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July 31, 2025

City of Issaquah
Community Planning and Development
P.O. Box 1307
Issaquah, WA 98027
Attn: Christen Smith Leeson
ChristenL@issaquahwa.gov

Subject: The Trailhead Apartments
File No. SDP25-00002 (PRJ24-00020)
1R-MUP Correction Responses

Dear Christen Smith Leeson,

Please find the following responses to your **SDP25-00002_1R-MUP** corrections from June 18, 2025. City of Issaquah corrections are noted in *italics*, followed by our responses in *blue*.

I. Building Elevations:

1. *Sheet A3.00N - According to IMC 18.602.080(F)(1)(a), For multifamily residential space within buildings located directly adjacent to the sidewalk, the first floor must achieve 40 percent transparency for portions of the façade six feet and higher above exterior ground level. See Figure 18.602.100(D)(1)(c) for an illustration. Please revise all applicable facades for both buildings. A deviation can be requested. For additional information, please see IMC 18.602.130. (Valerie P.)*

Response: Please see G1.02 for demonstration of transparency compliance for the North and West Facades. Please see Housing Cooperation Agreement dated 7/21/2025 that waives this requirement for the project for the East and South Facades.

2. *Sheet A3.01N - Per IMC 18.600.042(A)(3), Buildings must be designed with doors and windows making up 50 percent of the wall(s) oriented toward natural areas, to blur the transition between outdoor and indoor spaces along natural areas. Please revise the facade accordingly. (Valerie P.)*

Response: Per the Issaquah City Council Housing Cooperation Agreement (dated 07/21/2025), the facades that face the Wetlands Natural Area (west facades, both buildings) shall have doors and windows that make up 20% of the wall area. For the Market Rate building facades oriented towards Tibbets Valley Park (south façade, south building only), doors and windows shall make up 30% of the wall area. Please see details 3 on sheet G1.43 for the diagram related to A3.01N.

3. *Sheet A3.01S - Per IMC 18.600.042(A)(3), Buildings must be designed with doors and windows making up 50 percent of the wall(s) oriented toward natural areas, to blur the transition between outdoor and indoor spaces along natural areas. Please revise the facade accordingly. (Valerie P.)*

Response: Per the Issaquah City Council Housing Cooperation Agreement (dated 07/21/2025), the facades that face the Wetlands Natural Area (west facades, both buildings) shall have doors and windows that make up 20% of the wall area. For the Market Rate building facades oriented towards Tibbets Valley Park (south façade, south building only), doors and windows shall make up 30% of the wall area. Please see details 4 and 5 on sheet G1.43 for the diagram related to A3.01S.

II. Civil Plans:

1. *Sheet C0.00 - Include all appropriate City of Issaquah Standard details with the site work permit plan set. (Todd Fr)*

Civil Response: The most current City of Issaquah Standard Details will be included with the initial SW Permit submittal.

2. *Sheet C0.00 – Submit deviation request(s). (John M)*

Civil Response: Deviation requests are included with this SDP resubmittal.

3. *Sheet C0.00 - A Fire (FIR) permit will be required to remove the existing underground storage tanks (UST) on the parcel. (Amy Londgren)*

Civil Response: The USTs were previously removed, as noted on Sheet C4.00.

Department of Ecology's letter from February 2012 indicates no further remedial action is necessary. A note has also been added to Sheet C2.00 as well.

4. *Sheet C0.00 - 2R submittal, include: A project-specific Preliminary Sewer Basis of Design report is required. The purpose of the report is to depict proposed connection point(s) to the public sanitary sewer system, identify any new public sewer infrastructure required to serve the project, and to identify any deficiencies and/or required upsizing of sewer infrastructure due to the addition of the project's sewage demands on the public system. Please contact Amy Londgren, Senior Engineering Technician, at amyl@issaquahwa.gov for report template. A project-specific Preliminary Water Basis of Design report is required. The purpose of the report is to depict proposed connection point(s) to the public water system, identify any new public water infrastructure required to serve the project, and to identify any deficiencies and/or required upsizing of water infrastructure due to the addition of the project's water demands on the public system. Please contact Amy Londgren, Senior Engineering Technician, at amyl@issaquahwa.gov for report template. Provide a Survey/Existing Conditions sheet within this plan set. (Amy Londgren)*

Civil Response: The Preliminary Sewer and Water Basis of Design reports have been completed and are included with this resubmittal. A survey sheet is also included with this resubmittal.

