



QUASI JUDICIAL

DATE: September 22, 2020

MEMO TO: Parties of Record

FROM: Office of the Hearing Examiner, 425-556-2190, kbiegel@redmond.gov

SUBJECT: **SOUND TRANSIT DRLE ALTERATION OF GEOLOGICALLY HAZARDOUS AREAS
LAND-2020-00470**

Reconsideration of the Hearing Examiner's Decision

Enclosed is a copy of the Hearing Examiner's Findings, Conclusions, and Decision on the Sound Transit DRLE Alteration of Geologically Hazardous Areas, LAND-2020-00470. Pursuant to the Redmond Zoning Code, any party of record may file a written request for reconsideration with the Hearing Examiner. To be considered, a request for reconsideration must explicitly set forth alleged errors of procedure or fact, and must be filed within ten business days of the Hearing Examiner's Decision in this matter. Reconsideration requests must be received by the Office of the Hearing Examiner of the City of Redmond and can be submitted by email prior to **5:00 p.m. on October 5, 2020.**

City of Redmond Office of the Hearing Examiner Contact Information:

Mailing Address

Office of the Hearing Examiner
PO BOX 97010, M/S: 3NFN
Redmond, WA 98073-9710

Phone: 425-556-2190
Fax: 425-556-2198
Email: kbiegel@redmond.gov

For your convenience, Request for Reconsideration forms are available online:

<https://www.redmond.gov/913/Request-for-Reconsideration-or-Appeal>

FURTHER PROCEEDINGS

Hearing Examiner decision may be appealed to Superior Court by filing a land use petition which meets the requirements set forth in RCW Chapter 36.70C. The petition must be filed and served upon all necessary parties as set forth in State law and within the 21-day time period as set forth in RCW Section 36.70C.040.

**BEFORE THE CITY OF REDMOND
HEARING EXAMINER**

In the Matter of the Application of)	
)	NO. LAND-2020-00470
)	
Bryan Williams,)	
Stacy and Witback/Kuney (SWK))	Sound Transit DRLE
)	
For Alteration of a Geologic)	FINDINGS, CONCLUSIONS,
<u>Hazard Area</u>)	AND DECISION

SUMMARY OF DECISION

The request for a permit to alter a geologic hazard area in order to extend the East Link Light Rail system through areas regulated in the City of Redmond as landslide and erosion hazard areas is **GRANTED** subject to conditions.

SUMMARY OF RECORD

Request:

Brian Williams of SWK (Applicant) requested alteration of a geologic hazard area to extend the East Link Light Rail system through areas classified as landslide and erosion hazard areas. The portion of the project containing geologic hazards extends from NE 60th to the south to the SR-520/West Lake Sammamish Parkway interchange to the north, and from SR-520 to the west to private residences and a private community center to the east.

Hearing Date:

The Redmond Hearing Examiner conducted an open record hearing on the request on August 31, 2020. In order to ensure public access to the virtual hearing process, the record was held open two business days (through September 2, 2020) to allow for public comment from members of the public who may have had difficulty joining the virtual hearings, with additional time arranged for responses by the parties. Timely post-hearing public comment was submitted, to which the Applicant timely responded. The record closed on September 4, 2020.

Testimony:

At the open record hearing, the following individuals presented testimony under oath:

- David Lee, Principal Planner, City of Redmond
- Matthew Johnson, Permit Coordinator, SWK
- Garry Horvitz, PE, Hart Crowser
- Paul Barney, Jacobs Engineering
- Tony Regan, Sound Transit
- Suzanne Malinowski
- Jason Malinowski
- Jeff Wessling
- William Hickey, PE, Jacobs Engineering
- Jim Schettler, Design Manager

Exhibits:

At the open record hearing the following exhibits were admitted in the record:

1. Technical Committee Report to the Hearing Examiner, with the following attachments:
 1. General Application Form
 2. Land Use Application Form
 3. Alternative Alignment Location Assessment
 4. Preliminary Clear & Grade Permit Drawings
 5. Property Permissions
 6. Public Notice Tree Preservation Map
 7. Public Notice Map
 8. Certified Public Notice of Application
 9. Notice of Public Hearing and Certificates of Posting
 10. AGHA Permit Plans
 11. AGHA Preliminary Stormwater Report
 12. AGHA Parcel Plans
 13. Geotechnical Report - Alteration of Geologic Hazardous Areas
 14. Right of Way Conceptual Design Drawings
 15. February 2019 Critical Areas Report
 16. Sound Transit FEIS - Addendum
 17. Notice of Application Public Comment Letters
 18. City of Redmond Sound Transit DRLE Development Agreement
2. Public comment from Jason Malinowski dated August 20, 2020 and August 29, 2020, with responses from David Lee, City of Redmond dated August 24, 2020 and August 31, 2020.
3. Planning Staff's PowerPoint presentation
4. Post-hearing comment from Suzanne Malinowski, dated August 31, 2020¹
5. Applicant response to post-hearing public comment dated September 1, 2020

