

## **SOUND TRANSIT**

### **RESOLUTION NO. R2000-11 (Narrows to 2 Options)**

A Resolution of the Board of the Central Puget Sound Regional Transit Authority selecting two (of the five) alignment options in the Northgate segment for the Link Light Rail line for further study and analyses, selecting a station platform area for the Northgate station, and authorizing preliminary engineering to proceed on the two selected options.

WHEREAS, a Regional Transit Authority ("Sound Transit") was created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the 10-year plan for regional high-capacity transit in the Central Puget Sound region; and

WHEREAS, Sound Move included financing to build electric light rail from SeaTac to NE 45<sup>th</sup> Street in the University District; but only included funds for environmental and engineering work for electric light rail between NE 45<sup>th</sup> Street and Northgate; and further made the Northgate segment the highest priority for additional funds; and

WHEREAS, the Northgate alignment alternatives and station locations were evaluated in the final Environmental Impact Statement (EIS) for the Link Light Rail project; and

WHEREAS, an addendum to the EIS was issued June 2000 under the State Environmental Policy Act summarizing new information and refinements as well as potential impacts and mitigation measures to Segment A of Sound Transit's Central Link Light Rail project; and

WHEREAS, on November 18, 1999, the Sound Transit Board adopted Resolution No. R99-34, identifying the alignment and station locations for the Central Link Light Rail project; and

WHEREAS, Resolution No. R99-34 identified alignment and station locations for the segments from N.E. 45<sup>th</sup> Street in the University District south to S. 200<sup>th</sup> Street south of Sea-Tac Airport; and

WHEREAS, an alignment has not been chosen for the segment from the Northgate Transit Center to N.E. 45<sup>th</sup> Street in the University District; and

WHEREAS, Sound Transit has determined that the construction of the Northgate segment has the highest priority for the use of new funds and has committed to actively seek to obtain such funds to permit construction of the segment from the Northgate Transit Center to N.E. 45<sup>th</sup> Street as provided in Sound Move; and

WHEREAS, Resolution No. R99-34 directed Sound Transit to re-engage the Northgate and Roosevelt communities in discussions about the route and station options for the Northgate segment; and

WHEREAS, Sound Transit staff have engaged in extensive community outreach in the Northgate/Roosevelt neighborhoods including public meetings and workshops, mailings of informational materials, door-to-door visits, and individual conversations; and

WHEREAS, the community has provided significant input regarding the impacts and opportunities associated with each option; and

WHEREAS, Sound Transit held a public hearing on July 20, 2000, to receive public comment on the Northgate segment options; and

WHEREAS, Sound Transit expects to need to acquire certain properties for the construction, operation and maintenance of the Northgate segment options; and

WHEREAS, Sound Transit desires to minimize potential hardships to owners and occupants of property considered necessary for the alignment and commits to make the necessary property acquisitions on a schedule that is responsive to the property owners' and occupants' interests; and

WHEREAS, once funding is identified and an alignment is selected for the segment from the Northgate Transit Center to N.E. 45<sup>th</sup> Street in the University District, Sound Transit intends to identify and offer to acquire property from owners who volunteer to have Sound Transit purchase their properties early; and

WHEREAS, only two alignment options warrant further study and consideration.

NOW THEREFORE BE IT RESOLVED BY THE Board of the Central Puget Sound Regional Transit authority that:

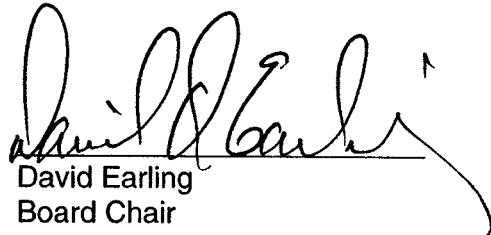
1. Preliminary engineering and analysis shall proceed for the following two alignment options:
  - A. 12<sup>th</sup> Avenue tunnel (A1.1). (Tunnels under the business district and Lake City Way ramps. Cut and cover station between Roosevelt Way and 12<sup>th</sup> Ave. NE.)
  - B. 8<sup>th</sup> Avenue elevated (A2.1b) (Retained cut) (Elevated station at I-5 and NE 65<sup>th</sup>, retained cut and cut-and-cover between 67<sup>th</sup> and 77<sup>th</sup> Streets.)
2. A final alignment selection will be made in Fall 2000.
3. The route, including station platform, in the Northgate neighborhood shall be on the east side of First Avenue N.E.4.

The preferred staging area for the tunnel construction is at Pacific Street, assuming early identification of funding for the Northgate segment. Staff shall be directed to work with the City of Seattle, University of Washington, and other regulatory agencies to determine if Pacific Street can continue to be used as a staging area during the construction of the Northgate segment. If tunnel construction staging from Pacific Street is not possible:

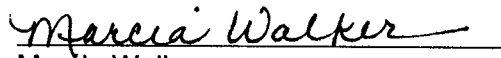
- The tunnel construction staging area shall be at the 12<sup>th</sup> Avenue Station site, if the 12<sup>th</sup> Avenue tunnel alignment is selected.
- Staff shall be directed to study potential staging areas for tunnel spoils removal in the event that the 8<sup>th</sup> Avenue option is selected and Pacific Street is not possible. Staff will report back to the Sound Transit Board on potential tunnel spoils removal sites no later

than September of 2000 to enable a selection by the Sound Transit Board. Staff shall work to minimize construction effects to impacted properties and the neighborhood.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 27th day of July 2000.

  
David Earling  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator