

# Segment C – Evaluation of Hospital Station Options

June 2010

Prepared For:



Prepared By:



## **Sound Transit East Link Segment C - Evaluation of Hospital Station Options**

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### **1. INTRODUCTION**

Sound Transit is studying an extension of the region's light rail system from downtown Seattle east to Bellevue and Redmond. The East Link Project would connect the Eastside's biggest population and employment centers, serving 45,000 – 50,000 daily riders, on one of the region's most congested travel corridors. Sound Transit is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to address new or changed project alternatives. The SDEIS is anticipated to be issued in fall 2010. A final EIS for the East Link Project is scheduled to be issued in spring 2011.

In May 2009 the Sound Transit Board identified a preferred alternative for the East Link project including in Segment C- Downtown Bellevue. Segment C represents the portion of the East Link project that travels and provides service from the dense downtown core of Bellevue to the east side of I-405 along the BNSF corridor (*see Vicinity Map on page 2*). On April 22, 2010, the Board revised the preferred alternative in Segment C to the C9T – 110<sup>th</sup> NE Tunnel and C11A-108<sup>th</sup> At-grade alternatives, which both include a Hospital Station in the BNSF corridor. The April Board Motion also contained the following language:

“Design options for the location of the Hospital Station in the BNSF corridor at or near NE 8<sup>th</sup> will be studied and brought back to the Board for consideration.”

The Draft EIS published in 2008 presented one option, C1T, for locating the Hospital Station along the BNSF, just north of NE 8<sup>th</sup> Street. As part of the public involvement process, community comments, value analysis review workshops of the project and a collaborative evaluation by Sound Transit and City of Bellevue staff to screen further refinements, new locations for the Hospital Station were identified for evaluation.

Sound Transit has prepared this Technical Memorandum to present the results of the evaluation of design options for locating the Hospital Station. The findings represented herein are the result of a collaborative process among Sound Transit and the City of Bellevue,. This memorandum provides a basis for comparing the options to one another. It does not include a recommendation, but rather, represents an evaluation of conceptual designs, including estimated order-of-magnitude costs, based on existing data and information.

On July 22, 2010, the Sound Transit Board is expected to identify a preferred option for the Hospital Station after reviewing the information in this memorandum and other input from the City of Bellevue and the community. If the Board's identified preferred location of the Hospital Station is different from the option presented in the DEIS, it would be further studied as part of the Supplemental DEIS. Sound Transit will then complete preliminary engineering and environmental review for the project.

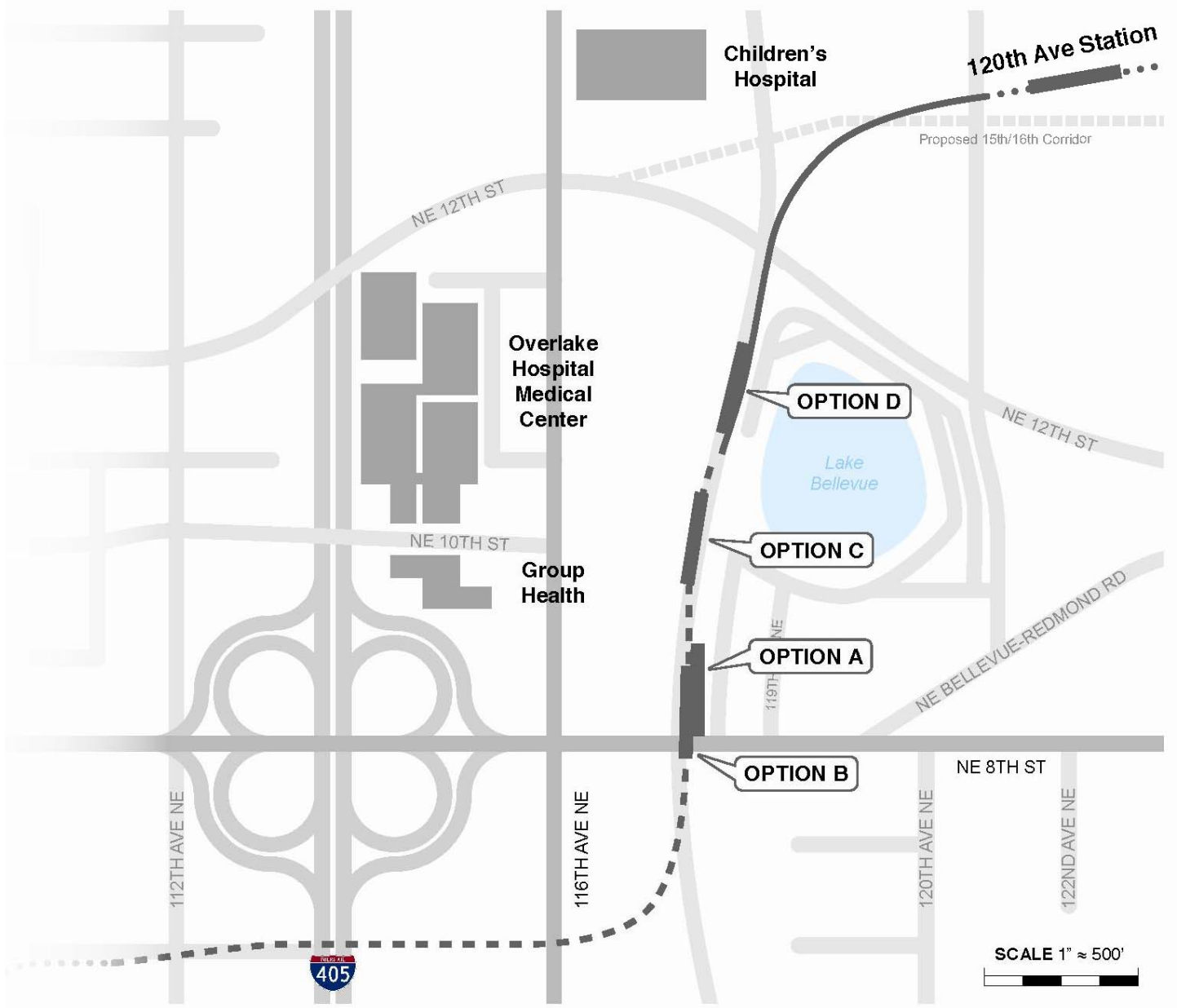
While identifying a preferred option is an important step in the process, it is not a final decision. All of the alternatives in the Draft EIS will continue to be carried forward and evaluated. The Sound Transit Board will select the final East Link route in 2011 after completion of the Final EIS. After the Final EIS, Sound Transit will complete final design, permitting, and construction.

This memorandum includes an overview of each option and the factors that can be used in assessing their relative merits. A summary matrix of the evaluation is provided along with graphics that illustrate the associated features of the station sites along with a discussion of other considerations and tradeoffs that may help with the selection of the preferred Hospital Station location.

## 2. DESCRIPTION OF OPTIONS

Four potential sites, all located within the BNSF right-of-way, have been identified for the Hospital Station:

### Vicinity Map



**Option A: North of NE 8th Street**

In this option the elevated center platform station is sited immediately north of NE 8th Street. Access up to the station platform is provided through a set of stairway, escalator and elevator facilities located on an entry plaza directly below. No pedestrian crossing of NE 8th Street at the BNSF corridor for this station is provided as a part of the light rail project. (A pedestrian crossing of NE 8th Street is anticipated as part of the planned King County multi-use trail). Emergency and paratransit access and turnaround is provided from 118th Avenue NE just north of NE 8th Street.

An additional pedestrian access (applicable to Options A, B, and C) could be provided by acquiring property easements for an east-west walkway from 116th Avenue NE to the BNSF right-of-way in the vicinity of the north end of Whole Foods. This additional pedestrian access is reflected as an add-on and is not included in the base cost estimates.

Option A was the station location shown in the Draft Environmental Impact Statement (DEIS) and is the baseline station site against which the other three location options are compared, including differences in estimated cost.

**Option B: Span NE 8th Street**

In this option the elevated center platform station straddles NE 8th Street and access is provided from both sides of the street. Vertical circulation – stairway, escalator and two elevators - is provided for each entry point at ground level. Emergency and paratransit access is provided from the 118th Avenue NE right-of-way just north of NE 8th Street. Additional pedestrian access could be provided with an east-west easement in the vicinity of Whole Foods (*see Option A above*).

**Option C: South of NE 10th Street**

In this option the elevated center platform station is sited approximately 300 feet north of NE 8th Street. The primary access is provided from the north side of NE 8th Street along the BNSF corridor through a pedestrian walk that connects to the ground level entry plaza. Emergency and paratransit access is provided with a driveway from the north side of NE 8th Street through the 118th Avenue NE right-of-way to a turnaround adjacent to the east side of the station. Additional pedestrian access could be provided with an east-west easement in the vicinity of Whole Foods (*see Option A above*).

**Option D: At-Grade North of NE 10th Street**

In this option an at-grade station is sited approximately 800 feet north of NE 8th Street. Due to track alignment constraints immediately north of the station, side platforms are used with this option. Access is provided from 116th Avenue NE by a ground-level pedestrian walkway that connects to the westbound and eastbound platforms. Emergency and paratransit access is provided from 116th Avenue NE by a driveway and turnaround immediately adjacent to and north of the pedestrian walkway.

