

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

Finalizing Council's letter commenting on the East Link Project Supplemental Draft Environmental Impact Statement (SDEIS).

STAFF CONTACT:

Goran Sparrman, Transportation Director, 452-4338
Bernard van de Kamp, Regional Projects Manager, 452-6459
Transportation Department

Diane Carlson, Director of Intergovernmental Relations, 452-4225
City Manager's Office

POLICY ISSUES:

The SDEIS, released by Sound Transit on November 12, 2010, analyzes new alignment alternatives and data developed after the publication of the DEIS, including those evaluated in the Winter 2010 Downtown Bellevue Light Rail Alternative Concept Design Report and the Sound Transit preferred options evaluated in the Summer 2010 112th Avenue Light Rail Options Concept Design Report. Bellevue's technical comments regarding the SDEIS are due to Sound Transit by 5:00 p.m. on Monday, January 10, 2011. Sound Transit has indicated that it will accept the Council's comment letter the morning of January 11, 2011.

DIRECTION NEEDED FROM COUNCIL:

X Action
X Discussion
— Information

At the January 3 Study Session, Council reviewed two draft comment letters: one that expresses the Council's policy direction and comments discussed at the November 8 and December 13, 2010 Council Study Sessions; and a second, technical comment letter that articulates the major themes presented to Council on December 13. Council provided comments and direction for edits to the letters and requested revised drafts be prepared for Council review on January 10.

The information requested is contained in the three attachments to this agenda memo:

- 1) Revised draft comment letter from City Council to the Sound Transit Board (Attachment 1);
- 2) Revised draft technical letter from city staff to Sound Transit environmental staff (Attachment 2); and
- 3) Catalog of Council's comments, questions and directions for revisions to the letters (Attachment 3).

Staff is seeking final approval of the Council's comment letter (Attachment 1) at the January 10 meeting in order to transmit the letter to Sound Transit the following morning. The technical

comment letter (Attachment 2) is provided for Council's information, as it is due to Sound Transit prior to Council's Study Session.

BACKGROUND/ANALYSIS:

The Council comment letter (Attachment 1) is in track changes format, showing additions from the January 3, 2011 draft. Some of the major revisions include:

- additional context about the City's overall support for the project;
- reiterating the City's preferred alignment;
- highlighting the importance of waiting for the results of the City's B7-R study before issuing the FEIS;
- requesting additional information, analysis and mitigation on impacts of particular concern (i.e. noise, construction, parks, transportation and traffic); and
- transmittal of City-commissioned studies. The list of studies being transmitted is included at the end of the letter.

All of the studies have been posted to the City's website at <http://www.bellevuewa.gov/light-rail-documents.htm> and hard copies are available for Council review in the Council Office.

The technical comment letter (Attachment 2) is also in track changes format, showing additions from the January 3, 2011 draft. Council's revisions to the earlier draft were of a more technical nature. Some of the major revisions include:

- additional discussion of the potential noise impacts on City parks, especially Surrey Downs and Mercer Slough;
- risk of damage to the Winter's House during construction; and,
- better information about impacts and mitigation for construction noise and traffic displacement.

Finally, included in the packet for Council's information is a list of Council's comments, direction and questions (Attachment 3) from the discussion on January 3, 2011. Although the catalog is not a verbatim record, it is intended to capture Council's questions and directions regarding the SDEIS. The "Disposition" column describes where the comment has been addressed.

The Final EIS is anticipated to be published in late spring 2011. All alignments will be included in the Final EIS, including responses to comments received during the DEIS and SDEIS public comment periods. The final alignment will be identified in the Record of Decision (ROD) published by the Federal Transit Administration (FTA), expected in summer 2011. City staff will continue to work with Sound Transit to address issues of concern as the environmental process and preliminary engineering move forward.

