

4.17 Parkland and Open Space

4.17.1 Introduction to Resources and Regulatory Requirements

The East Link Project study area is situated close to many recreational facilities in communities in Seattle, Mercer Island, Bellevue, and Redmond that vary in size, type, and function. Recreational facilities are discussed in this Final Environmental Impact Statement (EIS) because of their importance to the quality of life of these communities. Federal and local regulations specifically protect parklands. Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (23 United State Code [U.S.C.] 138) prohibits the Federal Transit Administration (FTA) from approving a project or program that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or historic site, except if the following conditions are met:

- (a) The Administration determines that:
 - (1) There is no feasible and prudent avoidance alternative to the use of land from the property; and
 - (2) The action includes all possible planning to minimize harm to the property resulting from such use; or
- (b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant will have a *de minimis* impact on the property.
- (c) If the analysis concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose (23 Code of Federal Regulations [CFR] 774).

In addition, when federal funds granted through Section 6(f) of the Land and Water Conservation Act (administered through the Washington State Recreation and Conservation Funding Board on behalf of the National Park Service) have been used to acquire or develop recreational facilities in the study area, all practical alternatives to the project element that would affect that facility must be evaluated or, if no practical alternative exists, replacement lands of equal value must be identified. This state funding agency also administers other grants, referred to as "RCO," that are subject to similar requirements for

conversion as Section 6(f) without requiring approval from the National Park Service. Appendix D provides more detail on the East Link Project Section 4(f)/6(f) evaluation.

Seattle has adopted a similar test for their parklands under Seattle Ordinance 118477, enacted in February 1997. Land or a facility owned by the city may not be sold, transferred, or changed from park use to another use unless the city receives in exchange land or a facility of equivalent or better size, value, location and usefulness.

4.17.2 Affected Environment

The parkland and open space resources evaluated might include one or more of the following: public parks, greenbelts and other undeveloped open spaces, pedestrian and bicycle trails, playfields, and school district play areas that are available for public use during nonschool hours. Except for school district sites, the facilities in the study area are generally owned or maintained by the parks and recreation departments of Seattle, Mercer Island, Bellevue, Redmond, or King County. The Washington State Department of Transportation (WSDOT) also owns property used for both transportation and recreational purposes in the project vicinity.

The study area for parks and other recreational facilities consists of the facilities situated as follows:

- Within 250 feet (approximately one city block) of alternative routes, maintenance facilities, and staging areas (typically, direct impacts occur within this distance)
- Within 0.25 mile (approximately 1,320 feet) of stations (typically, indirect or proximity impacts occur within this distance—see Section 4.17.3 for a description of types of impacts)

Appendix F4.17 provides an inventory and exhibits that show the location of the 41 park and recreational facilities identified in the study area, including existing and proposed facilities. This inventory groups resources by segment and details each resource's size, type, facilities, ownership, whether or not the facility is considered to be a significant resource under Section 4(f), and whether the Recreation and Conservation Office (RCO) or the Land and Water Conservation Fund (LWCF) were used in acquiring or developing the listed recreational resource. Appendix F4.17 lists notable facilities and planned park development within each segment and includes maps showing the location of each developed park and recreational facility.

Included in the study is the former BNSF Railway corridor. The Port of Seattle has acquired the portion of the former BNSF Railway corridor between the cities of Renton and Snohomish and the Redmond Spur into downtown Redmond. Sound Transit is in the process of acquiring 1.1 miles of the former BNSF Railway corridor from the Port of Seattle in Segment C, as well as an easement along the entire corridor. The City of Redmond purchased the Redmond Spur from the Port of Seattle. The portion of the former BNSF Railway corridor between Woodinville and Renton, including the Redmond Spur, is “rail-banked,” which allows interim trail use of a freight rail right-of-way. King County and the City of Redmond intend to develop a regional trail along portions of the corridor. The rail-banked status of the corridor has been considered in the design of these alternatives. However, small additional property acquisitions might be needed to ensure that adequate space exists so as not to preclude either trail or future freight rail reactivation.

The following subsections briefly describe the recreational facilities located closest to the project alternatives. The parks along the project alternatives were also reviewed for sensitivity to noise, proximity to the alternatives and the alternative’s potential for noise impacts. The only parks that are considered noise-sensitive under the FTA regulations are the sections of Mercer Slough Nature Park and Marymoor Park where peace and quiet are an essential part of the parks’ purpose. Additional information on noise impacts on park resources is available in the Noise Section 4.7 and Appendix H2, *Noise and Vibration Technical Report*.

4.17.2.1 Segment A

A total of 13 park and open space facilities are situated near and over Segment A from Seattle to Bellevue. All but three of these parks – South Day Street Park; Luther Burbank Park, which includes the Upper Luther Burbank Park area; and Gallagher Hill Open Space – are part of the larger network of Interstate 90 (I-90) parks along lids and overpasses. These parks also include the Outdoor Sculpture Gallery located adjacent to the City of Mercer Island’s city center. In addition, a bicycle and pedestrian trail parallels the north side of the I-90 freeway. Although recreationists use this trail, the primary purpose of the shared-use path is transportation (see further discussion in Transportation Chapter 3, Section 3.7 Nonmotorized Facilities).

4.17.2.2 Segment B

There are currently a total of four park and open space facilities in Segment B. The most notable of these is

Mercer Slough Nature Park, located between Bellevue Way SE and 118th Avenue SE directly north of I-90. Mercer Slough Nature Park is a 320-acre regional park characterized by wetland systems and upland habitat, the Mercer Slough Blueberry Farm (including fruit and vegetable produce sales), the Environmental Education Center on the east side of the park, the Sweylocken boat launch, and various trails including, the I-90 to Sweylocken Trails, among others; the historic Winters House is also located in the park. The I-90 Trail, continued from Segment A, is located within the park just north of the westbound lanes of I-90.

The park provides wetland habitat, environmental education and awareness, agricultural heritage maintenance, nature observation, views of downtown Bellevue, and open space with pedestrian trails, a water trail, benches, and interpretive signs. Bellevue Way SE is the park’s western boundary. Portions of Mercer Slough Nature Park were acquired with LWCF and Washington State RCO funds.

Enatai Beach Park, located under the east approach of the East Channel Bridge between Mercer Island and Bellevue, is located under the project and would not be impacted by the project.

The Bellevue Way Greenbelt is located at the “Y” intersection of Bellevue Way SE and 112th Avenue SE; it primarily serves as a landscaping strip along the road.

A portion of the potential pedestrian/bicycle trail proposed by King County, in the former BNSF Railway corridor acquired through the rail banking process by the Port of Seattle, is in Segment B (as well as portions of Segment C, D, and E). The City of Bellevue’s 2009 *Pedestrian and Bicycle Transportation Plan* includes a proposed new trail in Mercer Slough Nature Park.

4.17.2.3 Segment C

Six park and open space facilities currently exist in Segment C, and two more are proposed: a buffer park along Main Street and a trail along the former BNSF Railway. Those closest to the alternatives are briefly described here.

To the south, Surrey Downs Park contains two athletic fields, a play structure, internal trails, open space, remnant stands of heritage filbert trees, the King County District Courthouse, and associated parking. Approximately 8.9 acres of the 11.4-acre site are currently used as park, with the remainder occupied by the King County District Courthouse and parking lots. In March 2009, the City of Bellevue adopted the *Surrey Downs Park Master Plan* for redeveloping the

park. Proposed improvements include removing the King County District Courthouse (if not already removed), and adding new baseball fields, open space, a community garden, parking, and a recreational building. A levy to approve funding to implement the master plan was approved by Bellevue voters in fall 2009.

Bellevue's Downtown Park, a 20-acre community park on the south side of NE 4th Street between 100th Avenue NE and Bellevue Way SE, is the centerpiece of the City of Bellevue's park system. Facilities include a play area, formal gardens, water features, and benches.

The NE 2nd Pocket Park comprises the four corners of the intersection of NE 2nd Place and 110th Avenue NE. These small, undeveloped areas function primarily as visual green space as there are no facilities. Bellevue proposes to expand and develop this park under Bellevue's *Downtown Implementation Plan* (City of Bellevue, 2004) and the *Parks and Open Space System Plan* (City of Bellevue, 2010); however, no property has been purchased or plans developed specific to this expansion.

A new linear park in this segment is proposed under Bellevue's *Downtown Implementation Plan*, along the south side of Main Street between 110th and 112th Avenues SE. This park would provide a visual buffer area between the single-family residential area south of Main Street (Surrey Downs) and the high-density residential and commercial uses north of Main Street. No property has been purchased or plans developed specific to the proposed park. Similar to Segment B, the former BNSF Railway east of I-405 is proposed by King County to be converted to a multipurpose recreational trail in Segment C.

McCormick Park is located along the north side of NE 12th Street at the north end of the segment boundary. The park, which extends from 107th to 112th Avenue NE, is a neighborhood park with trails, art features, and picnic benches that provides a buffer between the established single-family residences to the north (Northtowne neighborhood) and high-density residential and commercial uses to the south.

4.17.2.4 Segment D

Highland Park and Community Center is the only existing park resource located in Segment D. Similar to Segments B and C, the former BNSF Railway is proposed by King County to be converted to a multipurpose recreational trail in Segment D.

As part of City of Bellevue's vision as adopted in the *Bel-Red Subarea Plan*, a connected open space system is planned to include trails along urban and natural open

space areas, community facilities, community and neighborhood parks, and cultural and arts features.

4.17.2.5 Segment E

Segment E has a total of 14 parks and recreational facilities, including a number of trails. And, as in Segments B, C, and D the former BNSF Railway is proposed by King County to be converted to a multipurpose recreational trail.

The most prominent facilities (e.g., Marymoor Park, Town Center Open Space, and Sammamish River Trail) are located in the downtown area of Redmond and adjacent to State Route (SR) 520. The Town Center Open Space, which includes the Bear Creek Trail, has a City/private agreement (City of Redmond, PARCC, 2010) and was conditionally dedicated as part of the adjacent Redmond Town Center retail area, to preserve and enhance the Bear Creek area, and to provide public access to the area. Future plans would include relocating Bear Creek and Bear Creek Trail, enhancing the habitat within the Bear and Evans Creek open space areas, and linking a new trail to Marymoor Park.

Luke McRedmond Landing provides open space, a picnic shelter, and access to the Sammamish River Trail and Sammamish River for kayakers. Dudley Carter Park is north of Leary Way and is scheduled for master planning and development by the City of Redmond in 2011. Also, Edge Skate Park is located adjacent to the existing Redmond Transit Center, providing a unique recreational opportunity for skateboarders. The Bridle Crest Trail connects Bridle Trails State Park and Marymoor Park via NE 60th Street traveling over SR 520. Also, like Segment A's I-90 Trail, a trail parallels SR 520 on the north side and the primary purpose of the path is transportation. Along Segment E, the King County and City of Redmond plan to eventually connect the former BNSF railway to the East Lake Sammamish Trail to the east. King County is currently expanding the East Lake Sammamish Trail north from 187th Avenue NE to Bear Creek Trail. The *Redmond Trail Network Plan* also identifies the former BNSF Railway corridor for future trail use also called the Redmond Central Connector. In 2009, the City of Redmond acquired rights in the portion of the Redmond Spur to develop a park, regional trail, and subsurface utilities. An approximate 100-foot-wide right-of-way is anticipated to be retained for possible future light rail use (City of Redmond 2010).

4.17.3 Environmental Impacts

Types of potential impacts on parks or open spaces as a result of project operation or construction can be

categorized as direct operational impacts, indirect (proximity) operational impacts, or construction impacts, defined as follows:

- **Direct operational impacts.** Direct impacts during operation could include permanently acquiring all or part of park or open space property to accommodate right-of-way for project improvements, changing or reducing access affecting park usage, relocating trails, adding noise impacts to passive park uses, or improving access to parks from stations located near park resources.
- **Indirect (proximity) operational impacts.** Indirect impacts during operation could include changed or reduced access that could affect park usage, changes in the nature of surrounding land uses, increased noise and/or vibration, visual intrusion, or a general increase in the level of activity near stations that could substantially diminish or affect the continued availability, integrity, usage, or value of the specific park or recreational facility and could degrade the overall recreational experience.
- **Construction impacts.** These impacts could include construction activities and/or use of staging areas within or near recreational facilities that create impacts such as noise or air pollution, detours that change access to or from the park, or visual clutter.

Potential impacts were identified for both project operation and construction based on the definitions above and the current use of the park and/or open space resource. If a recreational facility or alternative is not mentioned, no impacts would occur for that facility nor from that alternative. Appendix F4.17 provides a full list of park facilities in the study area. Proximity impacts are based on the findings of other environmental elements, such as Chapter 3, Transportation Environment and Consequences, and Sections 4.2, Land Use; 4.5, Visual and Aesthetic Resources; 4.6, Air Quality and Greenhouse Gases; and 4.7, Noise and Vibration. Information about potential impacts to parks is also presented in Appendix D.

4.17.3.1 No Build Alternative

The No Build Alternative would not directly or indirectly affect any park or open space resources in the study area. Some parkland development might not occur under the No Build Alternative because land would not be made available from property acquisitions for project improvements.

4.17.3.2 Impacts during Operation

As previously mentioned, Section 4.7, Noise and Vibration, and Appendix H2, Noise and Vibration Technical Report, provide additional information on noise effects on park resources.