**Other Corridor Facilities**

Existing facilities in the BNSF corridor that will need to be accommodated with the siting of the Hospital Station include a 72-inch King County Metro sanitary sewer interceptor, a fiber-optics

conduit owned by Allstream, and Sturtevant Creek, which flows from the south end of Lake Bellevue southerly along the east side of the corridor in an open channel and crosses to enter a culvert just north of NE 8th Street. The creek would be protected during construction and be restored to its open channel condition once construction is complete. Additional piping of the creek is not allowed under the City of Bellevue's current Code. This area is also adjacent to a floodplain, and measures will need to be taken so that flood capacity would not be reduced with station facilities or fill. Cascade Water Alliance plans to construct a 72-inch water transmission line in the corridor and an envelope for potential freight rail operations or a regional multi-use trail must be provided. King County has purchased an easement along the BNSF corridor for the purpose of providing a regional pedestrian and bicycle trail. This easement could be converted to freight rail at some future time. (see *Typical Corridor Cross Section on p. 5*).

These elements represent constraints on the location of the light rail alignment that determine the siting of the Hospital Station facilities and the subsequent impacts to adjacent properties. Sturtevant Creek would need to be maintained as an open channel and, based on feasibility, it is possible that Sturtevant Creek could ultimately be relocated along the proposed water transmission line.

### **3. EVALUATION CRITERIA**

In the analysis of station options Sound Transit established a set of criteria against which the station options can be measured for comparison purposes. The methodologies presented here are preliminary and are useful only for comparisons among the options studied. The Final EIS and Supplemental Draft EIS will present more complete impact analyses and mitigation strategies for the preferred option.

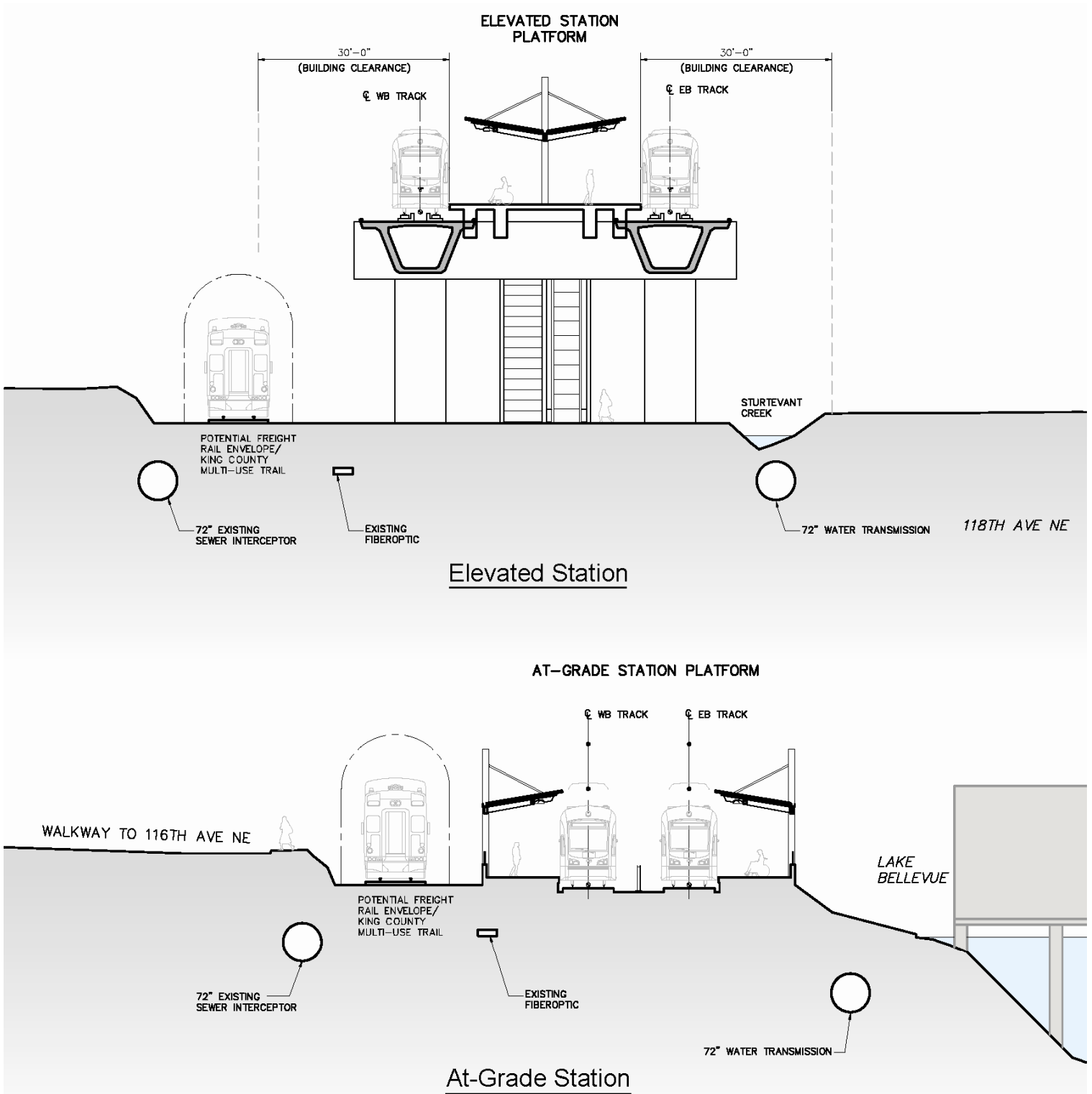
#### **Cost**

A qualitative comparison of the costs is provided in this memorandum. The comparison is to Option A: North of NE 8th Street. The differences reflect whether the station is at-grade, elevated north of NE 8th or spanning NE 8th; the length of elevated guideway; and the extent of right-of-way acquisition.

#### **Station Characteristics**

Elements which define a station and may be used to compare the different site options include: 1) vertical orientation (elevated or at-grade); 2) quality of the patron experience (access, walk time, perceived safety and comfort); 3) spacing between adjacent stations in the light rail line; and 4) visibility of the station from the street (pedestrian connectivity and security of passengers and facility).

1. The elevated stations with a center platform afford direct access to either eastbound or westbound light rail with no crossing of the light rail tracks required. The at-grade station in Option D is a side platform station which requires passengers to cross the light rail tracks to access the north(east) bound platform.
2. The quality of patron access to a station is affected not only by the walk time, but also by the directness of the route, crossing of major streets, the quality of the pedestrian environment, and any grades encountered. The BNSF right-of-way crosses NE 8th Street



Typical Corridor Cross Section

at a perpendicular angle at the same grade. Further north along the BNSF right-of-way the grade difference between the light rail alignment and connection to the parallel 116th Avenue NE becomes an important consideration (the elevation difference between 116th Avenue and the station platform of Option D is 21.5 feet). As the station is located further away from public streets the perception of accessibility diminishes and potentially becomes non- apparent.

3. The siting of station Option D potentially creates an overlap of ridership capture with the 120th Avenue Station to the northeast, which may diminish the effectiveness of system operation. (see *Station Spacing Diagram on p. 7*). This siting also diminishes access from ridership south of NE 8th. (see following discussion on walking distance).
4. Patron security can be enhanced by the techniques of “Crime Prevention through Environmental Design” (CPTED), which influences the visibility and orientation of a station to emphasize “eyes on the station”. The station options that are closer to major public areas, closer to higher activity areas, or provide a greater sense of being visible provide a greater sense of security. They also facilitate the opportunity for security personnel as well as local police to efficiently monitor the station areas. Visibility of a station can also affect ridership, as greater visibility enhances ridership by attracting more riders to use the transit mode.

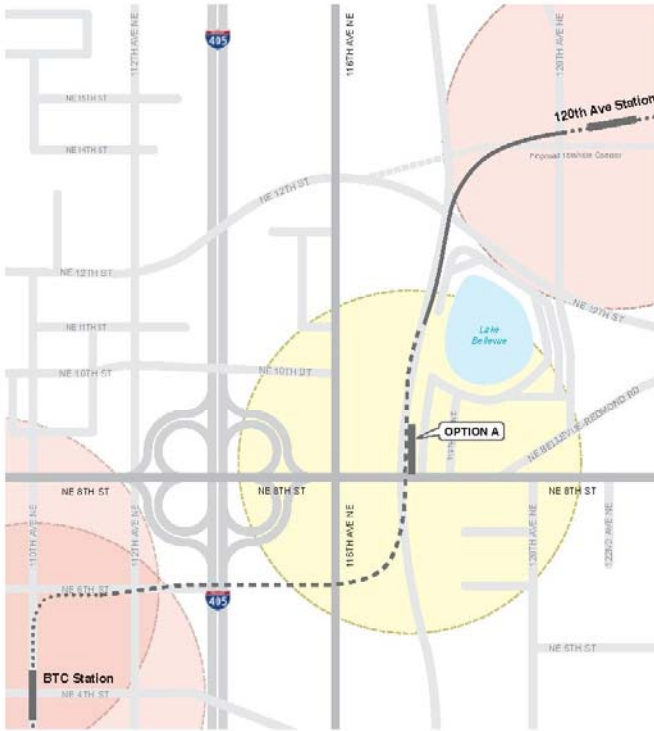
### Walk Analysis

A walk distance analysis was performed to better understand the differences in land use accessibility for each of the station options. (see *Walk Analysis Maps on p. 8*). The City of Bellevue analyzed the percent of 2030 Wilburton/Medical Office area employment and residential population within a 5-minute and 10-minute walk distance of each station location. The 5-minute walk represents a higher-capture, roughly 1/4-mile distance for transit users. The 10-minute walk represents an approximate 1/2-mile distance as identified in the Bellevue Light Rail Best Practices Report and reflected in the City’s Comprehensive Plan. (The Downtown Subarea and Spring District are not included in the land use calculations because they would be served more directly by other planned stations.)

