



**City of Bellevue
Development Services Department
Land Use Division Staff Report**

Proposal Name: East Link Spring District/120th Station

Proposal Address: 120th Ave NE to the west side of 124th Ave NE

Proposal Description: Design and Mitigation Permit approval to construct the East Link regional light rail transit facilities (RLRT facilities) and regional light rail transit system (RLRT system) in the Spring District area of the City of Bellevue.

File Number: 16-128731 LD

Applicant: Sound Transit

Decisions Included: Design and Mitigation Permit (Process II)

Planner: Matthews Jackson
Planning Manager

State Environmental Policy Act Final Environmental Impact Statement (FEIS) was issued for the East Link RLRT project on July 15, 2011

Director's Recommendation: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: Carol V. Helland
Carol V. Helland, Land Use Director

Notice of Application: June 23, 2016
Notice of Decision: October 13, 2016
Appeal Deadline: October 27, 2016

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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ATTACHED:

- A. CAC Context Setting Advisory Document
- B. CAC Pre-Development Advisory Document
- C. CAC Design and Mitigation Permit Advisory Document
- D. Plans and Drawings

I. REQUEST/PROPOSAL DESCRIPTION

A. Background

The Central Puget Sound Regional Transit Authority (“Sound Transit” or the “Applicant”) is proposing to construct the first phase of Sound Transit 2, a new Regional Light Rail Transit (RLRT) Facility between Seattle and the east side of Lake Washington, known as the East Link Project (East Link). The East Link project was approved by voters under the Sound Transit 2 plan in 2008. Since initial approval in 2008, Sound Transit has worked closely with the City of Bellevue (City) to design a RLRT facility that meets regional and City needs while following the voter-approved alignment. A complete project history, including description of City engagement benchmarks, can be found in Section 1.1 of the project narrative (the “Narrative”) included in the application.

Allowed Use

The proposed East Link RLRT facility is considered a permitted use under LUC 20.10.440 when the City Council has included the alignment location and profile of the RLRT system and facility in a resolution, ordinance, or development agreement (see LUC 20.10.440 “Transportation and Utilities” Footnote 25). The Bellevue City Council passed Resolution No. 8576 including the alignment location and profile on April 22, 2013, and the East Link RLRT facility as proposed in this application is consistent with the Council resolution. The alignment proposed by Sound Transit with this application is allowed subject to approval of a Design and Mitigation Permit. The use is also allowed, as established under LUC 20.10.440, in the Shoreline Overlay District and the Critical Areas Overlay District under LUC 20.25E.060 and LUC 20.25H.050.A. The Spring District/120th Station Segment does not pass through any shoreline overlay areas or critical areas.

B. Review Process

Design and Mitigation Permits are governed by Land Use Code (LUC) 20.25M. The Design and Mitigation Permit is a Process II administrative decision made by the Director of the Development Services Department or designee. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

Scope of Design and Mitigation Permit Approval

Design and Mitigation Review is a mechanism by which the City shall ensure that the design and proposed mitigation for temporary and permanent impacts of an RLRT system and facilities is consistent with:

- a. The Comprehensive Plan including without limitation Light Rail Best Practices; and the policies set forth in LUC 20.25M.010.B.7; and
- b. Any previously approved development agreement or Conditional Use Permit issued pursuant to subsection B.1 or B.2 of this section; and

- c. All applicable standards and guidelines contained in City Codes including the procedures related to involvement of a CAC as required by LUC 20.25M.035.

**Light Rail Permitting Citizen Advisory Committee (CAC)
(LUC 20.25.030.C.2)**

Formation of a Citizen Advisory Committee (CAC) for the East Link Project was identified as necessary in the Light Rail Best Practices Final Committee Report dated June 17, 2008. The process to involve the CAC in the review of Design and Mitigation Permits is described below.

CAC Purpose (LUC 20.25M.035.A)

1. Dedicate the time necessary to represent community, neighborhood and Citywide interests in the permit review process; and
2. Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications; and
3. Consider the communities and land uses through which the RLRT system or facility passes, and set “the context” for the Regional Transit Authority to respond to as facility design progresses; and
4. Help guide RLRT system and facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in ongoing dialogue with the Regional Transit Authority and the City, and by monitoring follow-through; and
5. Provide a venue for receipt of public comment on the proposed RLRT facilities and their consistency with the policy and regulatory guidance of subsection E of this section and LUC 20.25M.040 and 20.25M.050; and
6. Build the public’s sense of ownership in the project; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

CAC Scope of Work (LUC 20.25M.035.C)

The CAC is advisory to the decision maker for the design and mitigation permits, and its scope includes:

1. Becoming informed on the proposed RLRT system or facility project;
2. Accepting comments from the public during CAC meetings for incorporation into the consolidated advice provided by the CAC to the Regional Transit Authority and the City of Bellevue;
3. Participating in context setting to describe the communities, urban and historic context, and natural environment through which the alignment passes;

4. Providing early and ongoing advice to the Regional Transit Authority on how to incorporate context sensitive design and mitigation into schematic designs for proposed project elements including stations, linear track elements, landscape development, walls (including concrete and masonry and tunnel portal), park and rides, traction power substations and other features of the RLRT system or facility; and
5. Providing advisory guidance to permit decision makers as described in more detail below regarding any RLRT system or facility design and mitigation issues prior to any final decision on required Design and Mitigation Permits, including written guidance as to whether the proposal complies with the policy and regulatory guidance of subsection E of this section and LUC 20.25M.040 and 20.25M.050.