ATTACHMENTS:

- 1) Revised Draft City Council East Link SDEIS comment letter
- 2) Revised Draft Bellevue staff East Link SDEIS technical comment letter
- 3) Catalog of Council Comments on draft letters from 1-3-2011 Study Session

DRAFT – v2

January 10, 2010

The Honorable Aaron Reardon, Chair
 Sound Transit Board of Directors
 401 South Jackson Street
 Seattle, Washington 98104

Re: Bellevue City Council response to the East Link Supplemental Draft Environmental Impact Statement

Dear Chair Reardon:

On behalf of the City of Bellevue, I am writing to provide the City's comments on the East Link Supplemental Draft Environmental Impact Statement (SDEIS). The East Link Project is a critical investment for the eastside and Puget Sound region, advancing significant land use goals and providing economic and community development benefits for generations to come. It is also an essential investment for the City, allowing continued growth of Downtown Bellevue as a business and residential center, supporting the transformation of the Bel-Red area into a vibrant mixed-use neighborhood, and providing high-quality transportation service to Bellevue neighborhoods. Through careful analysis of alignments, innovative design solutions, and thoughtful mitigation, we are confident that the East Link Project can be designed to protect neighborhoods and businesses and meet local and regional transportation goals.

The City Council has considered and discussed the SDEIS on several occasions since it was released in November. These discussions and the following recommendations are based on a foundation of past City efforts in support of East Link, including the Downtown Implementation Plan, the Bel-Red Subarea Plan, the Light Rail Best Practices Study and related Comprehensive Plan Updates, DEIS review and comment, and supplemental evaluation of design options, impacts, and mitigation in south Bellevue and Downtown. We ask the Sound Transit Board of Directors to incorporate and respond to these comments through the completion of the environmental review process and consider the City's issues as the Board continues to deliberate on a final preferred alternative.

In south Bellevue, as you're aware from our July 2010 letter, the City of Bellevue's preferred alignment is B7-Revised (B7-R), a variation of the B7 alignment with a station near the I-90/Bellevue Way interchange (Attachment 1) in south Bellevue, C9T in downtown Bellevue, and D2A in the Bel-Red corridor. In November the City began phased, expedited, and independent work on the B7-R alternative. The scope of work for the B7-R study is attached for reference (Attachment 2). In February or March we expect initial results to emerge and plan to share those findings with you. We anticipate completion of the first phase of our B7-R work to conclude in June. Our objectives of the evaluation are to identify an alignment that is to minimize negative impacts, reduces costs, and ensures high ridership as compared to the B2M alignment. The majority of the City Council does not support the B2M alignment because we are skeptical that the impacts can be fully mitigated. We believe that this conceptual design work, ridership forecasting, and initial environmental analysis will contribute valuable information that may help to define a solution to East Link in south Bellevue. As a consequence, we ask that the Board

postpone issuance of the East Link Final Environmental Impact Statement (FEIS) to allow for the consideration of the forthcoming B7-R analysis.

Bellevue continues to work with Sound Transit to advance our areas of shared preferences in downtown, from 110th Avenue Northeast and NE 4th Street through the Hospital Station, Bellevue and in the Bel-Red areas. We are striving to find a believe that a workable solution to the C9T funding gap, as we believe a tunnel is necessary to support downtown Bellevue's continued growth as a designated Metropolitan Center can be found. Conversely, we remain unanimously opposed to the C11A and C9A alternatives. As noted in Bellevue's technical comment letter, the SDEIS does not reflect our joint downtown Bellevue traffic analysis from last winter. This is a major shortcoming of the SDEIS that needs to be resolved because it was a significant factor in the basis for our joint decision making and shared alignment preference. While we are pleased that our preferences are shared in the Bel-Red area, the SDEIS does not sufficiently reflect the City's transit oriented development plans and the importance of these plans to the project and region. It is also apparent from the SDEIS that further design collaboration is needed to coordinate East Link with planned City transportation system investments.

The City remains concerned about the potential negative impacts of the East Link project. We are encouraged that the SDEIS promises comprehensive mitigation, but without more specific information about the proposed mitigation it is impossible to evaluate its effectiveness and adequacy are concerned about the lack of specificity. For example, construction impacts, phasing, and mitigation are a major concern for the City Council and the community. We understand that the SDEIS cannot identify all lane closures, but more detail about the location and duration of lane closures should be included. Further analysis of different construction phasing options and trade-offs would provide the community with more information to evaluate alignment options, yet are skeptical of its effectiveness. ~~Noise pollution has been a persistent problem for Central Link. Bellevue is extremely concerned that East Link may cause similar problems. It would be unacceptable to subject Bellevue neighborhoods to additional noise, whether from passing trains, bells, or other light rail related sources. Sound Transit must find a way to address all of these impacts, whether occurring during busy daytime or quiet nighttime hours.~~ Similarly, it is essential that specific proposals be made and included in the FEIS that better avoid, minimize, or mitigate negative impacts to roads, historic structures, parks, wetlands, and other sensitive areas. ~~The City will~~ We require more specific and firm commitments to address these impacts than those implied in the SDEIS.