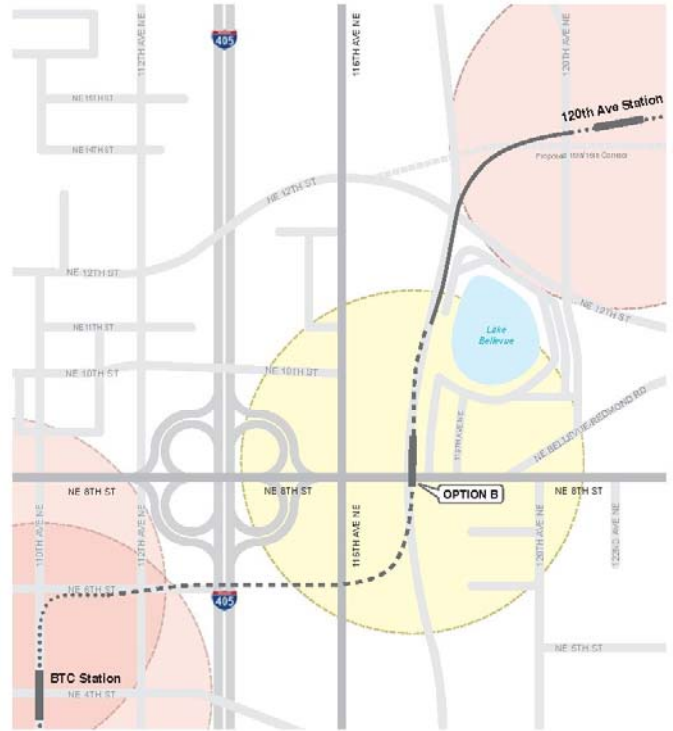
Vertical circulation time penalties of 30 to 60 seconds were included in the analysis of the four station options (representing the time it would take to travel from the platform to the pedestrian network connecting to the station). The walk distances follow a pedestrian network assumed to be in place by 2030. Sidewalks and off-street pedestrian paths, including use of an anticipated multi-use path in the BNSF corridor, are included as pedestrian routes. The analysis includes use of the two east-west pedestrian connections from the stations on the BNSF to 116th Avenue. An east-west connection north of the Design Center in Option D is used to provide access to 116th Avenue. An optional east-west connection through the northern part of Whole Foods provides pedestrians direct access to 116th Avenue in lieu of traveling south, then east-west along NE 8th Street.

The analysis does not include travel distance reductions for intersection delay. Much of the intersection delay would occur at NE 8th Street and 116th Avenue crosswalks. Pedestrian crossing of NE 8th Street at the BNSF right-of-way would occur as part of the station in Option B. For the other three options, it is assumed this crossing would be addressed separately