¹ The post-hearing public comment period is intended to provide an opportunity for people who attempted to join the virtual public hearing, but were unable to join, to submit questions and comments. It was explained on the record that it was not intended to provide opportunity for additional comment by members of the public who succeeded in providing comment during the hearing; however, Ms. Malinowski both testified at the hearing and submitted post-hearing follow up questions. The parties were offered an opportunity to object procedurally to the post-hearing comments submitted by Ms. Malinowski for this reason. Neither party objected. Her post-hearing comments and the Applicant's response help complete the factual record in these proceedings, and both are admitted.

Upon consideration of the testimony and exhibits admitted in the record, the Hearing Examiner enters the following findings and conclusions:

FINDINGS

1. Sound Transit (the Applicant) requested alteration of a geologic hazard area to extend the East Link Light Rail system through areas classified as landslide and erosion hazard areas. The portion of the project containing geologic hazards extends from NE 60th to the south to the SR-520/West Lake Sammamish Parkway interchange to the north, and from SR-520 to the west to private residences and a private community center to the east.² *Exhibits 1, 1.1, 1.2, 1.7, and 1.13.*
2. The application was submitted and determined to be complete on April 30, 2020. *Exhibits 1 and 1.8.*
3. The light rail extension project is known as the Downtown Redmond Link Extension (DRLE). The DRLE project alignment begins at the Redmond Technology Station and extends north and east along the east side of the SR 520 freeway using at-grade track generally supported on retained-cut sections to cut into the hillside and pass under existing overpasses. The alignment then turns east with the freeway and transitions to an elevated structure, crossing the Sammamish River and descending into Marymoor Park. The alignment transitions to retained fill and at-grade sections as it reaches the Southeast (SE) Redmond Station. After the station, the light rail alignment turns to the northwest at grade, crosses under SR 520, transitions to an elevated structure over Bear Creek, and then continues as an elevated structure following the Redmond Central Connector (RCC) alignment into Downtown Redmond, terminating at the Downtown Redmond Station located at the north side of Redmond Town Center. *Exhibit 1.13, page 2.*
4. Pursuant to the Redmond Zoning Code (RZC), regulated geologically hazardous areas include erosion hazard areas, landslide hazard areas, and seismic hazard areas. *RZC 21.64.060.* The project area contains slopes that meet the criteria for a landslide hazard area (RZC 21.64.060.A.1.b) because they are 40% or steeper and have a vertical relief of 10 feet or more; on the subject parcels the vertical relief is up to 40 feet. *Exhibit 1.13, pages 6-7.* In addition, the City submitted that the project area contains erosion hazards based on the soil type criteria of RZC 21.64.060.A.1.a. The project area comprised of designated geologic hazards is approximately 2.7 acres in area. *Exhibit 1.13, Attachments GH-01 through GH-03; Exhibit 1.15.*
5. Construction work that would be performed within the geologic hazard area would include clearing and grubbing, site grading, drainage improvements, utility relocation, minor street improvements, landscaping, construction of light rail track, retaining walls, and a traction power substation, and construction of temporary walls for a temporary haul route. *Exhibits 1.10 and 1.11, page 3.*

² The proposed alterations would occur on Tax Parcels 5422560660, 5422560670, 5422560680, 542256TRCT, 9435300059, 9435300123, 943530UNKN, 943530TR-B, and 9435300063. *Exhibit 1.2.*

6. Potential geologic hazard impacts on and off of the site as a result of the project have been evaluated by a geotechnical engineer and include the following:
- Temporary slope cuts being too deep and could cause local minor slope instability.
 - Temporary slope cuts or grading over a large area could cause local minor slope instability or erosion.
 - Temporary open cuts/clearing during construction could cause (minor) sloughing and erosion of the slopes, especially during wet weather.
 - Seepage from slope faces during construction could cause local minor sloughing and erosion.
 - Steepened slopes or large cuts could cause slope instability if not supported with earth retention systems in final configuration.
 - Seismic events could cause slope instability if not supported by earth retention systems after construction.