5. *Sheet C0.00 - At first SW permit submittal, include: Most current City of Issaquah (COI) TESC, Sewer, Storm, Street, and Water Standard details shown at end of each corresponding TESC, and Utilities sheet sections on Details sheet(s). (Amy Londgren)*

Civil Response: The most current City of Issaquah Standard Details will be included with the initial SW Permit submittal.

6. *Sheet C0.00 - 2R submittal, this sheet: Identify year of COI Water, Sewer, and Transportation Standards the project is being designed to. Add a note that the project is located within the Central Issaquah neighborhood subarea. Add a note that the project is being designed to the Central Issaquah Development & Design Standards. (Amy Londgren)*

Civil Response: The requested information is now included on the Cover Sheet.

7. *Sheet C0.00 - Please also break down the impervious surface area into: Total existing (in square feet), Total removed (in square feet), Total new (in square feet), Total impervious surface area for the site (in square feet). (Amy Londgren)*

Civil Response: Impervious surface area breakdowns are now included in the Site Information portion of the Cover Sheet.

8. *Sheet C0.00 - Depict design vehicle turning movements in/out of proposed access points. Depict design vehicle turning movements throughout proposed site. (Amy Londgren)*

Civil Response: SU-30 vehicle turning movements are now shown on Sheet C9.00. This includes vehicles entering and exiting the Core Street from NW Maple Street and Newport Way NW.

9. *Sheet C0.00 - Remove this from the Legend and sheet from plan set. (Amy Londgren)*

Civil Response: Demolition Plan has been removed from this plan set and legend has been updated. The Demolition Plan will be submitted under a separate demolition permit.

10. *Sheet C1.00 - Additional fire lanes may be required. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Fire hydrant locations TBD. (Mark L)*

Civil Response: Standpipes have been added to emergency stairwells to meet fire access requirements.

11. *Sheet C1.00 - Where will the fire command rooms and fire pump rooms be located in each building? Where will the GenSet be located? (Mark L)*

Weber Thompson Response: The fire pump room is not required considering the Fire Flow Rate exceeds minimum flow requirements. Fire Marshall agreed on this tentatively but will require confirmation on the actual fire flow rates. The fire alarm annunciator panel (FAAP) will be located in the entry vestibule. The fire alarm control panel (FACP) will be located in a rated room and that is within the electrical or sprinkler riser room. The proposed buildings do not include a generator. The elevators are not part of the egress route, hence the two-hour building separation wall on the

east corridors of the wood levels. This combined with the fact that the elevators and stairs are not pressurized means a generator is not required. Additionally, this project is not considered a high rise.

12. Sheet C1.00 - TIA identifies the following mitigation measure: "Frontage improvement requirements shall be coordinated with the City of Issaquah including potential removal or modification of the vegetated median along NW Maple Street to allow left-turn movements in and out of the 13th Street Intersection." Let's discuss this with Aaron Van Aken with Heath & Associates. (John M)

Response: See TIA responses.

13. Sheet C2.00 - Provide building's footprint square footage. (Amy Londgren)

Civil Response: Building footprint square footage is now shown on plan.

14. Sheet C2.00 - Provide building's footprint square footage. (Amy Londgren)

Civil Response: Building footprint square footage is now shown on plan.

15. Sheet C2.00 - 2R submittal this sheet, provide: Depict and label proposed lot dimensions, setbacks, tracts, and easements. Depict any buffer areas w/specific line type and dimension buffer width. (Amy Londgren)

Civil Response: Sheet C0.10 has been added to the plan set to further clarify the easements and dedications. Proposed dimensions, setbacks, easements, and dedications are now labeled. Wetland buffer and buffer setback are now dimensioned.

16. Sheet C2.00 - Per City Standard Detail W-13 (Fire Systems Schematic), locate a Double Check Valve Assembly (DCVA) with post indicator valve (PIV) after the meter on the dedicated fire line and call-out. (Amy Londgren)

Civil Response: DCVA is located within the building, per 7/2/2025 email correspondence with Amy Londgren.

17. Sheet C2.00 - Call-out as domestic water meter (typ.) (Amy Londgren)

Civil Response: Both domestic water meters are now called out.

18. Sheet C2.00 - Provide the fire meter on the dedicated fire line and call-out. (Amy Londgren)

Civil Response: DCVA is located within the building, per 7/2/2025 email correspondence with Amy Londgren.