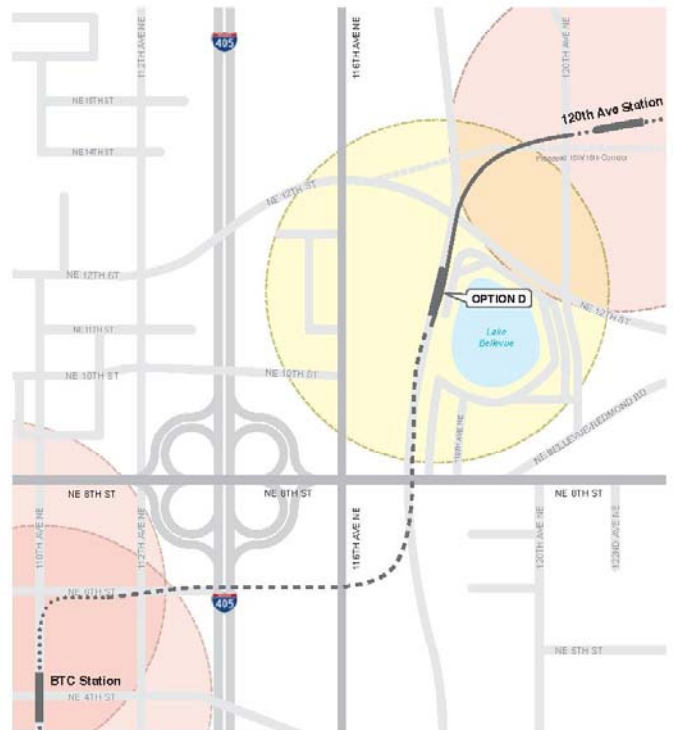
Station Option A




Station Option B



Station Option C

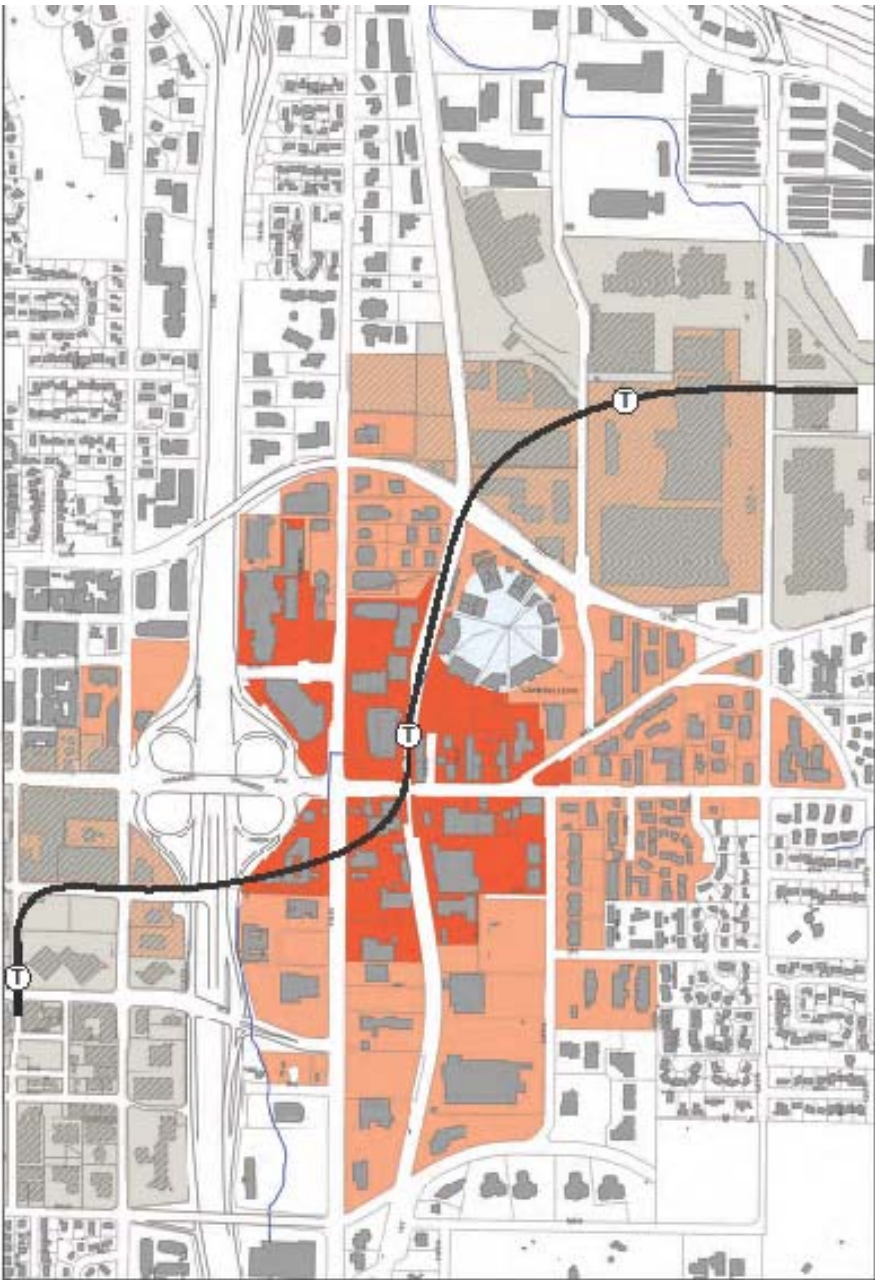


Station Option D

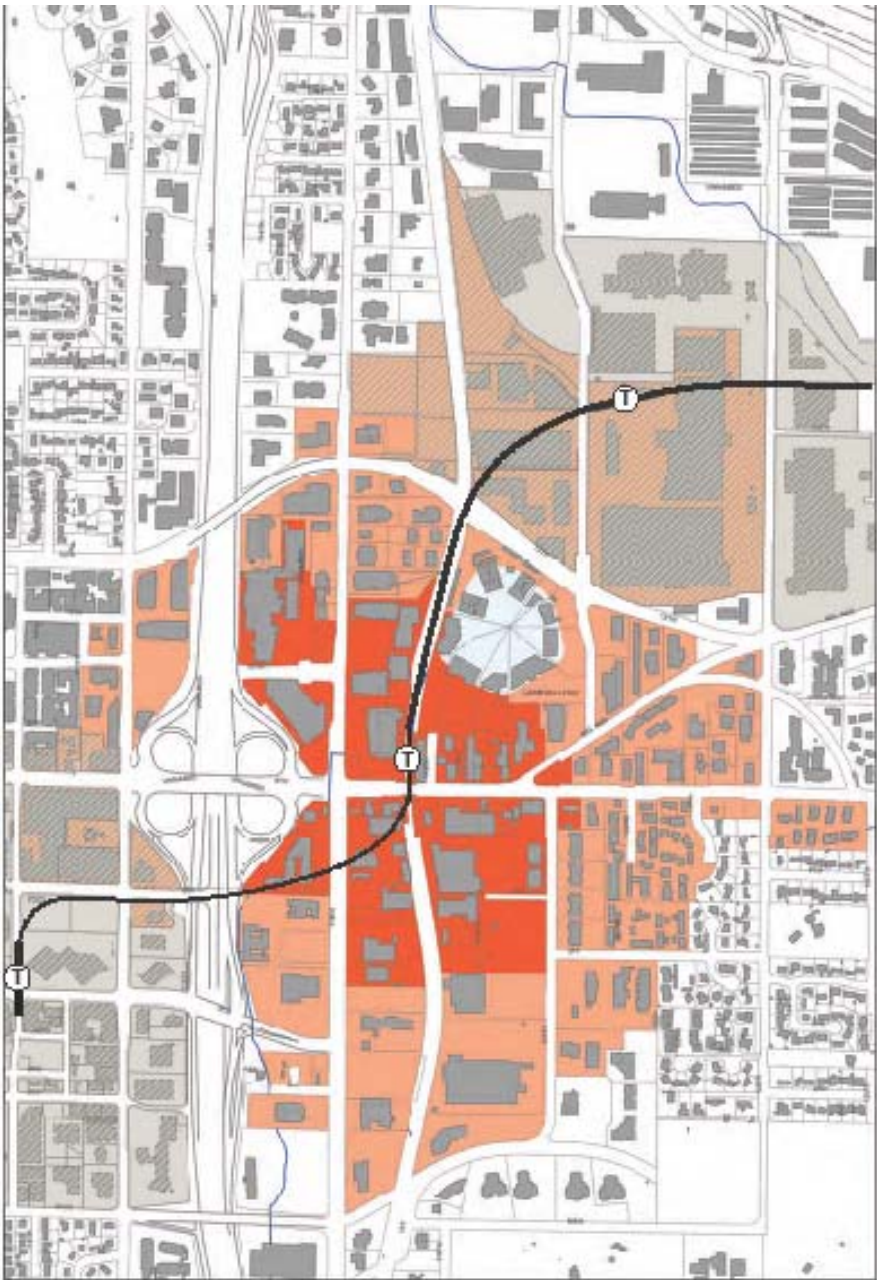
 = 1/4 mile

## Station Spacing Diagram

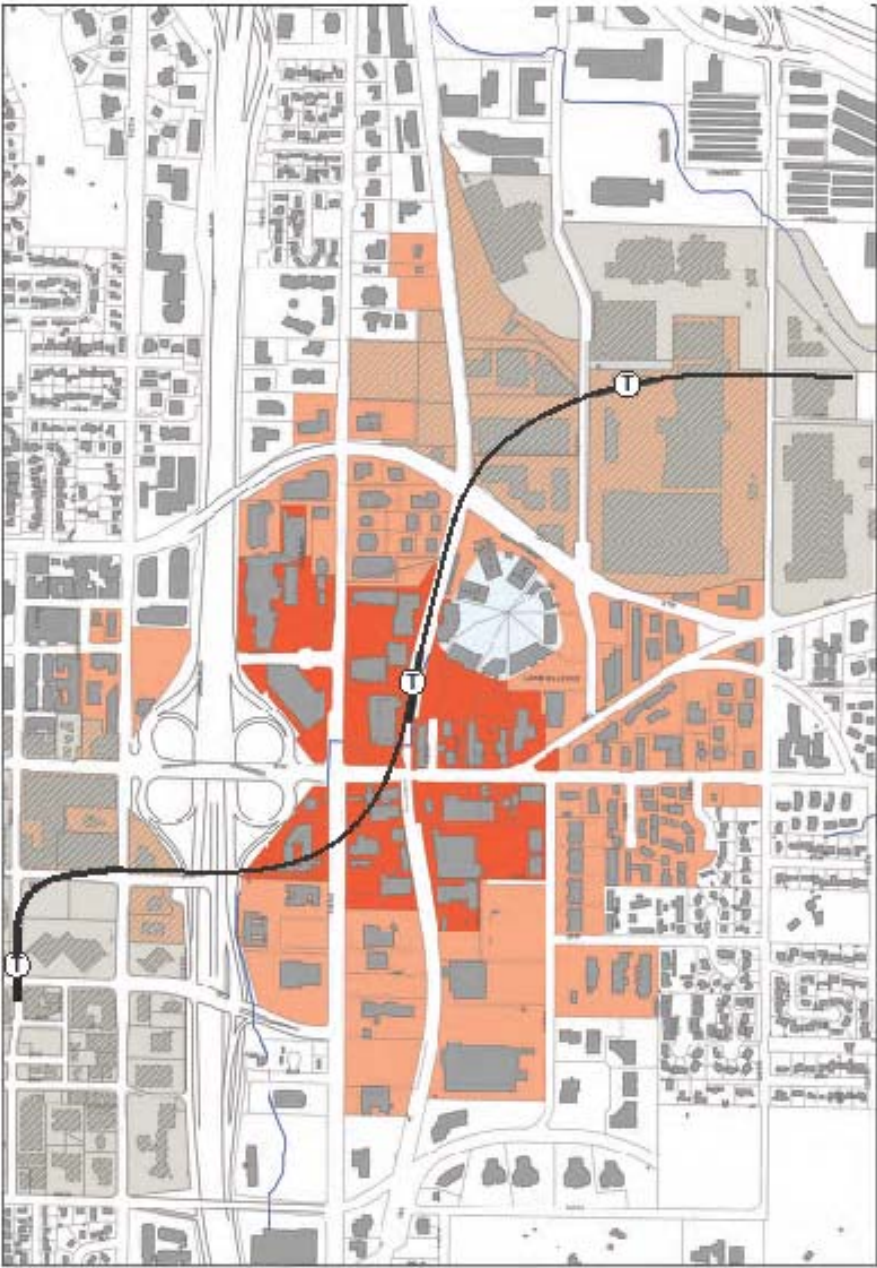




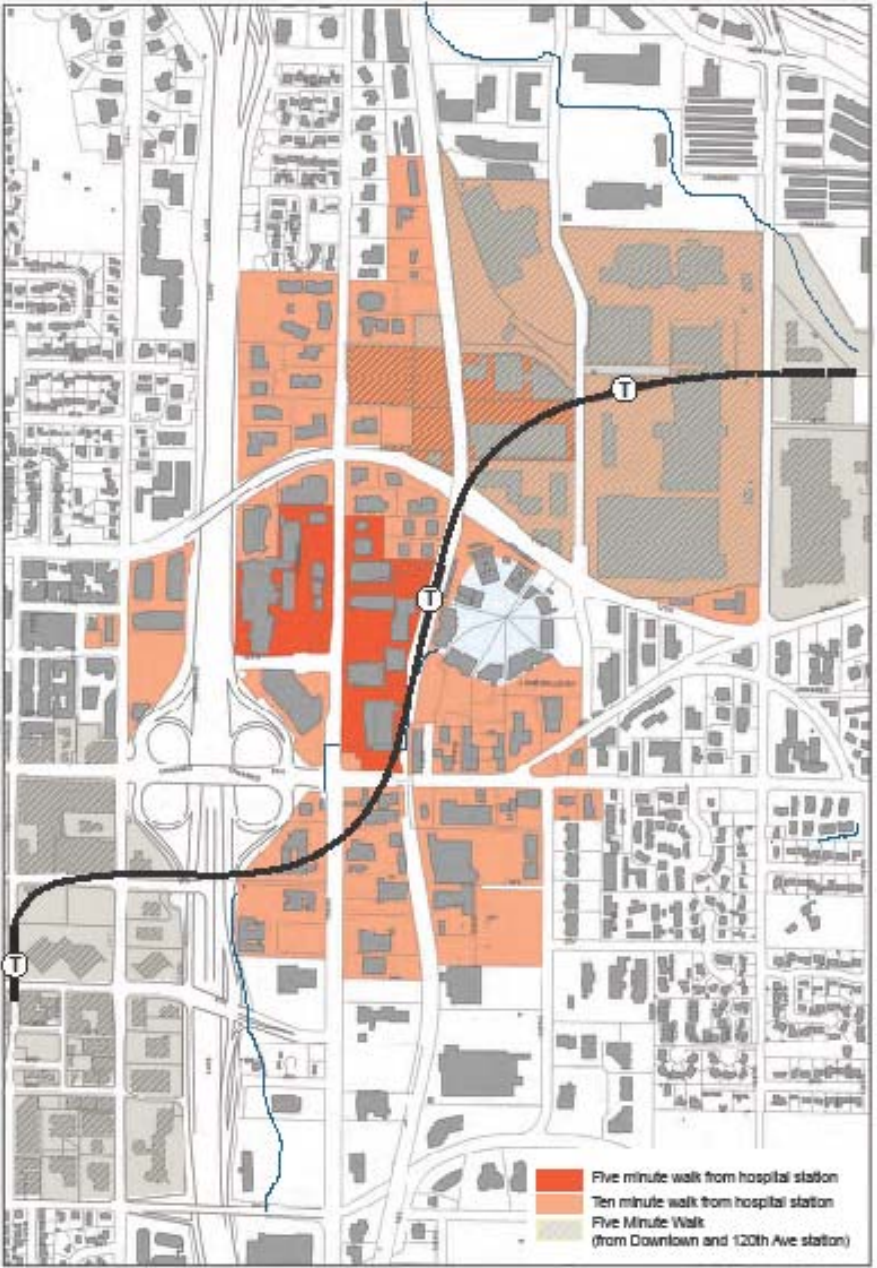
Option A



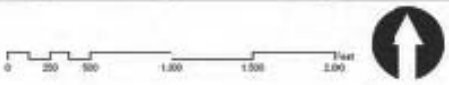
Option B



Option C



Option D



Walk Analysis Maps



through the planned regional multi-use trail development in the BNSF corridor (and not part of the Sound Transit work plan).