Segment A, Preferred Alternative Interstate 90 (A1)

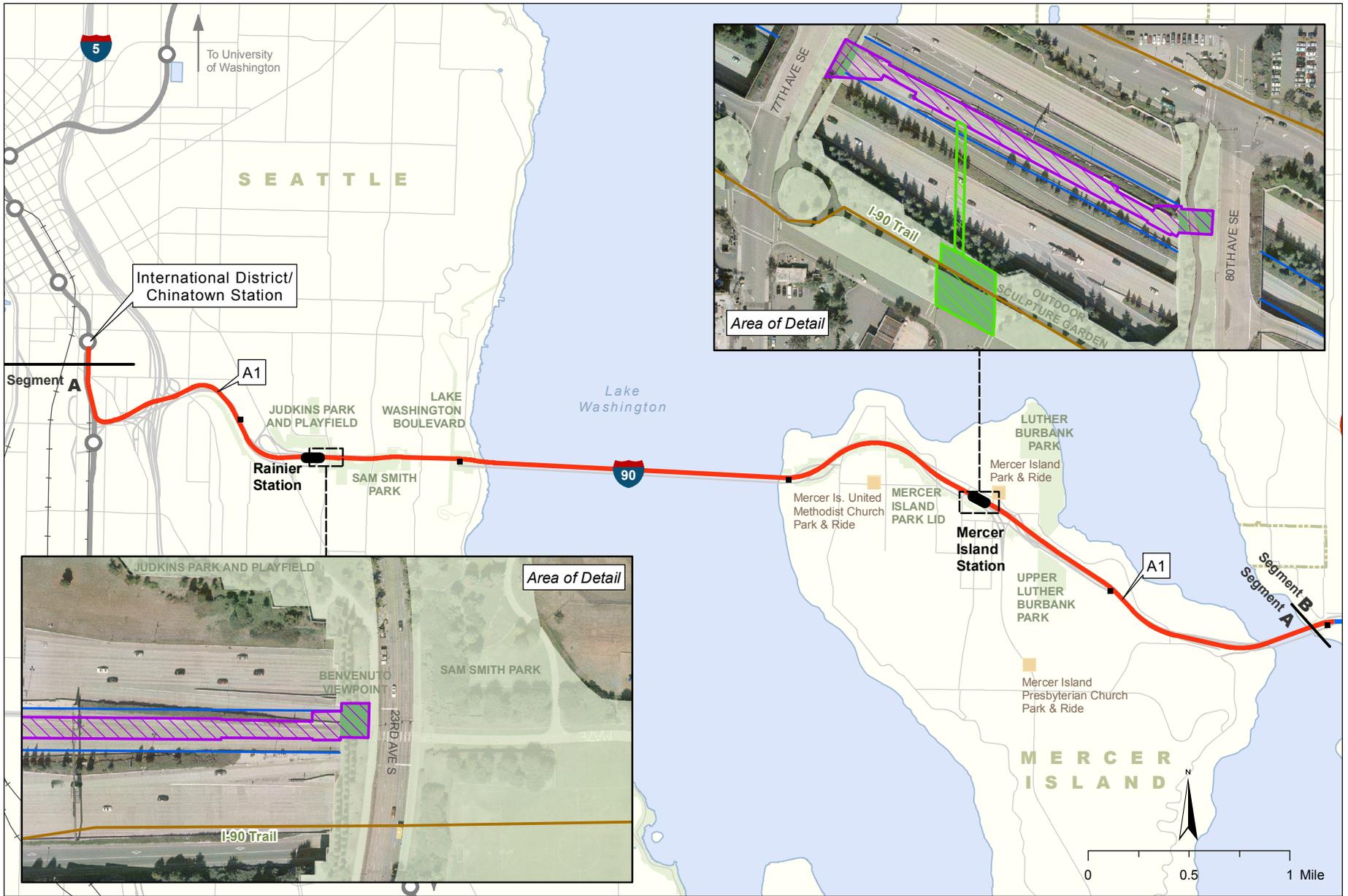
Two to three of the 13 parks identified in Segment A would be permanently impacted by Preferred Interstate 90 Alternative (A1) (listed in Table 4.17-1 and shown in Exhibit 4.17-1). The Preferred Alternative A1 station entrance for the Rainier Station at 23rd Avenue South would impact a narrow planting strip of Benvenuto Park where the park parallels 23rd Avenue South, but visitors would benefit from increased access to Benvenuto Viewpoint from the Rainier Station. Also, the Mercer Island Station access and pedestrian plazas (i.e., ticket vending, elevator, escalator, and stairs) would impact two planting areas and sidewalks in the open space, owned by WSDOT, at 77th and 80th Avenues SE overcrossings. If the pedestrian bridge option is selected, the access area would impact Mercer Island’s Outdoor Sculpture Gallery and 80th Avenue SE for a total impact of 0.4 acre. Roughly 0.3 acre of property would be acquired to accommodate the pedestrian bridge option and pedestrian plaza, thereby allowing a more direct connection to Mercer Island’s downtown core. Removing the pedestrian bridge option would reduce the impact area to the open space from about 0.4 acre to less than 0.1 acre.

TABLE 4.17-1
Segment A Parks and Open Spaces Impacts

Alternative	Seattle Benvenuto Viewpoint (part of the I-90 lid) (acres)	Mercer Island Park on the Lid (acres)	Mercer Island Outdoor Sculpture Gallery (acres)
Preferred Interstate 90 Alternative (A1)	Less than 0.1	0.1	0
Interstate 90 Alternative (A1) Design Option	Less than 0.1	0.1	0.3

Segment B

The Segment B alternatives would impact two of the four existing park and open space facilities and one transportation facility. All Segment B alternatives affect the Mercer Slough Nature Park, but none affect the Mercer Slough Water Trails.



Source: Data from City of Seattle (2002), King County (2006), and Sound Transit (2007).

- | | | |
|--|--|---|
|  Affected Park Area |  Trail |  At-Grade Route |
|  Station Area |  Traction Power Substation |  Elevated Route |
|  Mercer Island Pedestrian Bridge Option |  Proposed Station |  Retained-Cut Route |
| |  Central Link Alignment and Station |  Retained-Fill Route |
| | |  Tunnel Route |

Exhibit 4.17-1 Affected Park Area Within Proposed Right-of-Way Segment A
East Link Project

The Mercer Slough Nature Park was reviewed for noise sensitivity under the FTA *Transit Noise and Vibration Manual*. Only the interior portions of the park are considered noise sensitive under the FTA criteria and these are located over 350 feet from any project alternative route. These areas were analyzed for noise impacts using existing noise measurements and predicted light rail project noise consistent with FTA criteria. Project noise levels are predicted to be below existing noise levels and well below the FTA noise impact criteria.

Preferred 112th SE Modified Alternative (B2M) would result in the highest permanent property impact to the 320-acre Mercer Slough Nature Park when compared with the other Segment B alternatives; it would not affect the other two parks in Segment B.

When connecting to *Preferred Alternative C11A*, 2.9 acres would be permanently impacted (1.5 acres at-grade and retained cut and 1.4 acres elevated) and 3.0 acres (1.6 acres at-grade and retained cut and 1.4 acres elevated) when connecting to *Preferred Alternative C9T* (Table 4.17-2). Exhibit 4.17-2 depicts the impacted park area. This alternative would acquire an approximately 30- to 50-foot section of the park's western boundary for a distance of approximately 3,200 feet and would remove shrubs and trees. The acquisition area would be less than 1 percent of the total park area.

TABLE 4.17-2
Segment B Parks and Open Spaces Permanent Impacts

Alternative		Mercer Slough Nature Park (acres)	Bellevue Way Greenbelt (acres)
<i>Preferred 112th SE Modified Alternative (B2M)</i>	To <i>Preferred Alternative C11A</i>	2.9	None
	To <i>Preferred Alternative C9T</i>	3.0	
Bellevue Way Alternative (B1)		0.5	0.4 (full acquisition)
112th SE At-Grade Alternative (B2A)		1.7	0.1
112th SE Elevated Alternative (B2E)		0.7	None
112th SE Bypass Alternative (B3)		1.7	0.1
B3 - 114th Extension Design Option		1.7	0.1
BNSF Alternative (B7)		0.9	None

The area affected includes trailheads and access associated with a boat launch ramp, the blueberry

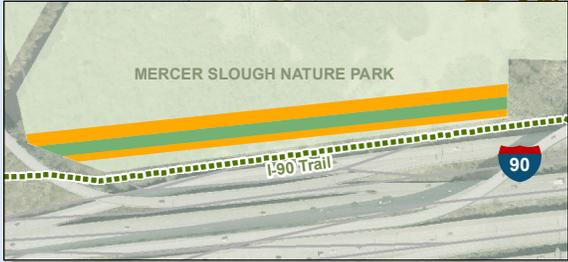
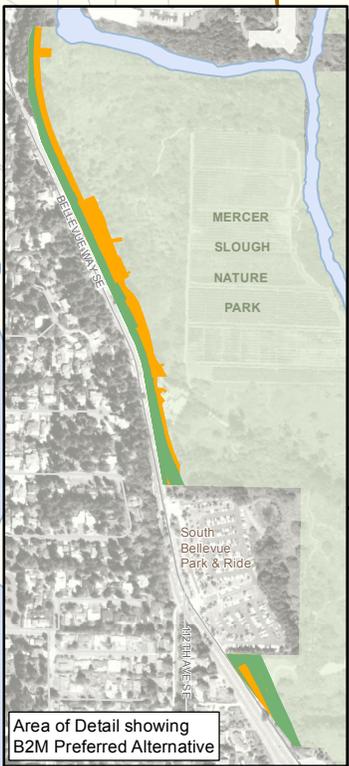
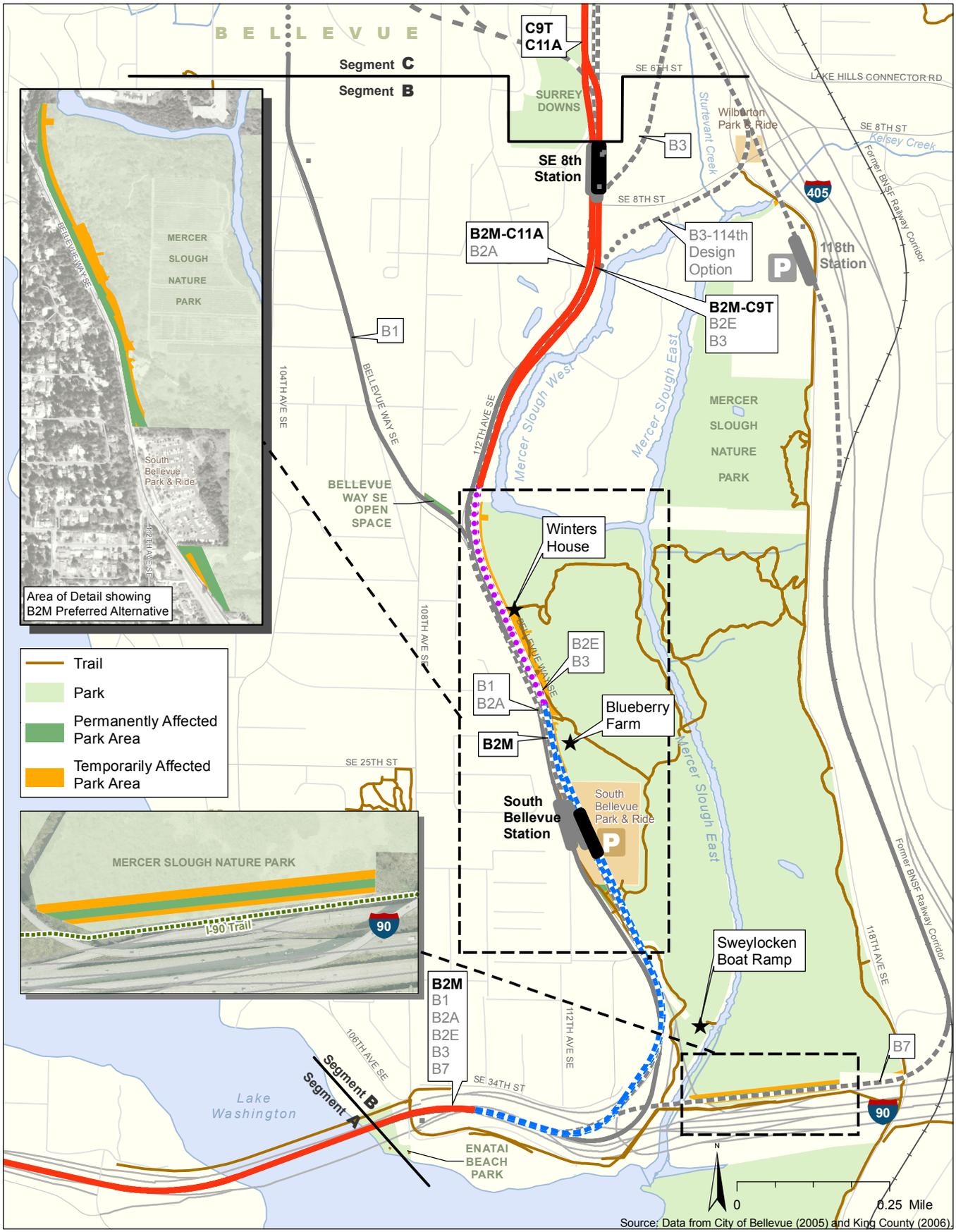
farm, and the National Registry of Historic Places (NRHP)-listed Winters House. Park users in this area include walkers and joggers along the Periphery Loop Trail sidewalk and those accessing the Winters House and Mercer Slough Blueberry Farm and the park's interior trails. A 0.2-mile section of the Heritage Loop Trail parallels Bellevue Way SE below the roadway level. The impacted area is not a key location for wildlife viewing due to the disturbance of the adjacent roadway and use of the area for the Winters House, blueberry farm buildings, parking, and access.