19. Sheet C2.00 - Dimension (Amy Londgren)

Civil Response: Driveway dimension has been added to plan.

20. Sheet C2.00 - Dimension (Amy Londgren)

Civil Response: Driveway dimension has been added to plan.

21. Sheet C3.00 - City Standard is to use WaveTronix radar detection. (Todd Fr)

Civil Response: Callout has been revised to indicate that the impacted traffic loops are to be replaced with WaveTronix radar detection.

22. Sheet C3.00 - Remove all of the existing water main, valves and fire hydrants. They are 65 years old, the existing water main on the west side will be too close to the proposed building and the fire hydrant will not be in an accessible location. (Todd Fr)

Civil Response: The existing water mains on site are now shown to be removed, including removal of the existing fire hydrants. Existing water main will be capped at the main in Newport Way NW, in accordance with City of Issaquah standards.

23. Sheet C3.00 - After land use approval, submit demolition plan as a separate permit <https://www.issaquahwa.gov/3051/Demolition---Full-Structure> (Patrick K)

Civil Response: The Demolition Plan has been removed from the SDP plan set and will be submitted to Col as a separate permit, following Land Use approval.

24. Sheet C3.00 - Demolition permit submittal requirements can be found at: <https://www.issaquahwa.gov/3051/Demolition---Full-Structure> (Amy Londgren)

Civil Response: The Demolition Plan has been removed from the SDP plan set and will be submitted to Col as a separate permit, following Land Use approval.

25. Sheet C4.00 - With construction Site Work permit, submit a construction impact mitigation plan that includes: On-site private vehicle parking area(s), Soil stockpile/materials storage locations, Haul routes on and off site, Heavy equipment storage area(s), Traffic control plans for impacts to right of way. (Patrick K)

Civil Response: Construction Impact Mitigation Plan will be provided with the Site Work Permit.

26. Sheet C4.00 - Construction permit FYI: Wet season TESC plan required to be submitted to CPD by Sept. 1st for approval to initiate or continue clear & grade activity during wet season Oct. 1st thru April 30th. (Patrick K)

Civil Response: A separate wet season TESC plan will be provided with the Site Work Permit.

27. Sheet C5.00 - Due to the potential contamination from the leaking underground storage tanks, a CARA CAS is required. (Patrick K)

Civil Response: The USTs were previously removed, as noted on Sheet C4.00. Department of Ecology's letter from February 2012 indicates no further remedial action is necessary. A note has also been added to Sheet C2.00 as well.

28. Sheet C5.00 - 2R submittal, include: Flow direction arrows on proposed stormwater conveyance pipes.

Civil Response: Flow direction arrows are now shown on proposed stormwater conveyance pipes.

29. Sheet C6.00 - 2R submittal, include: Plan View: Existing and proposed surface flow arrows. (Amy Londgren)

Civil Response: Existing and proposed surface flow arrows are now shown.

30. Sheet C6.00 - Include preliminary site earthwork cut, fill, and total earthwork volumes (cubic yads). (Amy Londgren)

Civil Response: Preliminary earthwork volumes are now shown on the Cover Sheet.

31. Sheet C6.00 - Provide slope percentage information at the grade break and elevation where proposed road matches into existing NW Maple Street. (Amy Londgren)

Civil Response: Driveway running slope is now shown on plan.

32. Sheet C6.00 - Label finished floor elevation. (Amy Londgren)

Civil Response: Finished floor elevations are now shown on sheet C6.00.

33. *Sheet C6.00 - Label finished floor elevation. (Amy Londgren)*

Civil Response: Finished floor elevations are now shown on sheet C6.00.

34. *Sheet C7.00 - City of Issaquah Standard is to not have dead end water mains. Extend the proposed water main to NW Maple St. (Todd Fr)*

Civil Response: The Preliminary Water Basis of Design Report indicates that the addition of a pipe loop between Maple Street and Newport Way is not necessary.

A deviation request is included with this submittal to provide justification for the proposed water design.

35. *Sheet C7.00 - Cut in a tee with 3 valves. (Todd Fr)*

Civil Response: Connection to existing 12" water main now includes a tee with (3) gate valves.

36. *Sheet C7.00 - Manhole needed at dead end per City Standard. (Todd Fr)*

Civil Response: On-site sewer system is a private side sewer, not a sewer main extension.