Noise impacts and mitigation are a primary concern for the City Council. Noise pollution has been a persistent problem for Central Link, and we are. Bellevue is extremely concerned that East Link may experience cause similar problems. It would be unacceptable to subject Bellevue neighborhoods to additional noise, whether from construction, passing trains, bells, or other light rail related sources. Specifically, we are concerned that the impacts are not fully identified in the SDEIS because the methodology averages light rail sounds over 24 hours, including hours when the trains are not operating. We request additional analysis of potential noise impacts that more accurately reflects the sounds the community will experience.

Sound Transit must find a way to address all of the noise impacts, from construction and operation whether occurring during busy daytime or quiet nighttime hours. The Council has recently reviewed the Sound Transit Link Noise Mitigation Policy (Motion No. M2004-08) and would like more detail about the steps Sound Transit will take to comply with the City's noise code. We would like to reiterate support for the methods noted in the policy, including complying with local noise requirements and the use of source treatment and path measures as preferred approaches to mitigation. Finally, we are pleased to

hear of the upcoming Sound Transit noise analysis “best practices” study and would like to be actively involved, as we are hopeful the evaluation will identify innovative approaches to avoiding noise impacts.

The City has undertaken a number of studies to supplement Sound Transit’s analysis, listed below. By including them with this comment letter, the City is formally submitting them into the environmental record, and the FEIS should address all of the major findings of the studies. We anticipate that further analysis of many of these issues will be necessary in later phases as the project is refined.

- Downtown Bellevue Light Rail Alternatives Analysis VISSIM Documentation Report, BKR Documentation Report, and Summary Presentation (City of Bellevue Transportation Department), January 2010 and subsequent City refinements, March 2010
- Peer Review of the Segment B7 of Sound Transit’s East Link Light Rail Project (David Evans & Associates, Inc.), July 2010
- South Bellevue Station Alternative Location Analysis (KPFF), July 2010
- Analysis of Potential Impacts from Sound Transit on Mercer Slough (OTAK), July 2010
- Acoustical Peer Review Concept Design Report – Noise Analysis 112th Avenue Light Rail Options (The Greenbusch Group), July 2010
- Technical Memo: Relative Impacts of Light Rail Alignments, B2M and B7, on Salmon (City of Bellevue Utilities Department), July 2010
- Sound and Vibration Peer Review SDEIS Proposed East Link Project (The Greenbusch Group), December 2010
- Bellevue Light Rail Best Practices Report (City of Bellevue), June 2008

Thank you for your consideration. We look forward to continued discussions to ensure that East Link meets the needs of Bellevue and Sound Transit.

Sincerely,

Don Davidson, DDS
Mayor

Cc: Sound Transit Board
Bellevue City Council
Steve Sarkozy, City Manager

Enclosure:

- 1.) SDEIS technical comment letter to James Irish, Deputy Director, Office of Environmental Affairs and Sustainability

DRAFT

January 10, 2011

Attention: East Link SDEIS Comments
 Sound Transit
 Union Station
 401 South Jackson Street
 Seattle, Washington 98104

Dear Mr. Irish:

This letter transmits to Sound Transit the City of Bellevue's technical review comments on the East Link Supplemental Draft Environmental Impact Statement (SDEIS). The City recognizes the commitment of effort and resources by Sound Transit to conduct an environmental analysis of this scale and complexity. We appreciate the extended 60-day comment period and the strong and ongoing partnership between the City and Sound Transit.

