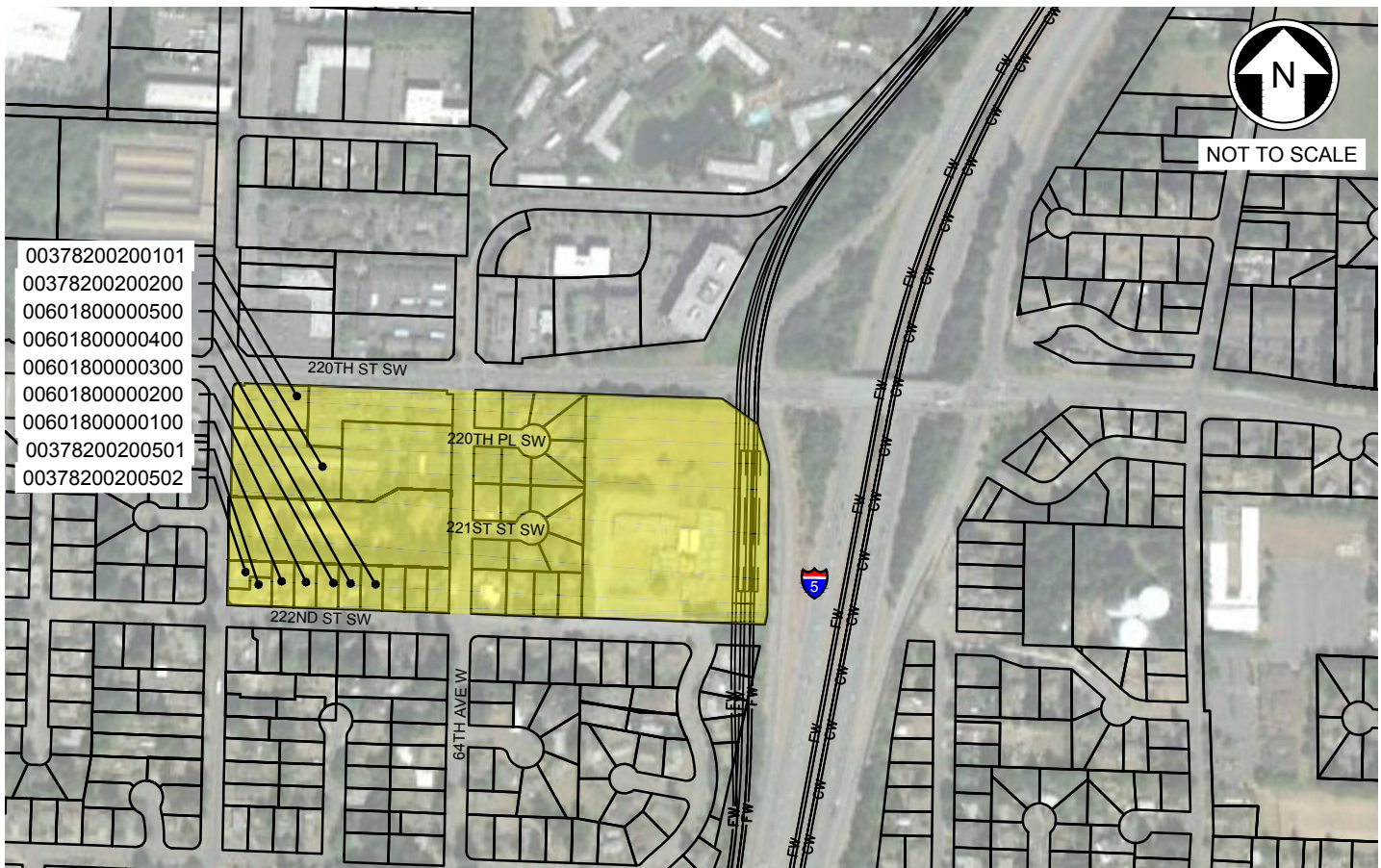
TOTAL ACREAGE (THIS SHEET) = 4.09

TOTAL ACREAGE N-2 = 17.58

TOTAL ACREAGE DOES NOT INCLUDE R.O.W.

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACEFIGURE
N-2.2



PARCEL NUMBER	00378200200101	PARCEL NUMBER	00601800000100
OWNER	CHIN FAMILY LTD PARTNERSHIP	OWNER	HEAGLE RUSSELL
PARCEL SIZE	0.55 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00378200200200	PARCEL NUMBER	00378200200501
OWNER	CHIN FAMILY LTD PARTNERSHIP	OWNER	CAMPAGNARO MICHAEL & GINA
PARCEL SIZE	1.18 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	00601800000500	PARCEL NUMBER	00378200200502
OWNER	HUNDLEY MICHAEL	OWNER	BOONSRIPISAL, JEFF
PARCEL SIZE	0.17 AC	PARCEL SIZE	0.16 AC
PARCEL NUMBER	00601800000400		
OWNER	MELDAHL A		
PARCEL SIZE	0.17 AC		
PARCEL NUMBER	00601800000300		
OWNER	ZIRBES, DONALD		
PARCEL SIZE	0.17 AC		
PARCEL NUMBER	00601800000200		
OWNER	JONES, KEVIN		
PARCEL SIZE	0.17 AC		

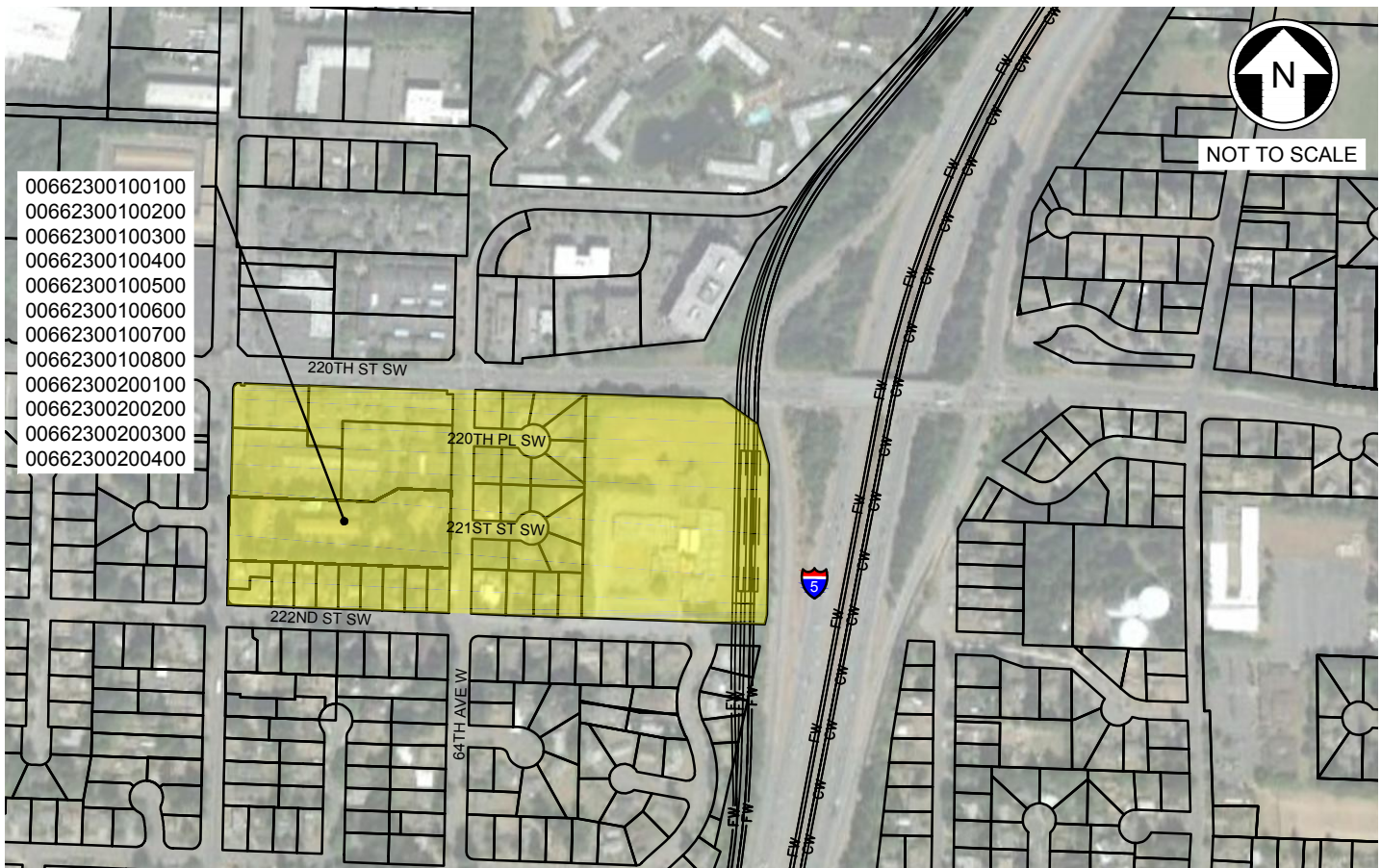
TOTAL ACREAGE (THIS SHEET) = 2.91

TOTAL ACREAGE N-2 = 17.58

TOTAL ACREAGE DOES NOT INCLUDE R.O.W.

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACEFIGURE
N-2.3



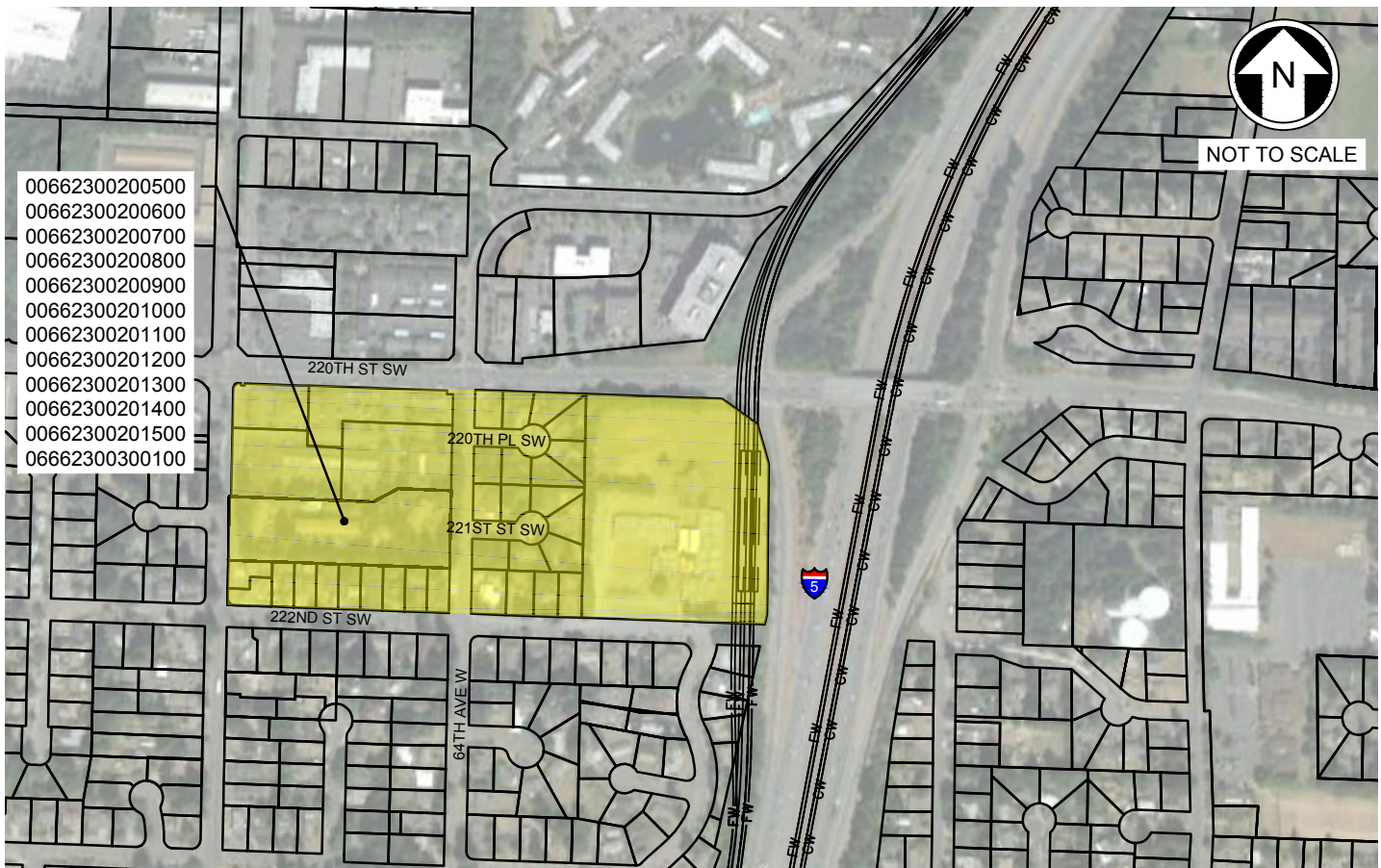
PARCEL NUMBER	00662300100100	PARCEL NUMBER	00662300100700
OWNER	STEIL SUSAN	OWNER	SAMAD RIZWAN
PARCEL NUMBER	00662300100200	PARCEL NUMBER	00662300100800
OWNER	CARTER RICHARD	OWNER	RIVAS DOMINGO
PARCEL NUMBER	00662300100300	PARCEL NUMBER	00662300200100
OWNER	WHEELER ROLAND	OWNER	JOHNSON MICHAEL
PARCEL NUMBER	00662300100400	PARCEL NUMBER	00662300200200
OWNER	EHNAT ROBERT A & H DIANE LIVING TRUST	OWNER	FISHER CORY
PARCEL NUMBER	00662300100500	PARCEL NUMBER	00662300200300
OWNER	MALLORY RYAN & VANDERMAY LAURIE & MALLROY MICHAEL	OWNER	SHIN JUNG LIM
PARCEL NUMBER	00662300100600	PARCEL NUMBER	00662300200400
OWNER	VARON PAULA	OWNER	PALMER DOUGLAS

TOTAL ACREAGE (CONDO SITE SHEETS N-2.4-N2.6) = 2.52
TOTAL ACREAGE N-2 = 17.58

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACE

FIGURE
N-2.4



PARCEL NUMBER	0062300200500	PARCEL NUMBER	00662300201100
OWNER	JAQUES THOMAS	OWNER	PIERCE KRISTI
PARCEL NUMBER	00662300200600	PARCEL NUMBER	00662300201200
OWNER	MANZO ENRIQUE	OWNER	EMBAYE BERGE
PARCEL NUMBER	00662300200700	PARCEL NUMBER	00662300201300
OWNER	VIRSNIEKS ANDRES	OWNER	EWING AARON
PARCEL NUMBER	00662300200800	PARCEL NUMBER	00662300201400
OWNER	NEOGI AMAR	OWNER	MALMASTER PATRICIA
PARCEL NUMBER	00662300200900	PARCEL NUMBER	00662300201500
OWNER	WITT MICHAEL	OWNER	FEIL STUART
PARCEL NUMBER	00662300201000	PARCEL NUMBER	00662300300100
OWNER	GAMLAM JOHN	OWNER	HILL DENIKA

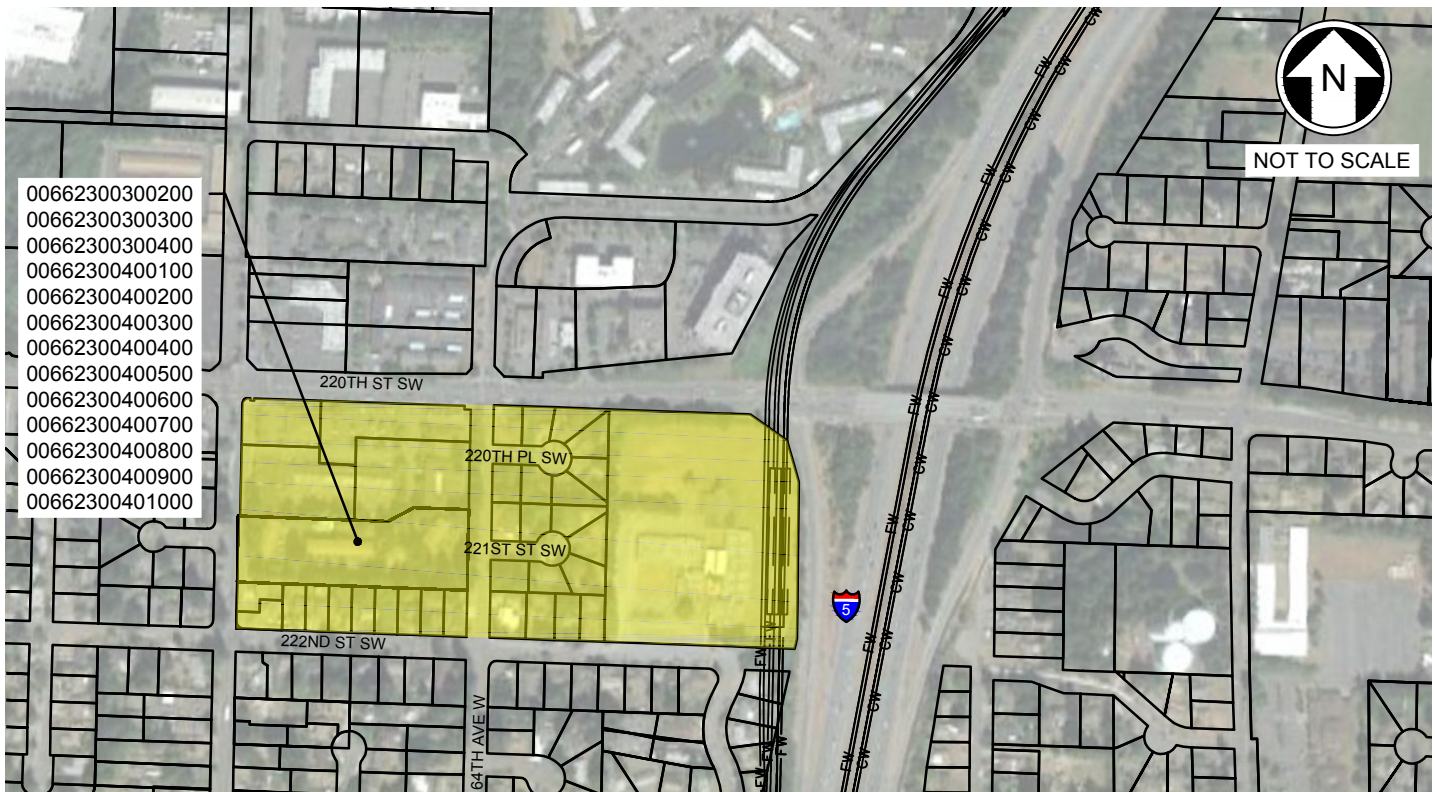
TOTAL ACREAGE (CONDO SITE SHEETS N-2.4-N2.6) = 2.52

TOTAL ACREAGE N-2 = 17.58

TOTAL ACREAGE DOES NOT INCLUDE R.O.W.

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACEFIGURE
N-2.5



PARCEL NUMBER	006623003002000062300200500	PARCEL NUMBER	00662300400500
OWNER	BENNETT ROBERT & CRYSTAL	OWNER	ENALSTAD DAN
PARCEL NUMBER	00662300300300	PARCEL NUMBER	00662300400600
OWNER	PENCE ERIN	OWNER	ATKINS WILL
PARCEL NUMBER	00662300300400	PARCEL NUMBER	00662300400700
OWNER	TERESA CHRISTINA	OWNER	MANN JANICE
PARCEL NUMBER	00662300400100	PARCEL NUMBER	00662300400800
OWNER	FROST PD	OWNER	ATKINS WILLIE
PARCEL NUMBER	00662300400200	PARCEL NUMBER	00662300400900
OWNER	MCCLANATHAN JEREMEY & SYLVIA	OWNER	BOSCHE GREGORY
PARCEL NUMBER	00662300400300	PARCEL NUMBER	00662300401000
OWNER	HOGAN MARLA	OWNER	WOHLMAN JAMES
PARCEL NUMBER	00662300400400		
OWNER	DAVIDSON JOHN & JODIE		

TOTAL ACREAGE (CONDO SITE SHEETS N-2.4-N2.6) = 2.52

TOTAL ACREAGE N-2 = 17.58

TOTAL ACREAGE DOES NOT INCLUDE R.O.W.