37. *Sheet C7.00 - Will the proposed sewer system be public or private? (Todd Fr)*

Civil Response: On-site sewer system is a private side sewer, not a sewer main extension.

38. *Sheet C7.00 - Install a new fire hydrant and valve. (Todd Fr)*

Civil Response: This fire hydrant location is no longer utilized. A new fire hydrant is now shown west of the Core Street, between the two buildings.

39. *Sheet C7.00 - If needed install a new fire hydrant along the east side of the north building off of the new water main. Fire to confirm the location. (Todd Fr)*

Civil Response: Proposed fire hydrant is now shown between the two buildings, west of the Core Street. General location is acceptable for Eastside Fire and Rescue.

40. *Sheet C7.00 - Fire hydrants in a wetland buffer will not be accessible. This fire hydrant and piping will need removed and a new fire hydrant installed in a new location. (Todd Fr)*

Civil Response: The existing fire hydrant and associated piping are now shown to be removed to the main in Newport Way NW.

41. *Sheet C8.00 - Will the multi-use trail be able to support a jet/vac truck so the proposed sewer system can be cleaned? (Todd Fr)*

Civil Response: Multiuse trail is designed in accordance with City of Issaquah standard T-38 (6" concrete over 6" top course). The proposed sewer will be privately owned and maintained.

42. *Sheet C8.00 - Newport Way NW is classified as a principal arterial and requires 2-3 11' lanes, a 5' bike lane, 5' minimum planter strip and 5'-12' concrete sidewalk. (Patrick K)*

Civil Response: Newport Way NW alignment was previously coordinated with John Mortenson and outlined at the Pre-Application Meeting. The project does not intend to adjust the previously agreed-upon street section.

43. *Sheet C8.00 - Core Streets require 10' Travel Lanes, 1' Buffer, 8' Parking Lane, 5' Landscape Strip, 5' Bike Lane and 8' Sidewalk. (Patrick K)*

Civil Response: The Core Street alignment was previously coordinated with John Mortenson and outlined at the Pre-Application Meeting. The project does not intend to adjust the previously agreed-upon street section. A Deviation Letter for the Core Street

alignment and street section has also been provided with this submittal and documents the agreement from the Pre-Application Meeting.

44. *Sheet C8.00 - Increase radius to 42' for a 15 mph design speed that assumes a 20 degree lean angle. (John M)*

Civil Response: The multi-modal path interior radius has been increased to 42'.

45. *Sheet C8.00 - Extend shared use path to here. (John M)*

Civil Response: The 12' wide multi-modal path now extends all the way to the NW corner of the site. An 11' ROW dedication is included extending from the NW corner of the site to where the multi-modal path connects to the NW Maple Street sidewalk. East of this point, the dedication is reduced to 5'.

46. *Sheet C8.00 - City code requires a dedication and not an easement. (John M)*

Civil Response: Dedication is now shown along Newport Way in plans and section.

47. *Sheet C8.00 - City code requires a dedication and not an easement. (John M)*

48. **Civil Response:** Dedication is now shown along Newport Way in plans and section.

49. *Sheet C8.00 - Install conduit for future under grounding of overhead fiber. (John M)*

Civil Response: Conduit is now shown in section.

III. Facet Peer Review (Environmental/Wetlands):

1. *Revised Performance Standard A3 to require at least 80% native woody cover by Year 5.*

Wetland Response: Performance Standard A3 has been updated to reflect at least 80% native woody cover by Year 5. Rather than revising the entire CAR, an addendum has been prepared that is only the mitigation plan. (See Wet.Land response letter dated July 29, 2025).

2. *Clarify if any hydroseeding is proposed in the wetland buffer, and accordingly, evaluate the need for Performance Standard A4. If a hydroseed performance standard is warranted, revise to require at least 90% cover by Year 5.*

Wetland Response: Hydroseed is proposed within the outer portion of the wetland buffer around the dispersion trench within the hatch labeled "Upland Buffer Plant Mix" on the landscape plans (Sheet L3.01). Hydroseed may be used within the wetland for the blend of sedges and rushes proposed within this area. The hydroseed performance standard has been modified to 90% by Year 5. We recognize that hydroseed coverage should be higher than 20% by Year 1, and as such this was increased to at least 50% by Year 1, 75% by Year 2, and then 90% in Years 3-5. Supplemental overseeding may occur as a maintenance action in future years as needed to achieve the necessary coverage (See Wet.Land response letter dated July 29, 2025).