CAC Work Product (LUC 20.25M.035.D.3)

The work of the CAC at each review stage culminates in a CAC advisory document that describes the phase of review and CAC feedback. The final Design and Mitigation Permit advisory document is intended to provide the Director of the Development Services Department with a recommendation to demonstrate Sound Transit compliance with Design and Mitigation Permit Decision Criteria pursuant to LUC 20.25M.030.C.3.

The Advisory Document prepared by the CAC for the Context Setting phase of review described in LUC 20.25M.035.C.3 is included with the staff report as Attachment A. The advisory document prepared following the Context Setting Phase of CAC review provided “context” to which Sound Transit was requested to respond when designing elements and features of the East Link light rail system and facilities. The advisory document also provided the “context” by which permit compliance is judged in Section IV of the Staff Report below. The CAC advisory document for the Spring District/120th Station Segment Pre-Development review was issued on October 8, 2015, and is included with the staff report as Attachment B. A final Design and Mitigation Permit Advisory Document, which includes a recommendation to the Director of Development Services was issued on April 20, 2016 and is included with the staff report as Attachment C. The advice provided by the CAC is included in the analysis of consistency with Light Rail Overlay design standards and guidelines contained in Section IV below.

C. Project Description General Bellevue RLRT Alignment

The East Link Project includes approximately 14 miles of light rail track/guideway and 10 stations serving Seattle, Mercer Island, South Bellevue, downtown Bellevue, Bel Red (Bellevue), and Overlake area in Redmond. Elements of the East Link project located within City boundaries include approximately 6 miles of new light rail track (at grade, below grade, and elevated) from I-90 to SR 520, six stations (at grade and elevated), two parking facilities, and other structures, facilities, and development associated with the RLRT.



Spring District/120th Station and Spring District Segment

The alignment for the portion of the East Link project that is under this permit application commences at the east side of 120th Avenue NE in a retained cut/fill condition under 120th Avenue NE. The retained cut/fill guideway continues east and ends at the east side of 124th Avenue NE. The segment of East Link continuing east to the city limits was reviewed under a previously approved Design and Mitigation Permit for the Bel Red Segment under permit application 13-135564 LD.



D. Spring District/120th Station

Concept: The concept for the Spring District/120th Station is intended to reflect a future highly urbanized environment with numerous pedestrian amenities. Sound Transit's art program SArt will be working with an artist(s) to implement an art program to enhance the aesthetics for transit users while in the station and from surrounding properties where there is visual access into the light rail trench.

Site Description: The Spring District/120th Station design aesthetic reflects the anticipated hotel and commercial/residential development that will occur at the ends of the station. The station provides space above the platform for an open plaza facility. Continuity in hardscape between the station and 120th Avenue NE provides a strong and identifiable route to station entries. Pathways from 120th Avenue NE are comprised of continuous sidewalks and are free of barriers. The proposed drop off areas for passengers and para-transit will be directly connected to the plaza areas adjacent to 120th Avenue NE and the future NE Spring Boulevard street alignment. At the plaza level of the Spring District/120th Station the covered platform provides weather protection for patrons utilizing bicycle storage and ticket vending machines. The station platform incorporates canopy and wind screening typical of other stations in the East Link alignment.

Spring District /120th Station

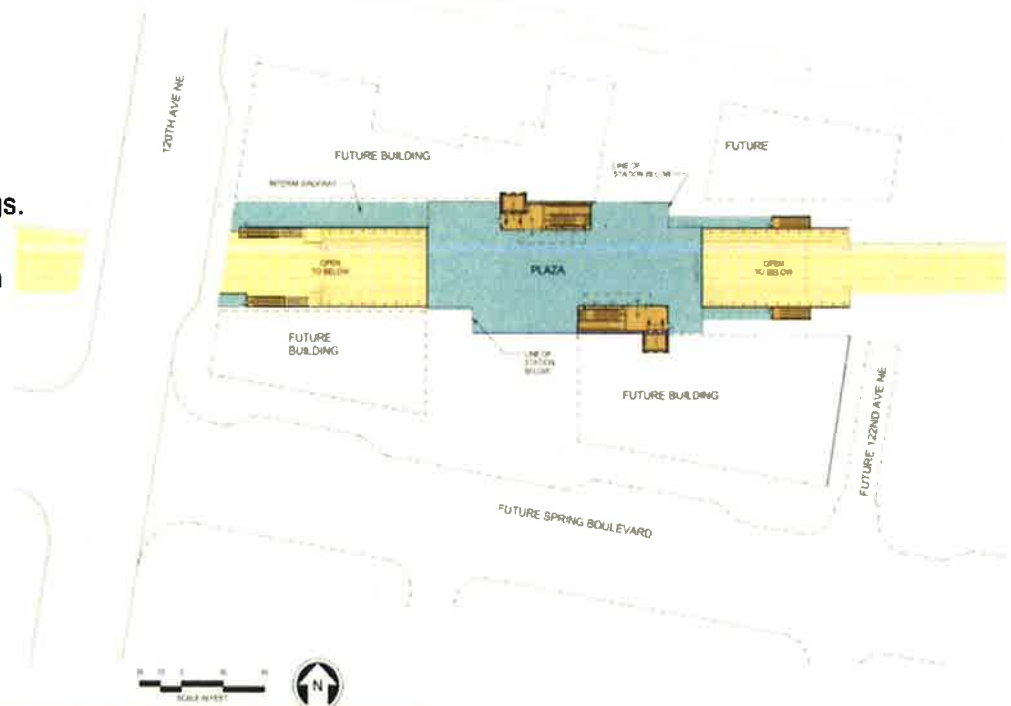


Design Program:

Station entrances “within” future Spring District buildings.