Preferred Alternative B2M would relocate and consolidate some vehicle and pedestrian access points on the west side of the park. Additionally, the existing blueberry farm vehicle and pedestrian access would be relocated to the north to a joint access with the Winters House. A new access road just to the east of and parallel to the alternative would connect the blueberry farm and the Winters House parking areas, with the existing Heritage Loop trail between the Winters House and farm relocated to the east. Two existing pedestrian connections from Bellevue Way SE to the park would be removed: one at the existing blueberry farm driveway and one south of the Winters House parking lot. The pedestrian access north of the Winters House would be relocated slightly south. The light rail station at the South Bellevue Park-and-Ride would provide enhanced accessibility to the Mercer Slough Nature Park.

At the south end of the park, where the alternative is elevated, the area below the elevated section, (approximately 1.4 acres), could still be available for recreational purposes in those areas where there is sufficient clearance. The elevated guideway would require an easement or right of use as opposed to acquisition. The easement would allow the project on the property and give rights for Sound Transit to access the elevated structure, as needed, while allowing the continued use of the land as a park.

Although the number of pedestrian access points would be reduced by two, the park and its components would remain accessible from various points along Bellevue Way SE for both vehicles and pedestrians. In addition, consolidating the access points could be considered a benefit to the park by removing one vehicular driveway crossing the Periphery Loop Trail.

Access to the Swaylocken Boat Ramp would become right-in/right-out only and the boat ramp would no longer be accessible from southbound Bellevue Way; however, there is a design option that would maintain the current access allowing left-hand turn movements to the boat launch.



- Trail
- Park
- Permanently Affected Park Area
- Temporarily Affected Park Area

- | | | |
|--|---|--|
| <p>Preferred Alternative</p> <ul style="list-style-type: none"> At-Grade Route Elevated Route Retained-Cut Route Retained-Fill Route Tunnel Route | <p>Other Alternative</p> <ul style="list-style-type: none"> At-Grade Route Elevated Route Retained-Fill Route Tunnel Route | <ul style="list-style-type: none"> Traction Power Substation Proposed Station P New and/or Expanded Park & Ride Lot Existing Park & Ride / No Expansion |
|--|---|--|

Exhibit 4.17-2. Affected Park Area, Segment B
East Link Project

Source: Data from City of Bellevue (2005) and King County (2006).

Without the design option, southbound users would need to travel via SE 8th Street, I-405, and I-90 to access the launch. The I-90 Trail would not be affected.

As detailed in the Section 4.5, Visual and Aesthetic Resources analysis, *Preferred Alternative B2M* would result in visual change but would not degrade the visual quality of the park. The guideway, catenaries, and retaining walls would not be seen in most parts of the Mercer Slough Nature Park due the alternative's low profile. Given the presence of trees and large shrubs throughout the park, removing vegetation along the alternative would not be noticed in most areas from the park. Changes in views from the southern end of the water trail would be consistent with surrounding freeway ramps and structures. The visual change associated with tree removal would be most noticed from the portion of the water trail passing through Mercer Slough West adjacent to the Bellefield Office Park. However, Bellefield Office Park buildings and parking lot and the adjacent transportation arterial currently affect the area's visual quality in this area.

Preferred Alternative B2M would not substantially affect the park's use, features, activities, and attributes nor diminish the park's value. The SE 8th Station for *Preferred Alternative B2M* when connecting to *Preferred Alternative C9T* would also provide enhanced access to the Surrey Downs Park. Portions of Mercer Slough Nature Park were acquired with federal LWCF and Washington State RCO funds. Appendix D, Section 4(f)/Section 6(f) Evaluation, analyzes Section 6(f) and RCO conversion and acreage impact.

The park impacts for all Segment B alternatives are identified in Table 4.17-2 and discussed in more detail below. Similar to *Preferred Alternative B2M*, Bellevue Way (B1), 112th SE At-Grade (B2A), 112th SE Elevated (B2E), 112th SE Bypass (B3), and B3 - 114th Extension Design Option Alternatives would provide enhanced accessibility to the Mercer Slough Nature Park. They also would acquire long, narrow and intermittent portions of this park's western boundary – thereby removing some shrubs and trees – although less area would be acquired compared to *Preferred Alternative B2M*. Exhibit 4.17-2 shows the impacted areas of these parks. Alternatives B2A, B2E, B3, and B3 - 114th Extension Design Option would relocate a portion of the Heritage Farm Trail just east of its current location, between the South Bellevue Park-and-Ride and the Winters House. Alternative B2A would permanently impact 1.7 acres within Mercer Slough Nature Park (0.4 acres at-grade and 1.3 acres elevated), Alternative B2E would permanently impact 0.7 acre (all of it elevated), and Alternative B3 and B3 -114th Extension

Design Option would impact 1.7 acre (0.4 acres at-grade and 1.3 acres elevated).

Access to the Swaylocken Boat Ramp from SE 30th Street would be improved under Alternative B1 because a signal would be installed at this intersection where none exists today. Alternatives B2A, B2E, B3, and B3 - 114th Extension Design Option would be elevated at this location, and access to the boat ramp would be right-in/right-out only as with *Preferred Alternative B2M*. The design option to maintain the current access could also be implemented with these alternatives. The I-90 Trail would not be impacted by these alternatives. The elevated structure with all alternatives would create some additional shading. As with the *Preferred Alternative B2M*, the areas below the elevated section, ranging from a low of approximately 0.7 acre for Alternative B2E to a high of approximately 1.4 acres for Alternative B2A, could still be available for recreational purposes. Removing vegetation along Bellevue Way SE and/or placing piers for the elevated portions of the alternatives along the west side of Mercer Slough Nature Park would be seen and noticed by some park users but would not interfere with the use of the facility.

Beyond Mercer Slough, Alternative B1 would permanently impact 0.4 acre, all of it at-grade, and would also completely acquire the Bellevue Way Greenbelt, while Alternatives B2A, B3 and B3 - 114th Extension Design Option would only partially acquire this area (0.1 acre at-grade) to accommodate the reconfigured Bellevue Way SE/112th Avenue NE intersection. Similar to *Preferred Alternative B2M* when connecting to *Preferred Alternative C9T*, the SE 8th Station for Alternatives B2A and B2E would provide enhanced access to Surrey Downs Park.

The elevated light rail structure for Alternative B7 would be located along the south side of Mercer Slough Nature Park north of I-90 and the I-90 Trail (see Exhibit 4.17-2). An easement would be needed to accommodate the elevated light rail structure. The area under the elevated structure would be revegetated and returned to existing conditions. The I-90 Trail would not be impacted. As described in Section 4.5, Visual and Aesthetic Resources, the view from the park and trail would not be substantially affected by the new structure. Existing vegetation greatly reduces the amount of Mercer Slough Nature Park that can be seen from most parts of the I-90 trail and blocks views to the north. The elevated structure would be seen from a few more open parts of the trail but would be screened by adjacent vegetation along other parts of the trail. The elevated structure would also create shading in the park. The portion of the

Alternative B7 located within the former BNSF Railway corridor has been designed to accommodate a future trail, to be developed by others. Alternative B7's 118th Station would provide new access to the east side of Mercer Slough Nature Park and the Mercer Slough Environmental Education Center.

Segment C

Three of the eight existing parks and open space facilities identified in Segment C would be permanently impacted by the alternatives. The locations of impacted parks are shown in Exhibit 4.17-3 and listed in Table 4.17-3; enlarged illustrations of the park impact areas follow.

TABLE 4.17-3
Segment C Parks and Open Spaces Permanent Impacts

Impact Area	Surrey Downs ^a (acres)	Pocket Parks (acres)	McCormick Park	
			Impact Area (acres)	New Parkland ^b
Preferred Alternative C11A	0.5	None	None	None
Preferred Alternative C9T ^c	0.5	0.1	None	None
Alternative C2T	Less than 0.1	None	None	None
Alternative C3T	Less than 0.1	None	0.9	1.6 (0.7)
Alternative C4A	0.5	0.1	0.8	1.1 (0.2)
Alternative C7E	0.4	None	None	None
Alternative C8E	None	0.1	0.2	0.4 (0.1)
Alternative C9A	None	Less than 0.1	None	None

^a Only for connector from Preferred Alternative B2M for Preferred Alternatives C11A and C9T and from Alternative B2A for Alternatives C2T, C3T, C4A, and C7E.

^b Provided in acres (net gain).

^c C9T – East Main Station Design Option when connecting from Preferred Alternative B2M would have no change in impacts from those of Preferred Alternative C9T or B2M.

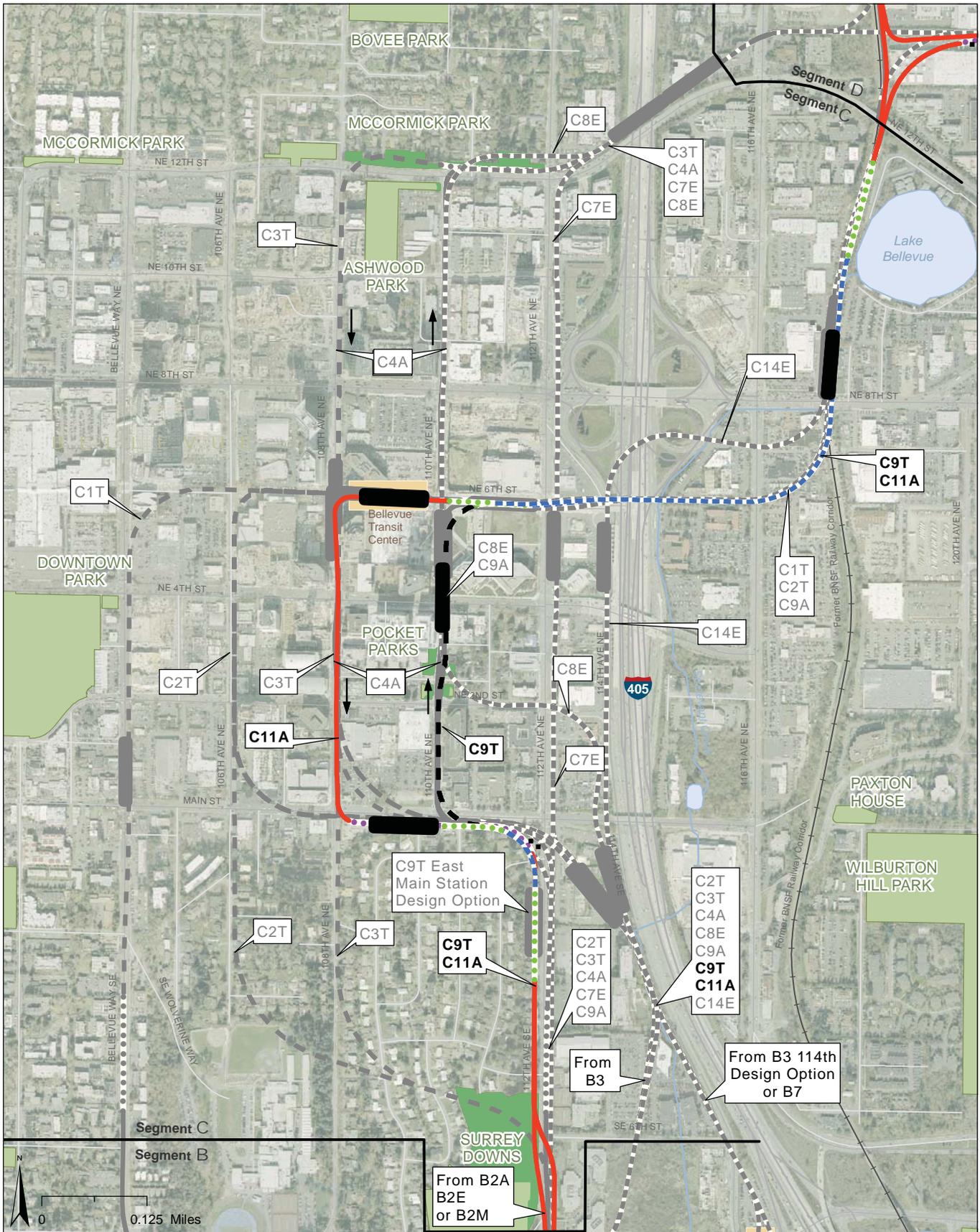
Preferred Alternative C11A with a connection from Preferred Alternative B2M would impact 0.5 acre of Surrey Downs Park due to the guideway's location along the eastern boundary of the park. Connections to Preferred Alternative C11A from Alternative B3, B3 - 114th Extension Design Option, or B7 would not affect Surrey Downs Park. The area of the park that would be affected by the project is characterized by a steep slope and trees along 112th Avenue SE, vehicle access from 112th Avenue SE at the southern and northern ends of the park, a parking lot for the park and King County District Courthouse building, a neighborhood pedestrian access point at the southeast corner of the park at 111th Avenue SE, and a pedestrian access

point from 112th Avenue SE at the northeast corner of the park.