Exhibit 1.13, page 11.

7. In order to mitigate for the potential impacts, the Applicant proposes the following mitigation measures:
- Project design would minimize alterations or reduce steepness of the natural contour of the slopes to the extent practical.
 - Clearing of existing vegetation on the geologically hazardous slopes would be minimized to the extent practical.
 - Design would provide retaining wall systems to support slopes where abrupt grade changes are unavoidable due to the track alignment. Retaining walls and other structures would be designed to maintain or enhance the overall stability of the slopes, in both static and seismic conditions.
 - Design and construction methods would minimize the length and steepness of slopes with exposed soils as much as practical.
 - Construction sequencing and methods would be selected to improve or not adversely affect overall slope stability during construction.
 - Temporary erosion and sedimentation controls (TESC) would be provided during construction to prevent sloughing and erosion of the slopes.
 - Permanent erosion protection would be provided by reestablishing vegetation using hydroseeding and/or landscape planting. Until the permanent erosion protection is established, site monitoring would be performed by qualified personnel to evaluate the effectiveness of the erosion control measures.
 - Construction would not take place within a potential seepage layer located at elevations (NAVD88) of approximately 140 feet (+/- 5-feet) from Stations

5066+00 to 5070+00, as identified in the Geotechnical Report. Dewatering may be required within these areas during construction and permanent drains may be installed to reduce the risk of soil loss and instability.

- If it is found that retaining walls, or other improvements, within the geologically hazardous areas impact the existing drainage systems, the impacted drainage systems would be repaired or replaced in-kind.

Exhibits 1 and 1.13 (pages 11-12).

8. Impacts on erosion-prone areas would be reduced by implementing an approved erosion and sedimentation control plan, which would include the following elements with respect to the geologic hazard area:

- Siltation control fencing would be installed around project work areas to protect all adjacent properties from sediment deposition and runoff.
- All exposed soils would be stabilized with an approved Temporary Erosion and Sedimentation Control (TESC) method (e.g. seeding, mulching, plastic covering, crushed rock) within two days of disturbance during wet weather months or seven days during dry months.
- Where straw mulch is required for temporary erosion control, it would be applied at a minimum four-inch thickness.
- Temporary curb or drainage bypass would be installed to direct runoff away from exposed soils and slopes.
- Erosion and sediment control measures would be inspected frequently and maintained. Dysfunctional erosion control elements will be repaired and/or replaced as quickly as possible.
- Runoff velocities would be decreased with check dams, straw bales, or wattles.

Exhibits 1 and 1.13 (page 13).

9. The Applicant had a slope stability assessment of the project prepared by a geotechnical engineer. The seismic event evaluated was one with a 2,500-year return period, and areas within and outside of the WSDOT right-of-way were considered. The conclusion of the analysis was that the proposed retaining wall systems can be designed to provide an appropriate factor of safety against instability after completion of the project under both static and seismic conditions, and that final overall slope stability would be improved over current condition. *Exhibit 1.13; Garry Horvitz Testimony.*

10. Within the geologically hazardous area, the Applicant must comply with the tree retention standards set forth in RZC 21.72.060. These standards require that all healthy landmark trees (i.e., those greater than 30 inches in diameter at breast height) and 35% of all healthy significant trees (i.e., those greater than six inches in diameter at breast height), including those designated as landmark trees, be retained. Removed landmark

trees must be replaced at a 3:1 ratio and removed significant trees must be replaced at a 1:1 ratio. *RZC 21.72.060; RZC 21.72.080; Exhibit 1.18 (see Exhibit E)*. One hundred and seventy-eight significant trees and seven landmark trees under the City's jurisdiction have been identified in the project area. Two landmark trees and 40 significant trees are proposed to be removed, resulting in a tree replacement requirement of 46 trees. *Exhibits 1 (page 5) and 3*.