N-2

220TH ST SW AND I-5
MOUNTLAKE TERRACEFIGURE
N-2.6



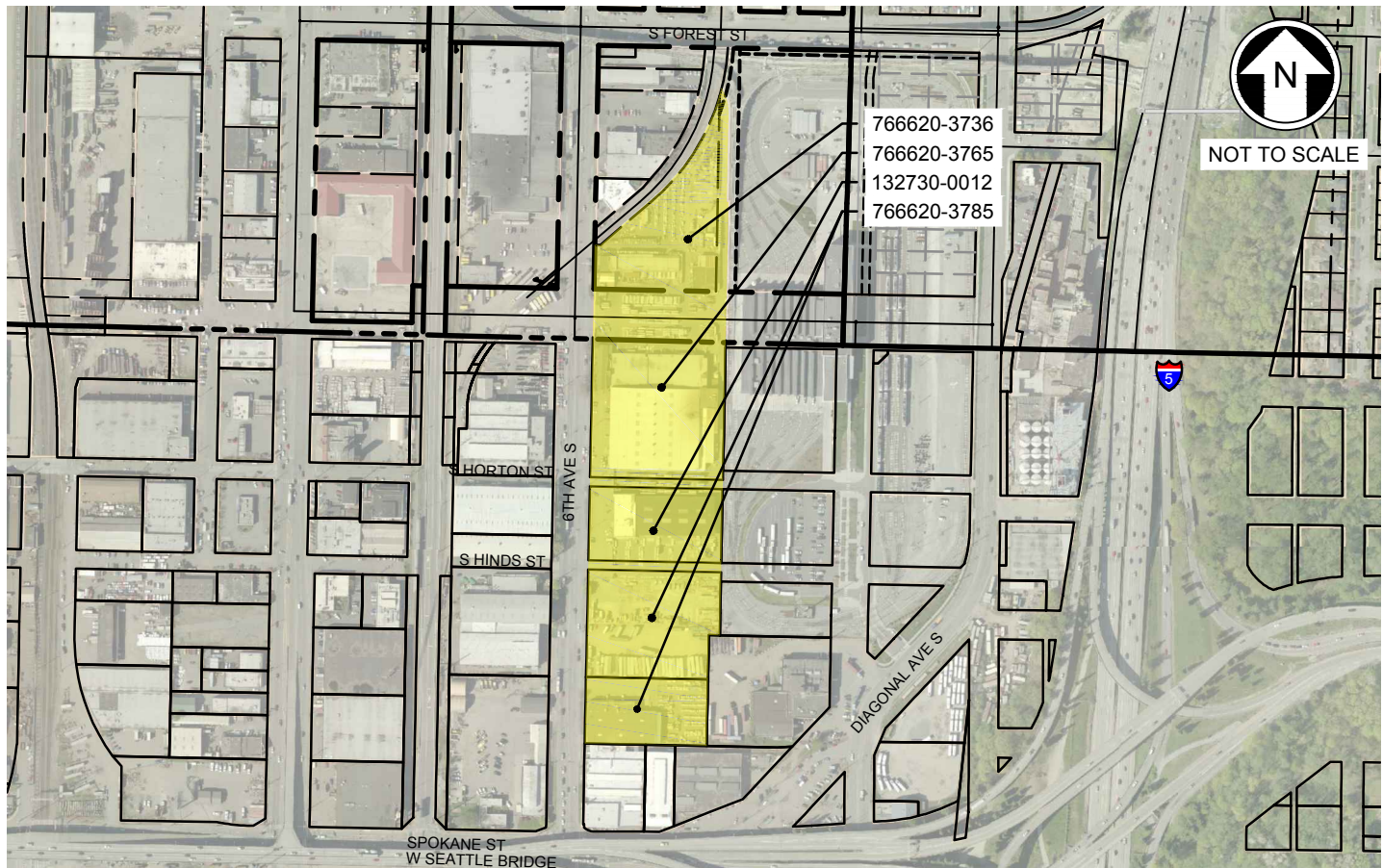
PARCEL NUMBER	27043200400700
OWNER	EDMONDS SCHOOL DISTRICT 15
PARCEL SIZE	9.75 AC
PARCEL NUMBER	27043200401600
OWNER	CRS FINANCIAL III LLC
PARCEL SIZE	4.87 AC
PARCEL NUMBER	27043200401300
OWNER	STERLING SAVINGS BANK
PARCEL SIZE	3.19 AC

TOTAL ACREAGE N-3 = 17.81 AC

N-3: 235TH ST SW AND I-5, MOUNTLAKE TERRACE

August 14, 2012

FIGURE
N-3



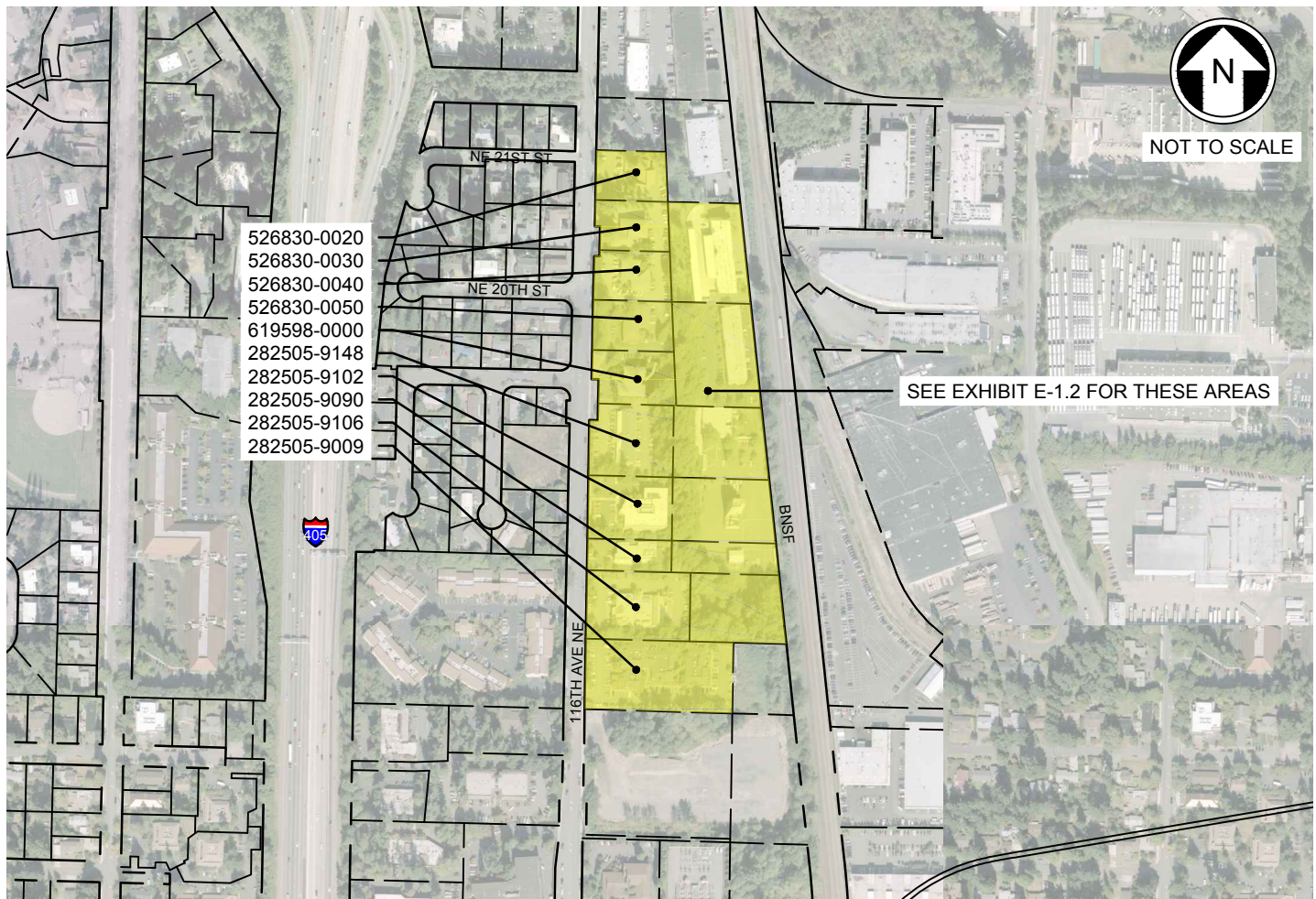
PARCEL NUMBER	766620-3736
OWNER	NESOR INVESTMENT CO
PARCEL SIZE	3.00 AC
PARCEL NUMBER	766620-3765
OWNER	ROSEN INVESTMENT CO
PARCEL SIZE	3.58 AC
PARCEL NUMBER	132730-0012
OWNER	ALCO INVESTMENTS CO
PARCEL SIZE	1.65 AC
PARCEL NUMBER	766620-3785
OWNER	ALCO INVESTMENT CO
PARCEL SIZE	2.32 AC

TOTAL ACREAGE C-1: 10.55 AC

C-1: EXPAND EXISTING O&M FACILITY, SEATTLE

August 14, 2012

FIGURE
C-1



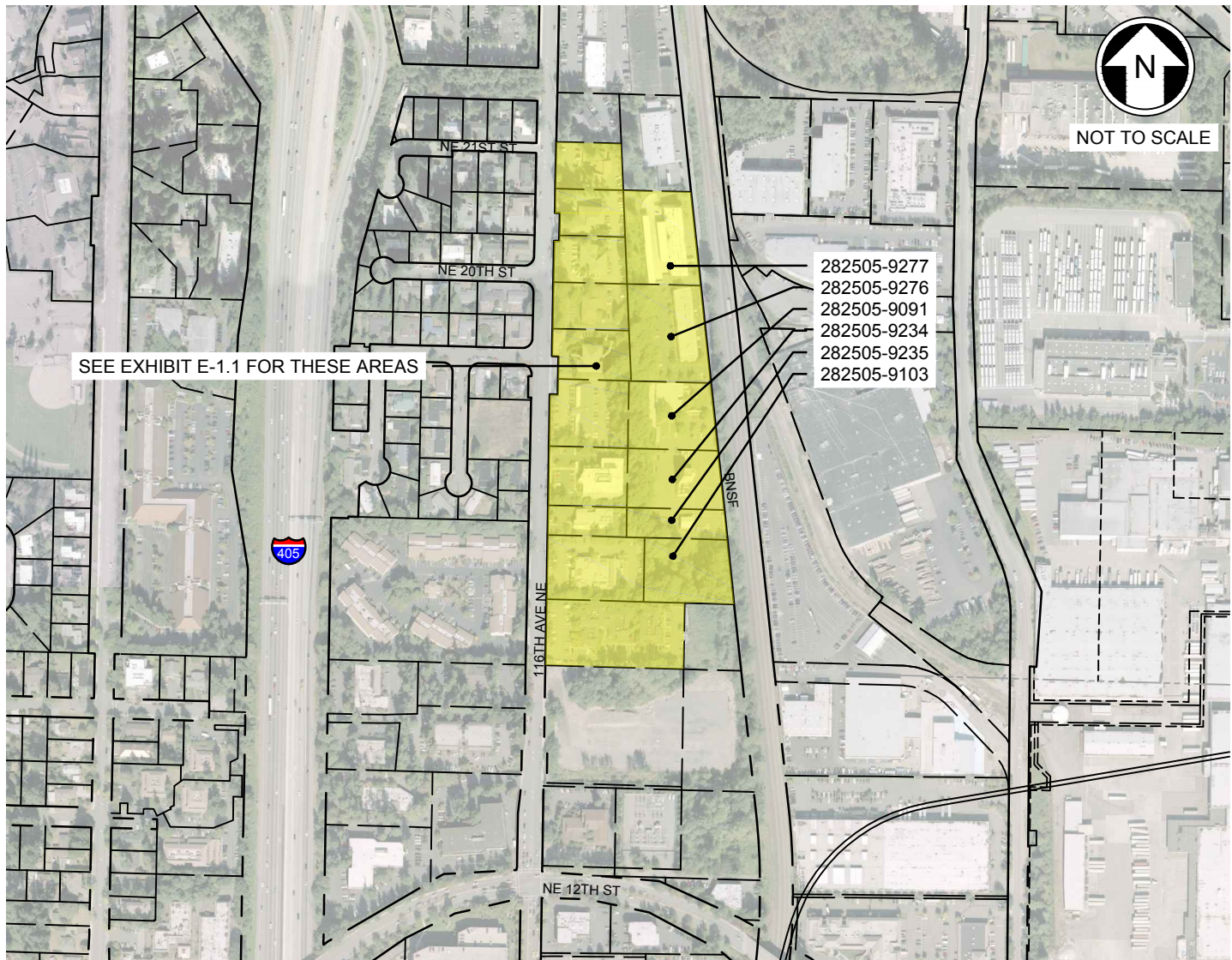
PARCEL NUMBER	526830-0020	PARCEL NUMBER	282505-9148
OWNER	2020 BUILDING NWPC LLC	OWNER	EASTSIDE PROFESSIONAL CENTER
PARCEL SIZE	0.66 AC	PARCEL SIZE	1.11 AC
PARCEL NUMBER	526830-0030	PARCEL NUMBER	282505-9102
OWNER	SEA-MAR COMMUNITY HEALTH CE	OWNER	1800 PROFESS PLAZA PARTNERS
PARCEL SIZE	0.67 AC	PARCEL SIZE	0.99 AC
PARCEL NUMBER	526830-0040	PARCEL NUMBER	282505-9090
OWNER	1940 BELLEVUE PROPERTIES LL	OWNER	SATHER FAMILY LLC
PARCEL SIZE	0.71 AC	PARCEL SIZE	0.50 AC
PARCEL NUMBER	526830-0050	PARCEL NUMBER	282505-9106
OWNER	LURIA MARK	OWNER	PLATEAU ASSOCIATES LLC
PARCEL SIZE	0.74 AC	PARCEL SIZE	1.32 AC
PARCEL NUMBER	619598-0000	PARCEL NUMBER	282505-9009
OWNER	NONE LISTED	OWNER	BELLEVUE MEDICAL PARK LLC
PARCEL SIZE	0.80 AC	PARCEL SIZE	1.93 AC

TOTAL ACREAGE: 16.59

E-1 116TH AVE NE AND NE 20TH ST BELLEVUE

FIGURE
E-1.1

August 14, 2012

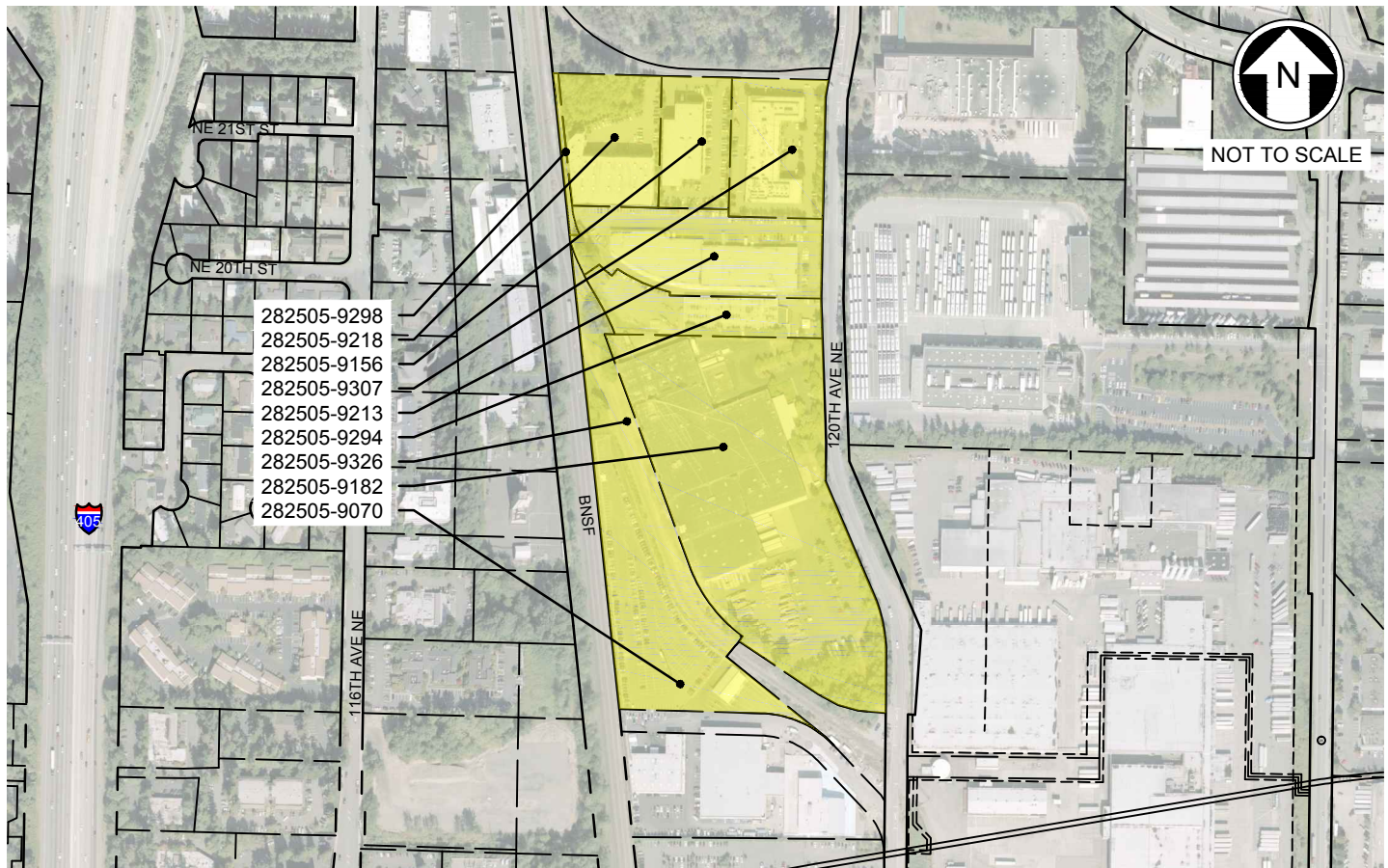


PARCEL NUMBER	282505-9277	PARCEL NUMBER	282505-9235
OWNER	CYPRESS POINT BUILDING LLC	OWNER	BELLEVUE CITY OF/FIRE
PARCEL SIZE	1.40 AC	PARCEL SIZE	0.62 AC
PARCEL NUMBER	282505-9276	PARCEL NUMBER	282505-9103
OWNER	CONSTRUCTION INDUSTRY	OWNER	HILLSIDE 116 LLC
PARCEL SIZE	1.58 AC	PARCEL SIZE	1.17 AC
PARCEL NUMBER	282505-9091		
OWNER	BELLEVUE CITY OF/FIRE		
PARCEL SIZE	1.22 AC		
PARCEL NUMBER	282505-9234		
OWNER	BELLEVUE CITY OF/FIRE		
PARCEL SIZE	1.17 AC		

TOTAL ACREAGE: 16.59

E-1
116TH AVE NE AND NE 20TH ST
BELLEVUE

FIGURE
E-1.2

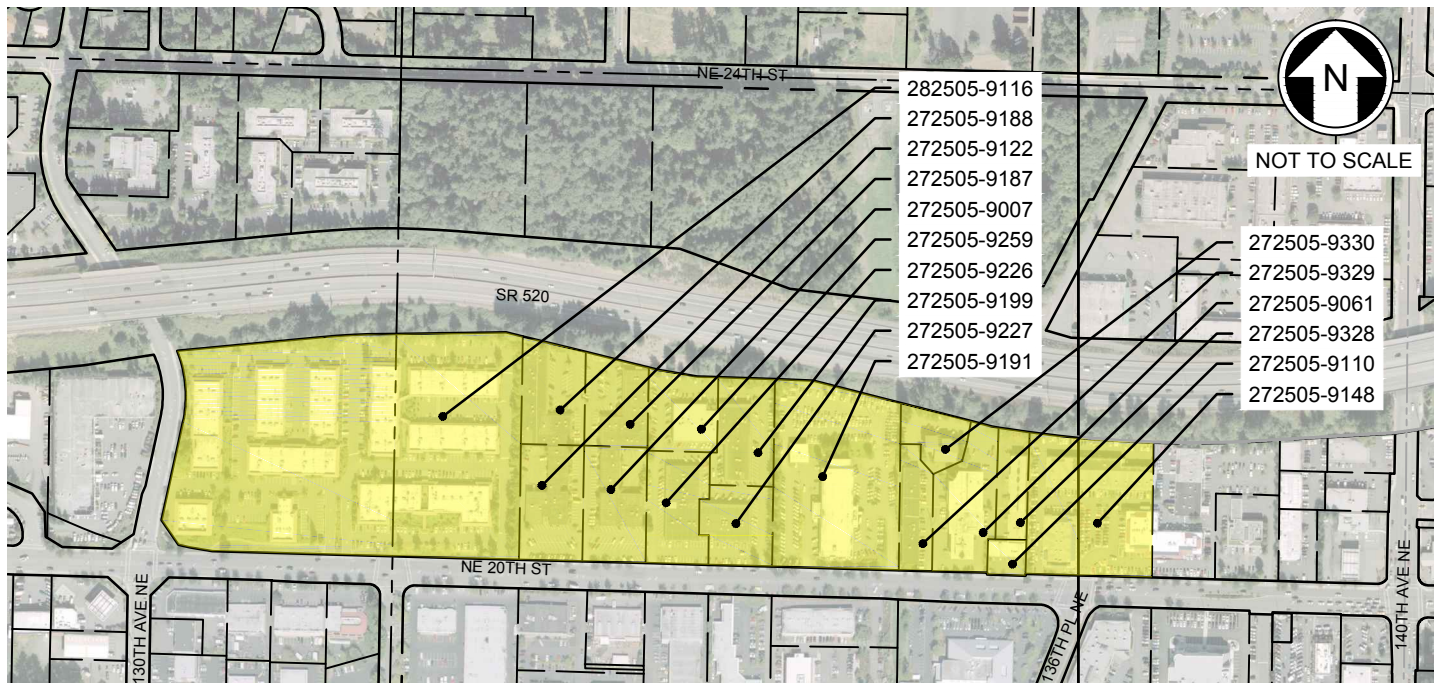


PARCEL NUMBER	282505-9298	PARCEL NUMBER	282505-9326
OWNER	PORT OF SEATTLE	OWNER	PORT OF SEATTLE
PARCEL SIZE	0.16 AC	PARCEL SIZE	1.92 AC
PARCEL NUMBER	282505-9218	PARCEL NUMBER	282505-9182
OWNER	PBI INTERPRISES LLC	OWNER	IP EAT ONE L L C
PARCEL SIZE	2.10 AC	PARCEL SIZE	10.50 AC
PARCEL NUMBER	282505-9156	PARCEL NUMBER	282505-9070
OWNER	MD INVESTMENTS II LLC	OWNER	BARRIER PROPERTIES LLC
PARCEL SIZE	1.55 AC	PARCEL SIZE	3.42 AC
PARCEL NUMBER	282505-9307		
OWNER	BELLEVUE TRADE CENTER LLC		
PARCEL SIZE	2.20 AC		
PARCEL NUMBER	282505-9213		
OWNER	LEGACY KELSEY CREEK LLC		
PARCEL SIZE	3.22 AC		
PARCEL NUMBER	282505-9294		
OWNER	JTN PROPERTIES		
PARCEL SIZE	1.67 AC		