3. *Provide additional information on the purpose of the 12-foot-wide multimodal trail/drive aisle and how it is an allowed use under IMC 18.802.*

Wetland Response: This trail is a non-motorized trail that is required by the City. IMC 18.802.240.B.2 Regulated Activities in Wetlands and Wetland Buffers allowed for the construction of public and private trails...in wetland buffers...per IMC 18.802.400 and 18.802.420 documents no loss of

buffer functions and values. IMC 18.802.400 and .420 are Critical Areas Studies and Wetlands Critical Area Study Requirements, respectively. The previously prepared critical area report meets these standards, and outlines the existing conditions of the property, including the wetland and buffer, as well as discussing the project elements relative to these critical areas. Additionally, the minimum buffer for this Category IV wetland is 40 feet, from which the trail stays outside. The combined enhancement and restoration actions on this site will convert what is currently asphalt to functional buffer with an increase in native plant species present, as well as provide improved protects to the wetland from the adjacent development (See Wet.Land response letter dated July 29, 2025).

4. *Provide additional information on how the proposed project incorporates relevant impact minimization measures listed under IMC 18.802.260.B*

Wetland Response: More than half of the onsite buffer is paved in the current condition. Much of the buffer offsite is also paved. The adjacent property to the west is a public parking garage where the drive aisle was constructed up to the wetland edge with roughly five (5) feet of buffer remaining. This wetland is heavily disturbed in its current condition, and located in a densely urban area next to a major public transit hub. The Project avoids all direct impacts to the wetland, and will maintain the minimum buffer of 40 feet with no intrusions, and only proposes allowable uses within the outer 10 feet of the buffer between the 40-foot and 50-foot buffer width area. These allowable uses include stormwater infrastructure and the public non-motorized trail. The dispersion trenches are needed to ensure this wetland remains hydrated since it receives no inputs except from this property. The buffer will be fully enhanced and restored as compensation for the allowable uses that will intrude into the outer 10 feet of the buffer. These mitigation actions include removing the asphalt from within the outer portion of the buffer, as well as removing invasive species, and then adding dense plantings of native species to restore buffer function (See Wet.Land response letter dated July 29, 2025).

5. *Prepare a BQW that incorporates all required mitigation elements, five years of maintenance, six monitoring inspections (five annual inspections plus the as-built inspection), and the additional 50% performance surety.*

Wetland Response: A completed bond quantity worksheet is attached (See Wet.Land response letter dated July 29, 2025).

IV. Landscape Plans:

1. *Sheet L1.00 - Show water, sewer and stormwater utilities on future landscape plans. (ToddFr)*

Landscape Response: Existing and proposed utilities are shown as screened back linework on landscape plans.

2. *Sheet L1.00 - Street trees need to be selected from the City's Preferred Tree List. You can find the preferred street tree list using the url below. (Doug Y)*

<https://www.issaquahwa.gov/DocumentCenter/View/863/Preferred-Tree-List-2022?bidId=>

Landscape Response: Street tree species have been revised to selections from the Preferred Tree List

3. *Sheet L1.00 - Please not on plans root barriers must be provided for all trees planted within the plaza (Doug Y)*

Landscape Response: Note has been added to all plans: "Root barrier to be provided at the edge of planting area where adjacent to trees in the public plaza."

4. *Sheet L1.00 – Per IMC 18.606.100.B.1 all vegetation within the 15' setback shall be native, either retained or planted as part of the project. (Doug Y)*

Landscape Response: The 15' setback does not have vegetation to be salvaged or retained. Planting species proposed for this area will include all native species.

5. *Sheet L1.00 - Per IMC 18.802.060 a project in Central Issaquah must demonstrate 25% twenty-year tree canopy coverage. Please provide a sheet demonstrating the site is fulfilling the referenced code. This can be achieved with retained and planted trees. Also trees located in critical areas and buffers can contribute to the canopy coverage of the site. (Doug Y)*

Landscape Response: Compliance with this requirement is demonstrated on L3.01.

Anticipated twenty-year canopy coverage is 38.5%.

6. *Sheet L3.01 – For shrubs add mature size height. This is used to determine minimum size at planting and spacing requirements per IMC 18.606.040.G. (Doug Y)*

Landscape Response: Planting Schedule has been updated to clarify shrub sizes and spacing and is consistent with code requirements.