Preferred Alternative C11A would acquire approximately 0.5 acre along the eastern edge of Surrey Downs Park along 112th Avenue SE for the light rail guideway (Exhibit 4.17-4); no active recreation facilities would be affected. The at-grade light rail guideway would encroach along the park's eastern edge, displacing the landscaping strip and large trees. In addition, the project would displace some of the parking area that is used for the park and the King County District Courthouse. The existing vehicle access at the southern end of the park changes to right-in/ right-out. The pedestrian connections on the east side of the park would not be affected on the south side. The vehicle access point at the north end of the park would be closed. Design improvements to the south driveway would minimize impacts associated with removing the north driveway. U-turn movements would be provided at nearby intersections, at SE 6th or Main Street and SE 8th Streets, to minimize out of the way travel for vehicles that access the park north along 112th Avenue SE. Removing vegetation and large trees would be a visual change, but the vegetation would be replaced and eventually mature without lowering the visual quality of the area. The light rail guideway would be consistent with the transportation nature of the 112th Avenue SE corridor.

Preferred Alternative C11A is not consistent with the Surrey Downs Park Master Plan adopted by the Bellevue City Council in March 2009. The light rail guideway would encroach into the planned garden terraces and path bordering 112th Avenue SE and would be adjacent to the area planned for the community facility. The alternative would require relocating or eliminating the proposed pedestrian access points from 112th Avenue SE at the park's northeast corner. As part of the project, properties located to the west of 112th Ave SE between Main Street and Surrey Downs Park would be acquired. Once the project is built and operational, a substantial amount of the acquired area will be available and could be developed into an open space linear park. This new linear park would mitigate the impacted area in Surrey Downs Park, which is primarily passive open space.

Preferred Alternative C11A and the Hospital Station would be located in the former BNSF Railway corridor right-of-way. The station and alignment are designed to incorporate a planned trail or future freight use, which would be developed by others.



- | | |
|----------------------------------|---------------------------------------|
| Preferred Alternative C9T | Other Alternatives C14E |
| — At-Grade Route | — At-Grade Route |
| — Elevated Route | — Elevated Route |
| — Retained-Cut Route | — Retained-Cut or Retained-Fill Route |
| — Retained-Fill Route | — Tunnel Route |
| — Tunnel Route | |

- Traction Power Substation
- Affected Park Area Within Proposed Right-of-Way
- Other Park
- Proposed Station
- City Limit

Source: City of Bellevue (2005) and King County (2009).

Exhibit 4.17-3
Segment C
Affected Parks
East Link Project

With the connection from *Preferred Alternative B2M*, *Preferred Alternative C9T* would permanently acquire approximately 0.5 acre of Surrey Downs Park along its northeast boundary along 112th Avenue SE for the at-grade light rail guideway and to realign SE 4th Street to create a four-way intersection with SE 6th Street and 112th Avenue SE and new park vehicle entrance (see Exhibit 4.17-5). The affected areas would be similar to the areas affected by *Preferred Alternative C11A* but would also include removing a portion of the King County District Courthouse building (if not already removed) and a pedestrian access point from 112th Avenue SE at the northeast corner of the park. As part of the project, properties located to the west of 112th Avenue SE between Main Street and Surrey Downs Park would be acquired. Once the project is built and operational, a substantial amount of the acquired area will be available and could be developed into an open space linear park. This new linear park would mitigate the impacted area in Surrey Downs Park, which is primarily passive open space.

Preferred Alternative C9T would not impact the park south of SE 6th Street because the light rail guideway remains on the east side of 112th Avenue SE in this location. No active recreation facilities would be affected. Realigning SE 4th Street would permanently use park property for the roadway and separate a small section currently occupied by the King County District Courthouse and parking from the remainder of the park. The curved design of the realigned roadway would reduce cut-through traffic and maintain the slow vehicle movements through the park. A second option would provide a new connection into the Surrey Downs neighborhood at SE 9th Street from the south park entrance. Access to the neighborhood from the south park entrance would permanently close the north entrance, thereby reducing park impacts, but it would result in changing circulation patterns in the neighborhood.

Preferred Alternative C9T is not consistent with the *Surrey Downs Park Master Plan* adopted by the Bellevue City Council in March 2009. The project would result in similar impacts as *Preferred Alternative C11A* at the park's northeastern side, including the light rail encroaching into the planned garden terraces and path bordering 112th Avenue SE. In addition, realigning SE 4th Street would further encroach into a portion of the area planned for the community facility. This alternative would relocate or eliminate one of the two proposed pedestrian access points, with the access point at SE 6th Street combined with the realigned SE 4th Street access to the park.

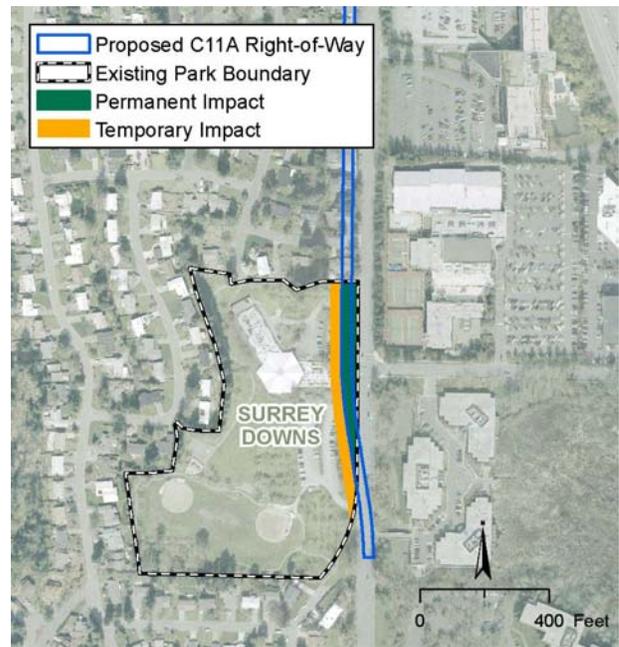


EXHIBIT 4.17-4
Surrey Downs Park Impacts for *Preferred Alternative C11A*

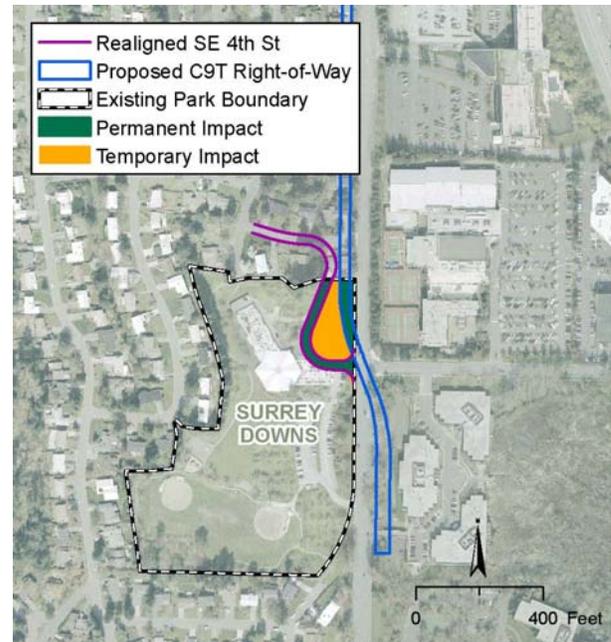


EXHIBIT 4.17-5
Surrey Downs Park Impacts for *Preferred Alternative C9T*

Preferred Alternative C9T would impact the NE 2nd Street Pocket Park located at NE 2nd Street and 110th Avenue NE during project operation (Exhibit 4.17-6). The northwest quadrant of the park, approximately 0.1 acre, would be incorporated into a station entrance and developed as an outdoor public plaza. A tunnel easement would be acquired under the park's northeast and southeast quadrants, and the area above

the tunnel would be returned to park use after construction. Additionally, a portion of the area used for staging adjacent to the northeast quadrant could be used to replace parkland. Similar to *Preferred Alternative C11A*, *Preferred Alternative C9T* would accommodate a trail in the former BNSF Railway corridor as part of the Hospital Station, which would be developed by others.

106th NE Tunnel (C2T) and 110th NE Tunnel (C3T) Alternatives would have similar impacts on parks, (0.1 acre of tunnel) except Alternative C3T would affect one more park than Alternative C2T; Alternative C3T would also impact McCormick Park (0.1 acre elevated, 0.5 acre of retained cut, and 0.4 acre of tunnel). There would be no adverse impacts from connections from Segment B to Alternative C2T, except for the connection from Alternative B2A, which would tunnel under Surrey Downs Park, requiring a subsurface easement. However, no portion of the project or tunnel would be visible on the park surface after construction. This connector would require roadway widening that would affect less than 0.1 acre of the eastern edge of the park on the landscape strip between 112th Avenue SE and the park's existing parking lot, as illustrated in Exhibit 4.17-7. This would not affect active recreational areas of the park.

With Alternatives C2T and C3T, the Alternative B2A connection would have a net benefit to Surrey Downs Park by removing the King County District Courthouse – if not already removed at the time of East Link construction – and would help facilitate implementing the City of Bellevue's *Surrey Downs Master Plan* to redevelop the park facility. However, depending on the park development schedule, construction staging at this location might delay implementing the park plan. Sound Transit would coordinate with the City of Bellevue on revising the master plan if this alternative were to be selected. Alternative C2T would accommodate the trail in the former BNSF Railway as part of the Hospital Station, to be developed by others. Under Alternative C3T (108th NE Tunnel), the eastern portion of McCormick Park would include the tunnel portal and the rising guideway transitioning to an elevated structure (Exhibit 4.17-8). This transition would require a retaining wall roughly 550 feet long to support the light rail structure as it transitions from a tunnel to aboveground profile. This structure would alter access from NE 12th Street into the park. In addition, the structure would result in different user experience than exists today. The permanent structure would remove 0.9 acre from park use and restrict access between portions of the park.