TOTAL ACREAGE: 27.82

E-2
120TH AVE NE
BELLEVUE

FIGURE
E-2

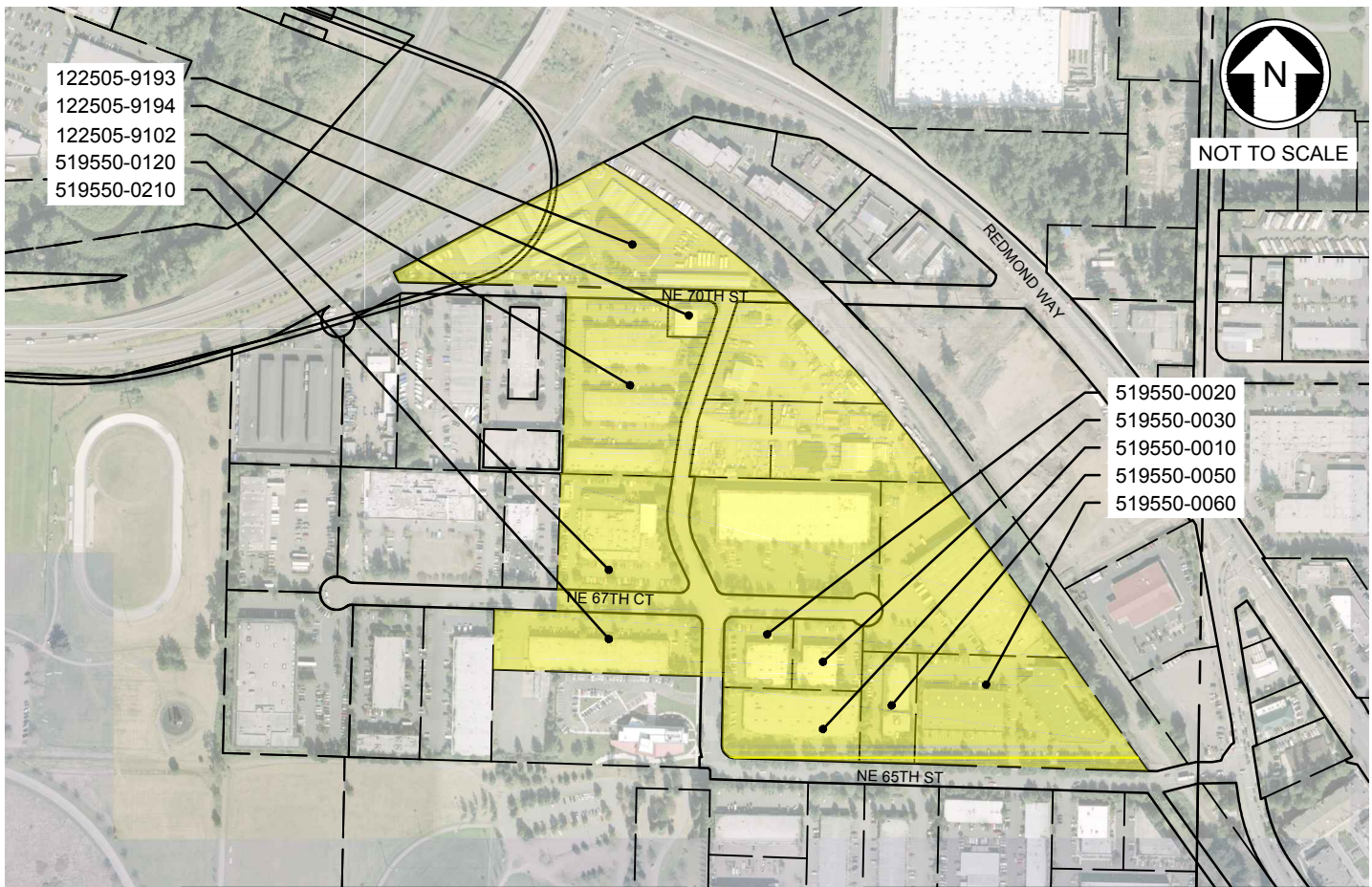


PARCEL NUMBER	272505-9330	PARCEL NUMBER	272505-9148
OWNER	LEXINGTON PACIFIC	OWNER	BINGO PROPERTIES LLC
PARCEL SIZE	0.50 AC	PARCEL SIZE	2.70 AC
PARCEL NUMBER	272505-9329	PARCEL NUMBER	272505-9328
OWNER	LEXINGTON PACIFIC	OWNER	LEXINGTON PACIFIC
PARCEL SIZE	0.61 AC	PARCEL SIZE	0.53 AC
PARCEL NUMBER	272505-9061	PARCEL NUMBER	272505-9110
OWNER	LEXINGTON PACIFIC	OWNER	LLN 20TH STREET LLC
PARCEL SIZE	1.20 AC	PARCEL SIZE	0.21 AC
PARCEL NUMBER	282505-9116	PARCEL NUMBER	272505-9259
OWNER	HARSCH INVESTMENT CORP	OWNER	BRENNER CONST CO
PARCEL SIZE	11.60 AC	PARCEL SIZE	0.84 AC
PARCEL NUMBER	272505-9188	PARCEL NUMBER	272505-9226
OWNER	BRENNER CONST CO	OWNER	BRENNER CONST CO
PARCEL SIZE	0.99 AC	PARCEL SIZE	1.04 AC
PARCEL NUMBER	272505-9122	PARCEL NUMBER	272505-9199
OWNER	BRENNER CONSTRUCTION CO	OWNER	BRENNER CONSTRUCTION CO
PARCEL SIZE	1.14 AC	PARCEL SIZE	0.99 AC
PARCEL NUMBER	272505-9187	PARCEL NUMBER	272505-9227
OWNER	BRENNER CONSTRUCTION CO	OWNER	BRENNER CONST CO
PARCEL SIZE	0.85 AC	PARCEL SIZE	0.85 AC
PARCEL NUMBER	272505-9007	PARCEL NUMBER	272505-9191
OWNER	BRENNER CONSTRUCTION CO	OWNER	ACURA OF BELLEVUE
PARCEL SIZE	1.14 AC	PARCEL SIZE	3.54 AC

TOTAL ACREAGE: 28.73

E-3
S OF SR 520
BELLEVUE

FIGURE
E-3



PARCEL NUMBER	122505-9193	PARCEL NUMBER	519550-0060
OWNER	BOMAR PROPERTIES LLC	OWNER	PUGET PACIFIC INC
PARCEL SIZE	4.27 AC	PARCEL SIZE	3.62 AC
PARCEL NUMBER	122505-9194	PARCEL NUMBER	519550-0050
OWNER	HJH FINANCIAL LLC	OWNER	DSD INVESTMENTS LLC
PARCEL SIZE	0.24 AC	PARCEL SIZE	1.04 AC
PARCEL NUMBER	122505-9102	PARCEL NUMBER	519550-0010
OWNER	L & M, L.L.C.	OWNER	PARKVIEW EAST LLC
PARCEL SIZE	3.60 AC	PARCEL SIZE	1.65 AC
PARCEL NUMBER	519550-0120	PARCEL NUMBER	519550-0030
OWNER	HILAL FOUNDATION	OWNER	DUNSTAN FAMILY LLC
PARCEL SIZE	2.28 AC	PARCEL SIZE	0.83 AC
PARCEL NUMBER	519550-0210	PARCEL NUMBER	519550-0020
OWNER	MMI GREEN LLC	OWNER	SPECIALTY-176TH AVE LLC
PARCEL SIZE	2.15 AC	PARCEL SIZE	0.83 AC

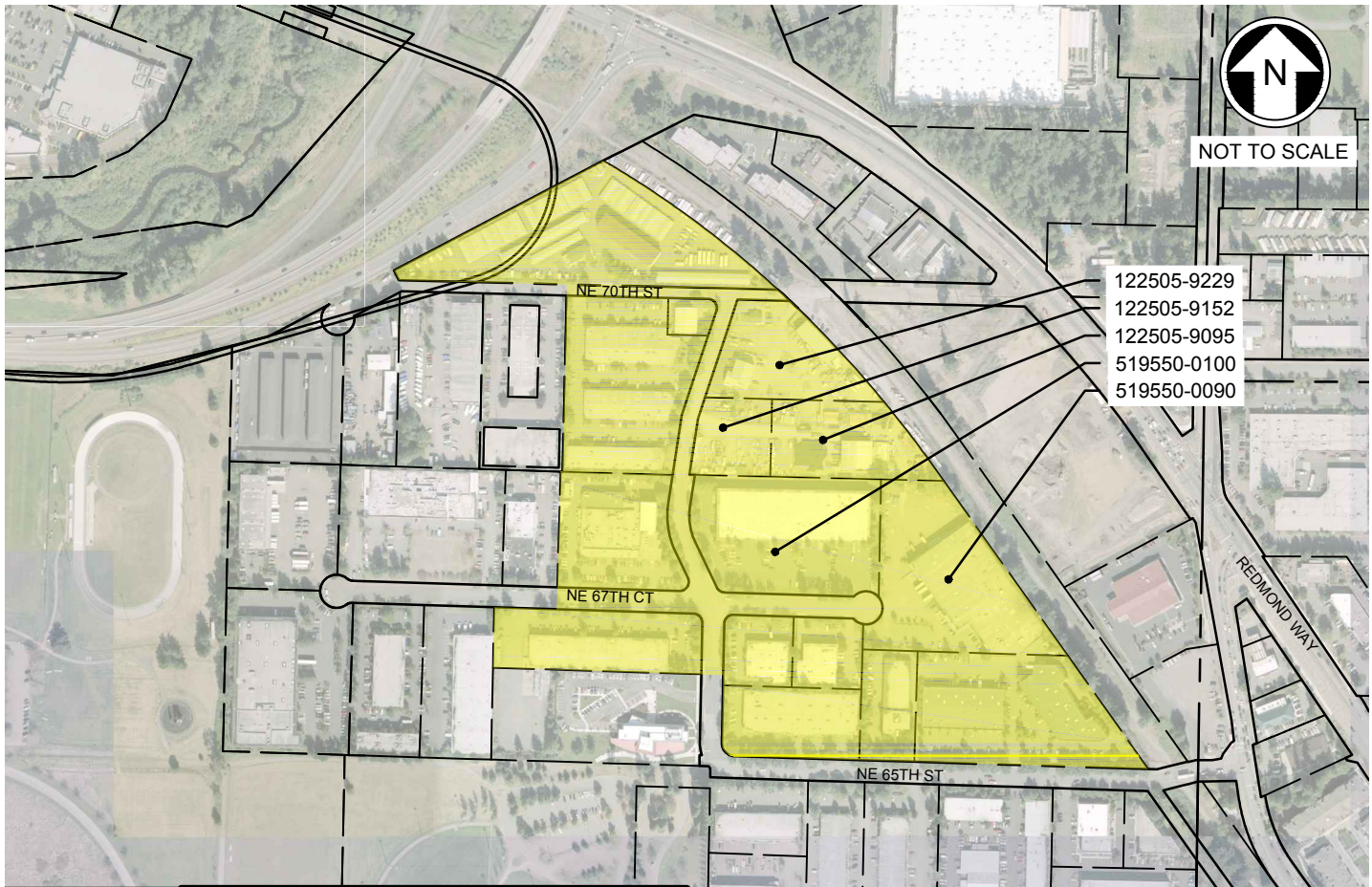
TOTAL ACREAGE (THIS SHEET): 20.51 AC

TOTAL ACREAGE: 32.74 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-5
140TH AVE NE AND NE 20TH ST
REDMOND

FIGURE
E-5.1



PARCEL NUMBER	519550-0090
OWNER	FIRNSTAHL FAMILY PARTNERSHIP
PARCEL SIZE	3.74 AC
PARCEL NUMBER	519550-0100
OWNER	REALTY ASSOCIATES FUND IX L
PARCEL SIZE	3.61 AC
PARCEL NUMBER	122505-9095
OWNER	WILEN TAMERA ANN
PARCEL SIZE	1.85 AC
PARCEL NUMBER	122505-9152
OWNER	WILEN TAMERA ANN
PARCEL SIZE	1.03 AC
PARCEL NUMBER	122505-9229
OWNER	WILEN TAMERA ANN
PARCEL SIZE	2.00 AC

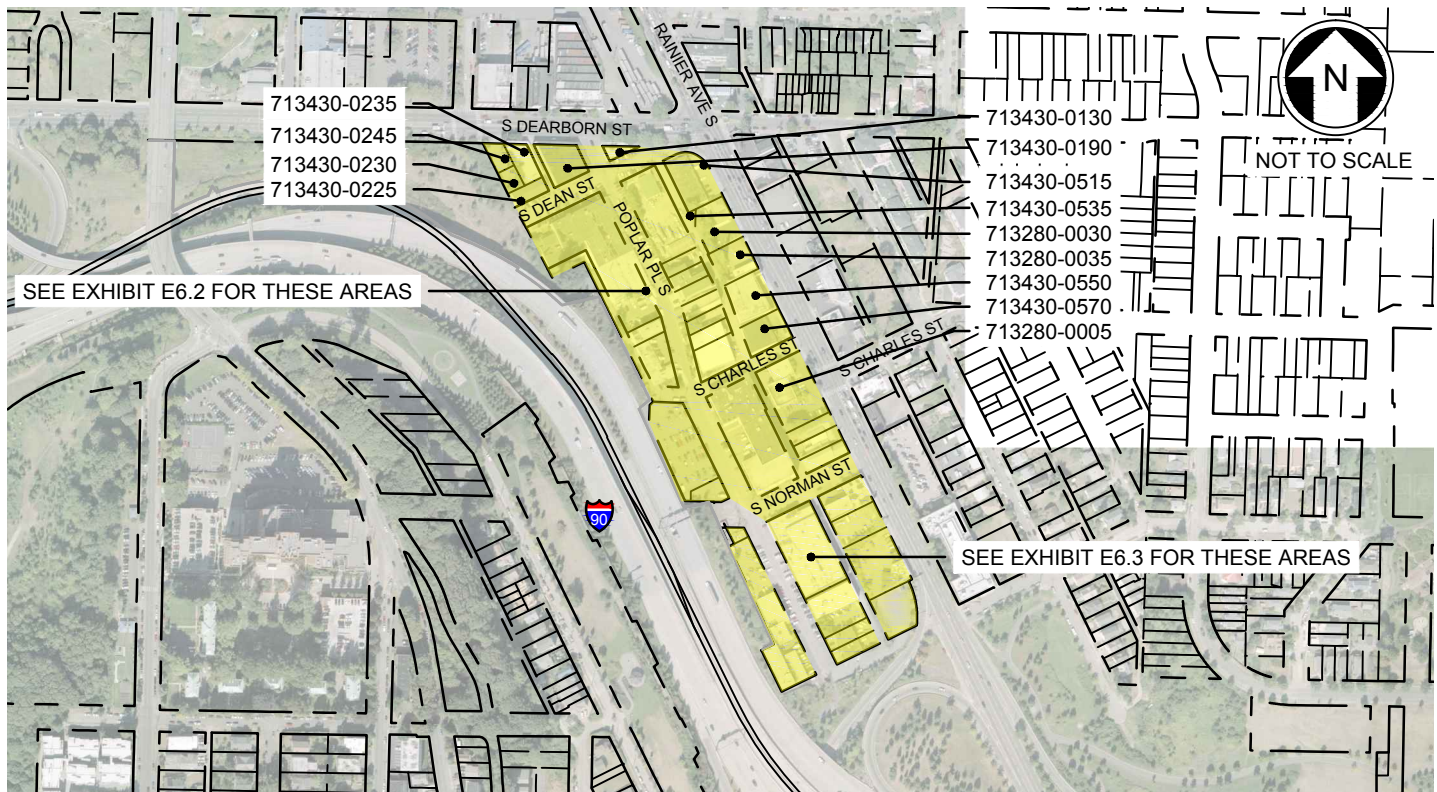
TOTAL ACREAGE (THIS SHEET): 12.23 AC

TOTAL ACREAGE: 32.74 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-5
140TH AVE NE AND NE 20TH ST
REDMOND

FIGURE
E-5.2



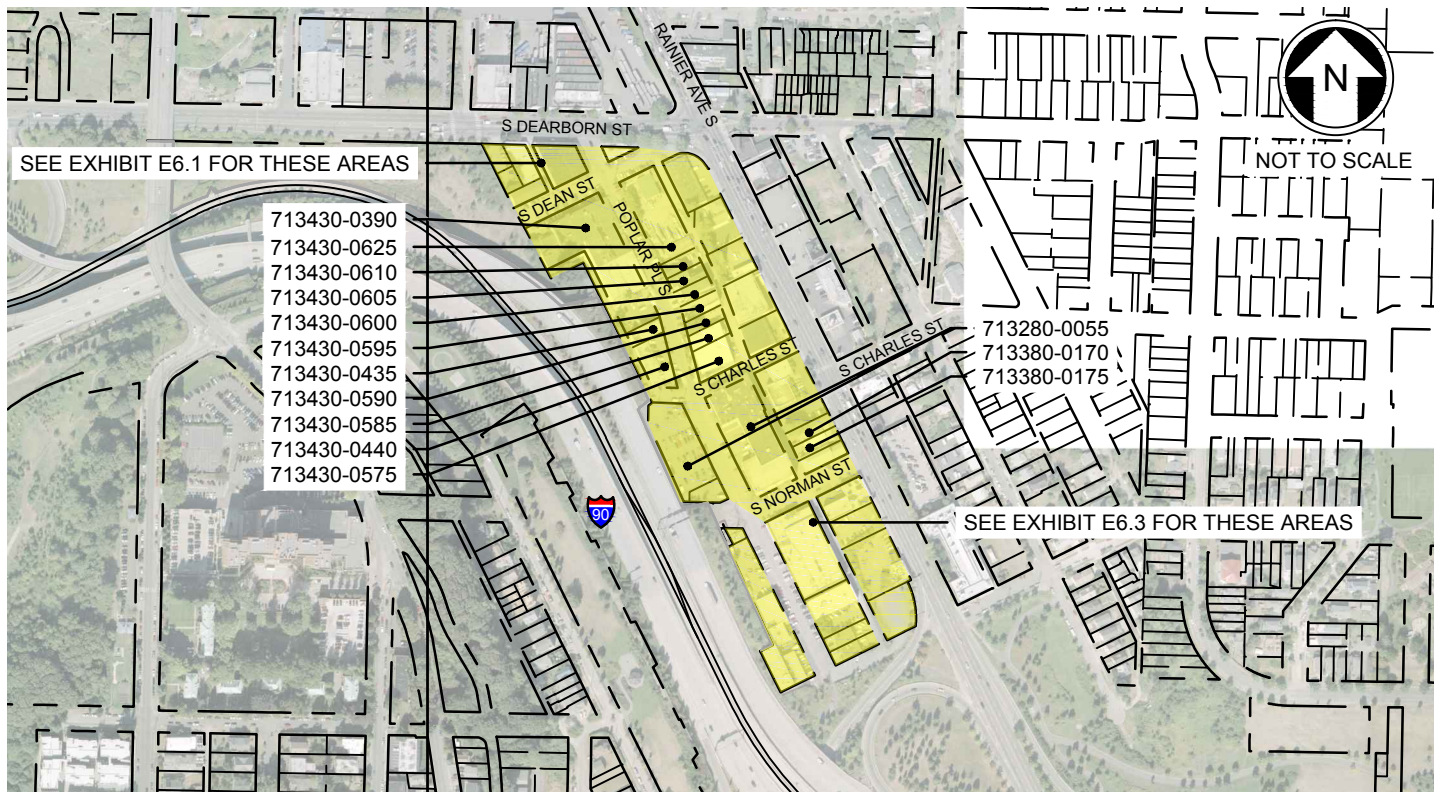
PARCEL NUMBER	713430-0235	PARCEL NUMBER	713430-0515
OWNER	DEARBORN DYNASTY L L C	OWNER	QUORUM RE PROP MGMT INC
PARCEL SIZE	0.12 AC	PARCEL SIZE	0.30 AC
PARCEL NUMBER	713430-0245	PARCEL NUMBER	713280-0030
OWNER	DEARBORN DYNASTY L L C	OWNER	KUNG REAL ESTATE LLC
PARCEL SIZE	0.08 AC	PARCEL SIZE	0.24 AC
PARCEL NUMBER	713430-0230	PARCEL NUMBER	713280-0035
OWNER	DEARBORN DYNASTY L L C	OWNER	BELLA 50 PROPERTIES L L C
PARCEL SIZE	0.07 AC	PARCEL SIZE	0.23 AC
PARCEL NUMBER	713430-0225	PARCEL NUMBER	713430-0550
OWNER	DEARBORN DYNASTY L L C	OWNER	MERRITT MAURER
PARCEL SIZE	0.09 AC	PARCEL SIZE	0.28 AC
PARCEL NUMBER	713430-0130	PARCEL NUMBER	713430-0570
OWNER	JGKK	OWNER	VAN DER WEL ARTHUR ESTATE
PARCEL SIZE	0.05 AC	PARCEL SIZE	0.21 AC
PARCEL NUMBER	713430-0190	PARCEL NUMBER	713280-0005
OWNER	SELSET RONALD S	OWNER	MARCHISIO FAM HOLDINGS LLC
PARCEL SIZE	0.23 AC	PARCEL SIZE	0.51 AC
PARCEL NUMBER	713430-0535		
OWNER	KUNG REAL ESTATE LLC		
PARCEL SIZE	0.01 AC		