Large plaza spanning station trench – 160 ft -200 ft wide.

Interim site condition until Spring District buildings and Spring Blvd built.



Site Plan without Spring District Buildout

Spring District /120th Station



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Station entrances "within" future Spring District buildings.

Large plaza spanning station trench – 160 ft -200 ft wide.

Interim site condition until Spring District buildings and Spring Blvd built.



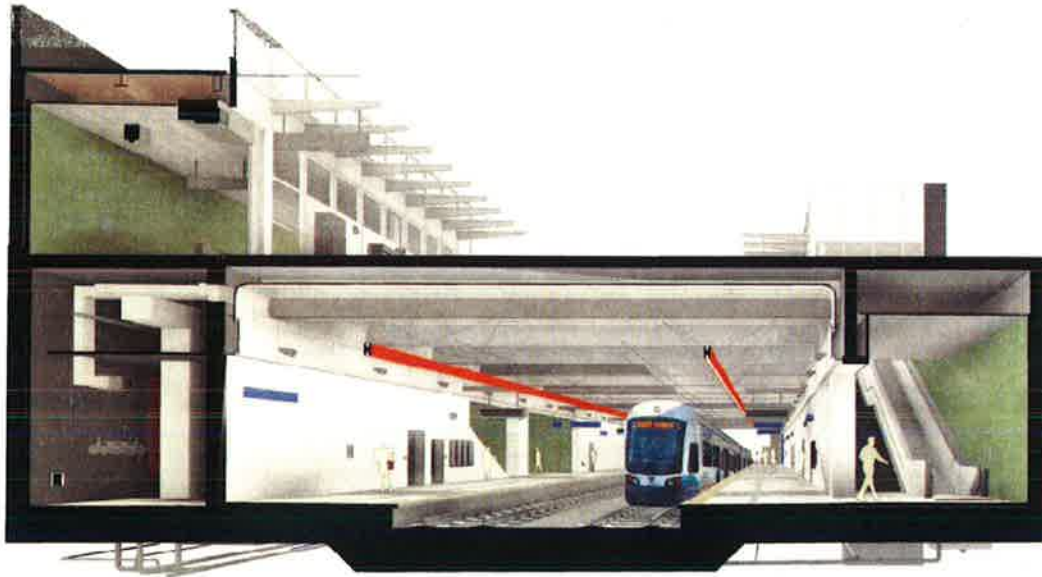
Site Plan w/ Spring District Buildout

Spring District /120th Station



View Looking Northeast Near 120th Ave. NE

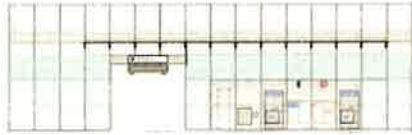
Spring District /120th Station



Platform View

Station Entry Design: The intent of the future development condition is to have station entries within adjacent buildings. In the interim, two entries will be constructed on the plaza to allow access into the trenched station. These entries will be designed to meet intended design intent for the area and will be constructed to accommodate future development. Proposed materials for station entries are intended to allow for natural light.