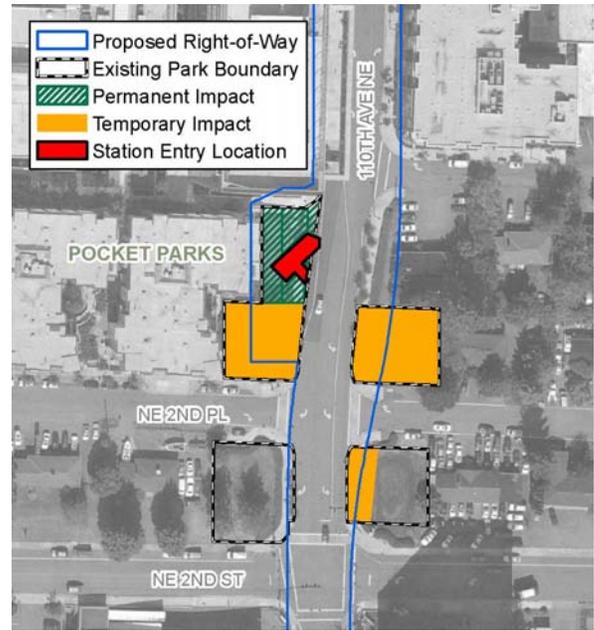


EXHIBIT 4.17-6
Pocket Park Impact Area for *Preferred Alternative C9T*

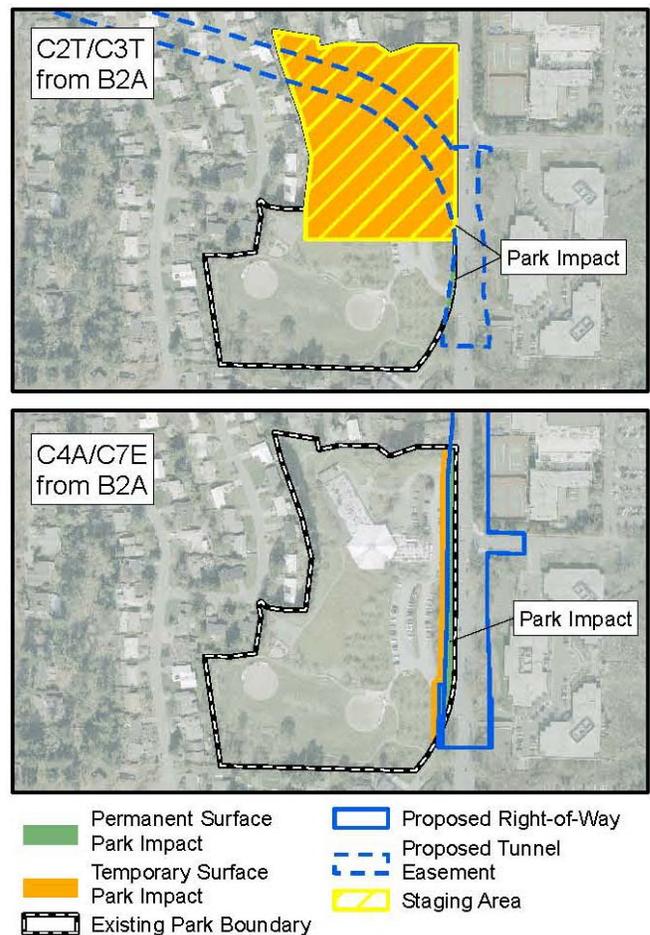
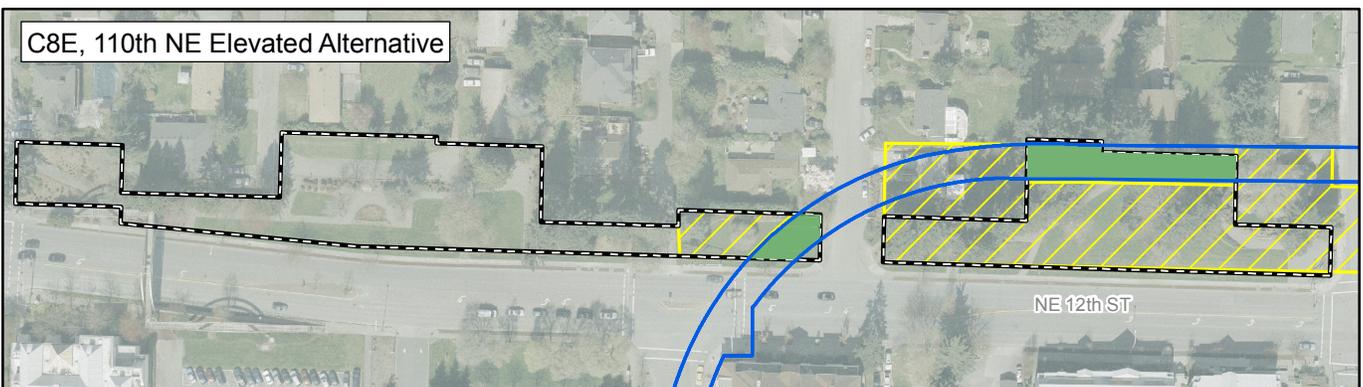
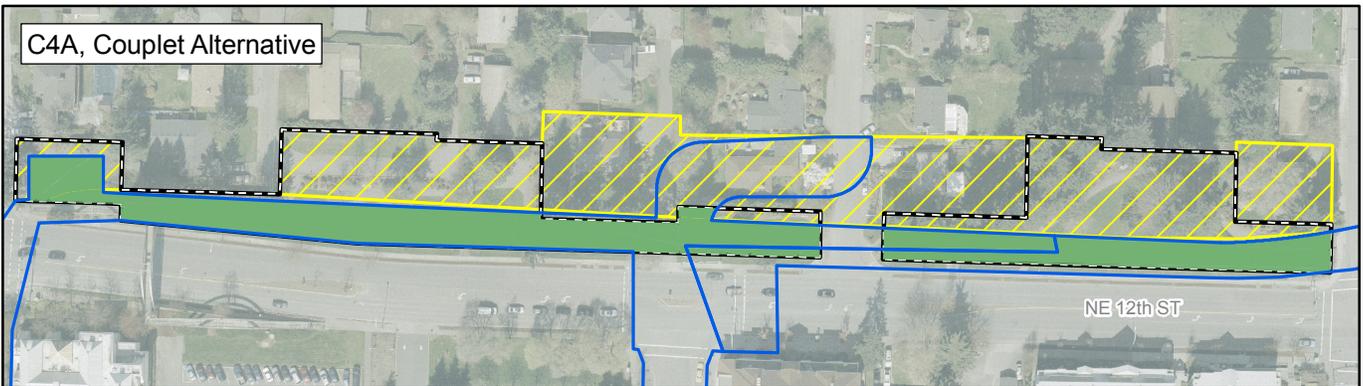
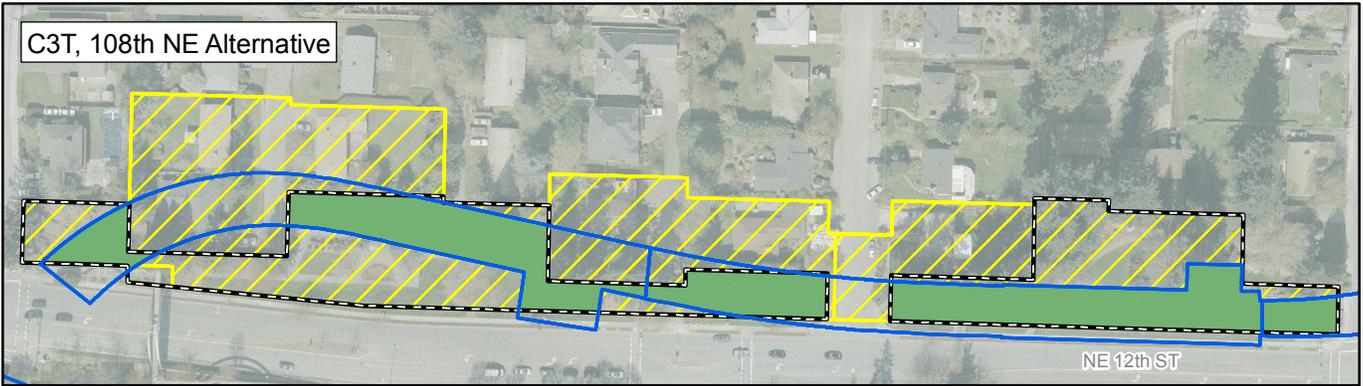
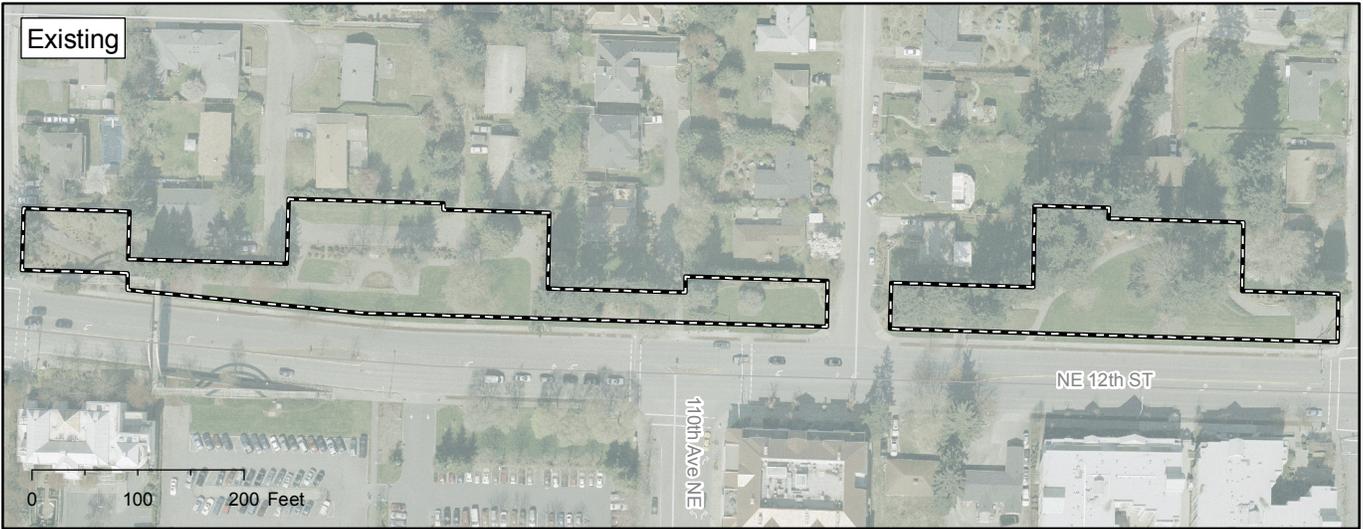


EXHIBIT 4.17-7
Alternatives C2T and C3T and Alternatives C4A and C7E
Proposed Right-of-Way and Staging Areas in Surrey Downs Park



- Proposed Right-of-Way
- Affected Park Area Within Proposed Right-of-Way
- Existing Park Boundary
- Staging Area / Future Park Boundary

Exhibit 4.17-8 McCormick Park - Proposed Right-of-Way and Staging Areas Segment C
East Link Project

The tunnel would extend west of the portal under the park, which would require a subsurface easement but could be used as a park on the surface. When the facility is constructed, the area used for construction staging (Exhibit 4.17-8) and the area above the tunnel from roughly 108th to 110th Avenue NE would be used to recreate and expand the parkland, resulting in an overall increase of the park size by 0.7 acre. This alternative would have the greatest parkland net gain (see Section 4.17.3.3, Impacts During Construction, for more details). The new park vegetation would take several years to mature, and until the vegetation reestablishes, a temporary change in visual quality for park users would result, and the park's ability to function as a buffer from adjacent uses would be temporarily reduced.

For Alternative C4A, only the Alternative B2A connection would impact Surrey Downs Park. Alternative C4A would impact 0.5 acre of the park, all of it elevated. Similar to *Preferred Alternative C11A*, Alternative B2A connection to Alternative C4A would remove about 0.5 acre of Surrey Downs Park in the landscape strip between 112th Avenue SE and the park's existing parking lot (illustrated in Exhibit 4.17-7). This would not affect the park's active recreational areas. Sound Transit would coordinate with the City of Bellevue revising the master plan for Surrey Downs Park if Alternatives B2A and C4A were to be constructed.

Alternative C4A would require minor property acquisition of 0.1 acre in the NE 2nd Pocket Parks east and west of 110th Avenue NE to widen the road to accommodate the at-grade light rail route (see Exhibit 4.17-9). Because the pocket parks contains no recreational facilities and serves principally as open space, the park would likely continue to operate as it does currently.

At McCormick Park, the guideway is at-grade (0.6 acre of impact) between 108th and 110th Avenues NE and then transitions to an elevated structure (0.2 acre of impact) over 112th Avenue NE.

This transition would require a retaining wall to support the light rail structure as it rises from an at-grade to elevated profile. This structure would alter access from NE 12th Street into the park. Additionally, the structure would result in different user experience than exists today. Alternative C4A would remove 0.5 acre from park use and restrict access between portions of the park. Approximately 0.3 acre would be located beneath the elevated guideway, but there would not be a surface impact, and areas beneath the elevated guideway could still be available for recreational purposes.

When the facility is constructed, the area used for construction staging (Exhibit 4.17-8) could be used to recreate and expand the parkland, resulting in an overall increase of the park size by 0.2 acre. See Section 4.17.3.3, Impacts during Construction, for more details. The new park vegetation would take several years to mature, and until the vegetation is reestablished, a temporary change in visual quality for park users would result, and the park's ability to function as a buffer from adjacent uses would be temporarily reduced.

Impacts to Surrey Downs Park for Alternative C7E would be the same as for Alternative C4A, and only the Alternative B2A connector would have park impacts because it would require roadway widening, which would remove about 0.4 acre of Surrey Downs Park in the landscape strip between 112th Avenue SE and the park's existing parking lot, as illustrated in Exhibit 4.17-9.

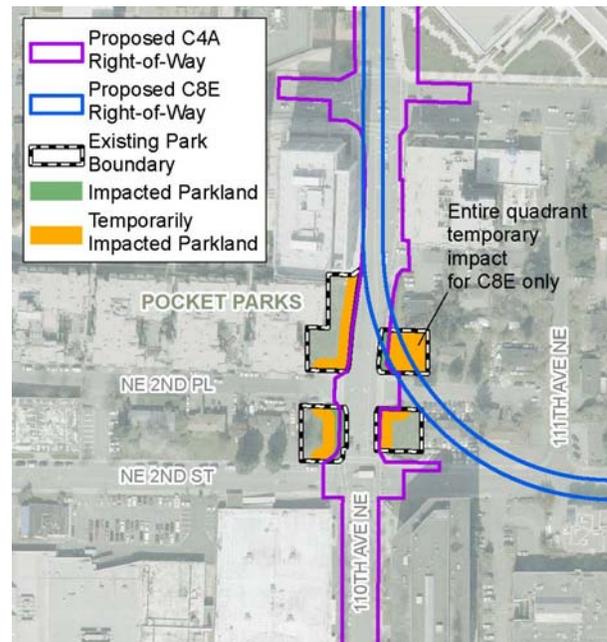


Exhibit 4.17-9
Alternative C4A and C8E Pocket Park Impact Area

The 0.4-acre impact would be elevated; this would not affect active recreational areas of the park. Sound Transit would coordinate with the City of Bellevue on developing the master plan for Surrey Downs Park if this alternative is selected. Although the elevated light rail structure would be seen from the eastern corner of McCormick Park, no impacts on the park or its users are expected.

Alternative C8E would pass over 0.1 acre of the pocket park at the northeast corner of 110th Avenue NE and NE 2nd Place, resulting in shading of the pocket park,

a visual intrusion, and a new easement. Because this park contains no recreational facilities, however, and serves principally as open space, it is expected that the park could continue to operate as it does currently (see Exhibit 4.17-9).

The elevated light rail structure of Alternative C8E would be seen from the Library Plaza, but because it would be located in the median of 110th Avenue NE, no direct impacts on the plaza would occur. In McCormick Park, the elevated light rail structure crosses NE 12th Street over the northern edge of the park between 111th and 112th Avenues NE, covering 0.2 acre. Because the light rail structure would be elevated approximately 30 feet above the park in this area, the structure would become a dominant and noticeable feature, which would affect the visual environment for some park users and create shade. However, park users could still move freely to and from other portions of the park under the light rail structure, so it would not impact access as the Alternatives C3T and C4A would.

As with Alternatives C3T and C4A, when construction is complete for Alternative C8E, the area used for construction staging in McCormick Park (see Exhibit 4.17-8) would be used to create new parkland, and the park would, thus, slightly increase in size. Similar to Alternatives C3T and C4A, the new park vegetation would take several years to mature, and until the vegetation is reestablished, a temporary change in visual quality for park users would occur as well as a temporary reduction in the park's ability to function as a buffer from adjacent uses.