ACREAGE (THIS SHEET): 2.42

TOTAL ACREAGE: 9.95

E-6

S DEARBORN ST AND RAINIER AVE S
SEATTLEFIGURE
E6.1



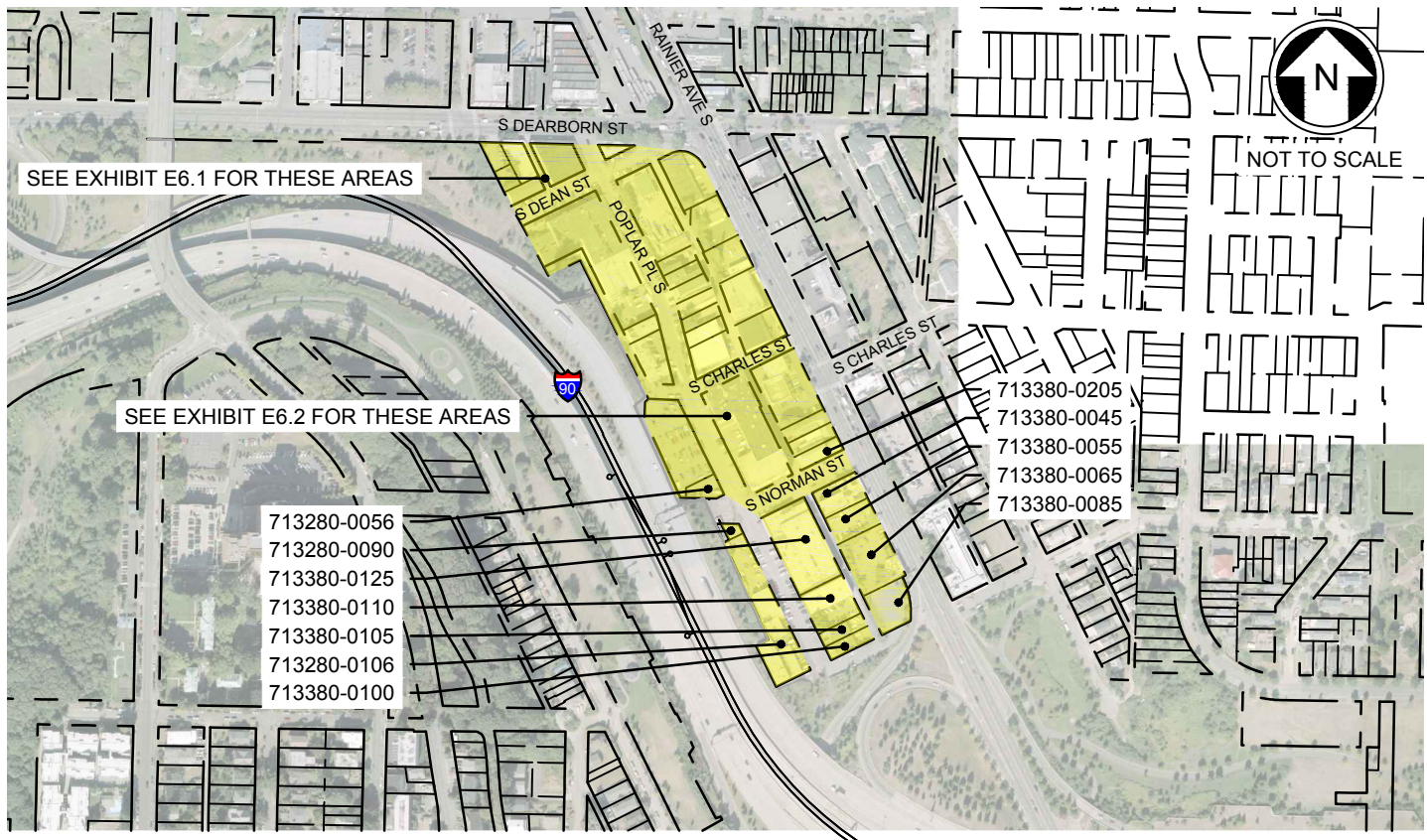
PARCEL NUMBER	713430-0390	PARCEL NUMBER	713430-0590
OWNER	SIERRA NEVADA INVESTMENT GR	OWNER	GRIBBLE VANCE R
PARCEL SIZE	1.20 AC	PARCEL SIZE	0.10 AC
PARCEL NUMBER	713430-0625	PARCEL NUMBER	713430-0585
OWNER	GRIBBLE VANCE R	OWNER	KOL HARDWARE SUPPLY INC
PARCEL SIZE	0.55 AC	PARCEL SIZE	0.11 AC
PARCEL NUMBER	713430-0610	PARCEL NUMBER	713430-0440
OWNER	MARVICH STEPHEN E+CHRISTINE	OWNER	KENNEDY CURT J
PARCEL SIZE	0.09	PARCEL SIZE	0.25 AC
PARCEL NUMBER	713430-0605	PARCEL NUMBER	713430-0575
OWNER	MARVICH STEPHEN E+CHRISTINE	OWNER	KOL HARDWARE SUPPLY INC
PARCEL SIZE	0.09 AC	PARCEL SIZE	0.22 AC
PARCEL NUMBER	713430-0600	PARCEL NUMBER	713280-0055
OWNER	MARVICH STEVE	OWNER	H P PROPERTIES
PARCEL SIZE	0.09 AC	PARCEL SIZE	1.43 AC
PARCEL NUMBER	713430-0595	PARCEL NUMBER	713380-0170
OWNER	POPLAR ASSOCIATES	OWNER	MASAYE LLC
PARCEL SIZE	0.09 AC	PARCEL SIZE	0.11 AC
PARCEL NUMBER	713430-0435	PARCEL NUMBER	713380-0175
OWNER	KENNEDY CURT J	OWNER	MASAYE LLC
PARCEL SIZE	0.09 AC	PARCEL SIZE	0.11 AC

ACREAGE (THIS SHEET): 4.53

TOTAL ACREAGE: 9.95

E-6

S DEARBORN ST AND RAINIER AVE S
SEATTLEFIGURE
E6.2



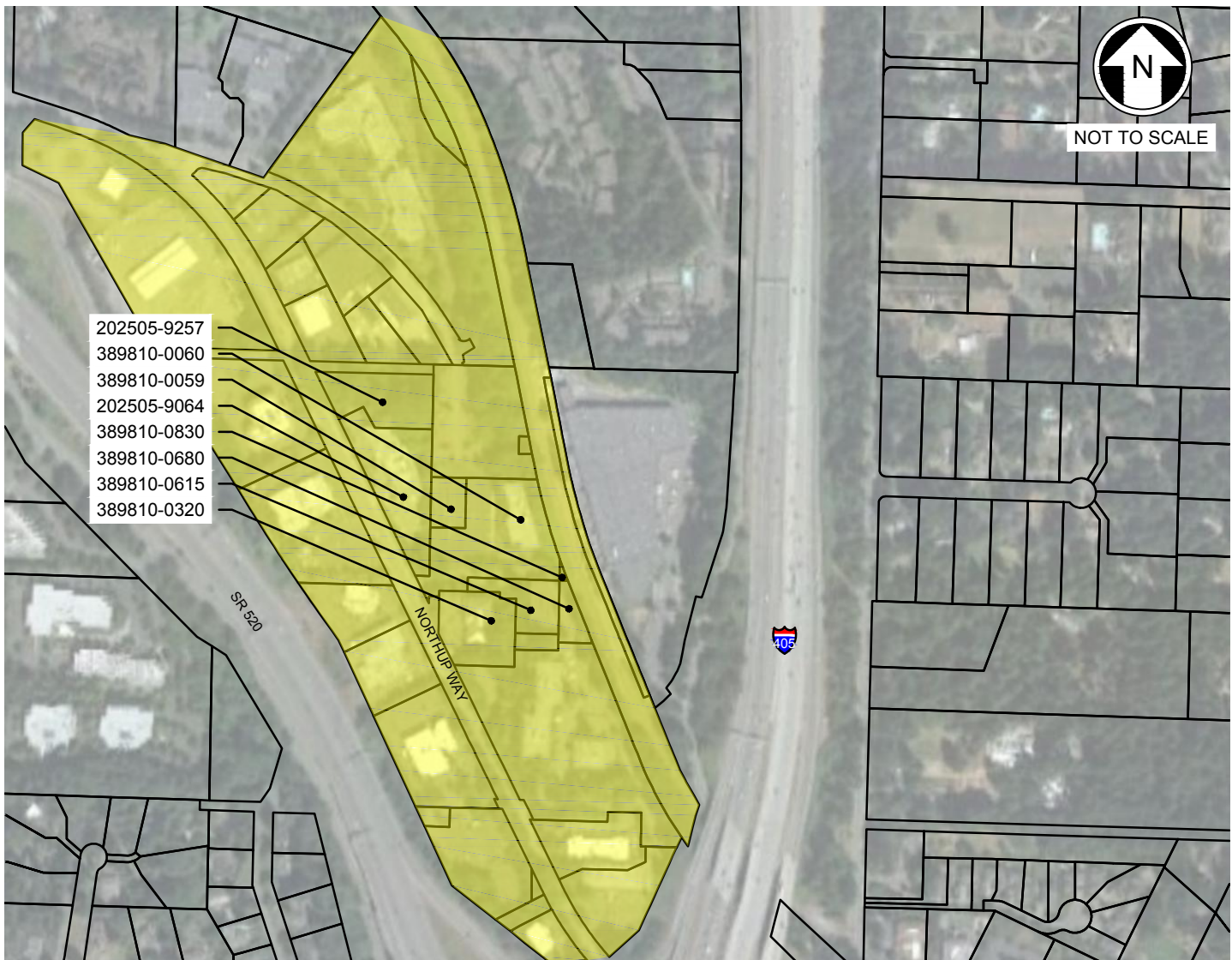
PARCEL NUMBER	713380-0205	PARCEL NUMBER	713280-0090
OWNER	MASAYE LLC	OWNER	MARVICH STEPHEN
PARCEL SIZE	0.11 AC	PARCEL SIZE	0.04 AC
PARCEL NUMBER	713280-0056	PARCEL NUMBER	713380-0125
OWNER	H P PROPERTIES	OWNER	SEA SELF STORE L L C
PARCEL SIZE	0.08 AC	PARCEL SIZE	0.65 AC
PARCEL NUMBER	713380-0045	PARCEL NUMBER	713380-0110
OWNER	KUSAK NEVA L	OWNER	POPLAR PLACE LLC
PARCEL SIZE	0.22 AC	PARCEL SIZE	0.33 AC
PARCEL NUMBER	713380-0055	PARCEL NUMBER	713380-0105
OWNER	KUSAK NEVA L	OWNER	WESTROAD INVESTMENT LLC
PARCEL SIZE	0.22 AC	PARCEL SIZE	0.11 AC
PARCEL NUMBER	713380-0065	PARCEL NUMBER	713280-0106
OWNER	OLEARY ELECTRIC BUILDING L	OWNER	POSNER TERRY L+ERICA A
PARCEL SIZE	0.43 AC	PARCEL SIZE	0.56 AC
PARCEL NUMBER	713380-0085	PARCEL NUMBER	713380-0100
OWNER	OLEARY ELECTRIC BUILDING L	OWNER	WESTROAD INVESTMENT LLC
PARCEL SIZE	0.27 AC	PARCEL SIZE	0.11 AC

ACREAGE (THIS SHEET): 3.00

TOTAL ACREAGE: 9.95

E-6

S DEARBORN ST AND RAINIER AVE S
SEATTLEFIGURE
E6.3



PARCEL NUMBER	202505-9257	PARCEL NUMBER	389810-0830
OWNER	CITY OF BELLEVUE - UTILITIES	OWNER	PORT OF SEATTLE
PARCEL SIZE	1.11 AC	PARCEL SIZE	0.02 AC
PARCEL NUMBER	389810-0060	PARCEL NUMBER	389810-0680
OWNER	NORTHUP BLDG LLC	OWNER	ROTER INVESTMENTS+ROBERT C
PARCEL SIZE	2.23 AC	PARCEL SIZE	0.26 AC
PARCEL NUMBER	389810-0059	PARCEL NUMBER	389810-0615
OWNER	BELLEVUE CITY OF/UTILITIES	OWNER	ROTER INVESTMENTS+ROBERT C
PARCEL SIZE	0.36 AC	PARCEL SIZE	0.64 AC
PARCEL NUMBER	202505-9064	PARCEL NUMBER	389810-0320
OWNER	LEGACY 3100 LLC	OWNER	NSL HOLDINGS LLC
PARCEL SIZE	1.70 AC	PARCEL SIZE	1.10 AC

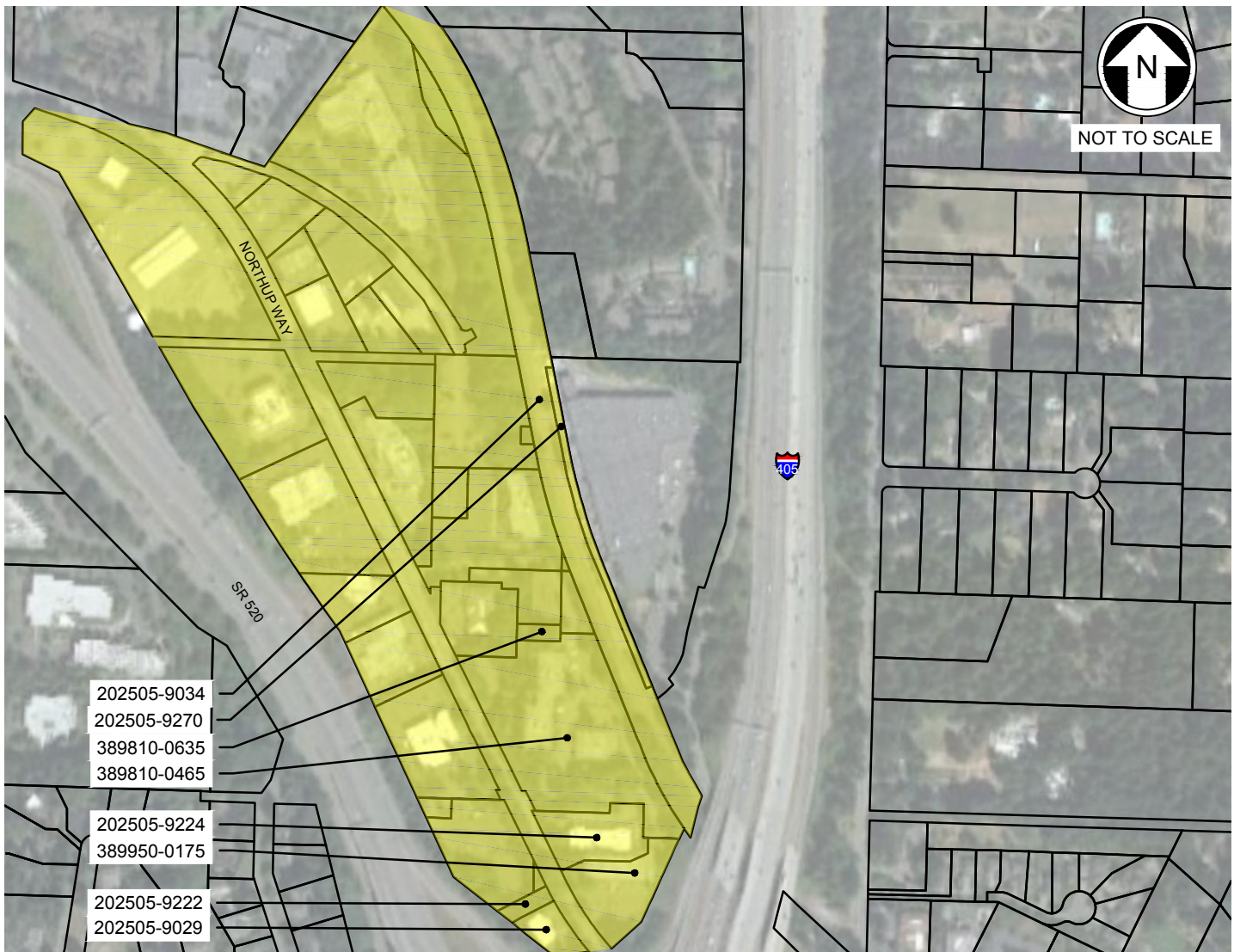
TOTAL ACREAGE (THIS SHEET): 7.42 AC

TOTAL ACREAGE: 54.28 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-7
SR 520 AND I 405
BELLEVUE

FIGURE
E-7.1



PARCEL NUMBER	202505-9034	PARCEL NUMBER	202505-9224
OWNER	PORT OF SEATTLE	OWNER	MEGUMI REAL ESTATE LLC
PARCEL SIZE	8.89 AC	PARCEL SIZE	1.05 AC
PARCEL NUMBER	202505-9270	PARCEL NUMBER	389950-0175
OWNER	CITY OF BELLEVUE	OWNER	LEXINGTON FINE HOMES
PARCEL SIZE	0.46 AC	PARCEL SIZE	1.30 AC
PARCEL NUMBER	389810-0635	PARCEL NUMBER	202505-9222
OWNER	ROTER INVESTMENTS+ROBERT C	OWNER	R&R BELLEVUE LLC
PARCEL SIZE	0.15 AC	PARCEL SIZE	0.17 AC
PARCEL NUMBER	389810-0465	PARCEL NUMBER	202505-9029
OWNER	SOUND NORTHWEST PROPERTIES	OWNER	POWELL-NORTHUP LLC
PARCEL SIZE	5.01 AC	PARCEL SIZE	0.43 AC

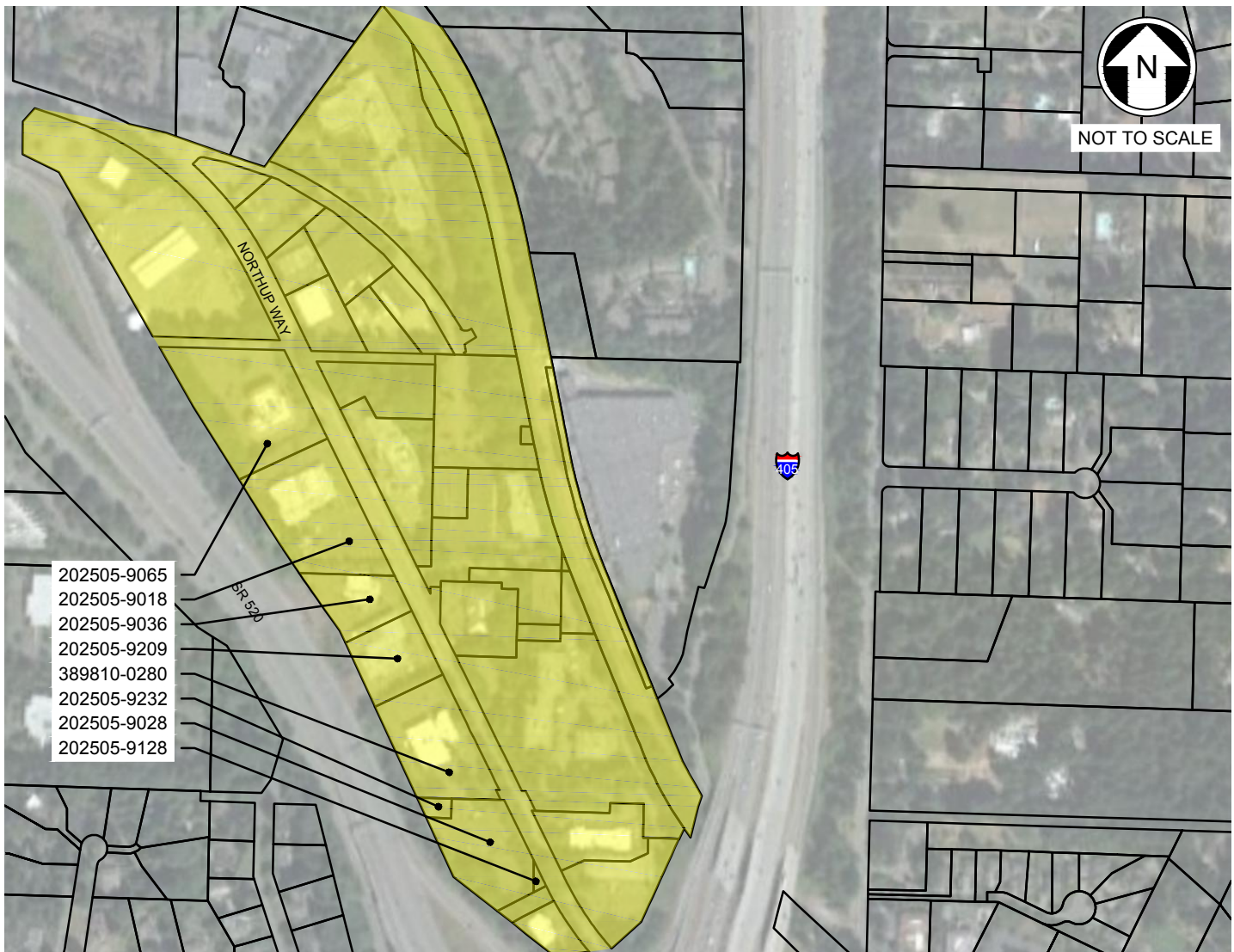
TOTAL ACREAGE (THIS SHEET): 17.46 AC

TOTAL ACREAGE: 54.28 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-7
SR 520 AND I 405
BELLEVUE