### **Hospital Access**

The three existing hospitals located on the east side of I-405 along 116th Avenue NE (Overlake Hospital, Group Health and Children's Hospital) all have the potential to be served by light rail. To gauge the differences in how well each hospital could be served, an analysis was performed to measure the shortest walk distance from the front door of each hospital to the closest station entrance by option. As with the land use accessibility analysis, the hospital analysis uses the east-west pedestrian connections from the station entrances to 116th Avenue. The shortest walk distances to Children's Hospital from the Hospital Station options are shown for two distinct routes: one that uses 116th Avenue for primary access; and another that uses an anticipated multi-use path in the BNSF corridor. The walk distance from the 120th Avenue Station via a new NE 15th Street connection is also shown because of its proximity to Children's Hospital. (see figures on p. 10).

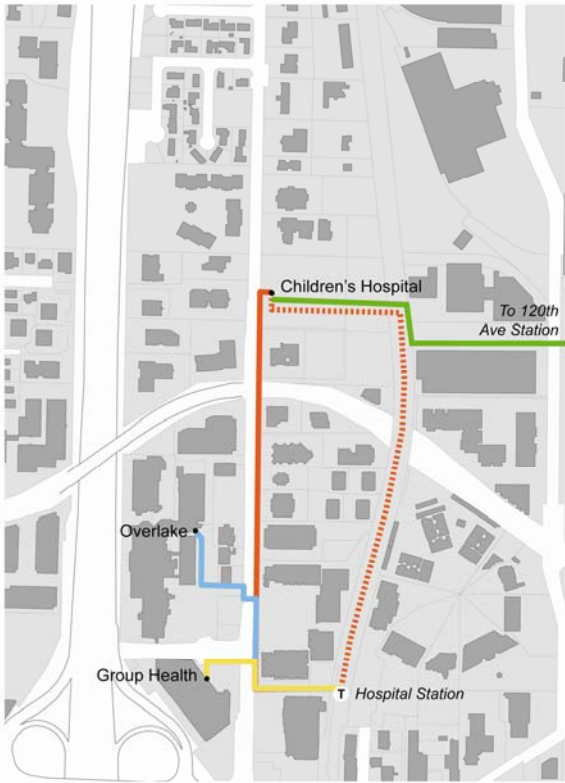
### **Potential Environmental Impacts**

Property impacts associated with the Hospital Station options include full and partial property acquisitions from commercial and residential properties for the project and its construction.

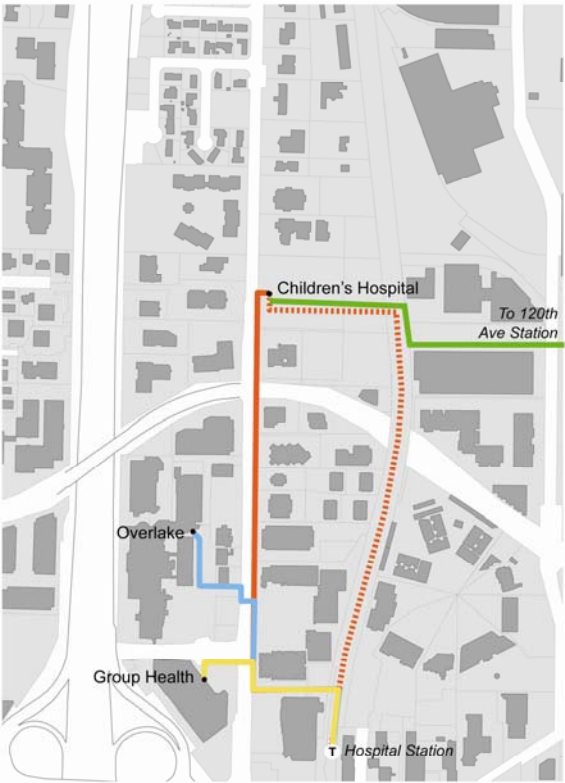
Sound Transit counts displacements based on properties identified through the design process.. The number of affected businesses adjacent to the BNSF corridor was determined based on property site visits conducted for the Draft EIS. The number of businesses affected includes the number of individual businesses located in a single building or on a single property. Between 1 and 5 business displacements have been identified but no residential displacements are anticipated for any of the four Hospital Station options.

Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines and would comply with the appropriate provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the State of Washington's relocation and property acquisition regulations (Washington Administrative Code 468-100 and Revised Code of Washington 8.26).

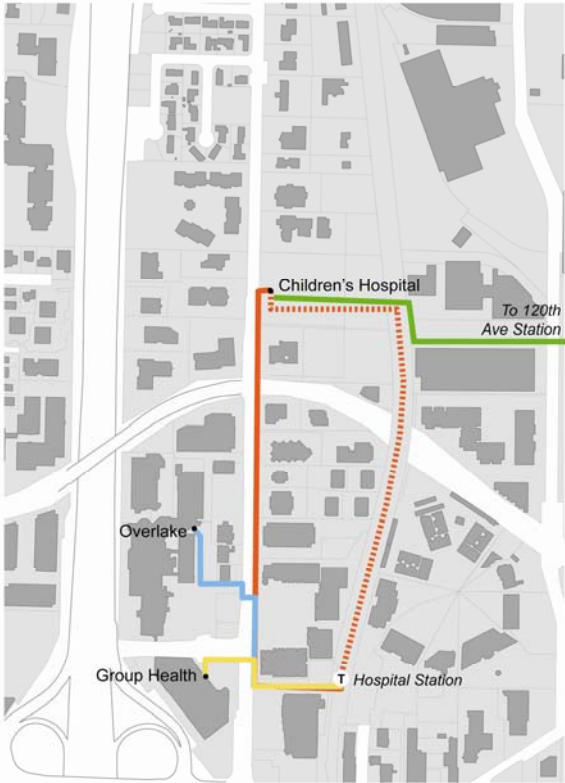
Adjacent to the light rail alignment immediately to the east are several multifamily residences on Lake Bellevue. While the Draft EIS predicted that these units would have noise impacts from the project, after mitigation it was predicted that the impacts would be reduced to meet FTA standards. For the new options under consideration, the noise analysis has not been updated because the location of the light rail alignment does not substantially change. However, Sound Transit operating procedures require that the bell on the train be rung when entering and exiting a station. Given that the Option D station is located the closest to the multifamily residences, noise from train bells may affect the multifamily buildings more with this option compared to the other options. Also, the side platform station configuration requires passengers to cross the light rail tracks to access the station, whereas the elevated center platform options do not. This would require additional crossing bells and signals to ensure passenger safety that are not required at the other station options.



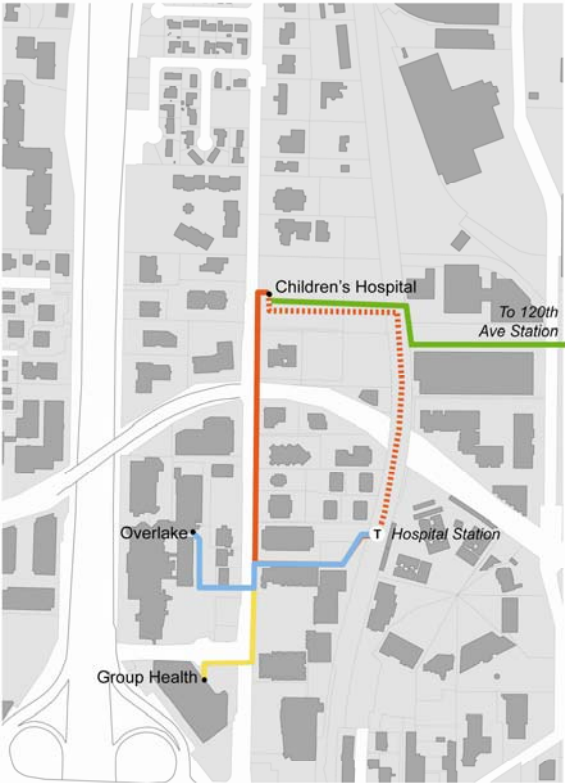
**Option A**  
Uses additional access north of Whole Foods



**Option B**  
Uses additional access north of Whole Foods



**Option C**  
Uses additional access north of Whole Foods



**Option D**



# Hospital Access

As previously discussed, measures would be developed to protect Sturtevant Creek during construction. After construction, the creek would remain in an open channel, consistent with City of Bellevue regulations.

### **Construction Risk and Effects**

Sound Transit has developed a qualitative assessment of the disruption to residents, businesses, and street-level activity associated with each option. This measure is intended to highlight the differences between the most intense construction phases for each option during the time that those who live, work, or do business in the surrounding environs would most likely be affected by construction activities.