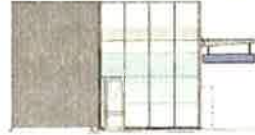
Spring District /120th Station



HEADHOUSE NORTH ELEVATION



HEADHOUSE WEST ELEVATION



HEADHOUSE EAST ELEVATION



HEADHOUSE EXTERIOR VIEW

Typical Station Entrance

Spring District /120th Station

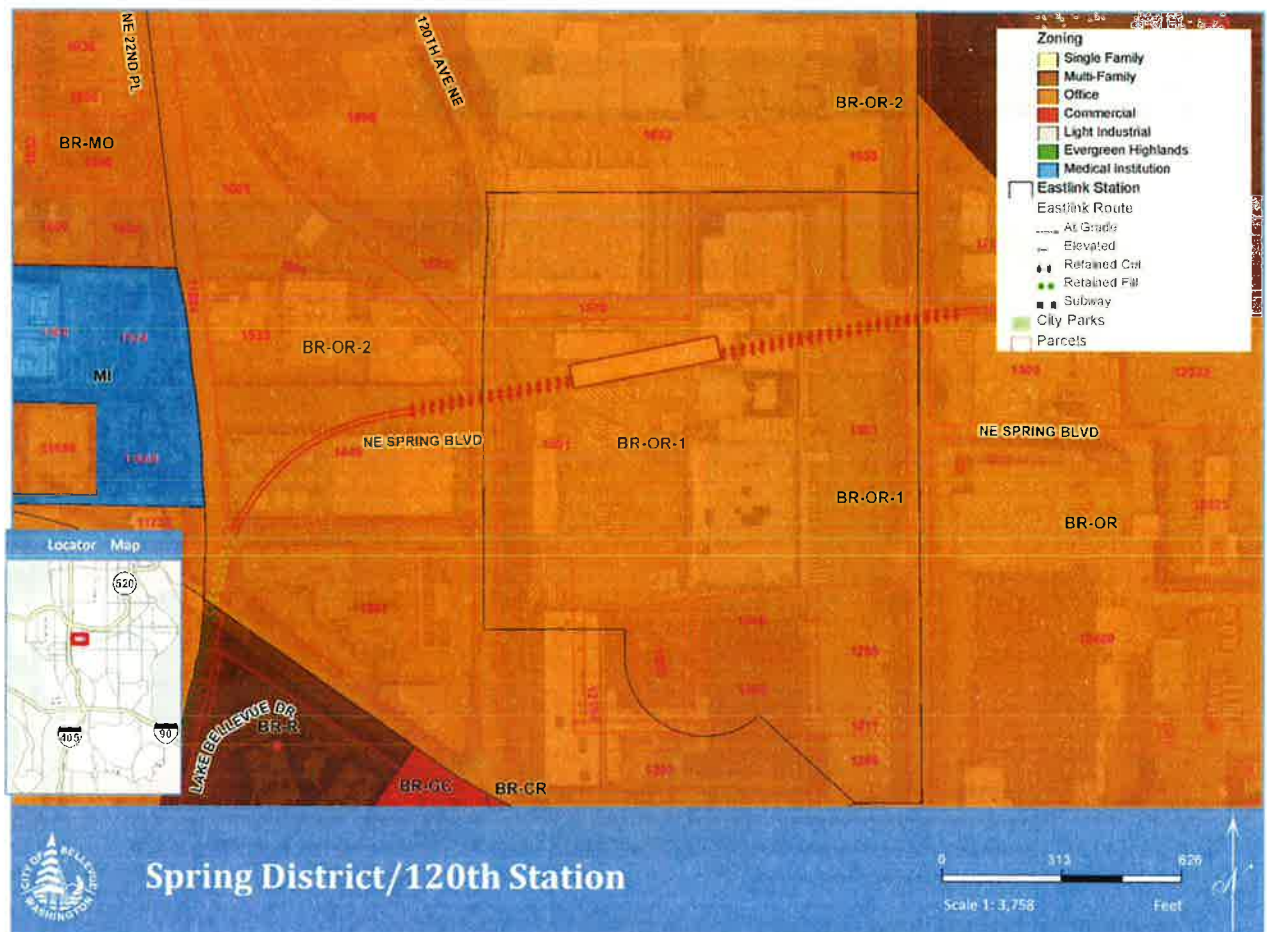


Site Section

II. ZONING AND CONTEXT

The project alignment for this segment passes through the Bel-Red Office Residential Node 1 (BR-OR-1). Bel Red is a major mixed use employment and residential area characterized by a transit oriented, nodal development pattern, over time replacing the area's original low intensity light industrial and commercial past. The City encourages land uses in the Bel Red area which promote employment, retail and residential opportunities. More intense uses and greater heights are concentrated in designated nodal development areas along the NE 15th/16th (NE Spring Boulevard) corridor; these areas are intended to be served by high capacity transit. New development in these designated nodal areas is expected to have a transit-supportive and pedestrian-friendly form. The purpose of the Bel-Red-OR-1 Land Use District is to provide an area for a mix of office, housing and retail uses within the core of a nodal area, with offices as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the Bel-Red area.

Zoning Map

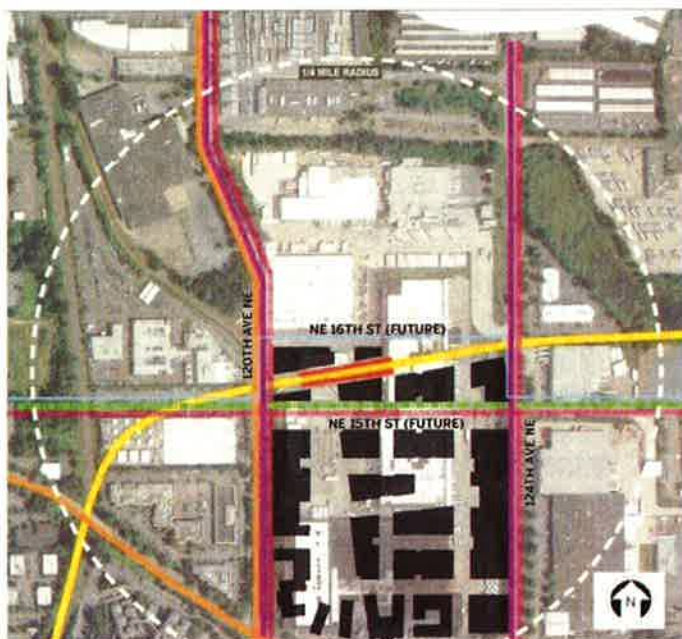


Bel-Red Subarea Context (LUC 20.25M.050.B.4)