FIGURE
E-7.2



PARCEL NUMBER	202505-9028	PARCEL NUMBER	202505-9209
OWNER	R&R BELLEVUE	OWNER	PASCAL COMPANY INC
PARCEL SIZE	1.63 AC	PARCEL SIZE	1.15 AC
PARCEL NUMBER	202505-9128	PARCEL NUMBER	202505-9036
OWNER	R&R BELLEVUE LLC	OWNER	NAKANISHI H R
PARCEL SIZE	0.04 AC	PARCEL SIZE	1.00 AC
PARCEL NUMBER	202505-9232	PARCEL NUMBER	202505-9018
OWNER	R&R BELLEVUE LLC	OWNER	KENAN BEHM LLC
PARCEL SIZE	0.10AC	PARCEL SIZE	2.54 AC
PARCEL NUMBER	389810-0280	PARCEL NUMBER	202505-9065
OWNER	2821 NORTHUP WAY LLC	OWNER	WAS ST BD COMM/TECH COLLEGES
PARCEL SIZE	1.93 AC	PARCEL SIZE	2.87 AC

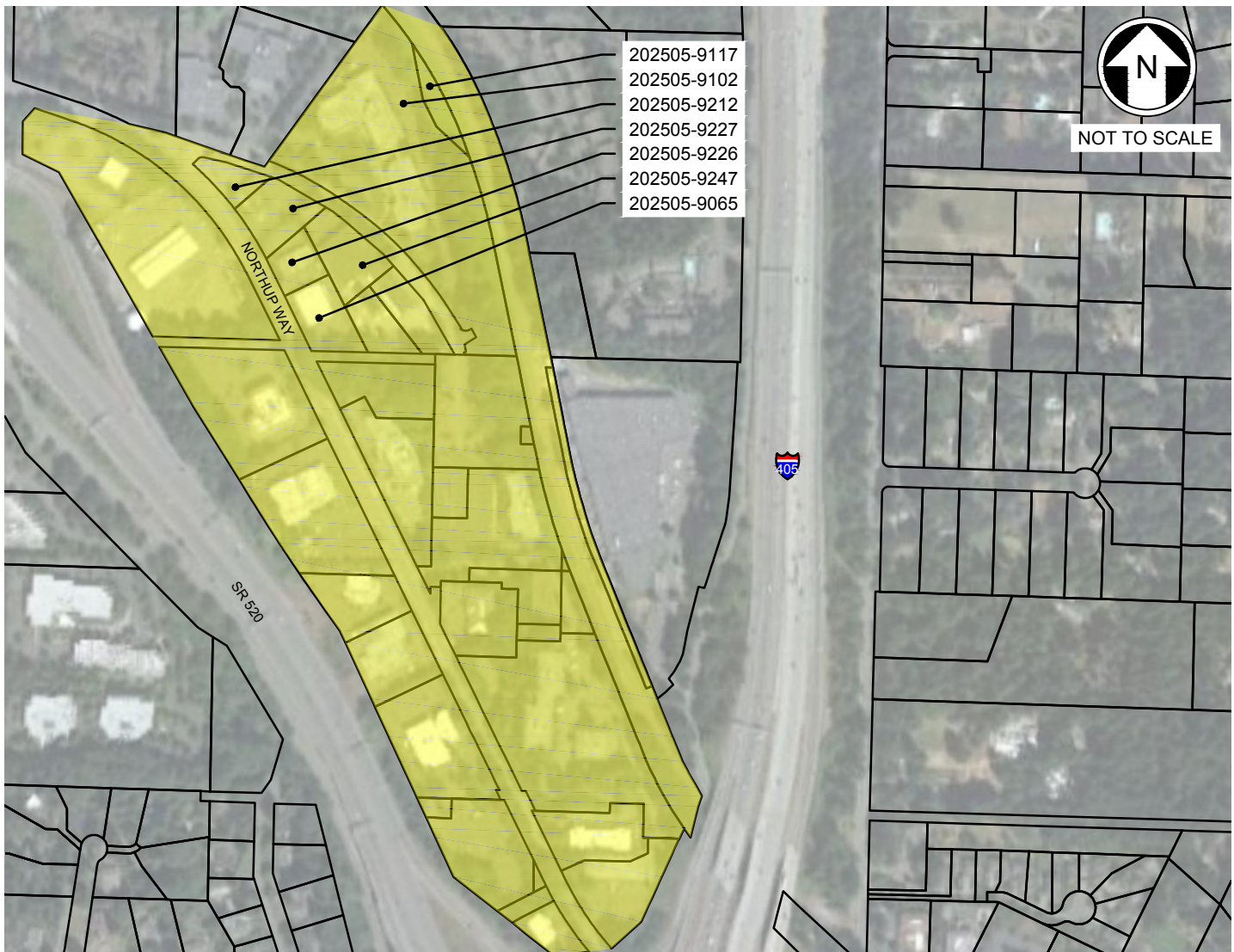
TOTAL ACREAGE (THIS SHEET): 11.26 AC

TOTAL ACREAGE: 54.28 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-7
SR 520 AND I 405
BELLEVUE

FIGURE
E-7.3



PARCEL NUMBER	202505-9117	PARCEL NUMBER	202505-9227
OWNER	PORT OF SEATTLE	OWNER	GUILLET KIMBERLY LE CLERCQ
PARCEL SIZE	0.33 AC	PARCEL SIZE	0.79 AC
PARCEL NUMBER	202505-9102	PARCEL NUMBER	202505-9226
OWNER	ROSEN BEL-KIRK ASSOC LLC	OWNER	AUSTIN FMLY LTD PARTNERSHIP
PARCEL SIZE	7.19 AC	PARCEL SIZE	0.47 AC
PARCEL NUMBER	202505-9212	PARCEL NUMBER	202505-9247
OWNER	PACIFIC STAR PROPERTIES	OWNER	AUSTIN FMLY LTD PARTNERSHIP
PARCEL SIZE	0.38 AC	PARCEL SIZE	0.88 AC
PARCEL NUMBER	389810-0280		
OWNER	2821 NORTHUP WAY LLC		
PARCEL SIZE	1.93 AC		

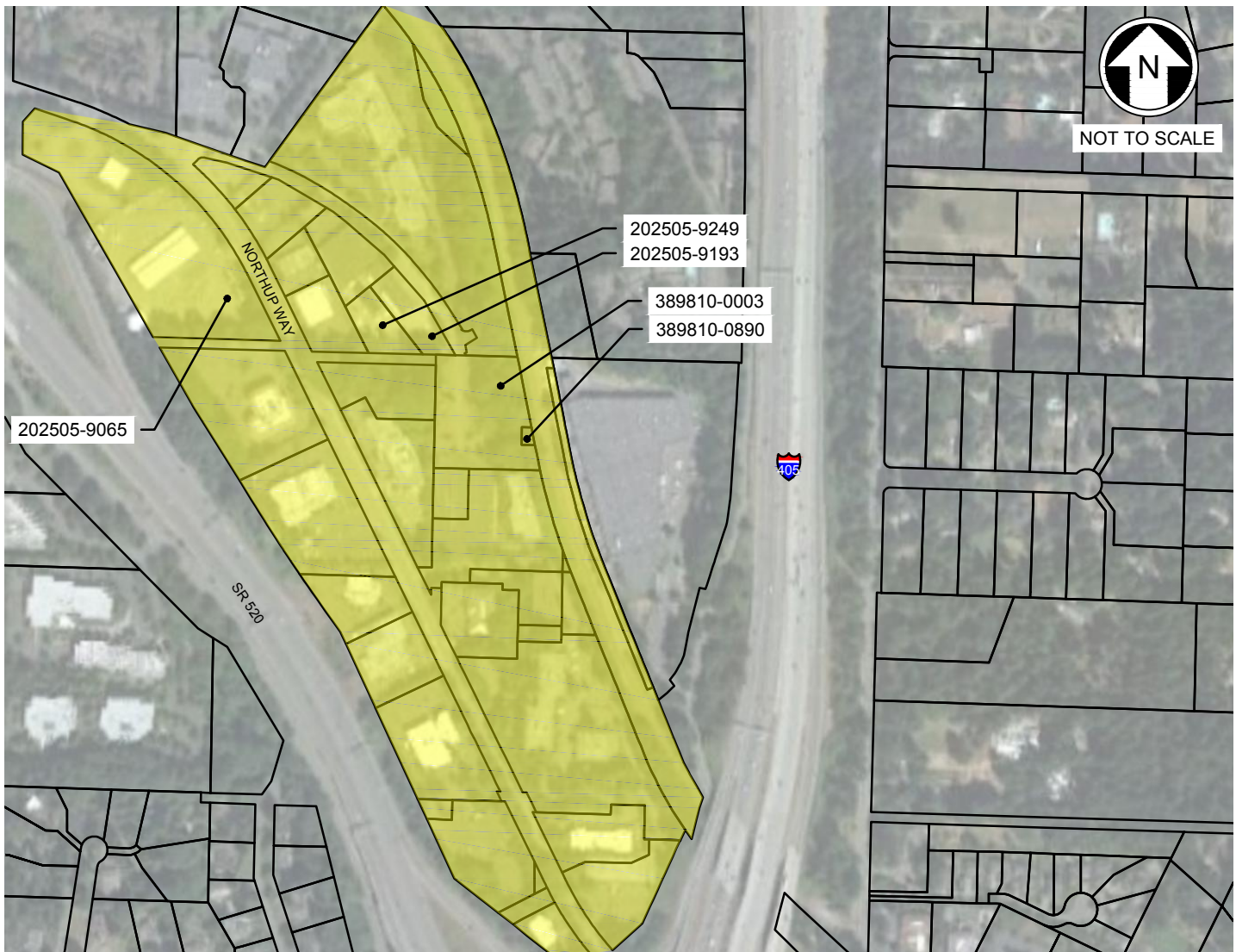
TOTAL ACREAGE (THIS SHEET): 11.97 AC

TOTAL ACREAGE: 54.28 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-7

SR 520 AND I 405
BELLEVUEFIGURE
E-7.4



PARCEL NUMBER	202505-9065	PARCEL NUMBER	389810-0003
OWNER	WAS ST BD COMM/TECH COLLEGES	OWNER	BELLEVUE CITY OF/UTILITIES
PARCEL SIZE	2.87 AC	PARCEL SIZE	2.08 AC
PARCEL NUMBER	202505-9249	PARCEL NUMBER	389810-0890
OWNER	EVERGREEN TURF LLC	OWNER	BELLEVUE CITY OF/UTILITIES
PARCEL SIZE	0.55 AC	PARCEL SIZE	0.04 AC
PARCEL NUMBER	202505-9193		
OWNER	EVERGREEN TURF LLC		
PARCEL SIZE	0.63 AC		

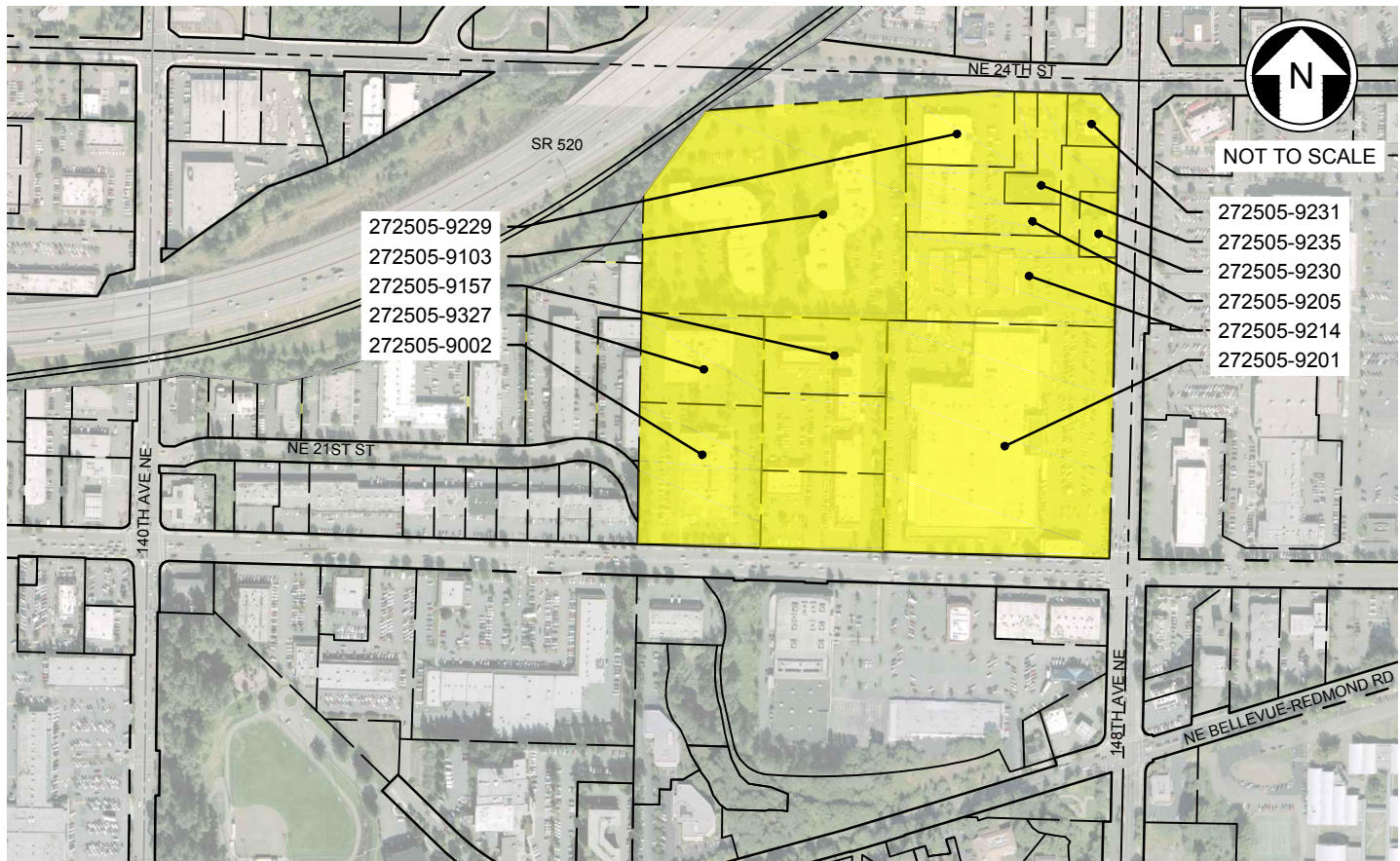
TOTAL ACREAGE (THIS SHEET): 6.17 AC

TOTAL ACREAGE: 54.28 AC

TOTAL DOES NOT INCLUDE R.O.W.

E-7
SR 520 AND I 405
BELLEVUE

FIGURE
E-7.5



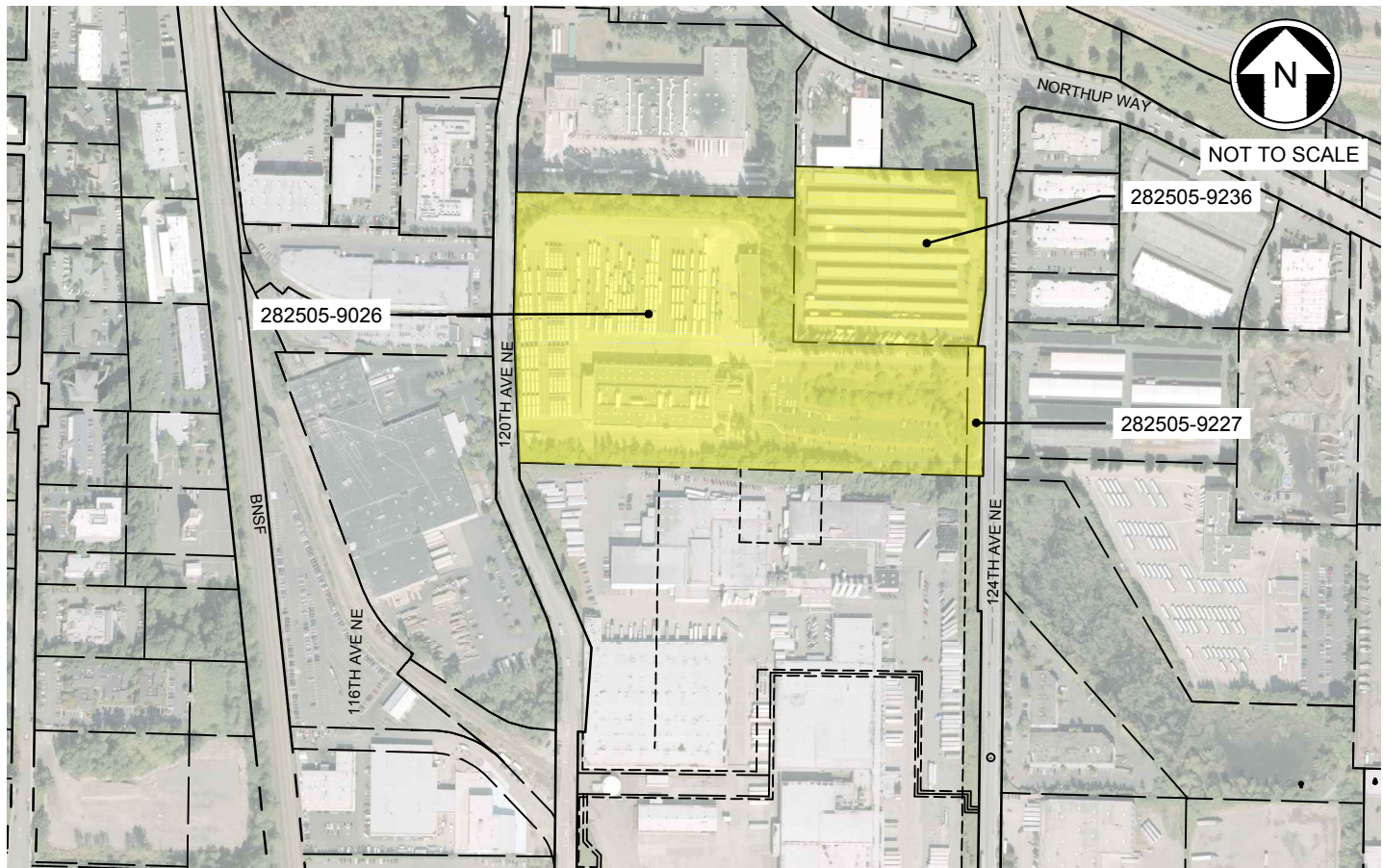
PARCEL NUMBER	272505-9235	PARCEL NUMBER	272505-9103
OWNER	BELLEVUE OLYMPIC PROPERTIES LLC	OWNER	OAKHURST HOLDINGS LLC
PARCEL SIZE	0.67 AC	PARCEL SIZE	8.72 AC
PARCEL NUMBER	272505-9205	PARCEL NUMBER	272505-9157
OWNER	DDF & S	OWNER	BIDCO ASSOCIATES L L P
PARCEL SIZE	1.72 AC	PARCEL SIZE	4.67 AC
PARCEL NUMBER	272505-9229	PARCEL NUMBER	272505-9327
OWNER	LIU WEI	OWNER	FLAMINGO AIR LLC
PARCEL SIZE	1.30 AC	PARCEL SIZE	1.81 AC
PARCEL NUMBER	272505-9231	PARCEL NUMBER	272505-9002
OWNER	SLEEP COUNTY USA INC	OWNER	520 BELLEVUE LLC
PARCEL SIZE	0.42 AC	PARCEL SIZE	2.85 AC
PARCEL NUMBER	272505-9214	PARCEL NUMBER	272505-9230
OWNER	FRED MEYER STORES INC	OWNER	RASH & ASSOCIATES #47
PARCEL SIZE	3.51 AC	PARCEL SIZE	0.40 AC
PARCEL NUMBER	272505-9201		
OWNER	FRED MEYER STORES INC		
PARCEL SIZE	8.63 AC		