Construction duration is determined by construction type and typical production rates for each type. The reported qualitative comparison is based on assessment of a typical project comprising the different types. The actual construction schedule will depend on the type of construction, timing of the start of construction, and other factors that will not be known until final design. The size and location of property designated for construction staging relative to the station site will have a bearing on the temporary impacts to adjacent properties and ease and duration of construction.

## **4 TRANSIT-ORIENTED DEVELOPMENT**

The City of Bellevue has identified six specific areas in the vicinity of the hospital Station options that have the potential to support existing and future transit-oriented development (TOD) (*see TOD Areas Map on p. 12*). The current forecast is for approximately 10,300 total jobs in these six areas by 2030 along with roughly 1,425 residents. High, Medium and Low rankings have been used to assess each of the areas by station location options (*see TOD Assessment on p. 13*).

Area 1: Medical Institution District and Medical Office area north of NE 12th Street, including Children's Hospital.

Area 2: Medical Institution District west of 116th Avenue south of NE 12th Street, including Group Health and Overlake Hospital Medical Center.

Area 3: Medical Office east of 116th Avenue NE south of NE 12th Street, primarily zoned for high-rise medical office.

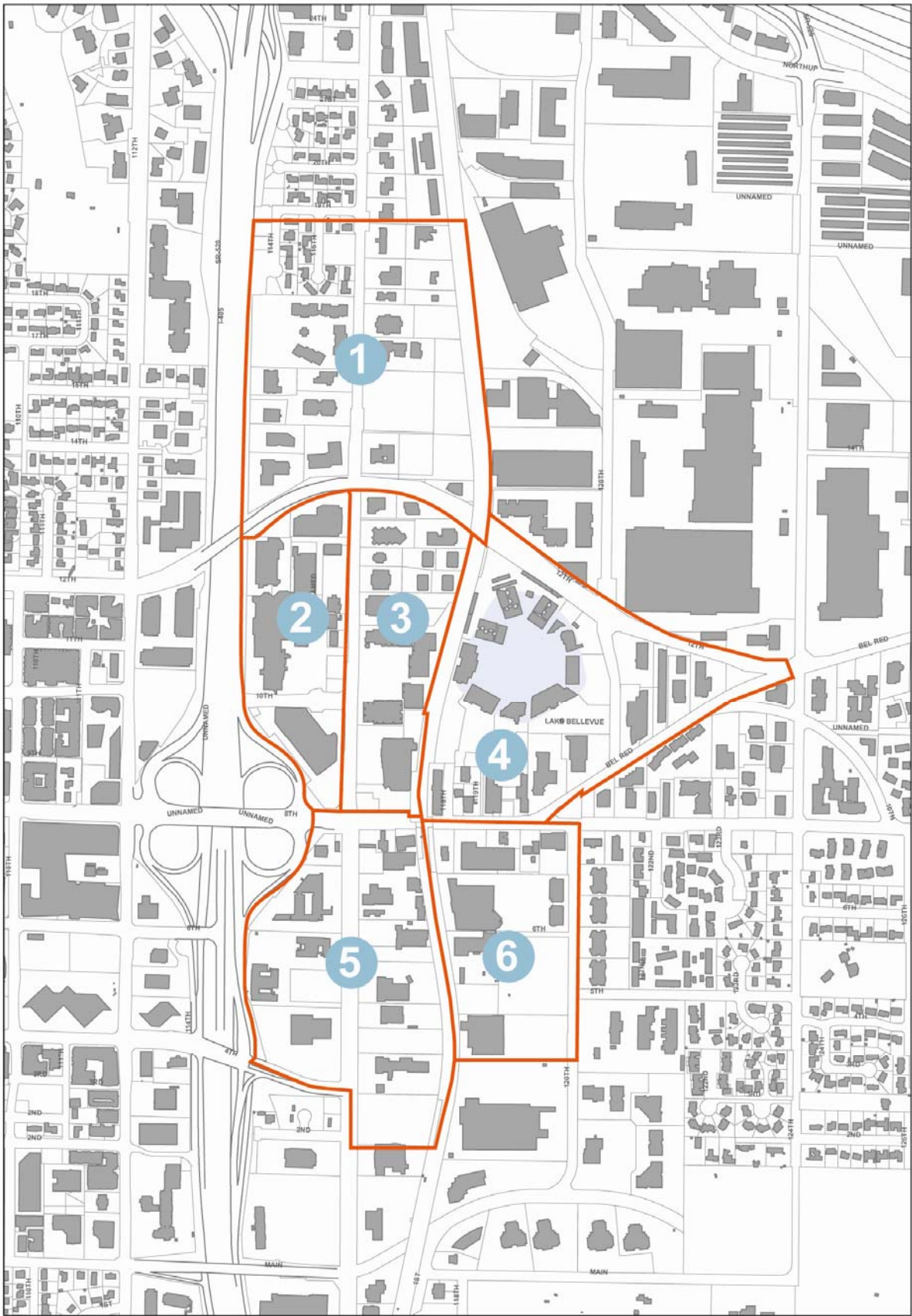
Area 4: Lake Bellevue/Brierwood Center, zoned for low-rise commercial and mid-rise mixed use development.

Area 5: Wilburton Opportunity Area west of BNSF; the City's Comprehensive Plan anticipates transit supportive land uses.

Area 6: Wilburton Village east of BNSF; the City's Comprehensive Plan supports mid-rise, mixed use redevelopment.

## **5. SUMMARY OF STATION OPTIONS**

The *Summary Matrix on page 15* presents the measures and qualitative ratings for each option according to the evaluation criteria. The following is a discussion of the key differentiating features for each station location. (*see Station Plans on pages. 18-21*).



**TOD Areas**



<b>TOD Assessment</b>					
<b>Criteria</b>	<b>Measure</b>	<b>Option A: North of NE 8th St</b>	<b>Option B: Span NE 8th St</b>	<b>Option C: South of NE 10th St</b>	<b>Option D: At-Grade, North of 10th</b>
<b>Transit-Oriented Development (TOD)</b>  Ability of station location to support existing or potential TOD in specific areas (see map)	AREA 1: Medical Institution District and Medical Office area north of NE 12th St; includes Children's Hospital.	Low	Low: similar to Option A	Low: similar to Option A	Medium
	AREA 2: Medical Institution District west of 116th Ave south of NE 12th St; includes Group Health and Overlake Hospital Medical Center.	High	High: similar to Option A	High: similar to Option A	Medium
	AREA 3: Medical Office east of 116th Ave south of NE 12th St; primarily zoned for high-rise medical office.	High	High: similar to Option A.	High: similar to Option A.	High
	AREA 4: Lake Bellevue / Brierwood Center; zoned for low-rise commercial and mid-rise mixed use development.	Medium	Medium: similar to Option A.	Medium: similar to Option A.	Low to Medium
	AREA 5: Wilburton Opportunity Area west of BNSF; City's Comprehensive Plan anticipates transit supportive land uses.	Medium to High	High	Medium to High	Low
	AREA 6: Wilburton Village east of BNSF; City's Comprehensive Plan supports mid-rise, mixed use redevelopment.	Medium to High	High	Medium to High	Low

### **Option A: North of NE 8th Street**

The elevated station is visible from NE 8th Street, served by a ground level entry plaza on the north side of NE 8th Street on which the vertical access facilities are located. This is accompanied by a paved emergency vehicle and paratransit access driveway and turnaround connecting to NE 8th Street. For the station plaza area, vehicle access and turnaround, and construction staging, adjacent property on the east side of the corridor would need to be acquired. Several businesses are displaced, while parking for other businesses that remain is reduced. The sanitary sewer interceptor would remain within the existing BNSF right-of-way; however, a portion of the proposed water transmission line is anticipated to lie within property to be acquired by Sound Transit for the project.

While the primary station entry is from the north side of NE 8th Street, an additional station entry could be provided from NE 116th Avenue, north of Whole Foods. Right-of-way would be acquired to accommodate a 14-foot wide walkway that connects to the ground level station plaza by ramp to make up the elevation difference. A second set of fare vending equipment would be required to serve this secondary entry. All costs would be considered add-on.

- Option A is the baseline for the comparison of alternatives. Option A would provide a high degree of visibility with its location adjacent to NE 8th Street (one of the City's primary arterials) and reasonable access to Wilburton areas south of NE 8th. Hospital access would be moderate via NE 8th Street and could be enhanced with a secondary station entry north of Whole Foods, at additional cost.

### **Option B: Span NE 8th Street**

The elevated station is the most visible from NE 8th Street (as it is directly above the street), and is served by ground level plazas on both the north and south sides of NE 8th. Similar to Option A an alternate station entry could be provided from NE 116th Avenue by a pedestrian access right-of-way. The pedestrian walkway would be more extensive as the station is shifted farther south, with approximately 320 feet paralleling the area reserved for freight rail or multi-use trail; however, no additional ticket vending equipment would be necessary. As with the alternative entry in Option A this pedestrian walkway would cross the potential freight rail track west of the station plaza. Due to the more restrictive alignment geometry to accommodate shifting the station south to straddle NE 8th Street, the operating train speed for the south approach would be reduced from 30 mph to 20 mph.