11. The geologically hazardous area contains an intermittent Class IV stream and a 0.07-acre Category IV wetland (identified as wetland WRE-2 in the Applicant's Critical Areas Report), which would be impacted by the project. The Applicant proposes to compensate for permanent wetland impacts (including fill of wetland WRE-2) by purchasing credits at the Keller Farm Wetland Mitigation Bank, which is located near the intersection of Avondale Road and NE Union Hill Road. Mitigation bank activities would include re-establishing and rehabilitating wetlands on the site and rehabilitating ditched tributary streams. City Staff support the proposed purchase of credits as consistent with a watershed approach to mitigation. *Exhibits 1 and 1.15 (see pages 2-33 and 3-19, and Appendix M)*.
12. With respect to stormwater management, the project would not create new pollution-generating surfaces and therefore treatment of stormwater runoff is not required by the applicable Washington State Department of Transportation, Washington State Department of Ecology, and City of Redmond stormwater requirements. Runoff within the guideway would be collected in a track underdrain system and discharged to the Sammamish River, which is the existing flow path for the area. However, discharge would be through a new outfall and not the existing WSDOT outfall. The intent of the stormwater design is to keep the project runoff separate from the roadway runoff. *Exhibit 1.11; Testimony of William Hickey and Jim Schettler*. The City recommended two conditions of approval relating to storm drainage, which would require roof, footing, and surface runoff from the traction power substation to be collected and routed in a method that does not adversely affect the landslide hazard area, and which would require wall drains collecting and routing water at the back of retaining walls to be routed to a defined conveyance system with a catch basin. *Exhibit 1, page 12*.
13. The Applicant evaluated the feasibility of alternatives to the proposed light rail alignment within the landslide hazard area, but the alternatives would not be economically or functionally feasible. One possible route (the north avoidance route) could not be established without impacting geologic hazard areas, would travel through residential development (cost of approximately \$40 million), would require additional elevated guideway (cost of approximately \$90 million), and would result in a significant drop in elevation that would make meeting Sound Transit's design criteria for maximum slope grades difficult. The other possible route (the south avoidance route) would avoid geologic hazards but would travel through high-density residential and commercial development and through Marymoor Park, which has multiple cultural resource sites registered with the National Archaeological and Historic Places database. The south avoidance route would also require 0.4 miles of additional guideway (cost of approximately \$130 million), would not meet Sound Transit's design criteria for

maximum gradient without elevating portions of the rail 100 feet (cost of approximately \$44 million), would require additional right-of-way purchases (cost of approximately \$60 million), and would impact streams and wetlands, including the Sammamish River. The proposed corridor minimizes environmental and financial impacts by following the existing SR-520 corridor, and it would satisfy maximum gradient requirements. *Exhibits 1 and 1.3.*

14. Sound Transit acted as lead agency for review of environmental impacts under the State Environmental Policy Act (SEPA) and issued a final environmental impact statement (FEIS) for the East Link project in July of 2011 and an Addendum to the FEIS addressing the Downtown Redmond Link Extension in August of 2018. The conclusion of the Addendum was that there would be no new significant adverse environmental impacts beyond those that were analyzed in the 2011 EIS and subsequent environmental documentation. *Exhibits 1 and 1.16 (pages ES-1 and ES-3).*
15. Notice of the open record public hearing was posted onsite and online; published in the *Seattle Times*; and mailed to parties of record and owners of property within 500 feet of the site on or before August 10, 2020. *Exhibits 1 and 1.9.*
16. The Technical Committee, comprised of staff from City of Redmond Planning, Public Works, and Fire Departments, reviewed the complete application and supporting materials for compliance with City regulations. The Technical Committee recommended project approval subject to conditions. *Exhibit 1.*
17. Public comment on the application included questions on noise, tree removal and replacement, sidewalk installation, and stormwater. *Exhibits 1.17, 2, and 4; Testimony of Suzanne Malinowski, Jason Malinowski, and Jeff Wessling.* The project plans depict that numerous trees would be removed from the rail corridor adjacent to a residential area. Tree removal was not evaluated as part of the Applicant's noise study because the noise reduction offered by the trees would not have been sufficient to change noise impact conclusions. However, the Applicant proposes to install a minimum nine-foot-high noise wall parallel to the guideway between NE 60th and the West Lake Sammamish Parkway off-ramp. All removed trees would be replaced, and while the zoning code prioritizes replacement within the project site (see RZC 21.72.080), due to the need to maintain distance between tree limbs and the guideway, not all trees would be replaced within the corridor. Additionally, construction would be required to comply with City noise ordinances, up to and including noise variances as needed. Applicant contractors would work with neighboring and/or affected property owners to ensure access to and from residences near the construction; traffic management personnel and signage would be provided. A sidewalk would be installed along the frontage of the parcel acquired by Sound Transit for the traction power substation on 156th, but there would continue to be a gap south of the substation parcel. Construction is anticipated to start in Spring 2021 and to last approximately three years in geologic hazard areas. *Exhibits 1.6, 1.10, 2, and 5; Testimony of Paul Barney, Jim Schettler, and Matthew Johnson.*