TOTAL ACREAGE E-8 = 34.70 AC

E-8: 148TH AVE NE AND NE 20TH ST, BELLEVUE

August 14, 2012

FIGURE
E-8



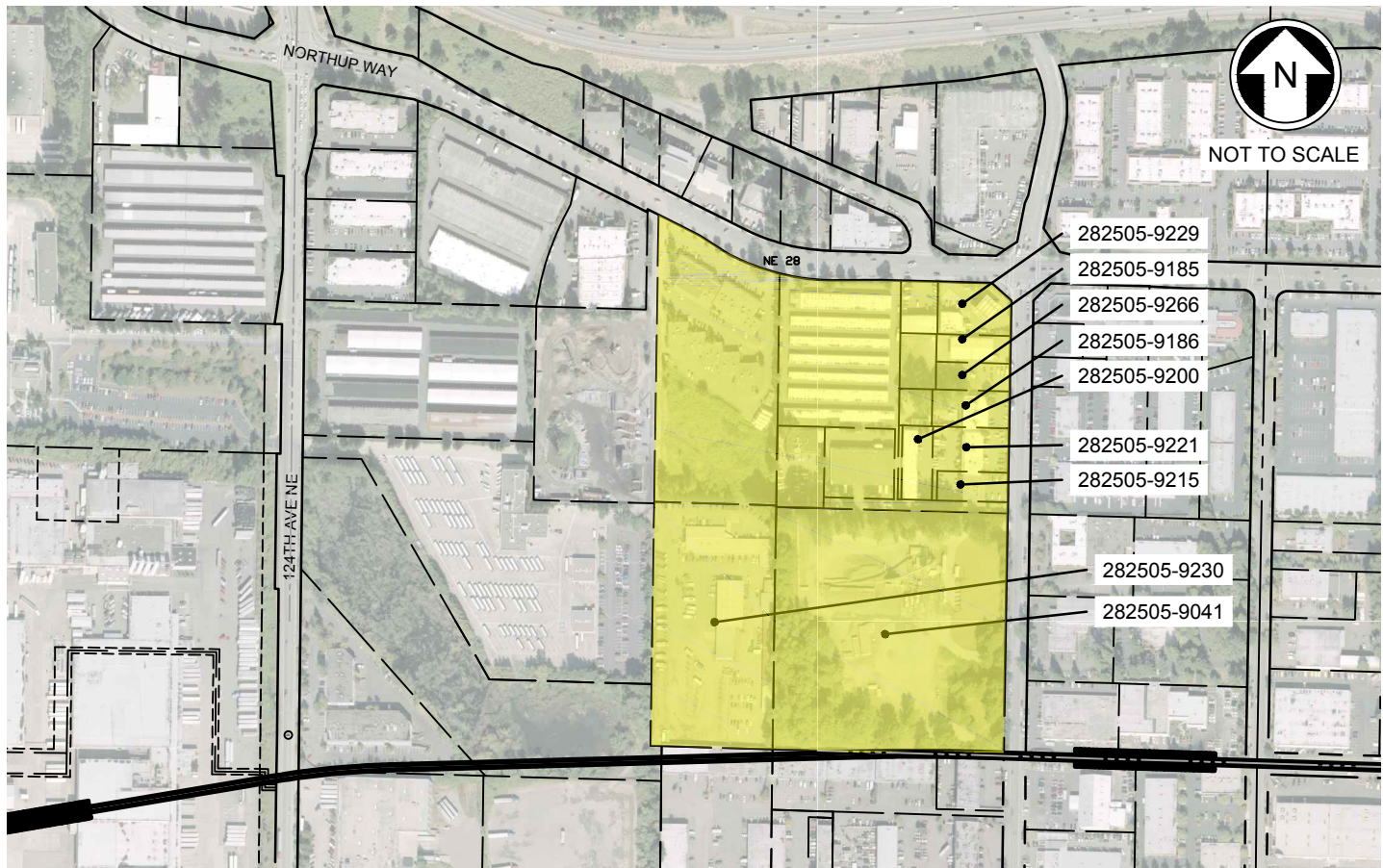
PARCEL NUMBER	282505-9026
OWNER	KING COUNTY-TRANSIT
PARCEL SIZE	16.47 AC
PARCEL NUMBER	282505-9227
OWNER	KING COUNTY-TRANSIT
PARCEL SIZE	0.61 AC
PARCEL NUMBER	282505-9236
OWNER	SHURGARD STORAGE CENTERS IN
PARCEL SIZE	5.57 AC

TOTAL ACREAGE E-9 = 22.65

E-9: METRO BUS FACILITY 120TH AVE NE, BELLEVUE

August 14, 2012

**FIGURE
E-9**

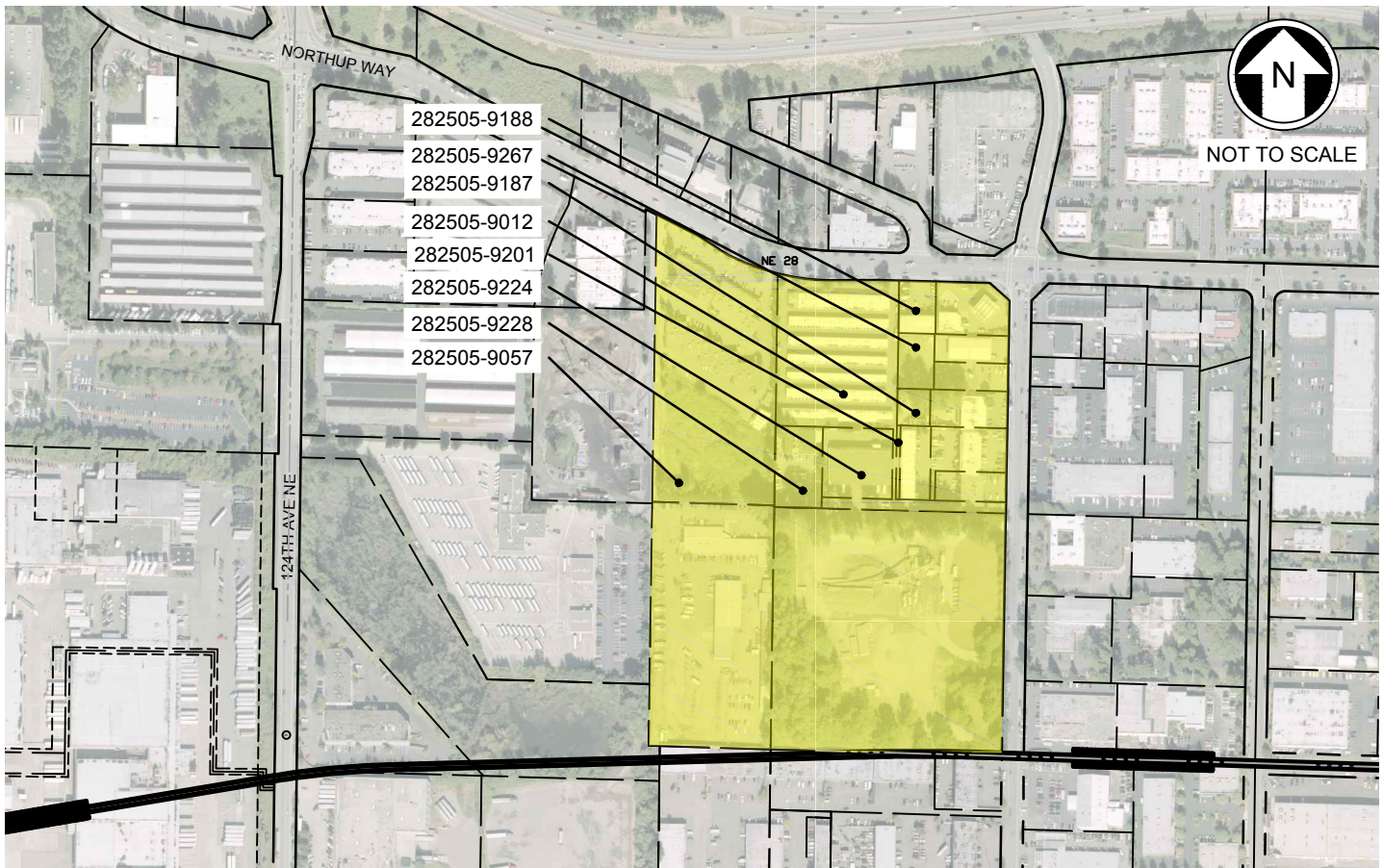


PARCEL NUMBER	282505-9230	PARCEL NUMBER	282505-9186
OWNER	EVERETT PROPERTIES	OWNER	S & S PARTNERS L L C
PARCEL SIZE	4.97 AC	PARCEL SIZE	0.48 AC
PARCEL NUMBER	282505-9041	PARCEL NUMBER	282505-9266
OWNER	CADMAN INC - CBIZ PROP TAX	OWNER	CHAMBERS HILDUR C
PARCEL SIZE	9.43 AC	PARCEL SIZE	0.34 AC
PARCEL NUMBER	282505-9215	PARCEL NUMBER	282505-9185
OWNER	CAMERON CENTER	OWNER	CHAMBERS MIKE
PARCEL SIZE	0.35 AC	PARCEL SIZE	0.34 AC
PARCEL NUMBER	282505-9221	PARCEL NUMBER	282505-9229
OWNER	CAMERON CENTER	OWNER	BLK GOLD L L C
PARCEL SIZE	0.59 AC	PARCEL SIZE	0.61
PARCEL NUMBER	282505-9200		
OWNER	CAMERON CENTER		
PARCEL SIZE	0.38 AC		

ACREAGE (THIS SHEET): 17.49
TOTAL ACREAGE: 28.56

METRO BUS FACILITY E-10 124TH AVE NE BELLEVUE

FIGURE
E-10.1



PARCEL NUMBER	282505-9188	PARCEL NUMBER	282505-9228
OWNER	MICHAEL JOY AND FAMILY LLC	OWNER	GCG ASSOCIATES
PARCEL SIZE	0.32 AC	PARCEL SIZE	0.65 AC
PARCEL NUMBER	282505-9267	PARCEL NUMBER	282505-9057
OWNER	CHAMBERS FAMILY TRUST	OWNER	BRENNER CONSTRUCTION CO
PARCEL SIZE	0.34 AC	PARCEL SIZE	5.23 AC
PARCEL NUMBER	282505-9187		
OWNER	S & S PARTNERS L L C		
PARCEL SIZE	0.21 AC		
PARCEL NUMBER	282505-9012		
OWNER	2877103596OU-STORE-IT LLC		
PARCEL SIZE	3.44 AC		
PARCEL NUMBER	282505-9201		
OWNER	S & S PARTNERSHIP		
PARCEL SIZE	0.05 AC		
PARCEL NUMBER	282505-9224		
OWNER	SCAN DESIGN FURNITURE		
PARCEL SIZE	0.83 AC		

ACREAGE (THIS SHEET): 11.07
TOTAL ACREAGE: 28.56

METRO BUS FACILITY E-10
124TH AVE NE
BELLEVUE

FIGURE
E-10.2

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B. NRCS Soil Survey Summary

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NRCS Soil Survey Summary Data for OMSF Sites

Site	Dominant Mapped Soils (NRCS)	Hydrologic Soil Group	Infiltration Potential	Comments
N-1	McKenna silt loam, Alderwood Urban Complex	D B	Very Low Moderate	D in north portion of site; B in south
N-2	Alderwood sandy loam	B	Moderate	
N-3	Indianola loamy sand	A	High	
C-1 ¹	Fill		Low	Seattle map; groundwater near surface
E-1	Kitsap silt loam	C	Low	
E-2	Seattle muck Urban	D B,C,D	Very low Unknown	~50% of site, adjacent to Alderwood (B) in south portion
E-3	Everett gravelly sandy (g.s.). loam, Alderwood sandy loam, Bellingham silt loam	A B C/D	High Moderate Low	~60% of site ~22% of site ~15% of site at east end
E-5	Indianola loamy fine sand	A	High	
E-6 ²	Not Available		Moderate	Seattle map
E-7	Everett g.s. loam Alderwood sandy loam	A B	High Moderate	most of site is A
E-8	Alderwood sandy loam	B	Moderate	
E-9	Seattle muck Arent, Alderwood Everett g.s. loam	D D A	Very low Very low High	Everett only ~5% of site in NE corner
E-10	Everett g.s. loam	A	High	

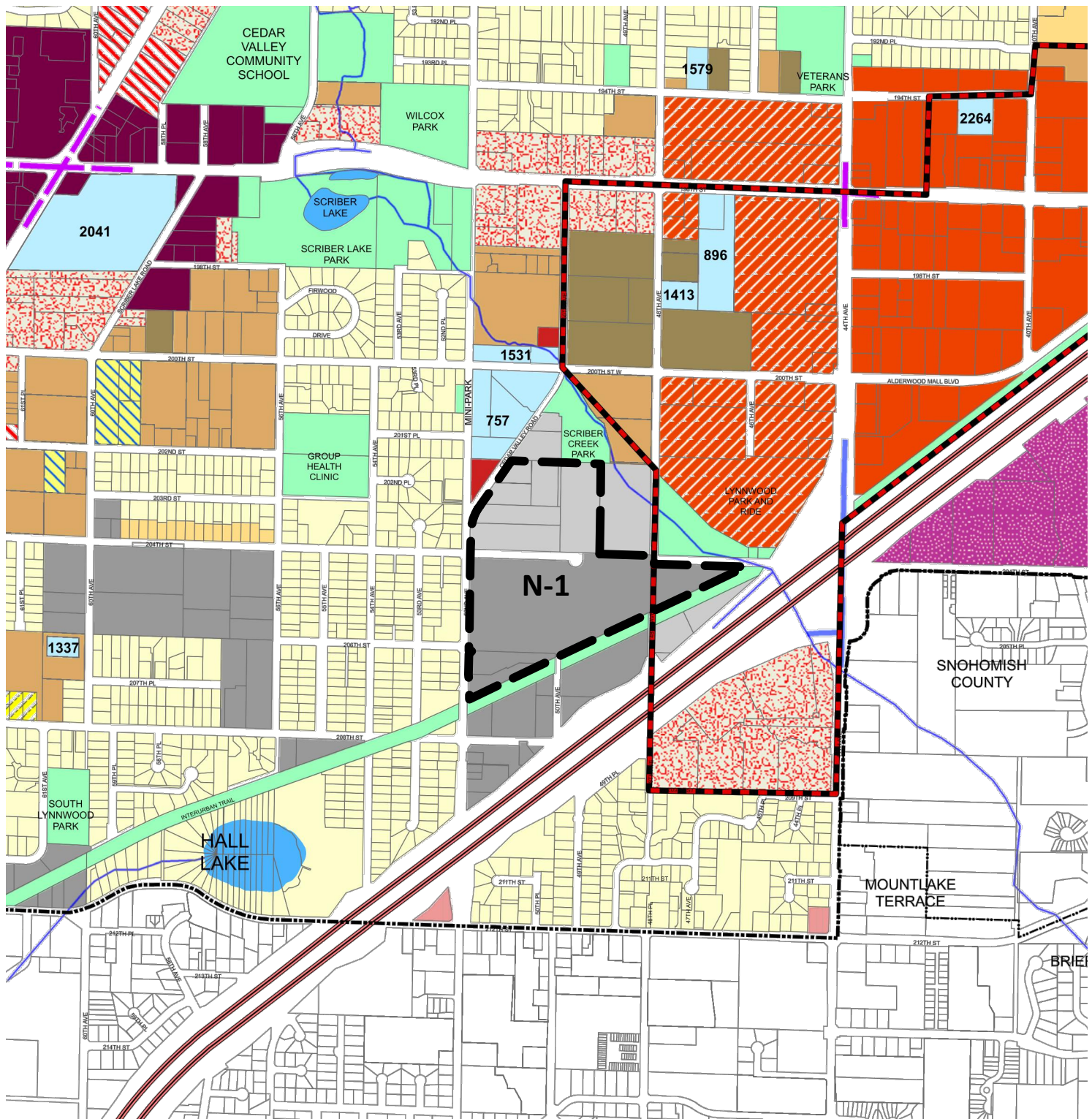
¹ C-1 is located in the City of Seattle; NRCS data was not available for lands within the City of Seattle. The City of Seattle's *Infiltration Potential Conceptual Level Planning Map* was consulted for information on sites within Seattle. Information on specific types of soils is not shown on this map, but rather this map documents the infiltration potential.

² E-6 is also located in the City of Seattle; the City of Seattle *Infiltration Potential Conceptual Level Planning Map* was consulted.

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C. Zoning Maps of Potential OMSF Sites

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CURRENT ZONING

RESIDENTIAL	COMMERCIAL	MIXED USE	INDUSTRIAL	
RS-8 - Residential 8400 Sq Ft	B-1 - Community Business	CC-C - City Center Core	BTP - Business/Technical Park	Lynnwood City Limits
RS-7 - Residential 7200 Sq Ft	B-2 - Limited Business	CC-W - City Center West	LI - Light Industrial	MUGA
RS-4 - Residential 4000 Sq Ft	B-3 - Neighborhood Business	CC-N - City Center North		College District Overlay
RML - Multiple Residential Low Density	B-4 - Restricted Business	MU - Mixed Use		PSRC Regional Center
RMM - Multiple Residential Medium Density	CG - General Commercial	CDM - College District Mixed Use	OTHER	Gateway Intersections
RMH - Multiple Residential High Density	PCD - Planned Commercial Development	HMU - Highway 99 Mixed Use	P1 - Public	Gateway
MHP - Mobile Home Park	PRC - Planned Regional Shopping Center		PUD - Planned Unit Development	Prominent

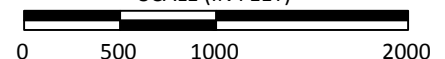
N-1: Lynnwood

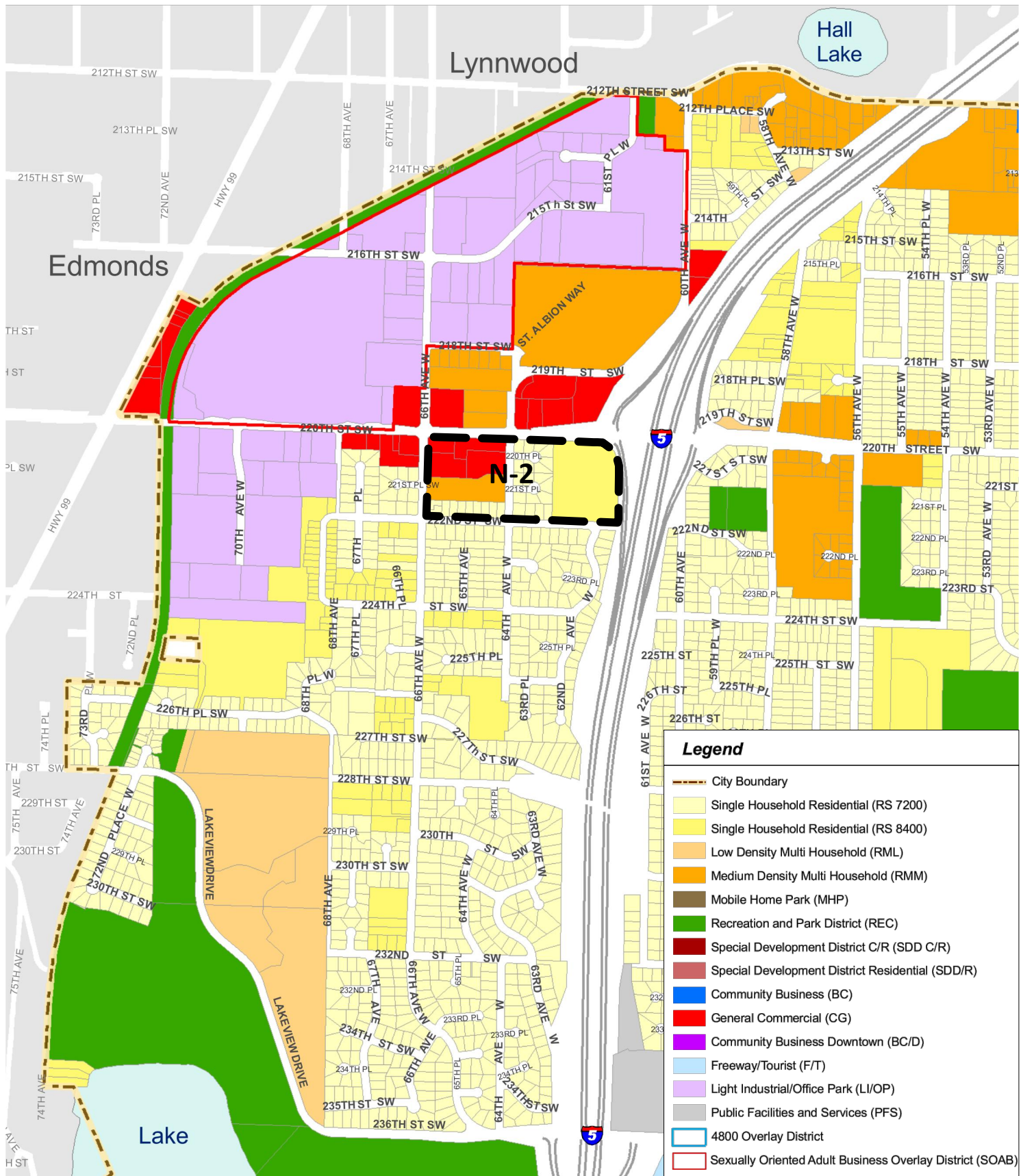
Zoning: BTP & LI, Business Technical Park & Light Industrial