In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots. The current context provides only glimpses of the future that is envisioned for this area. As a result, the public investment in light rail infrastructure provides an opportunity to reinforce the future outcomes that are desired for the area. The desired future character of this area is undefined by current development, but the Bel-Red Subarea Plan envisions a condition that is defined by:

- a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
- b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
- c. A comprehensive and connected parks and open space system;
- d. Environmental improvements resulting from redevelopment;
- e. A multimodal transportation system;
- f. A unique cultural environment;
- g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

Spring District /120th Station



LEGEND

BUS ROUTE

BICYCLE ROUTE

BICYCLE LANE

PROPOSED
NEW SIDEWALKS

LIGHT RAIL TRACKS

STATION

PATRON CATCHMENT
AREA

FUTURE DEVELOPMENT

Neighborhood Context

Finding: The CAC found the context and design considerations for the Bel-Red Subarea in LUC 20.25M.050.B.4 to be very thorough, and did not add any context or design considerations that were required to be taken into account by staff during review of the Spring District/120th Station Segment that is the topic of this Staff Report.

III. CONSISTENCY WITH ZONING REQUIREMENTS

Use (LUC 20.25M.030.A.1)

The proposed East Link RLRT facility is considered a permitted use under LUC 20.10.440 if the City Council has approved the facility system by resolution, ordinance, or development agreement (see LUC 20.10.440 "Transportation and Utilities" Footnote 25). The Bellevue City Council has approved the East Link RLRT facility and alignment through Resolution No. 8576, therefore, it is an allowed use.

IV. DESIGN STANDARDS AND GUIDELINES

20.25M.040 RLRT System and Facilities Development Standards

A. Purpose and Applicability

The RLRT system and facilities are a unique form of essential public facility that is linear in nature, passing through numerous land use and overlay districts, following a route into and out of Bellevue that connects multiple jurisdictions and regional employment and cultural centers. The purpose for including development standards in the Light Rail Overlay is to provide specific requirements for mitigation of impacts created by an RLRT system or facility in land use districts where overlay requirements do not exist or where overlay requirements did not contemplate a light rail use.

B. Dimensional Requirements

1. Height Limitations – Determined Based on Use Approval Process.
 - a. Use Approved through Development Agreement. When an RLRT system or facility use has been permitted outright in a City Council resolution, ordinance, or development agreement pursuant to LUC 20.25M.030.B.1, the heights approved by Council action shall be permitted.

Finding: The Bellevue City Council passed Resolution No. 8576 including the alignment and profile for the East Link segments through Bellevue on April 22, 2013. The heights for the structures within this permit are consistent with the intended heights of structures contemplated by Resolution No. 8576 and therefore satisfy Land Use Code requirements for height.

The Spring District/120th Station is located in the BR-OR-1 land use district. The base maximum height in this district is 45 feet. The proposed

standalone entrance structures are significantly below the 45 foot base maximum height allowed at 17 feet 6 inches. It is anticipated that future development will be built around these canopies and access to the station will come from inside these buildings. The maximum achievable height with new development is 150 feet with participation in the Bel Red amenity bonus system.

2. Setbacks.

- a. Requirement. The minimum setback for structures shall apply as set forth for each land use district. In an RLRT transition area, a 30-foot setback is also required from RLRT facility structures and from at-grade or elevated track.
- b. Exceptions. The following RLRT facility components are exempted from the requirement to provide a setback.
 - ii. Noise walls, fences and retaining walls; and
 - ii. Structures allowed in landscape screening areas and installed consistent with the requirements of subsection C.3.b of this section.

Finding: The Spring District/120th Station Segment of East Link is not located within the RLRT transition area, therefore, the setback requirements of the underlying land use districts apply. The portion of East Link under this Design and Mitigation Permit application is located within the transit way which is regulated similar to city right of way or WSDOT right of way. Land Use Code structure setbacks are not applicable within the transit way.

C. Landscape Development Requirements (LUC 20.25M.040.C)

1. General

Applicability

In the Light Rail Overlay District areas located within the underlying Downtown Overlay District (Part 20.25A LUC) or the Bel-Red Overlay District (Part 20.25D LUC), landscape development for an RLRT system or facility shall be provided pursuant to the requirements of such underlying district.

Bel Red Landscape Development (20.25D.110.B)

The provisions of LUC 20.20.520.A, D, E, G, I, J, K, and L apply to development in the BR Land Use Districts in addition to the provisions contained below.

Finding: Due to the unique nature of this East Link segment's location wholly within an emerging master plan development and the facility

location within a trench, future landscape improvements will be provided with future development. The land use code recognizes that strict application of all code requirements may not be practical or feasible due to the unique nature of the RLRT system and associated facilities. LUC 20.25M.060 allows for administrative waivers or modifications to the provisions of the land use code if;

1. The modification or waiver is the minimum reasonably necessary in accordance with the "Light Rail Best Practices" Report to make construction or operation of the RLRT facility or RLRT system practicable and feasible; or

2. The modification or waiver is reasonably necessary to implement or ensure consistency with other related actions approved by the City Council with respect to the RLRT facility or RLRT system including development agreement modifications, cost saving alternatives, or street design standards amendments.