CONCLUSIONS

Jurisdiction:

The Hearing Examiner is authorized to conduct open record hearings and issue decisions on Type III permits, including alterations of geologic hazard areas, pursuant to RZC 21.76.050.C and RZC 21.76.060.J.

Criteria for Review:

Pursuant to RZC 21.76.070.E, the Examiner may approve an application for an alteration of a geologic hazard area only if an applicant demonstrates the following:

- a. There must be no reasonable alternative to locating in a Landslide Hazard Area. Alternative locations which would avoid impact to the Landslide Hazard Area must be shown to be economically or functionally infeasible.
- b. A geotechnical evaluation must be conducted to identify the risks of damage from the proposal, both on-site and off-site, and to identify measures to eliminate or reduce risks. The proposal must not increase the risk of occurrence of the potential geologic hazard.
- c. Impacts shall be minimized by limiting the magnitude of the proposed construction to the extent possible, any impacts must be eliminated or mitigated by repairing, rehabilitating, restoring, replacing, or providing substitute resources consistent with the mitigation and performance standards set forth in RZC 21.64.010.L and M.

Conclusions Based on Findings:

1. With conditions of approval, the proposal complies with the criteria for alteration of a geologic hazard area.
 - A. There is no reasonable alternative to locating in a landslide hazard area, as alternatives that would avoid the landslide hazard area would be economically or functionally infeasible. Only one alternative route would avoid geologic hazards, but that route would not be feasible due to significantly higher costs, steeper gradients than can be reasonably accommodated under required design standards, and other environmental constraints. The Applicant demonstrated that the corridor proposed is the only reasonable location for the light rail extension. *Finding 13.*
 - B. A geotechnical evaluation was conducted, which identified on-site and off-site risks and measures to eliminate or reduce risks. The slope stability analysis demonstrated that the proposal would not increase the risk of landslide. *Findings 6, 7, 8, and 9.*
 - C. As conditioned, impacts to geologic hazard areas would be minimized by following the mitigation measures identified in the geotechnical report and by controlling erosion and stormwater runoff. Removed trees would be replaced, and wetland impacts would be mitigated through purchase of wetland mitigation bank credits within the same watershed. *Findings 6, 7, 8, 9, 10, 11, and 12.*

DECISION

Based on the preceding findings and conclusions, the request for alteration of a geologic hazard area to extend the East Link Light Rail system through areas classified as landslide and erosion hazard areas is **GRANTED** subject to the conditions on the following pages.

A. Site Specific Conditions of Approval

The following table identifies those materials that are approved with conditions as part of this decision.

Item	Date Received	Notes
Plan Set – 7-29-20	July 29, 2020	<i>and as conditioned herein.</i>
R200 DRLE CG4 Permit Drawings	July 29, 2020	<i>and as conditioned herein and as conditioned by the</i>
R200 Geotechnical Report	July 29, 2020	<i>and as conditioned herein.</i>
R200 AGHA Preliminary Stormwater Report	July 29, 2020	<i>and as conditioned herein.</i>

The following conditions shall be reflected on the Civil Construction Drawings, unless otherwise noted:

1. Development Engineering – Stormwater/Clearing and Grading

Reviewer: Cindy Wellborn, PE

Phone: 425-556-2495

Email: cwellborn@redmond.gov

- a. **Building Drainage.** Roof, footing, and surface runoff from the Traction Power Substation (TPSS) shall be collected and routed in a method that does not adversely affect the Landslide Hazard Area
- b. **Wall Drainage.** Wall drains collecting and routing water at the back of wall shall be routed to a defined conveyance system with a catch basin.