Similar to *Preferred Alternatives C11A* and *C9T* and Alternatives C2T, C3T, and C4A, Alternative C9A might help facilitate Bellevue's goal to develop an open space area along Main Street to buffer residential uses to the south. Alternative C9A would permanently acquire less than 0.1 acre of the western edge of the Pocket Park quadrants on the east side of 110th Avenue NE (Exhibit 4.17-10). Due to the area's existing transportation character, no visual impacts would be anticipated. Alternative C9A would not impact Surrey Downs Park functions and uses, but the elevated structure would impact less than 0.1 acre of McCormick Park. Similar to *Preferred Alternative C11A*, Alternative C9A would accommodate the trail in the former BNSF Railway as part of the Hospital Station, to be developed by others. Although Alternatives C1T and C14E would have no impacts on existing parks, they would accommodate the trail in the former BNSF Railway as part of the Hospital Station, to be developed by others.



EXHIBIT 4.17-10
Alternative C9A Pocket Park Impact Area

Segment D

A proposed storage track would remain inside the former BNSF Railway corridor north of NE 12th Street overcrossing if the interim station were to be the Hospital Station in Segment C or another station in Segment D. The proposed design is compatible with a future trail, which would be developed by others.

Preferred Alternative D2A would not impact any existing park or open space resources.

Highland Park and Community Center is located near the NE 20th Alternative (D3), but no direct or proximity impacts are anticipated for this resource.

Segment E

The Segment E alternatives would impact six park, open space, and trail facilities. The impacts are listed in Table 4.17-4 and shown in Exhibit 4.17-11, and they are discussed below by alternative.

Preferred Marymoor Alternative (E2) would impact 4 of the 15 existing parks and recreational facilities identified in Segment E (three trails and Marymoor Park). *Preferred Alternative E2* would cross under the Bridle Crest Trail at NE 60th Street. The Bridle Crest Trail would not be affected because the alternatives would be located under the NE 60th Street overpass, where the trail passes. Although equestrians are known to use this trail, given the existing noise levels and presence of SR 520, no impacts would be expected during operation.

TABLE 4.17-4
Segment E Parks and Open Spaces Permanent Impacts

Impact Area	Park Name						
	Town Center Open Space (acres)	Luke McRedmond Landing (acres) ^a	Marymoor Park (acres)	Sammamish River Trail (acres) ^a	East Lake Sammamish Trail	Bear Creek Trail (acres) ^a	The Edge Skate Park (acres)
<i>Preferred Marymoor Alternative (E2)</i>	None	None	2.0	None ^b	Trail section relocation	0.1	None
E2 - Redmond Transit Center Design Option	None	None	2.0	None ^b	Trail section relocation	0.1	Less than 0.1
Redmond Way Alternative (E1)	None	0.1	None	0.1	Trail section relocation	0.1	None
Leary Way Alternative (E4)	0.7	None	None	0.1	Trail section relocation	0.1	None

^aAcres impacted are associated with shading due to the elevated structure, which would also require a permanent aerial easement.

^bImpacts to this trail for *Preferred Alternative E2* and E2 – Redmond Transit Center Design Option are counted under impacts to Marymoor Park.

The SE Redmond Station offers closer access to Marymoor Park recreationists with *Preferred Alternative E2* than it does with Alternatives E1 and E4, although access to the park could be improved under all alternatives. *Preferred Alternative E2* would acquire approximately 2.0 acres of park property along the northern edge of the 640-acre Marymoor Park (0.4 acre elevated and 1.6 acres at-grade), south of SR 520, which would represent less than 1 percent of the park area (Exhibit 4.17-11). No recreational park facilities would be directly affected by East Link operations; however, equestrian riders have been known to ride along the park's northern property boundary, and an unofficial equestrian route exists. Existing park uses adjacent to the route include a multipurpose event park, informal recreational uses, and the velodrome. This route might need to be relocated if there is not enough distance between the light rail and the soccer and ball fields to accommodate these users. Given the existing proximity to SR 520 and vegetation in this area, users would not likely experience additional proximity impacts from the project.

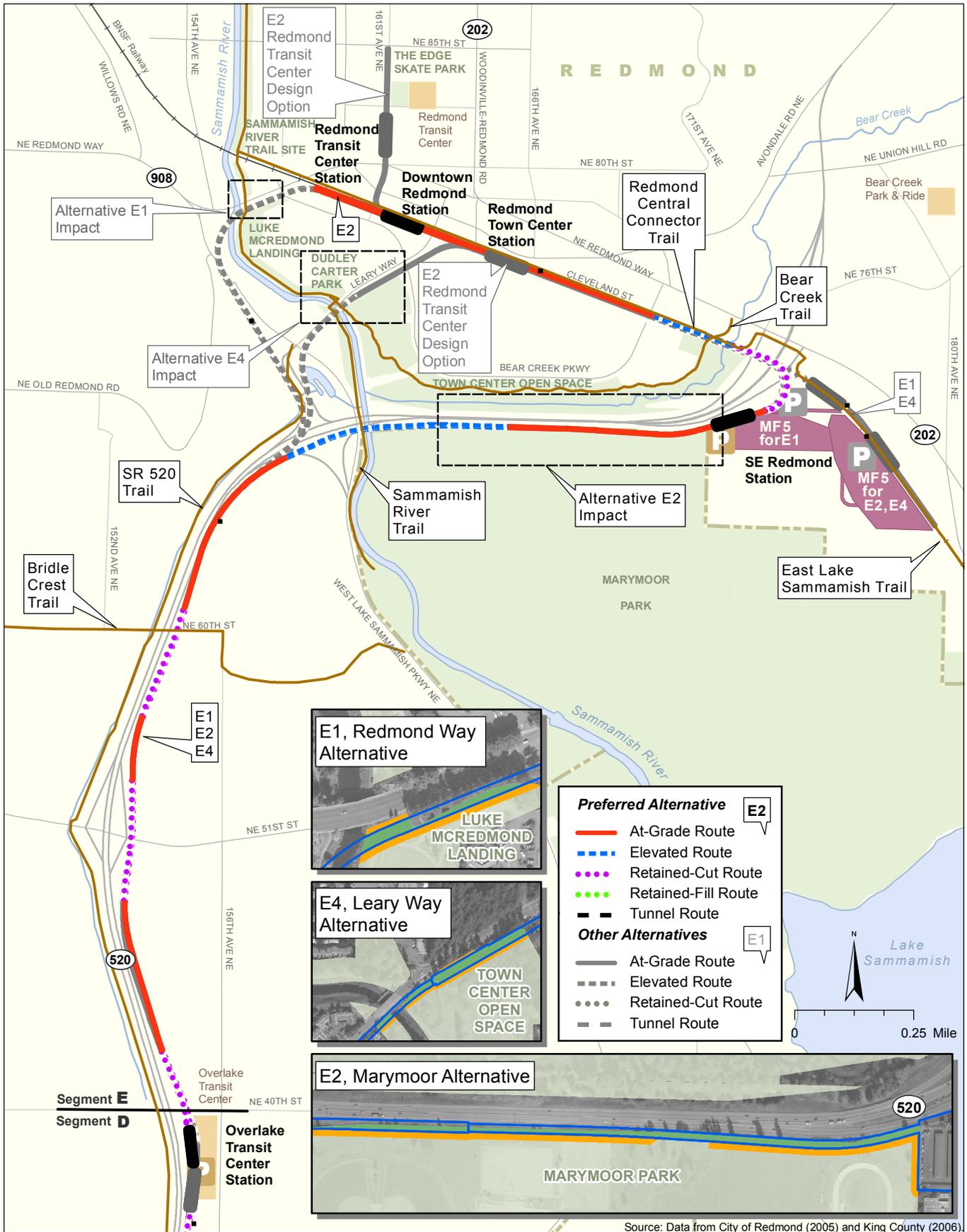
Certain areas of Marymoor Park along SR 520 and the central section would not be considered noise-sensitive under FTA criteria because the primary uses in these areas are for active uses. This area is also near SR 520 to the north and adjacent to a commercial and industrial area to the east. Only the southern section of the Marymoor Park, near Lake Sammamish, is considered noise-sensitive where quiet is an essential element of the park. Project alternatives are approximately 2,500 to 3,000 feet from these uses. Project noise levels are predicted to be below existing

noise levels and below the FTA noise impact criteria. Even though *Preferred Alternative E2* travels along the areas of the park that are not noise-sensitive, Sound Transit, in consultation with King County, will evaluate noise impacts, consistent with FTA noise analysis methods and criteria, to park uses in place in the future when funding is secured and the design advances.

Preferred Alternative E2 would cross the Sammamish River Trail in an area where the trail is located within Marymoor Park. This would result in some shading from the elevated structure. One or more columns would likely be placed near the trail. This trail currently passes underneath three other overpasses in this area, including SR 520, located 80 feet away.

Preferred Alternative E2 would potentially realign and relocate a portion of the East Lake Sammamish Trail, to be developed by others, within its existing corridor. Also, one or more columns likely would be placed near the trail. Project operation would not impact access to the trail and its connection to the Bear Creek Trail, although the elevated portion of the structure would result in some shading (0.1 acre). The corridor has an urban and transportation character; it is in a former railroad corridor and contains an existing SR 520 overpass. Therefore, the visual change of the East Link Project would not substantially impair views from the trail.

In order for the light rail guideway to cross over Bear Creek Trail, the trail would be lowered by 20 feet in a retained cut. This would place the trail in a short retained cut pathway for approximately 30 feet, but this impact would not impair the trail's continued use.



Source: Data from City of Redmond (2005) and King County (2006)

- Affected Park Area Within Proposed Right-of-Way
- Impacted Park Area Within Proposed Right-of-Way
- Proposed Right-of-Way

- Traction Power Substation
- Trail
- Proposed Station
- Maintenance Facility and Access Track

P New and/or Expanded Park-and-Ride Lot

Exhibit 4.17-11 Affected Park Area Within Proposed Right-of-Way Segment E
East Link Project

Lowering the trail would maintain the shallow gradient, width, and height clearance to accommodate all trail users. A column could be placed near the trail, but it would not impair the trail's use. The trail would be fully restored following construction. In addition to the impacts from *Preferred Alternative E2*, the E2 - Redmond Transit Center Design Option would impact a portion of The Edge Skate Park, located along 161st Avenue NE at NE 83rd Street. The design option would require a small portion, less than 0.1 acre (at-grade) of the western portion of the park that contains the sidewalk and narrow lawn area, but would not affect any recreational facilities.

The City of Redmond has plans to locate a stormwater pipe, trail, and linear park within the former BNSF Railway corridor in downtown Redmond, while also accommodating regional utilities and infrastructure, including Sound Transit's light rail project. Space constraints in this corridor could require relocating any of these uses. If the Central Connector trail/park is impacted by any of the Segment E alternatives, then the trail would be relocated, affected park amenities replaced, and vegetation restored as agreed to with the City.

The other Segment E alternatives would affect 4 of the 15 Segment E existing parks and recreational areas. All Segment E alternatives would cross under the Bridle Crest Trail at NE 60th Street, but no impacts would be likely during operation as described for *Preferred Alternative E2*. The Redmond Way Alternative (E1) would result in direct impacts along the south side of Redmond Way, shifting the elevated light rail structure into Luke McRedmond Landing. This would involve removing mature trees lining Redmond Way, and 0.1 acre of the park would be under the elevated structure. However, no recreational park facilities would be impacted. Because the light rail structure would be elevated approximately 30 feet above the park in this area, the structure would become a dominant and noticeable feature in the park, which would affect the visual experience for some park users, but the visual character of the park itself and transportation facilities adjacent to the park would not change.

The elevated route would span two segments of the Sammamish River Trail, resulting in minor shading of this trail (0.1 acre). This trail already passes underneath three other overpasses in this area, including the SE Redmond Way overpass 30 feet away. It is also likely that one or more columns would be placed near the trail (on either the west or east side of the river).

Alternative E1 would also cross the Bear Creek Trail, resulting in some shading on the trail (0.1 acre). Because the light rail structure would be elevated approximately 35 feet above the trail in this area, the structure would affect the visual environment for some trail users. It is also likely that one or more columns would be placed near the Bear Creek Trail. Alternative E1 would require minor realignment of the existing East Lake Sammamish Trail in the area along the former BNSF Railway corridor. Overall, access among the various trails in the area would not be impacted by project operation. No impacts on Marymoor Park or the Town Center Open Space would occur under Alternative E1. This alternative would provide enhanced access to Marymoor Park via the Downtown and SE Redmond Stations.

Leary Way Alternative (E4) would require right-of-way along the eastern side of Leary Way NE in the Town Center Open Space. This would impact 0.7 acre (0.1 elevated and 0.6 at-grade) and remove some mature trees along the edge of this open space. Trees would remain farther south into the open space, somewhat screening the light rail from users further south. Impacts on Bear Creek Trail and East Lake Sammamish Trail would be similar to those under the Redmond Way Alternative (E1), although Alternative E4 would cross over the Bear Creek Trail at half the height of Alternative E1, or approximately 18 feet. No impacts on Luke McRedmond Landing or Marymoor Park would occur under this alternative. Dudley Carter Park, to the north of Leary Way, would not be adversely affected by project alternatives (i.e., there would be no direct acquisition or proximity impacts).

Maintenance Facilities

The NE 116th Maintenance Facility (MF1) and the BNSF Maintenance Facility (MF2) would be located adjacent to the former BNSF Railway corridor, and should the maintenance facility be located in either location the proposed design is compatible with a future bike and pedestrian trail in this area.