Right-of-way acquisition for the entry plaza, vehicle access and turnaround, and construction staging is reduced from that required for Option A; however, property would be acquired south of NE 8th Street for staging construction of the southern portion of the station. There would be additional construction risk and impacts to the public for building the station over 8th Street. More extensive traffic control and construction sequencing of station elements over the street, coupled with public and worker safety, create greater complexity for this option.

- Option B's location straddling NE 8th with access points on both sides of the street provides it with the greatest visibility and the broadest land use accessibility. The more complex design of locating the station over the street results in higher cost than Option A. It provides the most direct access to the Wilburton area south of NE 8th Street and its additional northern station entrance provides access to the hospitals. Like Option A, hospital access could be further enhanced with an alternative station entry north of



SUMMARY – Evaluation of Hospital Station Options					
Criteria	Measure	Option A: North of NE 8th St	Option B: Span NE 8th St	Option C: South of NE 10th St	Option D: At-Grade, North of 10th
Cost	Difference from baseline (Option A)	---	<i>Slightly more</i>	<i>Slightly more</i>	<i>Less</i>
Station Characteristics  (Options A, B, C elevated)	Station spacing (from 120 <sup>th</sup> Avenue Station)	3000 ft	3200 ft	2800 ft	2100 ft
	Station visibility	High	Highest	Moderate	Low
	Quality of connection (safety, comfort, design of pedestrian environment)	Moderate	High	Moderate	Low
Walk Analysis  Wilburton/ Medical Office area land use accessibility (based on 2030 forecast for TOD areas – see map)	Percent of jobs within 5-minute walk	50 %	53 %	50 %	35 %
	Percent of jobs within 10-minute walk	83 %	84 %	84 %	84 %
	Percent of population within 5-minute walk	28 %	42 %	28 %	0 %
	Percent of population within 10-minute walk	99 %	99 %	99 %	53 %
Hospital Access  Shortest distance from station entrance to front door of specific medical facility	Group Health - assumes use of additional pedestrian access for connection from BNSF to 116th Ave for Options A, B and C	900 ft	1,175 ft	825 ft	1,450 ft
	Overlake Hospital - assumes use of one of two potential pedestrian connections from BNSF to 116th Ave	1,475 ft	1,750 ft	1,400 ft	1,300 ft
	Children’s Hospital – (1) via 116th Ave with connection from BNSF; (2) via BNSF corridor assuming connection to Children’s Hospital; and	2,500 ft 2,575 ft *(1,700 ft)	2,775 ft 2,850 ft *(1,700 ft)	2,425 ft 2,500 ft *(1,700 ft)	2,100 ft 1,750 ft *(1,700 ft)
	(3) distance from 120th Avenue Station via new NE 15th Street				
Environmental impacts	Displacements	5 businesses	5 businesses	1 business	0
Construction risk	Relative risk to schedule and budget	Moderate	Higher	Moderate to Higher	Lower
Construction effects	Intensity of impacts to existing activities	Moderate	Moderate to High	Moderate	Moderate to Low
	Construction duration	Intermediate	Longest	Intermediate	Shortest

Whole Foods, at additional cost. Option B may increase the complexity of a future grade-separated crossing of NE 8th Street by the planned multi-use trail.

### **Option C: South of NE 10<sup>th</sup> Street**

The south end of this elevated station is located approximately 300 feet north of NE 8th Street with lower visibility than Options A or B. Access to the station is provided by a walkway that would parallel the area reserved for freight rail operations (or a multi-use trail) for approximately 500 feet before crossing to the entry plaza. Similar to Options A and B an alternative station entry connecting the plaza to 116th Avenue NE by walkway and ramp could be added on. The emergency vehicle and paratransit access serving the station is connected to NE 8th Street by a 300-foot long driveway within the 118th Avenue NE right-of-way.

Although property would be acquired for the emergency and paratransit turnaround and construction staging, this station option would preserve the property and businesses located at the northeast quadrant of NE 8th Street and the BNSF. However, due to the slightly more skewed approach to the BNSF corridor for the LRT alignment, acquisition of property at the southwest quadrant of the NE 8th/BNSF intersection and displacement of one business would be required. Additionally, because of a pinch point created by the alignment within the BNSF corridor north of the station, a portion of the 72-inch sanitary sewer interceptor would need to be relocated, including acquisition of right-of-way or easement by the project. It should also be noted that a portion of the planned water transmission line would potentially require an easement or right-of-way across the property at the northeast quadrant at the utility owner's cost.

- Option C, consisting of an elevated station north of NE 8th Street, would have costs, advantages and disadvantages similar to Option A. Its more northern location avoids four business displacements. Without the additional station entry the access to the hospital facilities is made worse than Options A and B. This station is less visible and provides less access to the Wilburton areas south of NE 8th.

### **Option D: At-Grade, North of NE 10<sup>th</sup> Street**

The at-grade station is located approximately 1,100 feet north of NE 8th Street, with pedestrian access provided by a 500-foot long walkway from 116th Avenue NE that would share the paved right-of-way to be acquired with emergency and paratransit access. Although the station is described as "at-grade", since no elevators or stairs are required, there is a substantial grade difference between the existing elevation of the BNSF corridor and the adjacent property on the west and the station would actually be situated on several feet of fill.

The entry plaza for the station would be sited immediately west of the BNSF and contain bicycle parking, paratransit shelter, and emergency vehicle access. Because of geometric requirements of the alignment north of the station location (routing under the NE 12th Street overpass for connection to Segment D as well as location of the junction for a potential future extension to Kirkland), the separation between the light rail tracks must be minimized and side platforms are thereby required. Pedestrians would need to cross both the area reserved for freight rail operations or multi-use trail and the light rail tracks in order to access the platforms.

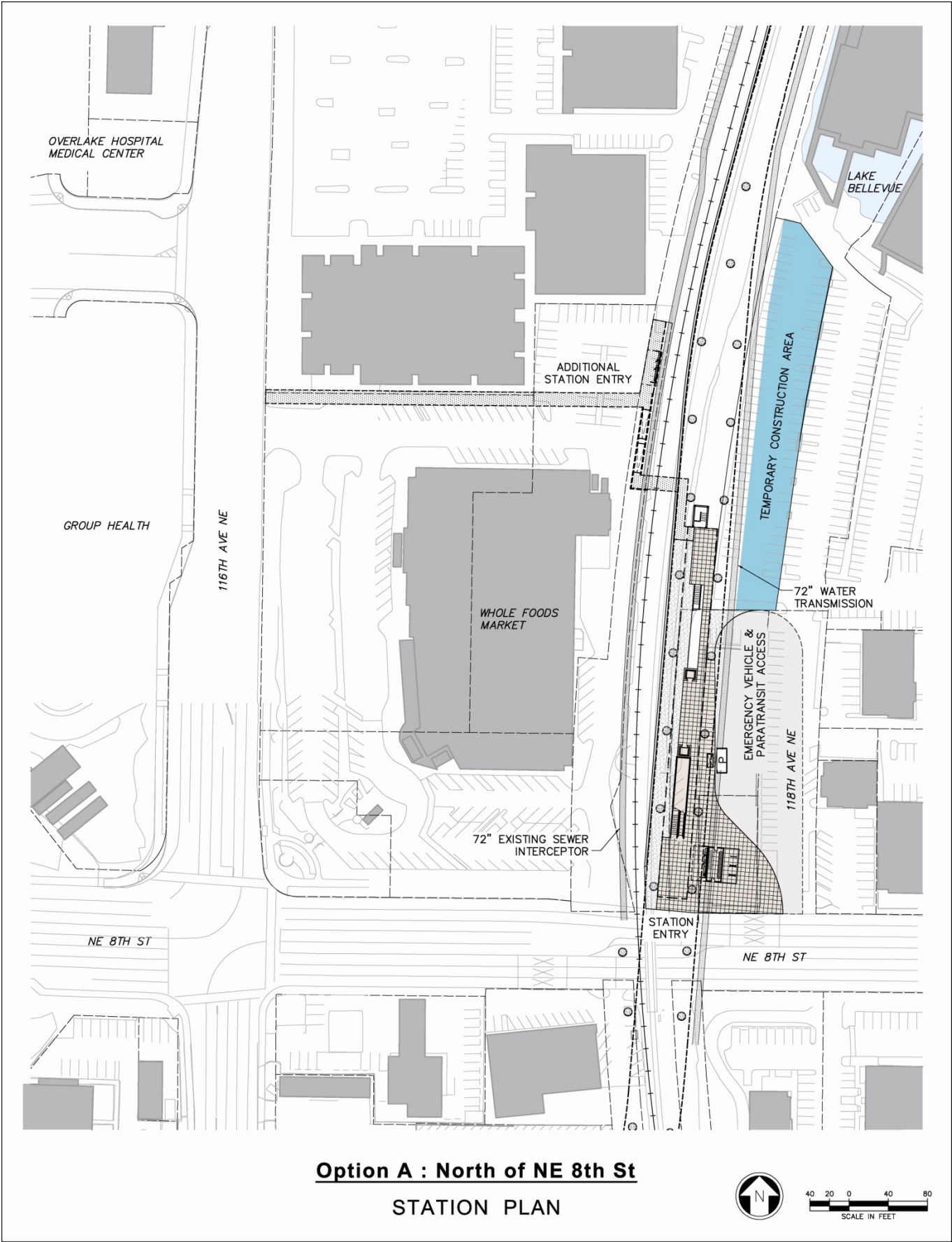
Property adjacent to the west side of the corridor would be acquired for construction staging as well as the entry plaza and vehicle access and turnaround. The walkway is defined as 14-foot wide while the vehicular access is 22 feet; the resulting 36-foot wide right-of-way would likely eliminate the row of surface parking adjacent to the existing parking structure to the north. On the east side of the BNSF right-of-way space is very constrained; although there would be sufficient width for the proposed 72-inch water transmission line construction may be challenging and temporary easements may be required. The proximity of Lake Bellevue to the station and water line may be an issue and special considerations (shoring, dewatering, etc) would need to be investigated for final design and construction.