7. *Sheet L3.01 – Upland bugger plantings require trees to be planted. Trees and shrubs should be spaced according to the mitigation plan outlined in the critical area report. Please add trees to the upland buffer plant mix. Add planting spacing. (Doug Y)*

Landscape Response: Upland buffer planting is intended to include trees as defined by the critical area report. Vine Maple has been added to the mix. Plant spacing has been added.

V. Lighting Plan Set:

1. *Page 1 – Show calculation points all along critical area buffer to prove compliance with 18.6108050 (8), light levels not to exceed 0.3fc at edge of boundary. (S Glover)*

Lighting Response: See updated Sheet E1.01 for added calculation points showing that light levels are not exceeding 0.3fc at critical area buffer boundary.

2. *Page 1 – light levels in LZ3 cannot exceed 0.8fc at the property boundary, per 18.610.050 (9) (S Glover)*

Lighting Response: See updated Sheet E1.01. Light levels are compliant or very near compliant with 0.8fc at property boundary. Revised solution is designed to meet spirit of 18.610.050 (9) while supporting site circulation and safety.

3. *Page 1 – onsite poles are limited to 15' height per 18.610.060 Table E2 (S Glover)*

Lighting Response: See updated Sheet E1.01. Onsite poles revised to 15ft height.

4. *Page 1 – include calculation summary that shows average, minimum, and uniformities achieved, as well as .ies files used in the calculation, and mounting heights for luminaires (S Glover)*

Lighting Response: See updated Sheets E1.01 and E2.04N.

5. *Page 2 – include calculation summary that shows average, minimum, and uniformities achieved, as well as .ies files used in the calculation, and mounting heights for luminaires (S Glover)*

Lighting Response: See updated Sheets E1.01 and E2.04N.

6. *Page 4 – typical for all cutsheets in this package: mark up desired/specified attributes on the specification grids provided, per 18.610.090 A.3.luminaires (S Glover)*

Lighting Response: See updated Lighting Cut Sheet package.

VI. Site Plan Set:

1. *Sheet A1.00 - In the plan set this is a 5' ROW dedication. Please revise to include this as a ROW dedication. (Doug Y.)*

Response: 5' ROW dedication has been shown. Please see 1/A1.00.

2. *Sheet A1.00 - Show build-to line. (Doug Y.)*

Response: Build-to lines have been added. Please see 1/A1.00.

3. *Sheet A1.00 – Do these units have access through the residential entry? If they do, nothing else is required. If not, a walkway must be provided between the units and the multiuse path. (Doug Y.)*

Response: Units at grade (Level 1) have access through the residential entry in addition to access directly to the exterior with sidewalks connecting to the multiuse path.

4. *Sheet A1.00 - Additional fire lanes/access may be required. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. (Mark L.)*

Response: Standpipe hose connections have been added at the exterior walls at each stairwell of the north and south buildings. These are the stairwells facing the central plaza.

VII. Traffic Impact Analysis:

1. *Page 7 - Beginning fall 2025 the 269 will have weekend service and won't stop at Issaquah TC.<https://cdn.kingcounty.gov/-/media/king-county/depts/metro/documents/projects/east-link-connections/routes/269.pdf?rev=2a2c4c007b9e4d38a9262f9c9e3c5fa2&hash=7186D24819D8870030DB47EAC4204159> (John M.)*

Transportation Response: The Transit Table has been updated accordingly.

2. *Page 7 - Route 271 will be discontinued in fall 2025. (John M.)*

Transportation Response: The Transit Table has been updated accordingly.

3. *Page 7 - Once the 2 line connects to Seattle, ST 554 will travel to Bellevue. (John M.)*

Transportation Response: The Transit Table has been updated accordingly.

4. *Page 7 - 203 Issaquah-South Bellevue, 5 AM to 12 midnight, 7:45 AM to 8:15 AM Begins August 30th. (John M.)*

Transportation Response: The Transit Table has been updated accordingly.

5. *Page 9 - Cougar Mountain Middle School instead of IMS. Also distance is just over a mile mostly along SR 900 and kids will not make that walk. (John M.)*

Transportation Response: TIA has been updated to include this information.

Thank you, and feel free to reach out to me with any questions.

Nicole Winn, Weber Thompson
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ph: 206 344 5700 ext. 262