Bellevue staff from multiple departments reviewed the SDEIS and its appendices in detail. The attached table is a comprehensive accounting of staff's comments and are additive to our February 2009 comments on the DEIS. We anticipate working with you in the coming months to clarify any questions and to assist in addressing these comments prior to publication of the Final Environmental Impact Statement (FEIS). While all of these comments will need to be addressed in detail, we would like to highlight some of the most significant issues we see with the SDEIS:

Transportation and Traffic

The City views implementation of light rail as an essential component of the future transportation system for Bellevue and the region. It will provide added capacity to a strained system and will serve as the backbone of the City's transit system. In order to fully realize its capacity and functionality, however, light rail must be introduced in a fashion that maximizes mobility, rather than compromising street-vehicular or non-motorized operations. In the winter of 2010 the City and Sound Transit jointly developed a micro-simulation model (VISSIM) to enhance the analysis of potential light rail alternatives in downtown Bellevue. This was a superior technique to the traffic analysis methods employed in the Draft Environmental Impact Statement (DEIS) because it allowed a finer level of evaluation of intersection operations in downtown. This analysis ~~and was the basis a key element~~ for City Council and Sound Transit Board of Directors decisions regarding downtown alignment preferences. We are concerned that this analysis (summarized in the *Downtown Bellevue Light Rail Alternatives Concept Design Report*, February 2010) was not reflected in the SDEIS and we formally request that it be included in the FEIS. We believe that this analysis and subsequent city refinements portrays a more accurate depiction of future traffic conditions and best informs the integration of light rail into the downtown Bellevue transportation system. A series of attachments from the city's Downtown Bellevue Modeling work and a cover memo summarizing the information is attached to this letter.

Similarly, we are concerned that Sound Transit has not revisited the DEIS traffic analysis conducted for the B7 alternative ("BNSF"). During DEIS alignment preference deliberations it became apparent that

the B7 alternative did not reflect the South Bellevue I-405 Project that modified the SE 8th St./I-405 interchange. The City believes that further traffic analysis is appropriate for the B7 alternative to more accurately determine likely traffic impacts resulting from the development of a light rail station and park and ride in the vicinity of SE 8th St./118th Ave. SE. Regarding other south Bellevue alternatives that would construct a light rail station at an expanded South Bellevue Park and Ride, we believe further analysis is needed to determine appropriate traffic mitigation. In particular, the SDEIS, like the DEIS, uses level of service measures that do not sufficiently reflect the impact of added traffic loads on the operation of key corridors, such as Bellevue Way, 112th Ave SE, and 118th Ave SE.

Ridership

The ridership projections reported in the SDEIS, particularly in Bel-Red (Segment D), are not substantially changed from the DEIS. While the forecasts indicate that East Link will serve a large number of people in 2020 and 2030 we continue to be concerned that they underestimate the effect of the City's redevelopment plans. Bellevue anticipates major employment and population growth in downtown Bellevue and the Bel-Red Corridor by 2030. While the projected downtown growth was reflected in the DEIS the City has since adopted the Bel-Red Corridor Plan. The Bel-Red Plan calls for dense, transit oriented development surrounding the 120th and 130th stations. It does not appear that the Plan is accurately reflected in the SDEIS, as the ridership projections for Segment D increased only marginally between the DEIS and SDEIS. We are aware of the Sound Transit ridership model's "incremental" nature and believe that it underestimates future ridership in the Bel-Red corridor. We are concerned that inaccurate projections could result with inappropriately designed stations and other supporting infrastructure in the vicinity of stations.

Noise

Noise impacts have been a major issue for the Central Link line and are of concern to Bellevue residents that could be exposed to noise from East Link. In reviewing the SDEIS we believe that further analysis of alternate crossover locations is justified. In many cases, the SDEIS proposes crossovers in locations that are close to sensitive receptors such as residential areas. It appears that there is a potential to relocate some of these crossovers away from these sensitive receptors and thereby reduce the impact of potential light rail noise pollution. We also believe that the range of potential noise mitigation methods should be expanded to include reduction at the source (e.g. train bells) and other techniques that reduce the need for tall and lengthy noise walls along the routes.

Another issue is the impact of noise on the city's park lands. According to the FTA, parks are a special case pertaining to noise impacts and local agencies should be consulted about park use. Surrey Downs Park has active and passive uses and Mercer Slough Park is almost exclusively passive. Bellevue believes that both of these parks should be considered sensitive noise receptors for environmental analysis. Further, the noise analysis should address all of the city parks near the various alignments and provide information and mitigation appropriate to their use. The City's parks staff is available to consult with Sound Transit on this issue.