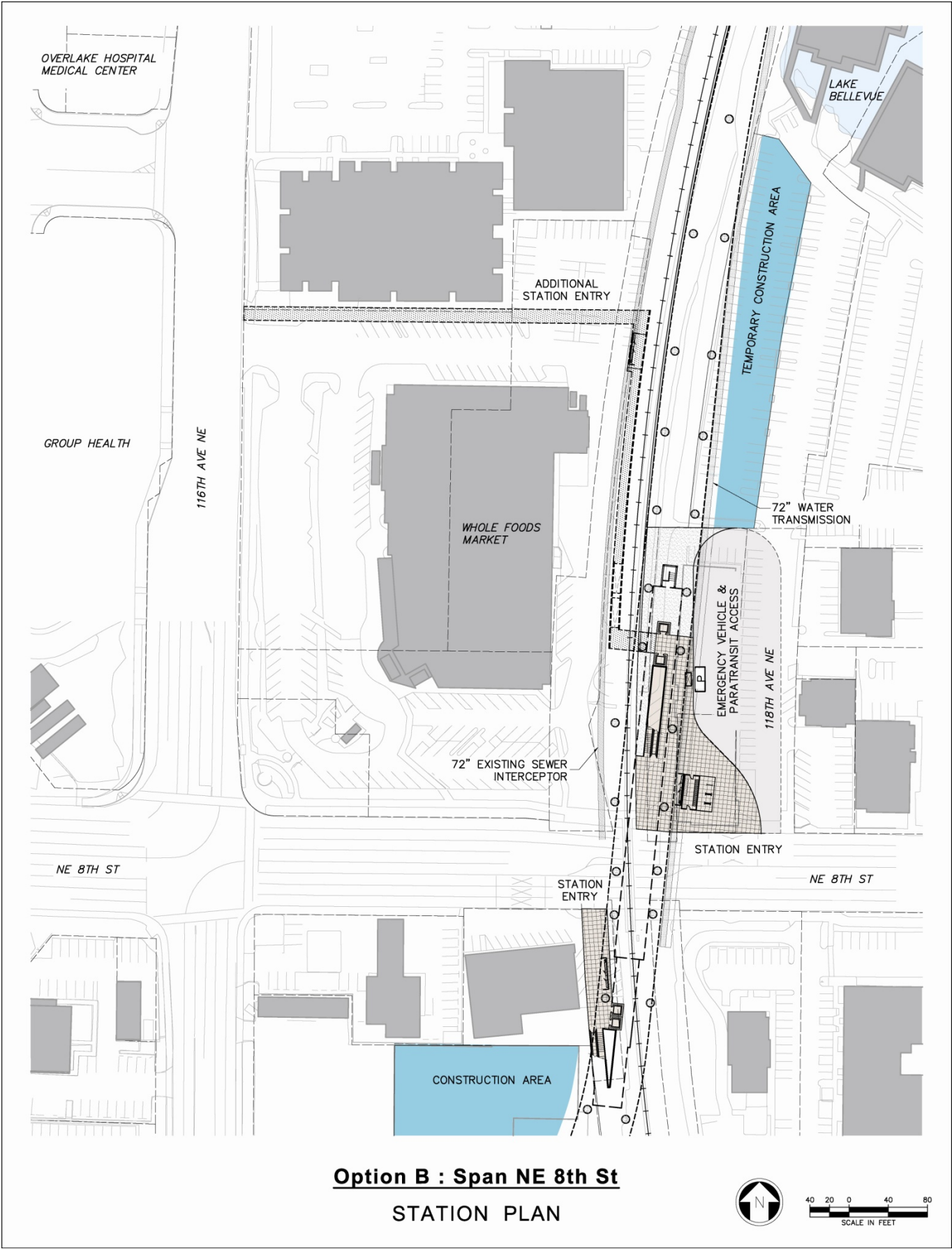
- Option D is the lowest cost option and provides the most direct access to Overlake Hospital and Children's Hospital. Located approximately 1,100 feet north of NE 8th Street in the BNSF corridor, the station would be accessed by a 500-foot long entry way connecting to 116th Avenue NE, making the station the least visible. The station would also provide the least access to Wilburton areas south of NE 8th and result in a substantial overlap in service with the 120th Avenue Station. The side platform configuration dictated by the alignment geometry requires passengers to cross the light rail tracks to access the station, whereas the elevated center platform options do not. This would require additional crossing bells and signals to ensure passenger safety that are not required at the other station options. Given that the Option D station is located the closest to the multi-family residences, noise from bells on trains entering and exiting the station may affect the nearby multi-family building the most with this option compared to the other options.

## 6. NEXT STEPS

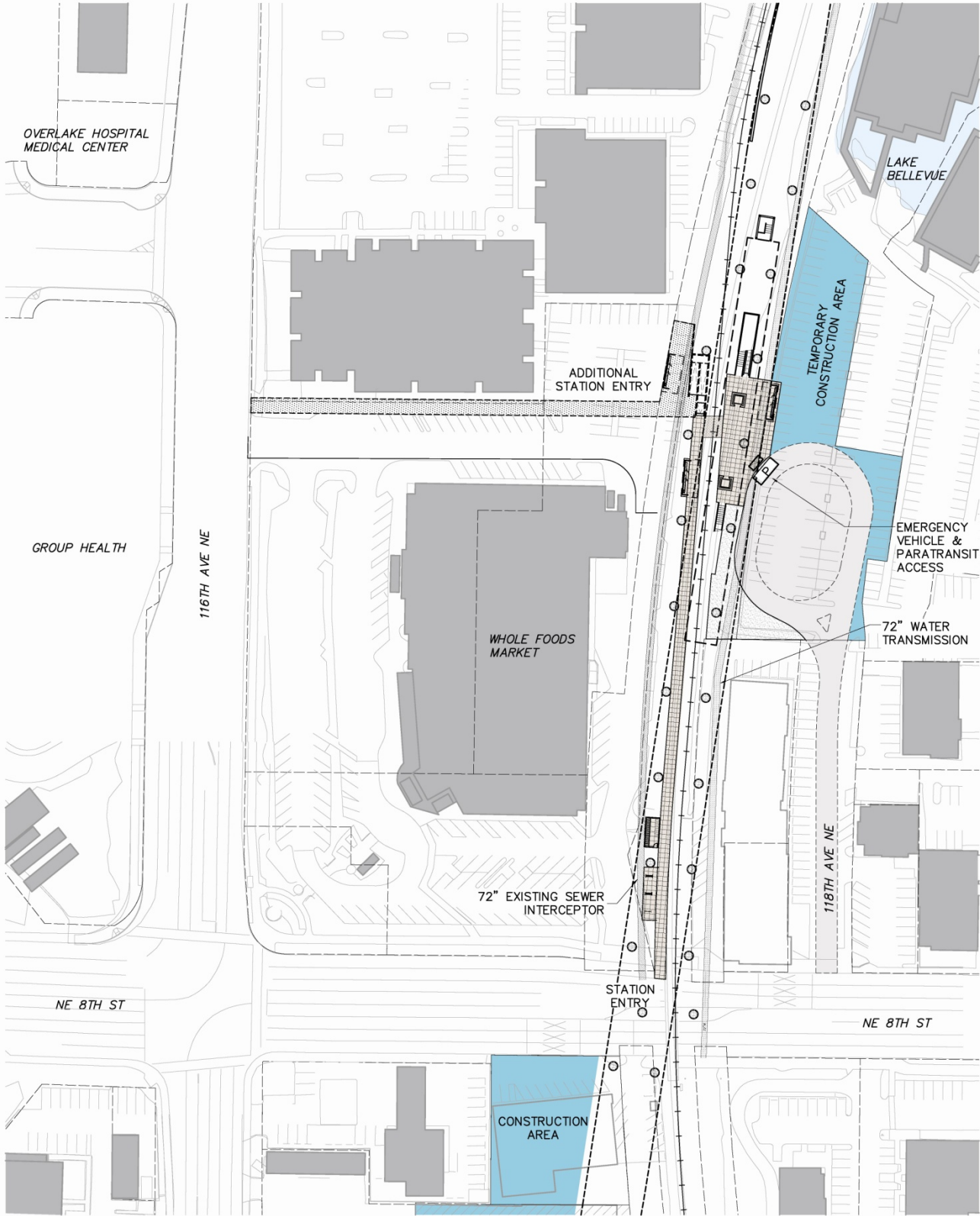
The Sound Transit Board is expected to identify a preferred station option on July 22, 2010. If the Board's preferred location of the Hospital Station is different from that considered in the DEIS, it would be further studied in a Supplemental DEIS, which is scheduled to be published in fall 2010. The Final EIS and Supplemental DEIS will present more refined costs and more complete impact analyses for the preferred option.

In addition to technical work, Sound Transit and the City of Bellevue will engage community members and stakeholders in public outreach meetings and opportunities to provide comment.









**Option C : South of NE 10th St**  
**STATION PLAN**