Finding: In order to ensure consistency with future development planned on property adjacent to the light rail facilities, Sound Transit has requested to defer landscape development requirements to such time that adjacent development occurs. Due to the limited length of this segment within the Spring District Development, landscape development in the area planned for redevelopment is premature and not practical. The Director finds that the request to waive landscape develop requirements satisfies the administrative modification approval criteria of LUC 20.25M.060.B.1

CAC Design and Mitigation Permit Advice

Fencing

- Security and safety fences should be designed to meet City codes. The fences should be designed to minimize blocked views to maintain the idea of a city in a park.

Fencing shall be required to meet the applicable requirements of LUC 20.20.400 when overlay standards and/or design guidelines have not been incorporated by reference in LUC 20.25M.010.D. Any fencing shall be context sensitive.

As this portion of the East Link alignment is located within the Bel Red area, the following fence requirements of LUC 20.250.110.H are applicable.

1. No fence shall be permitted to violate the sight obstruction restrictions at street intersections. (See BCC 14.60.240, now or as hereafter amended.)

2. Any fence which exceeds eight feet in height requires a building permit and shall conform to the International Building Code, as adopted by the City of Bellevue now or as subsequently amended or superseded.
3. Height shall be measured from finished grade at the exterior side of the fence. No person shall construct a berm upon which to build a fence unless the total height of the berm plus the fence does not exceed the maximum height allowable for the fence if the berm was not present.
4. Prohibited Fences. The following types of fences are prohibited:
 - a. Barbed wire.
 - b. Electric fences.
 - c. Chain link fences are not permitted on any street frontage in any land use district except as follows:
 - i. To secure a construction site or area during the period of construction, site alteration, or other modification;
 - ii. In connection with any approved temporary or special event use; or
 - iii. As a component of an existing development pursuant to LUC 20.25D.060.

Finding: The East Link project complies with the requirements of LUC 20.25D.110.D. No prohibited fences will be approved with this application. Any fences that exceed eight feet in height will be required to obtain building permits.

Light and Glare

- The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the station to the greatest extent possible.
1. To protect adjoining uses and vehicular traffic in the right-of-way, the following provisions shall apply to the generation of light and glare from RLRT facilities:
 - a. All exterior lighting fixtures in parking areas and driveways shall utilize cutoff shields or other appropriate measures to conceal the light source from adjoining uses and rights-of-way. Other lights

shall be designed to avoid spillover glare beyond the site boundaries.

- b. Interior lighting in parking garages shall utilize appropriate shielding to prevent spillover upon adjacent uses and the right-of-way.

Finding: The trench design of the Spring District/120th Station limits the amount of light that could leave the site. Visual access into the open trench is intended to let plaza visitors enjoy station activities and public art. Lights within the plaza area will be provided in coordination with future development.

Mechanical Equipment

Mechanical equipment shall be required to meet the applicable requirements of LUC 20.20.525 when overlay standards and/or design guidelines have not been incorporated by reference in LUC 20.25M.010.D. Any mechanical equipment screening shall be consistent with the landscape development requirements of subsection C of this section and shall be context sensitive. **See Section XI for a related condition of approval.**

Recycling and Solid Waste Collection

- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
1. Solid waste and recyclable material collection areas shall be provided for workers maintaining and operating an RLRT facility consistent with the terms of LUC 20.20.725.
 2. Solid waste and recyclable material collection receptacles shall also be provided for the public who access the station and park and ride facilities of an RLRT system.

Finding: Sound Transit provides both waste and recycling bins at each of their stations, including the Spring District/120th Station. These are available to both workers and members of the public and are typical small ground-based units that do not require additional screening. Large trash, recycling, and composting receptacles are not proposed for this Station or along the alignment in this segment; however, future adjacent development is likely to contain these facilities, and these will comply with applicable screening requirements.

Critical Areas

As required by the Washington State Growth Management Act (RCW 36.70A) the City of Bellevue regulates critical areas through the Critical Areas Overlay District under City of Bellevue Land Use Code (LUC) section 20.25H. The Critical Areas Overlay District is a mechanism by which the City recognizes the existence of natural conditions which affect the use and development of property. Through this part, the City designates and classifies ecologically sensitive and hazard areas and imposes regulations on the use and development of affected property in order to protect functions and values and ensure public health, safety and welfare. Critical Areas promulgated by RCW 36.70A and established by LUC 20.25H include Streams, Wetlands, Geologic Hazard Areas, Areas of Special Flood Hazard, Shorelines, and Habitat for Species of Local Importance.

Finding: No critical areas are present within the segment of the East Link alignment covered in this Design and Mitigation Permit. Therefore, no additional critical areas analysis is warranted.

Use of City Right-of-Way

- The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible.

No at-grade RLRT facility or system shall be permitted in the City of Bellevue rights-of-way without prior City approval.

Finding: The applicant is required to apply for and receive an approved Right of Way Use Permit from the City of Bellevue prior to work or hauling in the Right of Way. **See related condition of approval in Section XI.**

20.25M.050 Design Guidelines

A. Design Intent

LUC 20.25M.030.B and C require City permit approvals to be consistent with the Comprehensive Plan including Light Rail Best Practices which emphasizes the need for context sensitivity in design. Subsection B of this section is intended to provide guidance to any CAC formed pursuant to LUC 20.25M.035.B regarding the existing and planned contexts within which RLRT systems or facilities are proposed. The information contained in this subsection is intended to provide a framework for the CAC's work, and to help the CAC determine whether a context sensitive outcome has been achieved through the incorporation of location-appropriate design features in required light rail permits.