2. Planning Department

Reviewer: David Lee, Principal Planner

Phone: 425-556-2462

Email: dlee@redmond.gov

- a. **Tree Preservation & Mitigation Plan.** A Tree Preservation and Mitigation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the final civil construction drawings. A plan showing the location of preserved trees and containing protection language approved by the City shall be shown on the face of the deed or similar document and shall be recorded with the King County Department of Records and Elections.
Code Authority: RZC 21.72.060.D.
Condition Applies: Civil Construction

- b. Monitoring Program and Contingency Plan.** A monitoring program shall be prepared and implemented to determine the success of the mitigation project and any necessary corrective actions. A contingency plan shall be established prior to civil drawing approval for indemnity in the event that the mitigation project is inadequate or fails.

Code Authority: RZC 21.64.010.P
Condition Applies: Civil Construction

B. Compliance with City of Redmond Codes and Standards

This approval is subject to all applicable City of Redmond codes and standards, including the following:

Transportation and Engineering

RMC 6.36:	Noise Standards
RZC 21.52:	Transportation Standards
RZC 21.54:	Utility Standards
RMC 12.08:	Street Repairs, Improvements & Alterations
RZC 21.76.020.G:	Site Construction Drawing Review
RZC 21.76.020.H.6:	Preconstruction Conference
RZC 21.76.020.H.7:	Performance Assurance
RZC Appendix 3:	Construction Specification and Design Standards for Streets and Access
City of Redmond:	Record Drawing Requirements, Version 10-2005 (2005)
City of Redmond:	Standard Specifications and Details (current edition)

Water and Sewer

RMC 13.04:	Sewage and Drainage
RMC 13.08:	Installing and Connecting Water Service
RMC 13.10:	Cross-Connection and Backflow Prevention
RZC 21.17.010:	Adequate Public Facilities and Services Required
RZC Appendix 4:	Design Requirements for Water and Wastewater System Extensions
City of Redmond:	Standard Specifications and Details (current edition)
City of Redmond:	Design Requirements: Water and Wastewater System Extensions - April 2019

Stormwater/Clearing and Grading

RMC 15.24:	Clearing, Grading, and Storm Water Management
RZC 21.64.060.C:	Planting Standards
RZC 21.64.010:	Critical Areas

RZC 21.64.040:	Frequently Flooded Areas
RZC 21.64.050:	Critical Aquifer Recharge Areas
RZC 21.64.060:	Geologically Hazardous Areas
City of Redmond:	Standard Specifications and Details (current edition)
City of Redmond:	Stormwater Technical Notebook, Issue No. 5 (2007)
Department of Ecology:	Stormwater Management Manual for Western Washington (revised 2005)

Fire

RMC 15.06:	Fire Code
RZC Appendix 3:	Construction Specification and Design Standards for Streets and Access
City of Redmond:	Fire Department Design and Construction Guide 5/6/97
City of Redmond:	Fire Department Standards

Planning

RZC 21.08:	Residential Regulations
RMC 3.10	Impact Fees
RZC 21.32, 21.72:	Landscaping and Tree Protection
RZC 21.34:	Exterior Lighting Standards
RMC 6.36:	Noise Standards
RCZ 21.64:	Critical Areas
RZC 21.44:	Signs
RZC Appendix 1:	Critical Areas Reporting Requirements

Building

2012 International Building Codes (IBCs)
 2012 Uniform Plumbing Code
 2012 International Residential Code (IRC)

DECIDED September 21, 2020.

By:



Sharon A. Rice
 City of Redmond Hearing Examiner

Note: Type III decisions of the Hearing Examiner may be appealed to the King County Superior Court as provided in RZC 21.76.060.J.

1 **BEFORE THE HEARING EXAMINER**
2 **FOR THE CITY OF REDMOND**

3
4 In the Matter of the Application of) NO. LAND-2020-00470
5)
6 Sound Transit DRLE) ALTERATION OF GEOLOGICALLY
7) HAZARDOUS AREAS
8)
9 **CERTIFICATE OF SERVICE**

10 **CERTIFICATE OF SERVICE**

11
12 I HEREBY CERTIFY that on this 22nd day of September, 2020, a true and correct copy of the Findings,
13 Conclusions and Decision in the Matter of the Application of **SOUND TRANSIT DRLE, LAND-**
14 **2020-00470** for approval of an Alteration of Geologically Hazardous Areas was sent via email to the
15 Staff Planner and via United States Postal Service first class mail to the Parties of Record with adequate
16 postage prepaid.

17
18 September 22, 2020

19 _____
20 Date

21
22
23 
24

25 _____
26 Cheryl Xanthos
27 City Clerk, MMC
28 City of Redmond, Washington
29
30