Visual

Visual simulations of the project are valuable in showing the context, scale, and design of the project in key locations. We believe, based upon work conducted by independent consultants for the City in July 2010 (*Final Report for the City of Bellevue's Peer Review of Segment B7 of Sound Transit's East Link Light*

Rail Project) that the environmental documentation would be improved by the use of the numerical rating system (1-7) for visual impacts and by the inclusion of visualizations from additional observation points. The City's consultants suggested two new visualizations of the B7 alternative, one looking north from the I-90 pedestrian and bicycle path through the Mercer Slough and another along the BNSF corridor. Additionally, ~~we are concerned that the~~ visual assessment methodology in the SDEIS may does not capture all visual impacts because of the use of broad categories of visual quality, rather than a numerical rating. Finally, the lack of mitigation for visual impacts is a concern that should be addressed in the FEIS.

Parks, Wetlands, Sensitive areas

In reviewing the SDEIS it is clear that, regardless of the alternative, City parks, wetlands, and other sensitive areas will be impacted to some degree. While it is reassuring to see that Sound Transit is committed to mitigating these impacts the City requires greater detail and a commitment to specific mitigation actions. We anticipate working closely with Sound Transit in the coming months to better define proposed mitigation so that specific actions are described in the FEIS. A specific concern is the calculation of the area of parks impact. It has recently come to our attention that right-of-way located in Mercer Slough may not have been calculated as park land. Under our reading of FWHA Section 4(f), the rights-of-way within the park that are functioning as park land and deemed to be park land by Bellevue should be included in the park acreage calculations.

Construction

As generally described in the SDEIS, East Link project construction will be a major undertaking. While much of the line will be relatively straight forward, there are areas where construction will be complex and high risk. We are particularly concerned about construction impacts to neighborhoods and businesses. The SDEIS suggests the potential need for partial or full street, sidewalk, and park and ride lot closures. For alternative C11A, this would also mean the temporary relocation of the Bellevue Transit Center. The construction of the C9T cut-and-cover tunnel will require a significant level of coordination between the City and Sound Transit. As the engineering on the project proceeds and the design becomes more refined, the City and Sound Transit will need to develop construction and mitigation agreements that address the phasing and management of the construction as well as more specific mitigation.

The These possible impacts of the number, timing and duration of these closures on traffic and transit are of great concern to Bellevue and require further refinement and discussion information, evaluation and mitigation. The City is highly reliant on these facilities for mobility and cannot afford long-term closures, nor is the City willing to accept traffic diversion into neighborhoods. Sound Transit should revisit its assumptions and consider alternate means of construction prior to issuing the FEIS. The impacts from construction noise that will continue over several years are also of great concern. The FEIS should include additional information about the potential location, duration and mitigation of construction noise. We expect that as design advances Sound Transit and the City of Bellevue will work together to determine how to minimize construction impacts and to negotiate a formal construction agreement that outlines construction methods, responsibilities, and other project aspects that will balance bearable temporary community disruption and the efficient delivery of the project.

The potential for damage to the Winter's House is a significant issue for Bellevue. According to the city's consultant (Greenbusch, *Final SDEIS Peer Review, 12/28/2010*, provided under separate cover),

“Predicted levels of vibration at the Winter’s House during the excavation of the trench are at the threshold for damage to a sensitive structure.” The SDEIS identifies “special measures” and monitoring during construction and the city will be seeking additional assurances from Sound Transit prior to construction.

Design

The conceptual engineering provided as an appendix to the SDEIS shows the basic horizontal and vertical design of each of the new and modified alternatives. This five percent engineering provides a basic idea of the context of each of the alternatives. The typical cross sections for each of the alternatives do provide additional context and information. However, as noted in the *Final Report for the City of Bellevue’s Peer Review of Segment B7 of Sound Transit’s East Link Light Rail Project*, additional cross sections depicting conditions at more locations along the alignments would be helpful. The Peer Review indicated that additional cross sections would better articulate the conditions for the B7 alignment, particularly along the BNSF right of way. We believe that additional cross sections would be useful to help reviewers better envision the design of other alternatives also.

In addition to the land use goals described above, the Bel-Red Plan adopted since the DEIS outlines a redeveloped street network to support new transit oriented development in the corridor; this new network does not appear to be recognized in the SDEIS. We are concerned that the proposed LRT guideway design that includes a “tiered” cross section on NE 16th St between 132nd Ave NE and 136th Pl NE would make it difficult to implement the future street network as described in the Bel-Red Plan.

