



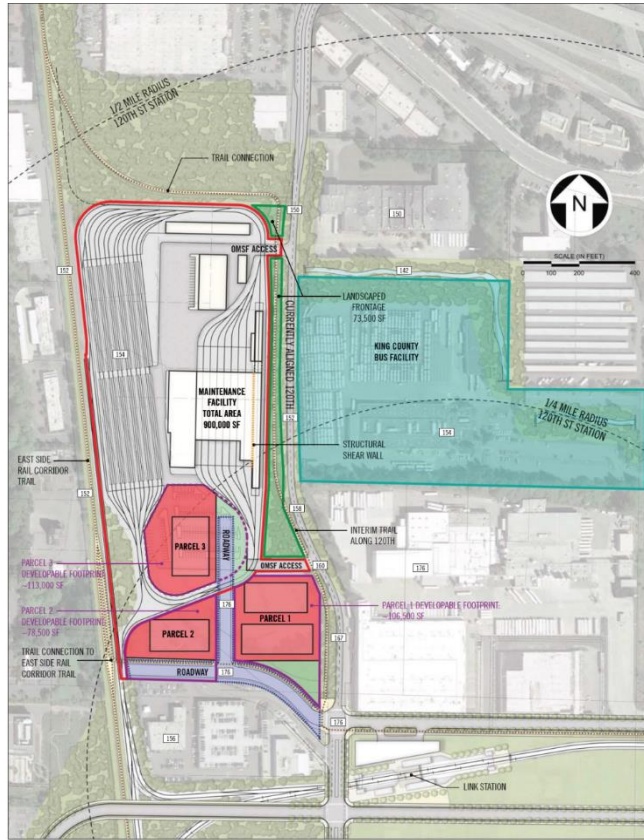
# City of Bellevue

## Operations and Maintenance Satellite Facility

### Fact Sheet

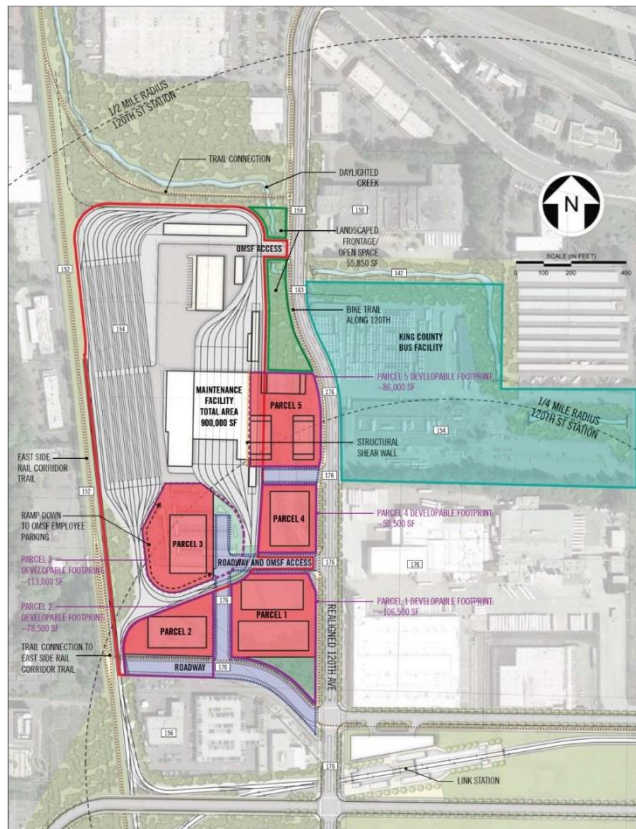
<p><b>Overview</b></p>	<p>On July 24, 2014, the Sound Transit Board identified the BNSF site, located within the Bel Red corridor and 120<sup>th</sup> station node, as the preferred alternative for a new Link Operations and Maintenance Satellite Facility (OMSF). The OMSF is required to operate light rail service on the eastside; however locating such a facility in the heart of a future transit oriented development zone is problematic for the city.</p> <p>Sound Transit and the City of Bellevue have been collaborating since the July preferred site selection to develop an OMSF design more compatible with the high density neighborhood the 120<sup>th</sup> station area is envisioned to develop into, in the event that the BNSF site is chosen as the final OMSF location following the environmental review currently underway.</p>
<p><b>Anticipated impacts without design changes</b></p>	<p>As designed in the Draft EIS process, the OMSF would preclude additional development of land that under Bel-Red zoning could be developed with:</p> <ul style="list-style-type: none"> <li>• Roughly 1,100 multifamily units (1.11 million square feet).</li> <li>• Roughly 1.6 million square feet of office/commercial development.</li> </ul>
<p><b>Stakeholder process</b></p>	<p><b>Stakeholder Process</b></p> <p>The City of Bellevue and Sound Transit recognize the importance of maximizing development potential in and around East Link and other efficient transportation corridors for the benefit of meeting regional growth and transportation objectives. To better achieve this goal at the OMSF site, the agencies launched a stakeholder involvement process.</p> <ul style="list-style-type: none"> <li>• Sound Transit and the city hosted three stakeholder workshops – September 18, 2014, October 9, 2014 and October 27, 2014—in which the following TOD options were identified:             <ul style="list-style-type: none"> <li>○ Re-alignment of 120<sup>th</sup> Ave NE to improve circulation, maximize the potential for meeting regional growth objectives, and allowing development on both sides of the street.</li> <li>○ Creation of three developable parcels within the OMSF area.</li> </ul> </li> </ul> <p><b>Stakeholder recommendations</b></p> <p>In a letter to the Sound Transit Board dated November 20, 2014, the stakeholder group recommended Sound Transit pursue a development scenario for the OMSF site, which would be built in phases:</p> <ul style="list-style-type: none"> <li>• Phase 1 would maintain 120<sup>th</sup> Ave NE in its current location, resulting in the potential for three development parcels associated with the OMSF.</li> <li>• Phase 2 assumes 120<sup>th</sup> Ave NE is re-aligned to the east, resulting in two additional development parcels adjacent to the OMSF and west of 120<sup>th</sup> Ave NE.</li> </ul>
<p><b>Outcome</b></p>	<p>If the OMSF, now in environmental review, is permanently located on the BNSF site, The City of Bellevue and Sound Transit have agreed to a proposed site plan which:</p> <ul style="list-style-type: none"> <li>• Creates three developable TOD parcels on the OMSF site, and potentially an additional two if 120<sup>th</sup> Ave NE is realigned through a three-party agreement with King County. These parcels achieve approximately 1.6-1.9 million square-feet of development potential.             <ul style="list-style-type: none"> <li>○ After further environmental review, the agencies anticipate entering into a Development Agreement providing detail around the infrastructure and other features of adjacent TOD. In addition, the City will process a code amendment to create an administrative permitting process for the facility.</li> </ul> </li> <li>• Outlines an architecturally compatible design with Bel-Red urban design standards.</li> <li>• Commits to landscape and other screening for the OMSF.</li> <li>• Creates two non-motorized connections to the Eastside Rail Corridor.</li> </ul>

**Amended  
MOU  
OMSF Phase 1**



**DEVELOPMENT SCENARIO - PHASE 1**

**Amended  
MOU OMSF  
Phase 2**



**DEVELOPMENT SCENARIO - PHASE 2**