The SE Redmond Maintenance Facility (MF5) would be located adjacent to the East Lake Sammamish Trail. However, because the trail currently exists adjacent to large-scale light industrial development, no impacts are anticipated.

4.17.3.3 Impacts during Construction

Where alternatives are located adjacent to or on park property, park users might experience proximity effects including increased noise, dust, and temporary use and access restrictions. Proposed parks and trails are not addressed in this section because there would be no construction impacts to undeveloped resources. These effects are considered temporary, except for

Section 6(f) parks (parks developed using LWCF Funds). Section 6(f) park lands are considered to be directly impacted if construction prohibits normal park use for more than 180 consecutive days. This pertains only to one portion of the Mercer Slough Nature Park (see Appendix D, Section 4(f)/6(f) Evaluation). Chapter 2 discusses types of activities associated with construction staging.

Segment A, Preferred Interstate 90 Alternative (A1)

Benvenuto Viewpoint in Seattle and Park on the Lid, and possibly the Outdoor Sculpture Gallery, on Mercer Island would experience increased noise, dust, and temporary closures and detours around the parks as construction of the station entrances is completed. Construction would not inhibit normal use of the parks from other points of access. If the pedestrian bridge option is built, then a portion of the Outdoor Sculpture Gallery would likely be closed and detours around the park would be provided during construction.

Segment B

Segment B alternatives would have construction impacts on two parks, Mercer Slough and Bellevue Way Greenbelt (Table 4.17-5).

TABLE 4.17-5
Segment B Required Parks Construction Area

Alternative	Mercer Slough Nature Park (acres)	Bellevue Way Greenbelt (acres)
<i>Preferred Alternative B2M^a</i>	3.6	None
Bellevue Way Alternative (B1)	2.6	Less than 0.1
112th SE At-Grade Alternative (B2A)	2.5	0.1
112th SE Elevated Alternative (B2E)	1.8	None
112th SE Bypass Alternative (B3)	2.5	0.1
114th Extension Design Option (B3)	2.6	0.2
BNSF Alternative (B7)	1.7	None

^a Only for connector to *Preferred Alternative C11A* only.

Construction activities associated with *Preferred Alternative B2M* would encroach into Mercer Slough Nature Park, requiring an additional 3.6 acres beyond operation right-of-way acquisition (Exhibit 4.17-2) for a temporary construction easement and staging area. *Preferred Alternative B2M* would result in more temporary park acquisition for construction than the other Segment B alternatives. After construction, these areas would be restored with appropriate landscaping.

Light rail construction in the western edge of Mercer Slough Nature Park would result in increased noise, dust, and temporary access restrictions to western areas of the park, but would not inhibit normal use of most of the park's resources.

The Periphery Loop Trail sidewalk on the eastern side of Bellevue Way SE would be maintained and/or relocated as necessary for safety purposes. Options may include: providing protected sidewalk on the eastern side of Bellevue Way SE or constructing a new sidewalk on the western side of Bellevue Way SE. Access to Swaylocken Boat Ramp, the I-90 Trail, or other Mercer Slough Nature Park Trails would generally be maintained during construction, but there would be no access to the trails north of the South Bellevue Park-and-Ride. Access would be maintained during construction to the trails located south of the park-and-ride through detours.

Construction along 112th Avenue SE could result in increased noise and dust near the water trail but would not likely inhibit normal trail use because this is a short section of trail that is currently between an office park and 112th Avenue SE roadway. Also, the Winters House would be closed so the Eastside Heritage Center would be relocated during construction.

Construction activities would require closing the Winters House and adjacent parking and also temporarily relocate of the retail component of the blueberry farm, which would be relocated to enable the business to continue operation during construction. Farming operations to the blueberry farm would be maintained during construction, but there would be no public access. Closing parking at the Winters House and closing the South Bellevue Park-and-Ride would reduce available parking in the western side of the park. Temporary parking for park users would be provided as agreed to by the City. Constructing *Preferred Alternative B2M* would not substantially affect park use or diminish its value due to the project's location along the park's boundary with Bellevue Way SE. Construction would not inhibit normal park access and use on the park's east side. There would be no direct construction impact on the Bellevue Way Greenbelt.

For Alternatives B2A, B2E, B3, and B3 - 114th Extension Design Option, reconstructing Bellevue Way SE and the sidewalk adjacent to Mercer Slough Nature Park would result in increased noise, dust, and temporary access restrictions to western areas of the park, although detours would be provided to maintain access to trails in this area (Exhibit 4.17-2). Construction would not be expected to inhibit normal

use of the park from other points of access. The blueberry farm would experience construction-related impacts. A portion of the entrance to the Mercer Slough Blueberry Farm would need to be reconstructed to accommodate either the light rail structure or the shifted roadway closer to the farm.

Portions of the Mercer Slough Nature Park could be acquired as a temporary construction easement for use as a staging area for construction at a width that encroaches roughly 50 feet into the park, except for the location at the Winters House, where the proposed right-of-way would be widened to the west, holding the existing east right-of-way in its current location. In addition, Alternatives B2A, B3, and B3 - 114th Extension Design Option would encroach 0.1 to 0.2 acre into the Bellevue Way Greenbelt during construction. Construction of Alternative B1 would encroach less than 0.1 acre into the Bellevue Way Greenbelt.

To construct Alternative B7, a construction corridor up to 85 feet wide and along the north side of I-90 would be cleared and a temporary construction trestle may be built under the elevated guideway in the park. Section 2.4 of Chapter 2 discusses potential construction easements. Although the park is close to an existing noise generator (I-90), temporary noise from East Link construction would be greater than noise typically experienced in this area. In addition, this portion of the park, the I-90 trail, as well as the canal on the west side of the park near the I-90 off-ramps, would likely be intermittently closed to public access during construction for safety considerations. Once construction is completed, the area along the light rail elevated guideway would be revegetated and returned to parklands and the trail would remain unaltered. Wetland vegetation in the guideway construction area is expected to return to its current growth pattern within 10 years.

Segment C

Preferred Alternative C11A would temporarily acquire 0.6 acre of Surrey Downs Park for a construction easement (Table 4.17-6). Constructing the guideway would close the north access point to the park located along 112th Avenue SE and would also require right-in/right-out turn movements. Vehicle and pedestrian access to the park from 112th Avenue SE would be maintained during construction at the southern access point. Any construction impacts, such as noise, dust, visual change, and reduced parking, would be noticed by park users but would not inhibit normal park use as active park use areas are not along 112th Avenue SE.

TABLE 4.17-6
Segment C Required Parks Construction Area

Alternative	Surrey Downs Park (acres)	Pocket Parks (acres)	McCormick Park (acres)
<i>Preferred 108th NE At-Grade Alternative (C11A)</i>	0.6	None	None
<i>Preferred 110th NE Tunnel Alternative (C9T)</i>	0.5	0.3	None
106th NE Tunnel Alternative (C2T)	5.7 ^a	None	None
108th Ave Tunnel Alternative (C3T)	5.7 ^a	None	1.8
Couplet Alternative (C4A)	0.4 ^a	0.3	1.3
112th NE Elevated Alternative (C7E)	0.4 ^a	None	None
110th NE Elevated Alternative (C8E)	None	0.1	0.8
110th Ave NE At-Grade Alternative (C9A)	Less than 0.1	0.1	None

^aOnly for connector from *Preferred Alternative B2M* to *Preferred Alternatives C11A* or *C9T* and from Alternative B2A to Alternatives C2T, C3T, C4A, and C7E.

Preferred Alternative C9T would require a 0.5-acre temporary construction easement in Surrey Downs Park. During construction park users would not be able to access the northeast corner of the park and the north access point would be closed, resulting in similar impacts as those described under *Preferred Alternative C11A*. Vehicle and pedestrian access to the park from 112th Avenue SE would be maintained during construction.

Construction impacts such as noise, dust, visual change, and reduced parking would be noticed by park users but would not inhibit normal use of the park. The active use areas of the park are located in the southern portion of the park away from construction activities.

Construction activities associated with the cut-and-cover tunnel for *Preferred Alternative C9T* would acquire a sliver of the southeast quadrant of the NE 2nd Pocket Parks for a construction easement and close the northeast quadrants, approximately 0.3 acre (Exhibit 4.17-6). Once construction is completed, this park area in the southeast and northeast quadrants would be restored. Access would be maintained to the other quadrants as much as possible. Since these parks are only operating as open space, it would not affect park users, but people passing by would experience construction noise, dust, and visual change.

Table 4.17-6 lists the area required for construction staging in parks in Segment C. The northern half of

Surrey Downs Park where the King County District Courthouse is located would be used as staging to construct the tunnel portals for Alternative C2T or C3T if connecting from Alternative B2A in Segment B. The southern half of the park containing the existing park facilities would remain open during construction, although park users would experience proximity impacts from adjacent construction, including noise and dust. Vehicle access would likely be limited to only one of the two current entrances. Pedestrian access to adjoining neighborhoods would be maintained at two of the three current locations. Parking would also be limited because half of the parking is located at the north end of the site, although much of that parking serves the King County District Courthouse. Removing the courthouse would benefit the park (as described in Section 4.17.3.2, Impacts during Operation). Depending on when Bellevue begins implementing the *Surrey Downs Park Master Plan*, construction staging at this location could delay construction of some master plan features.

Alternatives C4A and C8E would impact the City of Bellevue NE 2nd Pocket Park during project construction for a temporary construction easement and staging. Once construction is completed, this park area would be restored. During construction, the northeast park quadrant would be closed for Alternative C8E, but access would be maintained to the other quadrants. Construction activities associated with the cut-and-cover tunnel and Bellevue Transit Center Station entrance for *Preferred Alternative C9T* would use both park quadrants on the east side of 110th Avenue NE and the northwest quadrant, for a total construction easement of approximately 0.3 acre. The northwest and northeast quadrant would be closed during construction with the northeast quadrant being used as part of a larger staging area. Park users would experience noise, dust, and visual change. After construction, the northwest quadrant of the pocket park would be more accessible to the public through the station entrance plaza.

Under Alternatives C3T and C4A, McCormick Park would be closed during construction from 108th to 112th Avenue NE. Under Alternative C8E, the park would be closed during construction from roughly 110th to 112th Avenue NE. Under each of these alternatives, pedestrians would be directed to the open portions of the park during construction. These areas would be restored following construction, and adjacent parcels acquired for construction staging would be used to create new parkland once the project is constructed, resulting in a net gain in parkland.

Alternative C9A would acquire less than 0.1 acre of the pocket park as a temporary construction easement along the east and west sides of 110th Avenue NE. Access would be maintained to the other areas of the park, and park users would experience construction noise, dust, and visual change.

Segment D

No impacts on parks or open space would occur during construction.

Segment E

To construct *Preferred Alternative E2* south of SR 520, a temporary access road would likely be built in the northern portion of Marymoor Park. The total encroachment into the park (beyond what is described in the operational impacts section) would add approximately 15 to 50 feet for the length of the park along SR 520, measuring approximately 3 acres (Table 4.17-7). Although the park is close to an existing noise generator (SR 520), temporary noise from construction could be greater than noise typically experienced in this area. Park users in Luke McRedmond Landing and the Town Center Open Space could experience increased noise and dust during construction of *Preferred Alternative E2*. At Luke McRedmond Landing, some parking spaces could be temporarily removed to accommodate construction.

TABLE 4.17-7
Segment E Required Parks Construction Area

Alternative	Marymoor Park (acres)	Luke McRedmond Park (acres)	Town Center Open Space (acres)	The Edge Skate Park (acres)	Sammamish River Trail Site
<i>Preferred Alternative E2</i>	3	none	Less than 0.1	none	none ^a
E2 – Redmond Transit Center Design Option	3	none	0.3	0.2	none ^a
Redmond Way Alternative (E1)	none	0.1	none	none	0.1
Leary Way Alternative (E4)	none	none	0.4	None	Less than 0.1

^a Impacts to this trail for Preferred Alternative E2, and E2-Transit Center Design Option are counted under Marymoor Park

The East Lake Sammamish Trail would be realigned and reconstructed where it exists in the same corridor as the *Preferred Alternative E2* west of SR 520, requiring closures and detours. Temporary trail closures, detours, or protective barriers would be also implemented to maintain trail usage when construction would occur over the Sammamish River Trail and the Bear Creek Trail and under the Bridle Crest Trail.

Other Segment E Alternatives

Table 4.17-7 lists the area required for construction staging in parks in Segment E. E2- Redmond Transit Center Design Option would have the same impacts to Marymoor Park and Segment E trails as *Preferred Alternative E2*. In addition, users of The Edge Skate Park could experience proximity impacts because the alternative would be constructed directly adjacent to this facility.

For Alternatives E1 and E4, the East Lake Sammamish Trail would also require minor realignment east of SR 520 in the former BNSF Railway right-of-way. Similar to *Preferred Alternative E2*, Alternatives E1 and E4 would require temporary trail closures, detours, or protective barriers to maintain trail usage of Bridle Crest Trail, Sammamish River Trail, Bear Creek Trail, and East Lake Sammamish Trail during construction.

Maintenance Facilities

Because the East Lake Sammamish Trail would be reconstructed under Alternatives E1 and E4, no additional impacts are expected during construction of the maintenance facilities.