B. Context and Design Considerations – By Subarea

The RLRT systems or facilities proposed within the Bel Red subarea of the City should respond to the contextual considerations identified below:

- a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
- b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
- c. A comprehensive and connected parks and open space system;
- d. Environmental improvements resulting from redevelopment;
- e. A multimodal transportation system;
- f. A unique cultural environment;
- g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

Finding: As discussed in Section I of this staff report, the concept for the Spring District/120th Station is intended to reflect a future highly urbanized environment with numerous pedestrian amenities. Sound Transit's art program STart will be working with an artist(s) to implement an art program to enhance the aesthetics of the for transit users while in the station and from surrounding properties where there is visual access into the light rail trench. Thoughtful plaza design and integration with future adjacent development will contribute to the livability of the area.

Additional General CAC Design Guidance

- The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.
- The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Finding: Audio and visual cues at the East Link stations in the City of Bellevue will be consistent with system wide audio and visual cues. **See Section XI for a condition of approval related to variable heights and ADA compliance.**

V. PUBLIC NOTICE AND COMMENT

Application Date: April 1, 2016
Application Completeness Date: April 15, 2016
Notice of Application published: June 23, 2016
Public Notice Signs installed: June 23, 2016
Minimum Comment Period ended: July 7, 2016

Although the minimum required public comment period ended on July 7, 2016, comments were accepted up to the date of this decision. The light rail station and facilities under this permit application were discussed with the public and CAC at CAC meetings and open houses. Staff received no public comments regarding this application and there are no parties of record beyond the applicant.

VI. TECHNICAL REVIEW

A. Clearing & Grading

The Clear and Grade Reviewer reviewed the plans and materials submitted for this project and determined that clearing and grading portion of this Design and Mitigation Permit application can be approved. The future Clearing and Grading Permit application for this development must comply with City of Bellevue Clearing and Grading Code. (Bellevue City Code 23.76)

B. Utilities

The Utilities Department approval of this Design and Mitigation Permit is based on the conceptual design only. **Refer to Conditions of Approval regarding utilities in Section XI of this report.**

C. Transportation

Project Area

This staff report covers a portion of segment E335 of the East Link light rail line in the City of Bellevue, starting from 120th Avenue NE to 124th Avenue NE including Spring District/120th Station at 120th Avenue NE/ NE Spring Boulevard.

Access

Public access to the proposed project will be provided via a light rail station located on 120th Avenue NE/NE Spring Boulevard. Pedestrians will be able to enter or exit the light rail station at each end when boarding or alighting from an East Link train.

Street Infrastructure Improvements

Given the unique use proposed by Sound Transit, Bellevue and Sound Transit staff collaborated to determine how the system would be developed to conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), the Transportation

Department Design Manual. However, for East Link, formal agreements between the City and Sound Transit have already established some unique procedures and requirements. Design plans for East Link segment E335 went through multiple rounds of review and comment by City staff, with responses from Sound Transit staff and consultants. Comments regarding design details have been made and evaluated, and the plans have been revised as appropriate.

Construction plans for East Link must generally comply with City standards regarding features such as curbs, sidewalks, bike lanes, street widening or realignment, driveway approaches, streetlights, signals, street trees, sight triangles, grades, turning geometry, and undergrounding of overhead wires. However, the City has reviewed and agreed to accept specific variations from City standards to demonstrate compliance with applicable codes. For some significant variations from City standards, especially for variations from ADA standards, the City will document its acceptance through a formal process known as Deviations, Exceptions, and Maximum Extent Feasible (MEF), with input from Sound Transit's design team as needed. Use of the Deviations, Exceptions, and MEF process will be at the City's discretion. Minor variations will not require that process. Such issues outside the guideway and station will be dealt with in the construction permits for the various roadway revisions associated with the light rail line.

Specific variations from City standards include the following:

1. Driveway approaches: The project may require revisions to existing driveways. In some locations, City standards for driveway width, grade, geometry, or other aspects cannot be met without impacts on adjacent property or adjacent utilities. In these situations, Sound Transit's design team has attempted to meet the needs for driveway functionality as much as feasible while minimizing deviations from City standards.
2. The Americans with Disabilities Act (ADA): City standards require compliance with ADA for all sidewalks, sidewalk ramps, and crosswalks. This includes meeting specific requirements for cross slope, longitudinal slope, and changes in level for all public sidewalks. However, the natural lay of the land sometimes makes it infeasible to meet all ADA requirements at a reasonable cost within the space available. At the City's discretion, the Deviation, Exception, and Maximum Extent Feasible process may be used when ADA standards cannot be met. Due to the length of time between plan review and completion of construction, some ADA standards may change. If so, Sound Transit must make a reasonable effort to comply with the latest ADA standards at the time of construction.
3. Fixed Objects: City standards state that no fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within 10 feet of a driveway edge, defined as Point A in standard drawings DEV-7A, 7D, 7E,

or 7F. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post. During previous review cycles, some locations were identified where the City agreed to accept a streetlight pole or other fixed object located at less than 10 feet from Point A at a driveway edge in order to avoid other conflicts.