Source: City of Lynnwood, Generalized Zoning Map, 8/4/2012



SCALE (IN FEET)





N-2: 220th Street SW and I-5, Mountlake Terrace

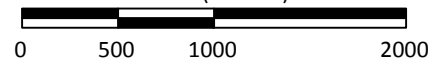
Zoning: GC, RMM, RS-7200, & RS-8400,

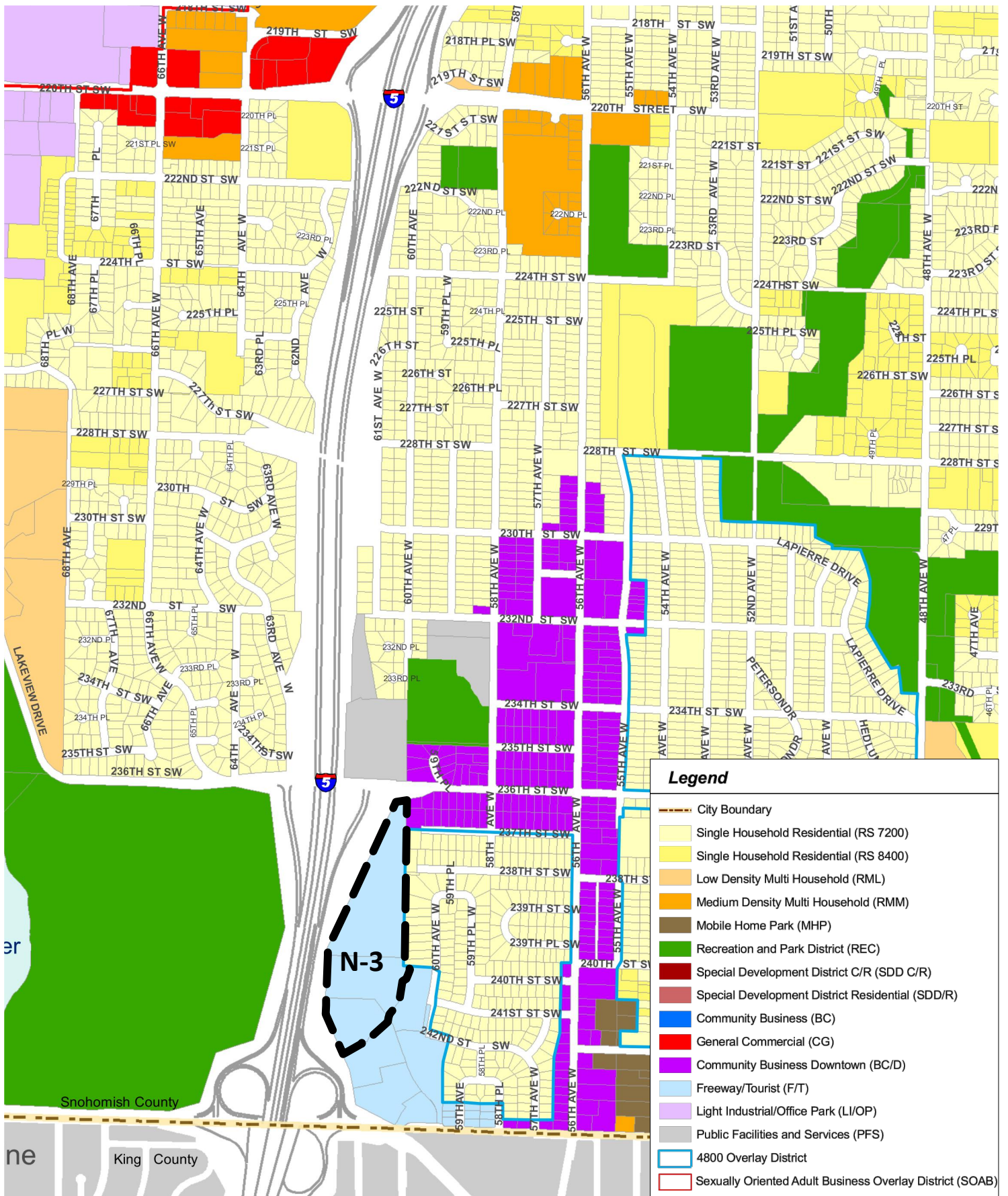
General Commercial, Medium Density Multi Household,
Single Household Residential 7200 & 8400

Source: City of Mountlake Terrace, Generalized Zoning Map, 12/2009



SCALE (IN FEET)

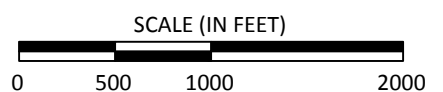


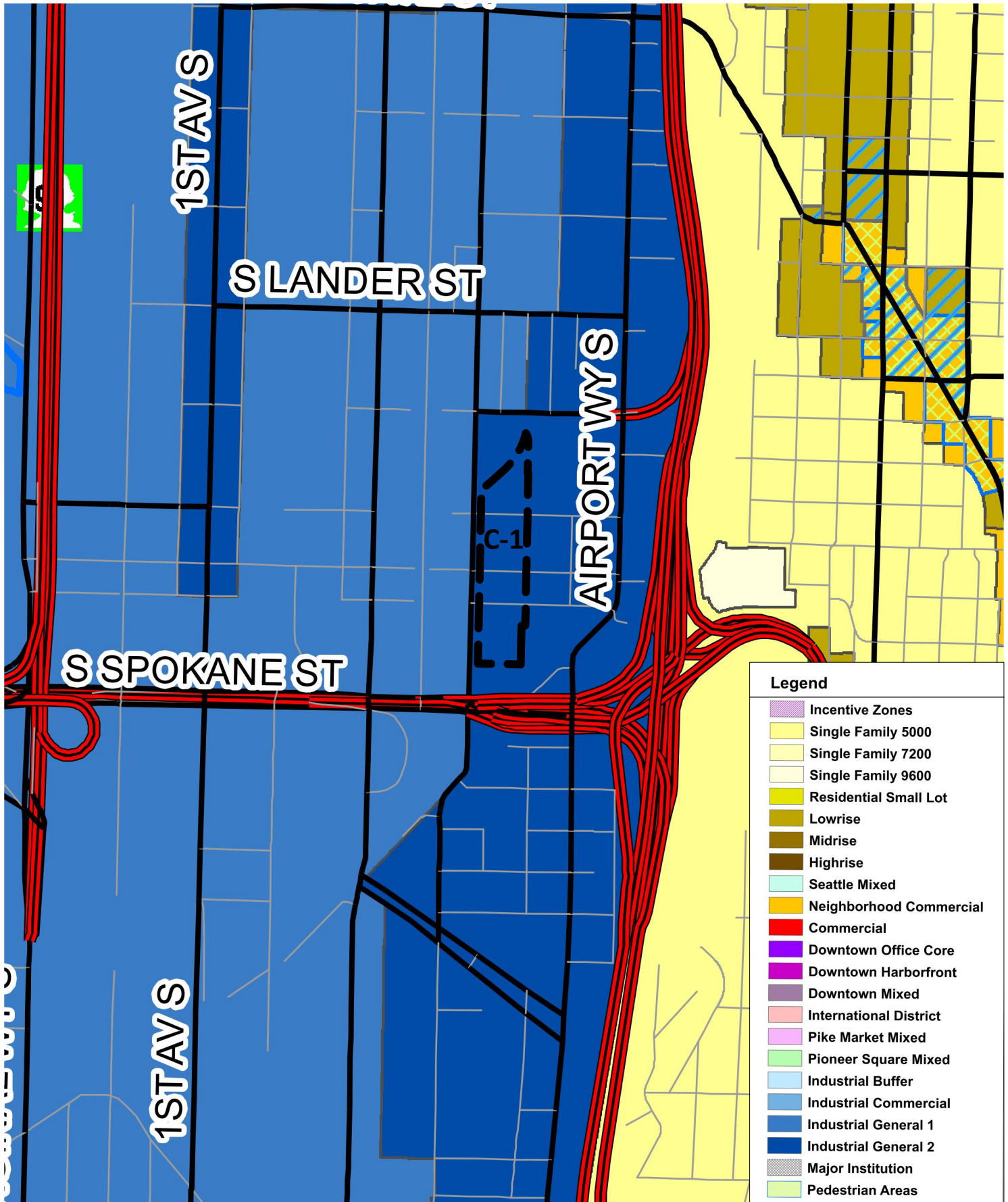


N-3: 235th Street SW and I-5, Mountlake Terrace

Zoning: FT, Freeway Tourist

Source: City of Mountlake Terrace,
Generalized Zoning Map, 12/2009





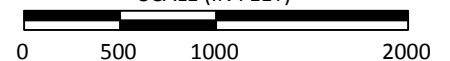
C-1: Expand Existing O&M Facility, Seattle

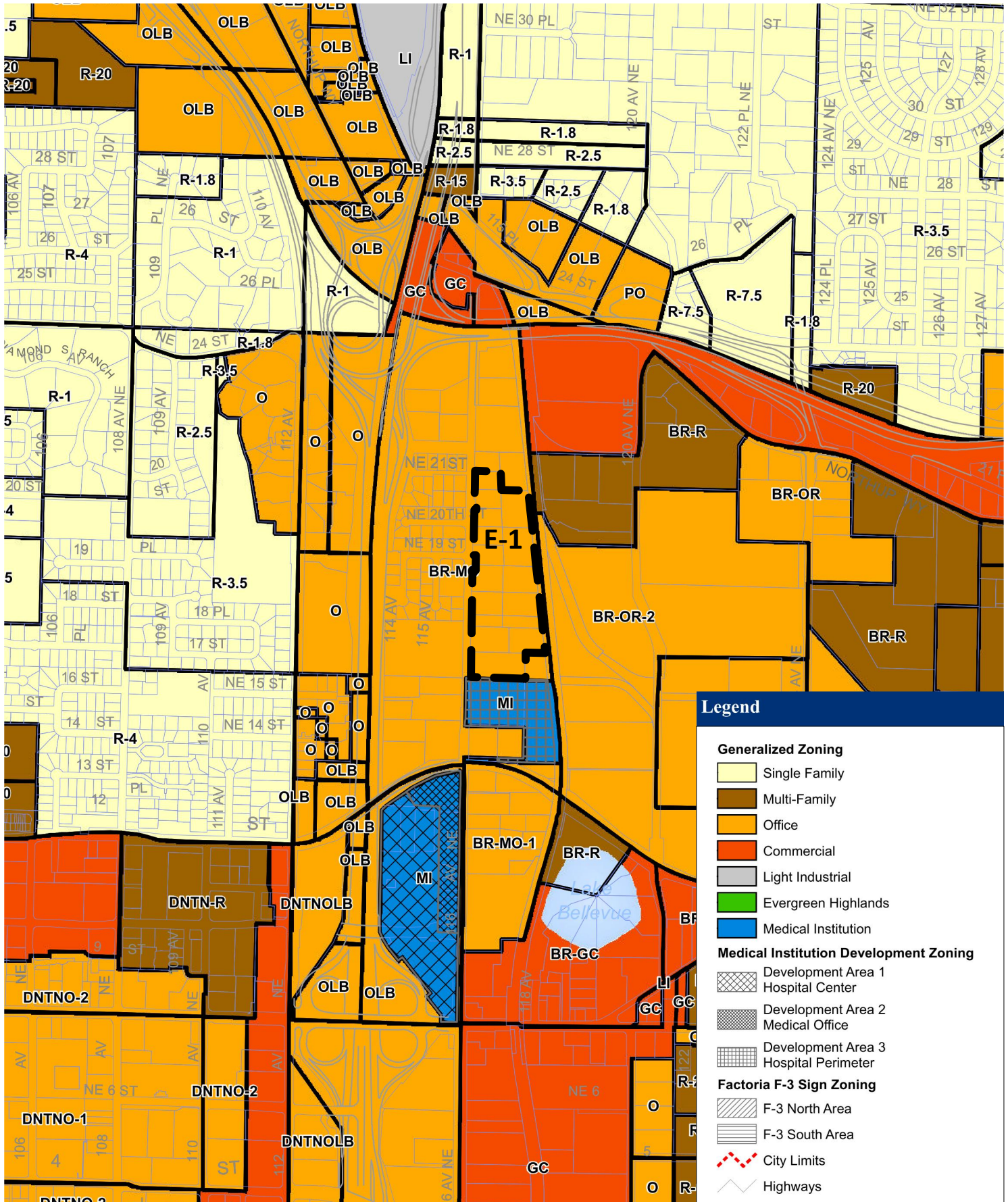
Zoning: IG2, Industrial General 2

Source: City of Seattle, Generalized Zoning Map, 8/29/12



SCALE (IN FEET)

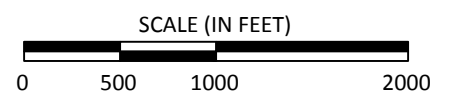


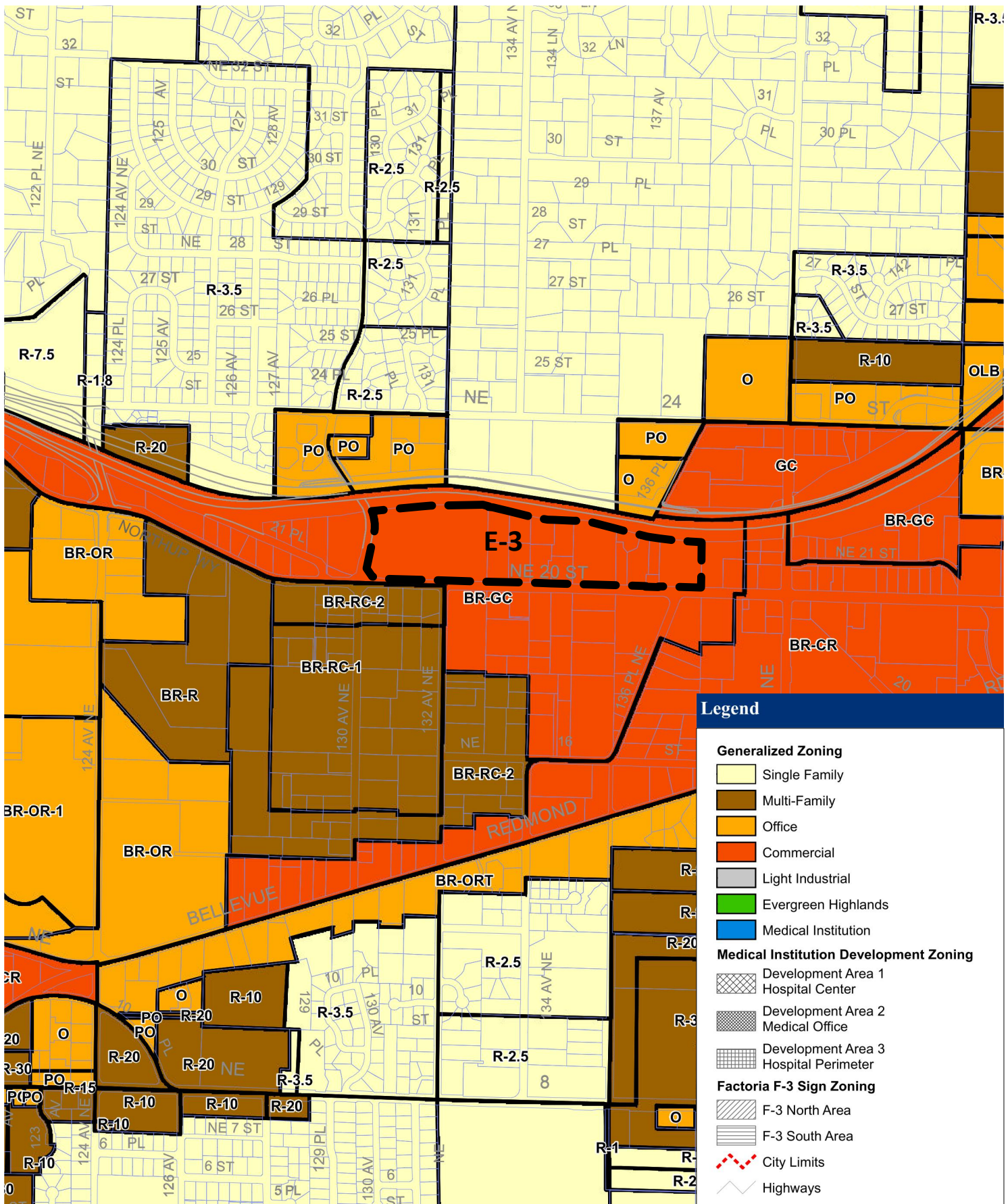


E-1: 116th Avenue NE and NE 20th Street, Bellevue

Zoning: BR-MO, Bel-Red Medical Office

Source: City of Bellevue, Generalized Zoning Map, 7/31/12

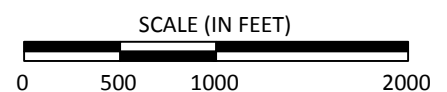


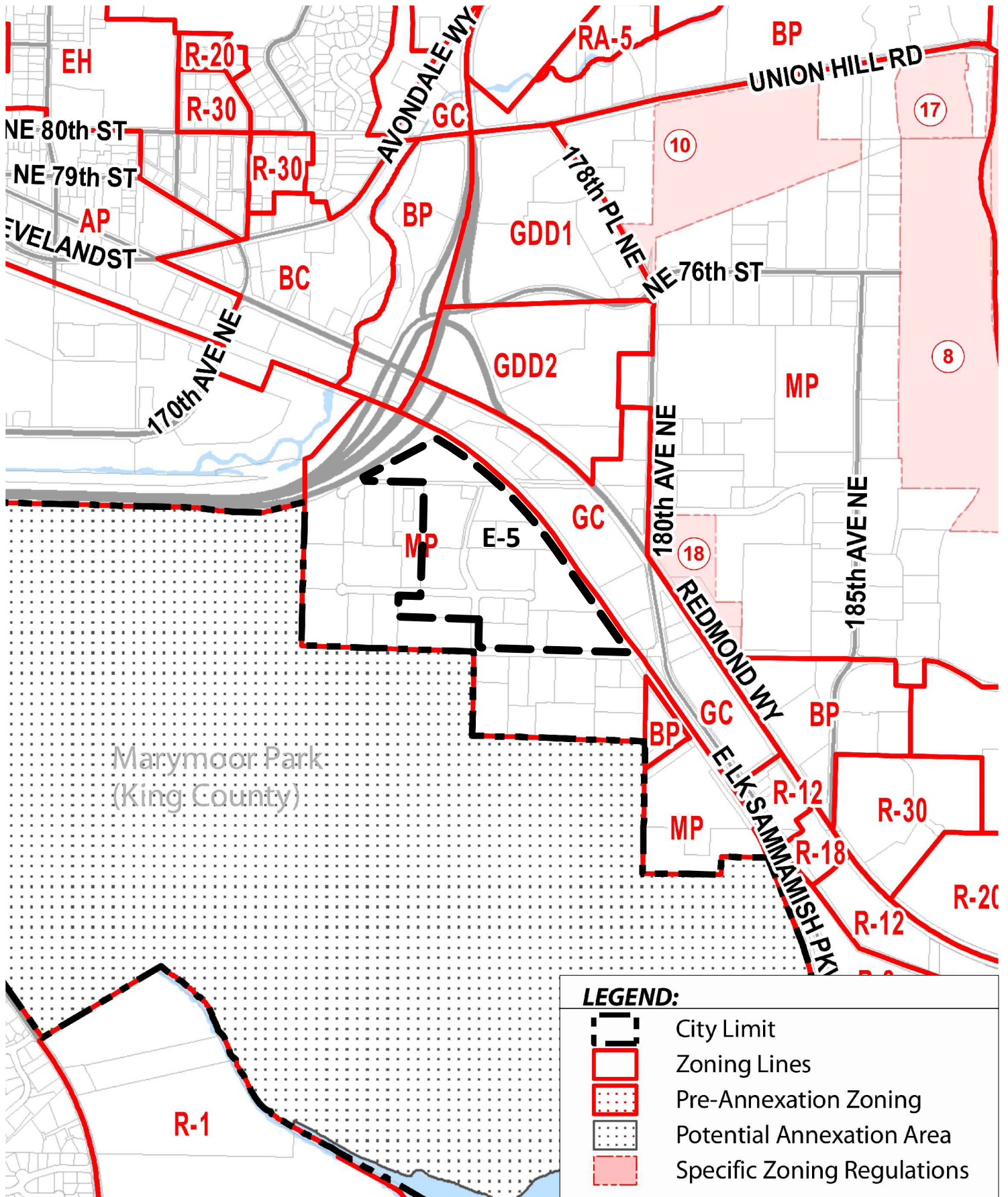


E-3: South of SR 520, Bellevue

Zoning: BR-GC, Bel Red General Commercial

Source: City of Bellevue, Generalized Zoning Map, 7/31/12





LEGEND:

- City Limit
- Zoning Lines
- Pre-Annexation Zoning
- Potential Annexation Area
- Specific Zoning Regulations

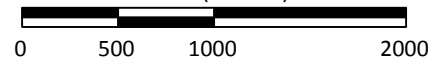
E-5: 140th Avenue NE and NE 20th Street, Redmond

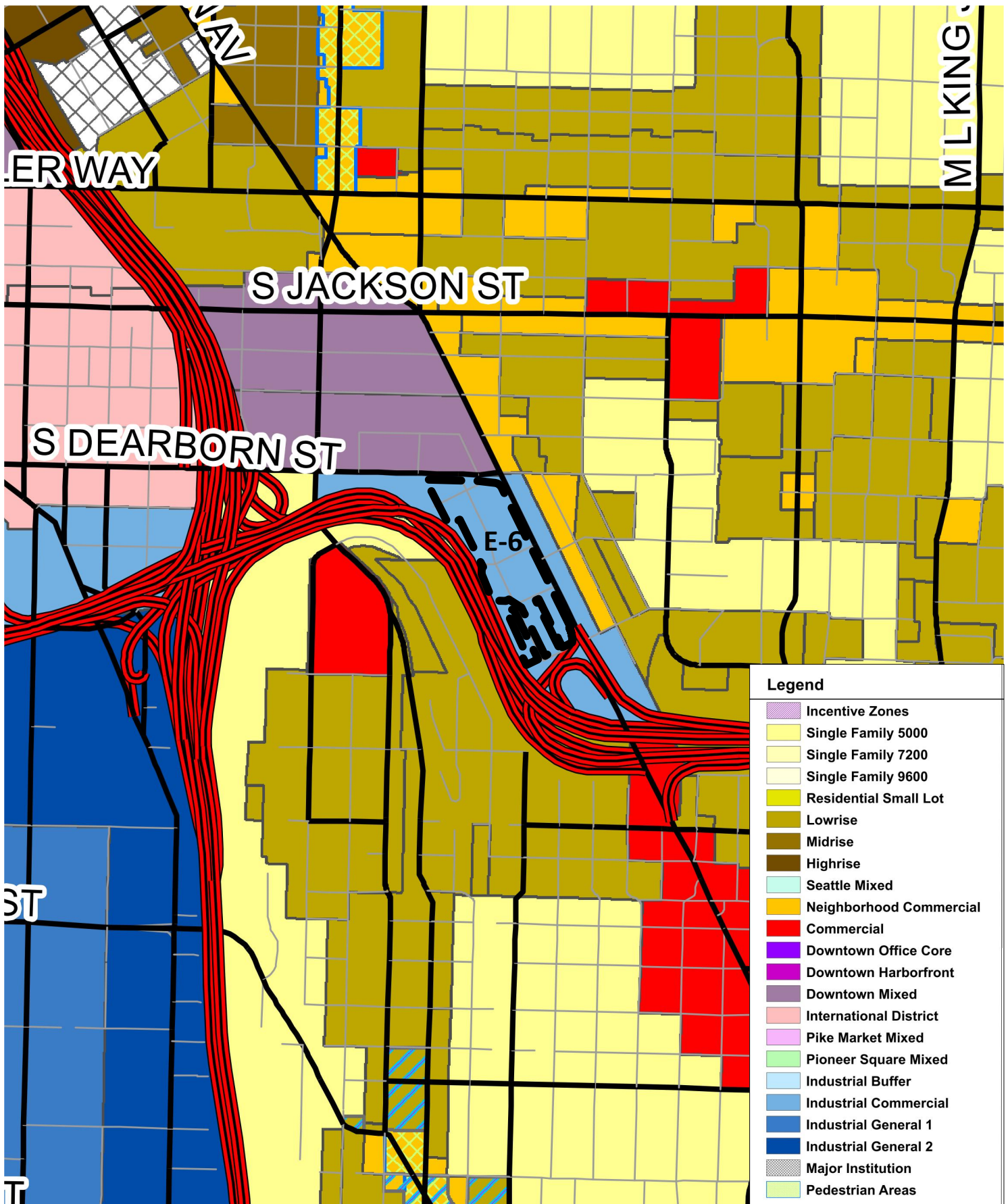
Zoning: MP, Manufacturing Park

Source: City of Redmond, Generalized Zoning Map, 10/29/11



SCALE (IN FEET)





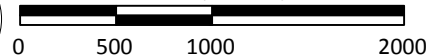
E-6: South Dearborn Street and Rainier Avenue South, Seattle

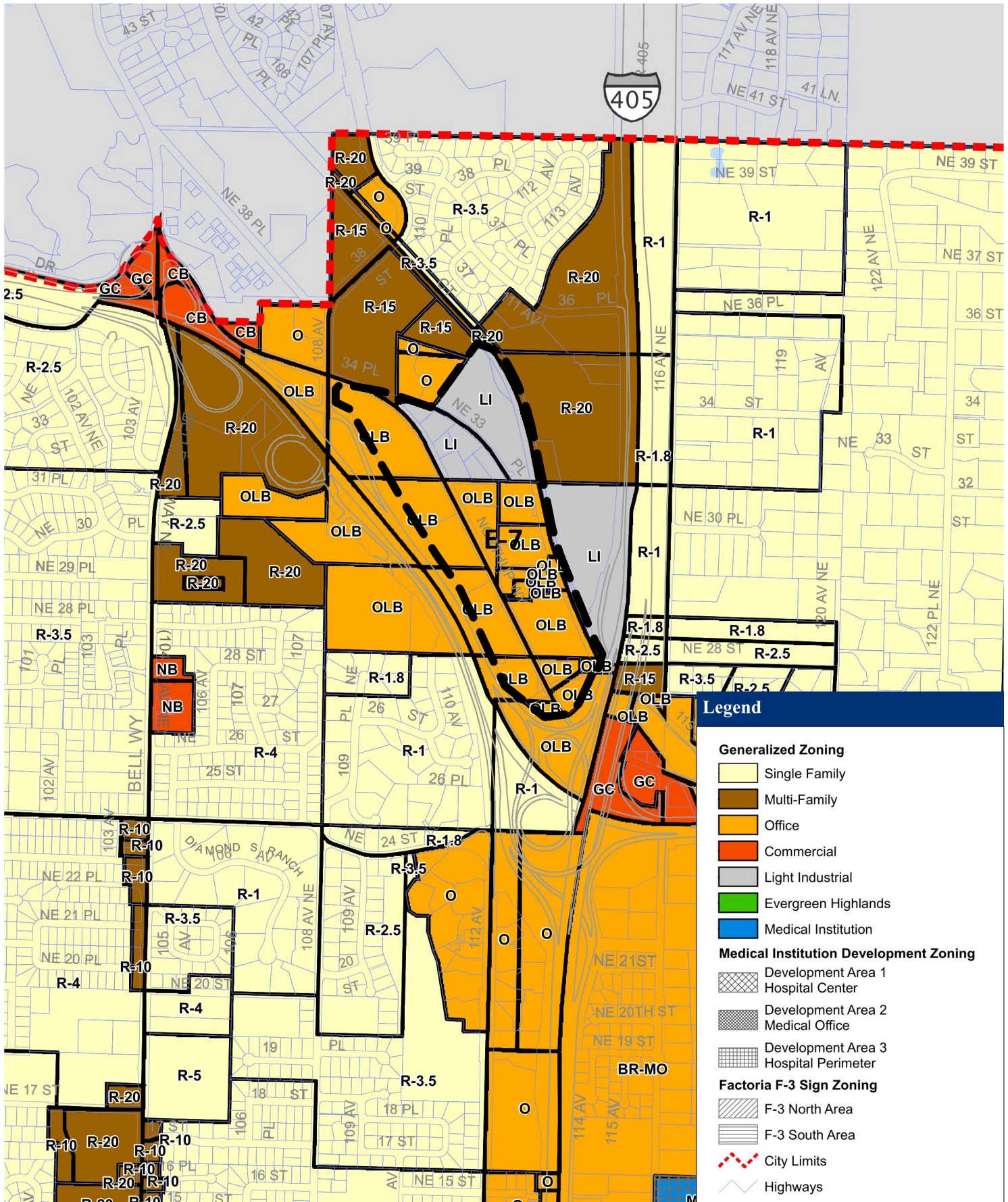
Zoning: IB, Industrial Buffer

Source: City of Seattle, Generalized Zoning Map, 8/29/12



SCALE (IN FEET)

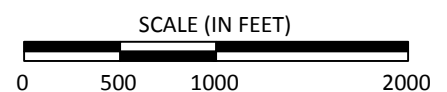


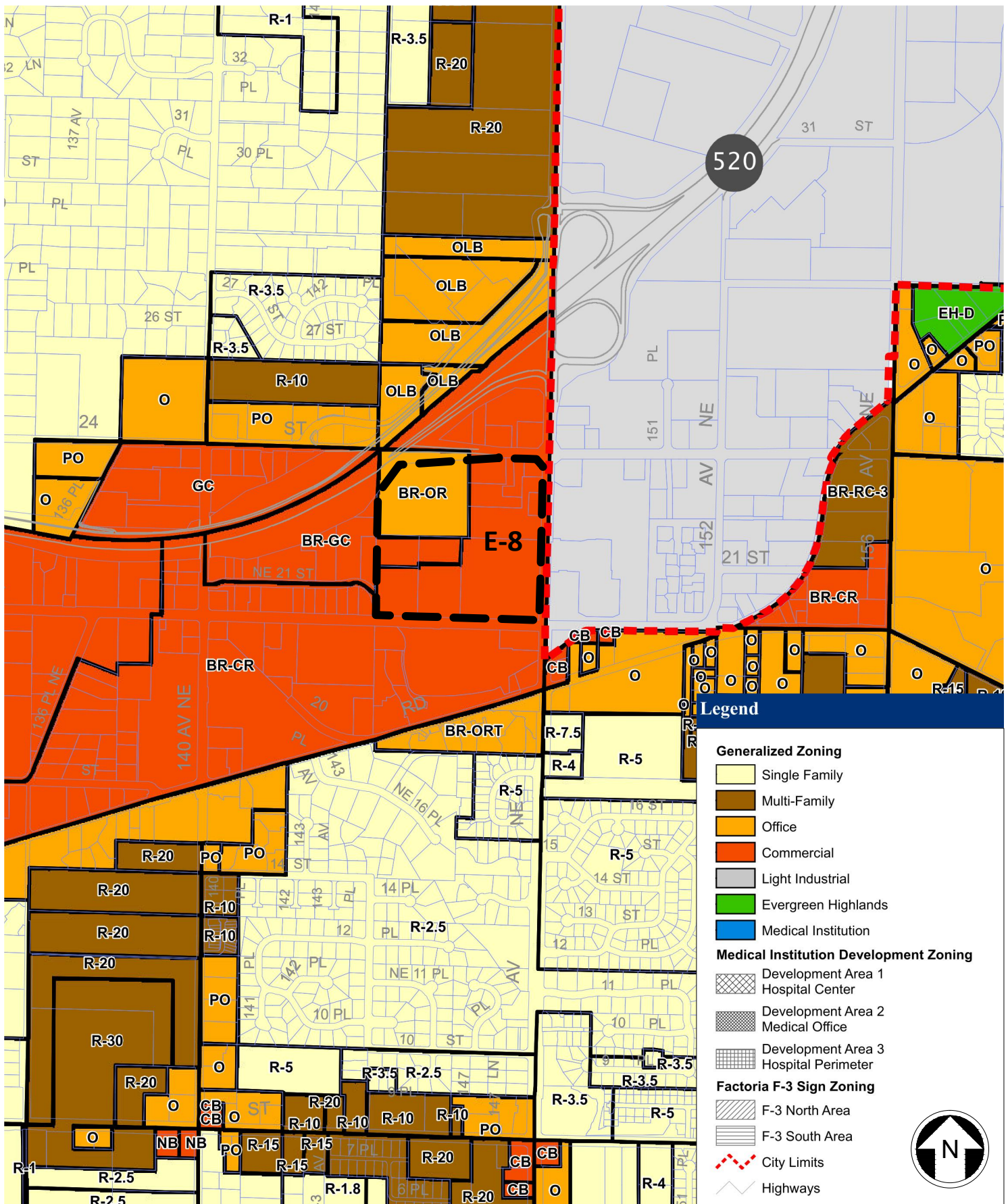


E-7: SR 520 and I-405, Bellevue

Zoning: OLB & LI, Office Limited Business & Light Industrial

Source: City of Bellevue, Generalized Zoning Map, 7/31/12

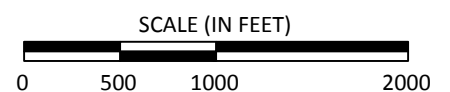


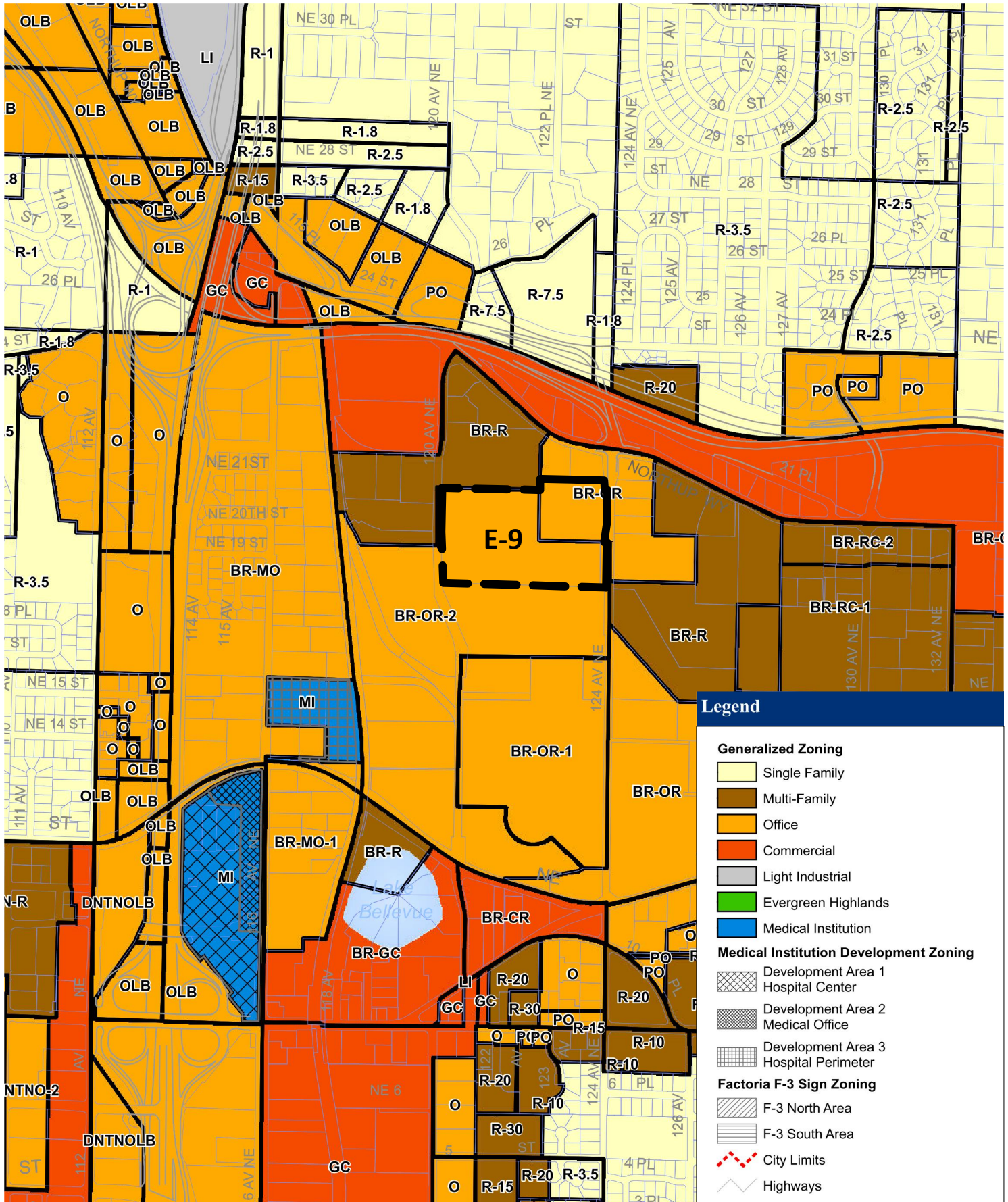


E-8: 140th Avenue NE and NE 20th Street, Bellevue

Zoning: BR-OR, BR-CR & BR-GC, Bel Red Office-Residential, Bel Red Commercial Residential & Bel Red General Commercial

Source: City of Bellevue, Generalized Zoning Map, 7/31/12

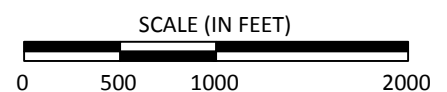


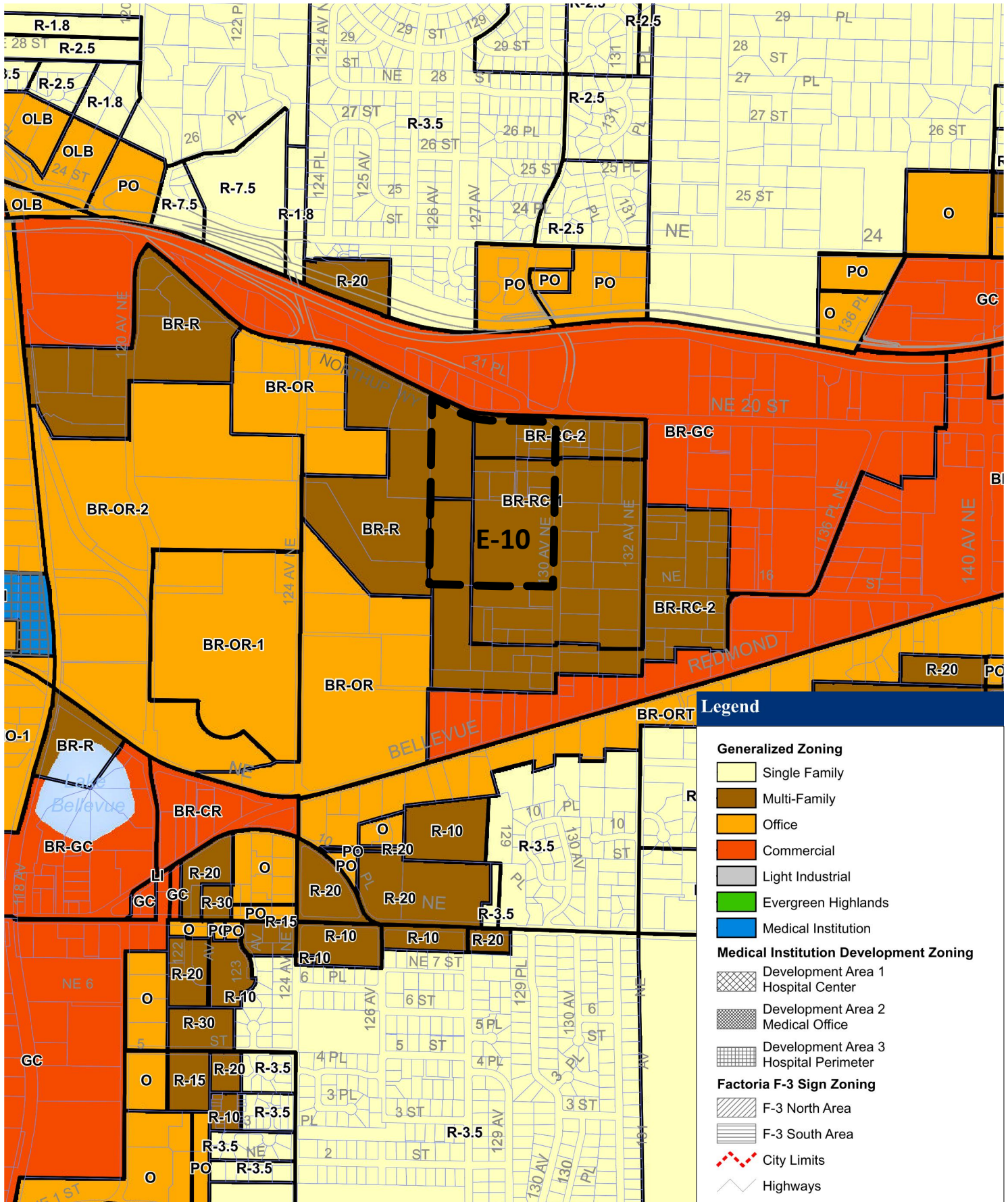


E-9: Metro Bus Facility 120th Avenue NE, Bellevue

Zoning: BR-OR & BR-OR-2, Bel Red Office Residential & Bel Red Office Residential Node 2

Source: City of Bellevue, Generalized Zoning Map, 7/31/12





E-10: Metro Bus Facility 120th Avenue NE, Bellevue
 Zoning: BR-RC-2 & BR-RC-1; Bel Red Residential
 Commercial Node 1 & Node 2

Source: City of Bellevue, Generalized Zoning Map, 7/31/12