4.17.4 Potential Mitigation Measures

Sound Transit would restore disturbed park and open space to pre-project conditions after construction in cooperation with the resource owner. This would include landscaping, paths, and any built features of

the park and trail resources. Other measures to mitigate affected parks and open space include providing replacement lands, financial compensation, or park enhancement, where appropriate. During construction, pedestrian access to parks and trails would be routed to the remaining open portions of the facilities. Dust from construction would be mitigated using dust control measures described in Section 4.6, Air Quality. Visual and noise impacts would be mitigated using measures described in Section 4.5, Visual and Aesthetic Resources, and Section 4.7, Noise and Vibration.

As part of the Section 4(f) process, Sound Transit has consulted with the Cities of Seattle, Mercer Island, Bellevue, and Redmond and with King County about potential impacts on parks under their jurisdiction and possible mitigation measures. With the exception of the City of Bellevue, the agencies with jurisdiction over parklands have concurred regarding the scope of potential project impacts and associated mitigation measures. The cities of Seattle, Mercer Island, Redmond, and King County have provided 4(f) letters of concurrency, which are included in Appendix D. Table 4.17-8 includes the mitigation measures that are consistent with the letters of 4(f) concurrency for each affected recreational resource and also includes proposed mitigation for City of Bellevue park impacts. Not all mitigation measures would be necessary or implemented where multiple mitigation options are described in the Table 4.17-8.

Sound Transit has also consulted with the Washington RCO and the National Park Service regarding potential LWCF Section 6(f) and RCO funded property conversion. Appendix D discusses converting these properties and requirements regarding replacement properties.

TABLE 4.17-8
Potential Mitigation for Identified Impacts

Facility Name	Jurisdiction	Potential Mitigation	Associated Alternatives
Segment A, Interstate 90			
Benvenuto Viewpoint	WSDOT, City of Seattle	Permanent: <ul style="list-style-type: none"> ▪ Design station entrance to be compatible with the City's park design. Temporary: <ul style="list-style-type: none"> ▪ Restore temporarily disturbed area to existing conditions. 	<i>Preferred Alternative A1</i>
Park on the Lid	WSDOT	Permanent: <ul style="list-style-type: none"> ▪ Station entrance designed to be compatible with the surrounding design of the park. Temporary: <ul style="list-style-type: none"> ▪ Restore temporarily disturbed area to existing conditions. 	<i>Preferred Alternative A1</i>

TABLE 4.17-8 CONTINUED
Potential Mitigation for Identified Impacts

Facility Name	Jurisdiction	Potential Mitigation	Associated Alternatives
Outdoor Sculpture Gallery	WSDOT, Mercer Island	Permanent: <ul style="list-style-type: none"> ▪ Design station entrance to be compatible with the surrounding the park. Temporary: <ul style="list-style-type: none"> ▪ Restore temporarily disturbed area to existing conditions. 	A1 - Mercer Pedestrian Bridge Design Option
Segment B, South Bellevue			
Mercer Slough Nature Park	City of Bellevue	Permanent: <ul style="list-style-type: none"> ▪ Acquire replacement land pursuant to Washington State Recreation and Conservation Office (RCO) and Section 6(f) requirements that would be consistent with the natural character of the park. ▪ Have an option to preserve existing vehicle access to Sweylocken boat ramp. Temporary: <ul style="list-style-type: none"> ▪ Provide financial compensation for temporary use of land as agreed to with City. ▪ Restore temporarily disturbed areas to existing conditions. ▪ Provide temporary parking for users off Bellevue Way and south of the park-and-ride or as agreed to with the City. ▪ Relocate blueberry farm retail use during construction. ▪ Maintain blueberry farm operations. ▪ Relocate Eastside Heritage Center during construction. ▪ Maintain access or provide detours for trails, and maintain access to Sweylocken boat ramp. 	<i>Preferred Alternative B2M</i>
		Permanent: <ul style="list-style-type: none"> ▪ Acquire replacement land pursuant to RCO and Section 6(f) requirements or provide financial compensation as agreed with the City. Temporary: <ul style="list-style-type: none"> ▪ Provide financial compensation for temporary use of land as agreed to with the City. ▪ Restore temporarily disturbed areas to existing conditions. ▪ Maintain access or provide detours for trails, and maintain access to Winters House, blueberry farm, and boat launch where affected as agreed to with City. ▪ Provide new signal for full access to boat launch (Alternative B1 only). 	All Segment B alternatives, except <i>Preferred Alternative B2M</i>
Bellevue Way Greenbelt	City of Bellevue	Permanent: <ul style="list-style-type: none"> ▪ Provide financial compensation or replacement land as agreed with City. 	Alternatives B1, B2A, B3, and B3 - 114th Extension Design Option
Segment C, Downtown Bellevue			
Surrey Downs Park	City of Bellevue	Permanent: <ul style="list-style-type: none"> ▪ Replace impacted acreage with the acquired properties north of the park along 112th Avenue SE and provide landscaping. ▪ Design treatments of the retaining wall and fence along 112th Avenue SE in consultation with the City. ▪ Design and construct a U-turn on 112th Avenue SE at SE 8th Street. Prepare conceptual layout for two northbound-to-southbound U-turn options – one at SE 6th Street and one at Main Street – to accommodate those coming from the south who would want to turn left into the park; the City and Sound Transit would pick one that Sound Transit would design and construct. ▪ Coordinate with City of Bellevue and community to revise the Surrey Downs Master Plan to address the impacted area. Temporary: <ul style="list-style-type: none"> ▪ Provide financial compensation for temporary use of land as agreed with City. ▪ Restore the temporarily disturbed area with landscaping in accordance with the Surrey Downs Master Park Plan. ▪ Maintain overall access to the park by providing trail and sidewalk connectivity through detours in coordination with the City. ▪ Maintain public parking and access for scheduled baseball/soccer fields (spring, late summer, and fall). ▪ Provide a barrier or fence adjacent to the main construction area. ▪ Improve south driveway to increase traffic flow before closing north driveway. 	<i>Preferred Alternative C11A from Preferred Alternative B2M</i>

TABLE 4.17-8 CONTINUED
 Potential Mitigation for Identified Impacts

Facility Name	Jurisdiction	Potential Mitigation	Associated Alternatives
Surrey Downs Park continued	City of Bellevue continued	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Replace impacted acreage with the acquired properties north of the park along 112th Avenue SE, and provide landscaping. ▪ Design treatments of the retaining wall and fence along realigned SE 4th Street in consultation with the City. ▪ Coordinate with City of Bellevue and community to revise the Surrey Downs Master Plan to address the impacted area. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land as agreed with the City. ▪ Restore the temporarily disturbed area with landscaping in accordance with the <i>Surrey Downs Master Park Plan</i>. ▪ Maintain overall access to the park by providing trail and sidewalk connectivity through detours in coordination with the City. ▪ Maintain public parking and access for scheduled baseball/soccer fields (spring, late summer, and fall). ▪ Provide a barrier or fence adjacent to the main construction area. ▪ Improve south driveway to increase traffic flow prior to closure of the north driveway. 	<p><i>Preferred Alternative C9T</i> connecting to <i>Preferred Alternative B2M</i></p>
		<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation or replacement land as agreed with the City. <p>Temporary (Alternative C2T and C3T from Alternative B2A):</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the use of land as agreed with the City. ▪ Restore landscape after construction to existing conditions or as agreed to with the City; maintain overall access to the park by providing trail and sidewalk connectivity through detours in coordination with the City. ▪ Maintain public access and parking for scheduled baseball/soccer fields (spring, late summer, and fall). ▪ Provide a barrier or fence adjacent to the main construction area. <p>Temporary (Alternative C4A, C7E, and C9A from Alternative B2A only):</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land as agreed with the City. ▪ Restore temporarily disturbed park area to existing conditions. 	<p>Alternatives C3T, C2T, C4A, and C7E connecting from Alternative B2A</p>
NE 2nd Pocket Parks	City of Bellevue	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ One, or a combination of the following, as agreed to with the City: <ul style="list-style-type: none"> — Provide financial compensation as agreed to with the City. — Provide replacement land with an equivalent portion of the project's staging area located on the northeast quadrant of the park. — Enhance entire northwest quadrant of the park as a public plaza in conjunction with the station entrance. <p>Temporary</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land as agreed to with the City. ▪ Restore temporarily disturbed park area to existing conditions. ▪ Preserve pedestrian access to southern park quadrants. 	<p><i>Preferred Alternative C9T</i> connecting to <i>Preferred Alternative B2M</i> and Alternatives B2A, B2E, and B7</p>
		<p>Permanent (Alternatives C4A and C9A from Alternatives B2A, B2E, and B3 only):</p> <ul style="list-style-type: none"> ▪ Provide financial compensation or replacement land as agreed to with the City. <p>Permanent (Alternative C8E from Alternatives B3 and B7 only):</p> <ul style="list-style-type: none"> ▪ Provide financial compensation or replacement land as agreed to with the City. ▪ Add visual and aesthetic design measures, as agreed to with the City. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land as agreed to with the City. ▪ Restore temporarily disturbed park area to existing conditions. ▪ Preserve pedestrian access to southern park quadrants. 	<p>Alternatives C4A and C9A from B2A, B2E, B3, B7; Alternative C8E from B3 and B7</p>

TABLE 4.17-8 CONTINUED
Potential Mitigation for Identified Impacts

Facility Name	Jurisdiction	Potential Mitigation	Associated Alternatives
McCormick Park	City of Bellevue	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ One or more of the following measures would be implemented: <ul style="list-style-type: none"> — Acquire replacement land for permanent use impacts. Results in net increase in park land for some alternatives. — Provide financial compensation for use during construction. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Restore disturbed area after construction. 	<p>Alternatives C3T and C4A from Alternatives B2A, B2E, B3, and B7;</p> <p>Alternative C8E from Alternatives B3 and B7</p>
Segment D, Bel/Red-Overlake			
No parks affected			
Segment E, Downtown Redmond			
Marymoor Park	King County	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Acquire replacement recreation land equal in value and function to offset the light rail use within the park property. ▪ Evaluate noise impacts to park uses in place, when Segment E is funded, consistent with FTA noise analysis methods and criteria when design is advanced. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Mitigate temporarily disturbed park lands pursuant to RCO regulations. ▪ Provide financial compensation for temporary use of land outside the light rail right-of-way for construction; restore parkland following construction. 	<p><i>Preferred Alternative E2 and E2 - Redmond Transit Center Design Option</i></p>
Town Center Open Space	City of Redmond	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ One or more of the following measures would be implemented: <ul style="list-style-type: none"> — Acquire replacement land for permanent use impacts. — Provide financial compensation. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Restore disturbed park area. 	Alternative E4
		<p>Temporary:</p> <ul style="list-style-type: none"> ▪ Restore disturbed park area. 	<p><i>Preferred Alternative E2 and E2 - Redmond Transit Center Design Option</i></p>
Luke McRedmond Landing	City of Redmond	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ One or more of the following measures would be implemented: <ul style="list-style-type: none"> — Provide financial compensation for permanent aerial easement or improvements to the park as agreed to with the City. — Replace trees removed per City tree ordinance. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land during construction, as agreed to with the City. ▪ Maintain access to the park during construction. ▪ Restore temporarily disturbed area to existing conditions. 	Alternative E1
Bear Creek Trail	City of Redmond	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Reroute trail during construction, restore disturbed trail area after construction, and replace trees. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land during construction, as agreed with the City. ▪ Maintain access or provide detours for trail during construction. ▪ Restore temporarily disturbed area to existing conditions. 	<p><i>Preferred Alternative E2 and Alternatives E2 - Redmond Transit Center Design Option</i></p>

TABLE 4.17-8 CONTINUED
Potential Mitigation for Identified Impacts

Facility Name	Jurisdiction	Potential Mitigation	Associated Alternatives
		<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for permanent aerial easement or improvements to the trail as agreed to with the City of Redmond. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land during construction, as agreed with the City. ▪ Maintain access or provide detours for trail during construction. ▪ Restore temporarily disturbed area to existing conditions. 	Alternatives E1, and E4
Redmond Central Connector Trail/Park Corridor	City of Redmond	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Possibly permanent reroute of trail, and replace affected park amenities and associated vegetation as agreed to with the City. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land during construction as agreed to with the City. ▪ Maintain access or provide detours for trail during construction. ▪ Restore temporarily disturbed area to existing conditions. 	<i>Preferred Alternative E2</i> and Alternatives E2 - Redmond Transit Center Design Option, E1, and E4
Sammamish River Trail	King County	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Acquire replacement recreation land equal in value to offset the light rail within the trail right of way per RCO requirements. ▪ Locate guideway columns outside trail clear zone as practical. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for temporary use of land outside of the light rail right-of-way for construction. ▪ Reroute and restore trail to King County standards and specifications during and after construction. 	<i>Preferred Alternative E2</i> and Alternatives E2 - Redmond Transit Center Design Option, E1, and E4
East Lake Sammamish Trail	King County	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the light rail use of the trail right of way. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for temporary use of land outside of the light rail right-of-way during construction. ▪ Reroute and restore trail to King County standards and specifications during and after construction. 	<i>Preferred Alternative E2</i> and Alternatives E2 - Redmond Transit Center Design Option, E1 and E4
Edge Skate Park	City of Redmond	<p>Permanent:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the light rail use of park as agreed to with the City. <p>Temporary:</p> <ul style="list-style-type: none"> ▪ Provide financial compensation for the temporary use of land during construction, as agreed to with the City. ▪ Maintain access to the park during construction. ▪ Restore temporarily disturbed area to existing conditions. 	E2 - Redmond Transit Center Design Option