The SDEIS highlights multiple parcels that would be acquired by Sound Transit for the various alignments. More information should be provided about which are partial and which are full acquisitions of the parcels (the graphics and the text do not always agree); whether certain acquisitions could be reduced after further design (e.g. Stor-House facility on B-7); and plans for disposition of remnant parcels. This information has implications for project cost, environmental impacts and mitigation.

~~We would like to again share with you several reports that the City conducted during 2010 and enter them into the formal environmental record. In July the City and its consultants presented the following reports to the Sound Transit Board of Directors Capital Committee and provided copies to Sound Transit Staff:~~

The City has undertaken a number of studies to supplement Sound Transit’s analysis, listed below. By including them with this comment letter, the City is formally submitting them into the environmental record. Many of these were previously provided to Sound Transit. For your convenience, these documents are also available on the City’s web site at the following address:
<http://www.bellevuewa.gov/light-rail-documents.htm>.

- Downtown Bellevue Light Rail Alternatives Analysis VISSIM Documentation Report, BKR Documentation Report, and Summary Presentation (City of Bellevue Transportation Department), January 2010
- Peer Review of the Segment B7 of Sound Transit’s East Link Light Rail Project (David Evans & Associates, Inc.), July 2010
- South Bellevue Station Alternative Location Analysis (KPF), July 2010
- Analysis of Potential Impacts from Sound Transit on Mercer Slough (OTAK), July 2010

- Acoustical Peer Review Concept Design Report – Noise Analysis 112th Avenue Light Rail Options (The Greenbusch Group), July 2010
- Technical Memo: Relative Impacts of Light Rail Alignments, B2M and B7, on Salmon (City of Bellevue Utilities Department), July 2010
- Sound and Vibration Peer Review SDEIS Proposed East Link Project (The Greenbusch Group), December 2010
- ~~Acoustical Peer Review Concept Design Report – Noise Analysis 112th Avenue Light Rail Options (B2M). The GreenBusch Group, Inc. July 14, 2010.~~
- ~~Final Report for the City of Bellevue's Peer Review of Segment B7 of Sound Transit's East Link Light Rail Project. David Evans and Associates, Inc., July 2010.~~
- ~~South Bellevue Station Alternative Location Analysis. KPFF Consulting Engineers, July 2010.~~
- ~~Mercer Slough Environmental Functions and Values Technical Memo. OTAK, July 2010.~~

The City of Bellevue looks forward to continued cooperation with Sound Transit as the East Link FEIS is developed and in the subsequent implementation of the project. If you have any questions or would like clarification of the comments in this transmittal or the attached comments please contact Bernard van de Kamp, Regional Projects Manager, at 425 452 6459 or bvandekamp@bellevuewa.gov.

Sincerely,

Goran Sparrman, P.E.
Director, Transportation Department

Attachments:

1. Table of Bellevue comments on SDEIS
2. Downtown Bellevue Modeling Attachments

**CATALOG OF COUNCIL COMMENTS ON LETTERS TO SOUND TRANSIT RE: SDEIS
COUNCIL STUDY SESSION – 1/3/2011**

COUNCIL-MEMBER	COMMENT	DISPOSITION
Robertson	Submit city's VISSIM work.	Council letter (p 3, paragraph 1).
Chelminiak	Include Paulsen memo of 7-13-2010 regarding salmon impacts.	
Balducci	Include Bellevue's independent studies (including the Paulsen memo and the new Greenbusch report) in comments and request that Sound Transit address the findings of all the studies.	
Wallace	Include context of city policies, DEIS comments, previous letters and B7-R scope.	
Chelminiak	FEIS should address all of the findings of the Bellevue studies that are being submitted as comments.	Council letter (p 3, paragraph 1).
Wallace	Provide B7-R scope and any work available to date, e.g. maps.	Council letter (p 1, paragraph 3).
Robertson, Wallace	Council "unanimously {Robertson} opposed to the C11A and C9T {Wallace} alternative."	Council letter (p 2, paragraph 1).
Robertson	Add concerns about construction noise and lane closures and the need for more information about these in the FEIS.	"Construction section" of staff letter.
Robertson	Request that Sound Transit indicate how they will comply with local noise ordinance per ST policy 2004-8.	Council letter (p 2, paragraph 4).
Wallace	FEIS should indicate how mitigation will comply with City's noise ordinance.	
Robertson	Request that Sound Transit provide more information about the use of "path" measures to mitigate noise – e.g. adjusting alignment as mitigation. Would also like more details about the noise mitigation to be used.	Council letter (p 2, paragraph 4).
Robertson	Reference city's noise consultant report regarding vibration effects on Winter's House.	"Construction section" of staff letter.
Robertson	South Bellevue ridership assumes 2,500 more riders than car capacity at park & ride, is Sound Transit assuming redevelopment around South Bellevue station?	Estimates do not assume redevelopment. Rider estimates include those parking, bussing, getting dropped-off, walking and biking.
Robertson	Surrey Downs Park should be considered as a sensitive noise receptor.	"Noise section" of staff letter.
Chelminiak	FEIS should include noise analysis on all nearby parks – Mercer Slough is a passive park and should be treated as a sensitive noise receptor for analysis.	
Robertson	Would like additional noise analysis without 4 hours of non-operation in the 24 hour average.	Staff need further direction from

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		Council.
Chelminiak	How will Sound Transit mitigate for closure of park & rides and (with C11A) BTC? When will they be closed and for how long? Phasing of closures a concern in terms of impacts to traffic and bus service.	"Construction section" of staff letter.
Chelminiak	Understand FEIS may not address mitigation for all lane closures, but it should provide more information about all the potential lane closures for all segments and alternative alignments. Need evaluation of closure options and trade-offs.	Council letter (p 2, paragraph 2).
Chelminiak	Need to address additional shading effects of A-2 station proposal.	To be evaluated as part of B7-R study.
Chelminiak	FEIS should include the ranking (1-7) system for the visual analysis rather than the high-medium-low used in the DEIS and SDEIS.	"Visual section" of staff letter.
Balducci	Add context at beginning of letter about support for light rail, service and access for Bellevue, transportation needs, and economic development.	Council letter (p 1, paragraph 1).
Lee	Economic development a critical reason for regional investment in LRT.	
Balducci	Reference Sound Transit study of noise mitigation best practices (e.g. non-audible systems) and request that Bellevue be involved in the study.	Council letter (p 2, paragraph 4).
Wallace	Include statement about not supporting B2M because impacts cannot be mitigated.	Council letter (p 1, paragraph 3).
Wallace	Clarify areas of shared preference from 110 th and NE 4 th north.	Council letter (p 2, paragraph 1).
Wallace	"Striving" to work for tunnel funding solution.	Council letter (p 2, paragraph 1).
Wallace	Add roads and historic structures to list that includes parks, wetlands and other sensitive areas.	Council letter (p 2, paragraph 2).
Wallace	Doesn't matter whether it's day or night or construction or operation – impacts must be addressed.	Council letter (p 2, paragraph 4).
Wallace	Not sufficient to conclude impacts can be mitigated without identifying mitigation measures.	Council letter (p 2, paragraph 2).
Degginger	Note mitigation details will need to be worked out with the City as design advances.	Council letter (p 2, paragraph 2).
Wallace	VISSIM a key element of decision on alignment, but not basis.	Council letter (p 2, paragraph 1) and "transportation & traffic section" of staff letter.
Wallace	B7R will avoid B2M impacts	Council letter (p 1, paragraph 3).
Degginger	Premature to make conclusions about B7-R study.	
Wallace	Request City staff analyze which city codes and permits require Sound Transit compliance.	Staff will conduct analysis as part of

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		East Link work program and report back to Council.
Wallace	Qualify that even though reports found analysis acceptable for DEIS level comparison, more analysis will be needed at a later phase.	Council letter (p 3, paragraph 1).
Wallace	Under 1 st paragraph of "transportation and traffic" section in technical memo, change "street" to "vehicular" in phrase "rather than compromising 'vehicular' and non-motorized operations."	"Transportation & traffic section" of staff letter.
Wallace	Under 2 nd paragraph of "transportation and traffic" section in technical memo, delete "The City believes that" and simply state that "Further traffic analysis is appropriate for B7 alternative...."	"Transportation & traffic section" of staff letter.