4. Tree and Streetlight Separation: Generally, street trees and street lights must be at least 25 feet apart. However, in some locations, less separation may have been approved.
5. Other: Throughout the review and construction processes, other variations from City standards may be identified. The Deviation, Exception, and Maximum Extent Feasible process will be followed when determined necessary by the City.

Easements

Sidewalk and utility easements shall be granted to the City as needed to encompass the full width of any City sidewalks located outside the City right of way on streets affected by this project. Easements encompassing the location of traffic signal and streetlight facilities may also be required if located outside right of way or sidewalk easements. Easements encompassing retaining walls behind sidewalks may be required where retaining walls are necessary to support a City sidewalk or street. Existing utility easements affected by this project shall be identified, and negative impacts on such easements shall be mitigated or easements relinquished. The granting of easements to the City shall utilize forms and procedures acceptable to the City.

Right of Way Dedication

New right of way shall be dedicated to the City to the back of any new or existing curb line along any City street where the new or existing curb will not be within existing City right of way. Dedication of new right of way to the City shall utilize forms and procedures acceptable to the City.

Holiday Construction and Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures may be restricted during certain hours in some areas due to holiday traffic. The dates, times, and locations of these restrictions, if any, will be conditioned in the Right-of-Way Permit(s) to be obtained by contractors.

Use of the Right of Way During Construction

Applicants or contractors often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any

construction permit including any demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. The pavement restoration requirements for any street segment may change over time as the condition of the pavement changes. Before doing any construction work in a street, the developer or contractor will be required to obtain a Right of Way Use Permit, which will specify the trench and pavement restoration requirements for street segments likely to be affected.

Transportation Impact Fees

The City of Bellevue charges transportation impact fees for developments that generate at least one new PM peak hour trip. However, under Bellevue City Code 22.16.070.B.3, "public transportation facilities" are exempt from payment of City of Bellevue transportation impact fees. Furthermore, Bellevue City Code 22.16.020.C says that "Development does not include buildings or structures constructed by a regional transit authority." Therefore, transportation impact fees will not be required for any buildings or structures constructed by Sound Transit for the East Link light rail line.

Traffic Standards Code

Bellevue's Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the state Growth Management Act are maintained. This application is exempt from the requirements of the TSC per BCC 14.10.020.I (2) which identifies public transportation facilities as exempt from the requirements of that chapter.

See Section XI for transportation related conditions of approval.

D. Fire

The Fire Reviewer reviewed the plans and materials submitted for this project and determined that the fire-related portion of this Design and Mitigation Permit application can be approved.

VII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Sound Transit, the Washington State Department of Transportation and the Federal Transit Administration jointly conducted environmental review of the East Link Project. A Draft Environmental Impact Statement (Draft EIS) was prepared and issued on December 12, 2008. A Supplemental Draft Environmental Impact Statement (SDEIS) was prepared to supplement the 2008 Draft EIS and address new information, new alternatives, and design modifications for the East Link project. The SDEIS was issued on November 11, 2010. The Final EIS identifying the preferred East Link alignment was issued for the East Link RLRT project on July 15, 2011. Following issuance of the FEIS a SEPA addendum was issued on March 26, 2013. These documents are collectively referred to as the "East Link FEIS."

The East Link FEIS and supporting documentation fulfill State Environmental Policy Act requirements for the Bel Red Segment and are incorporated by this reference under the terms of BCC 22.02.037 and WAC 197-11-600. Technical information was submitted by Sound Transit with the Spring District/120th Station Segment application and other additional information was required by the environmental coordinator. The following amendments to the environmental documents are required by the City of Bellevue under its substantive SEPA authority to condition proposals pursuant to RCW 43.21C.060, WAC 197-11-660 and BCC 22.02.140 and the limitations and requirements contained therein. The East Link FEIS together with the supporting documentation are available for review in the City of Bellevue Records Room, Lobby Floor, Bellevue City Hall, 450 110th Ave NE.

NOISE

Predicted noise impacts in the Spring District/120th Station Segment were evaluated by Sound Transit during environmental review of the East Link project, and with additional specificity as a component of this Design and Mitigation Permit review process. Noise impacts fell into two broad categories that included light rail vehicle operation noise and project construction noise. Operational noise was further categorized into specific noise sources that included train operations and stationary noise sources.

During review of the Spring District/120th Station Segment application, staff reviewed the East Link FEIS documents prepared by Sound Transit including predicted noise levels for the RLRT system and facility. Staff also reviewed the noise analysis prepared on behalf of Sound Transit and submitted with the Spring District/120th Station segment application that updated the information that was contained in the East Link FEIS, noise analysis prepared for the first Design and Mitigation Permit application that was issued for the Bel Red (E340) segment. Studies reviewed for the preparation of this staff report are available in the project file and include:

- ATS Consulting, December 22, 2014, "Contract E335 Noise, Vibration and Groundborne Noise Report".
- ATS Consulting, January 30, 2015, "City of Bellevue Noise Impact

Assessment, East Link LRT Project E320 and E335 Contracts-Mitigation to Meet Nighttime Ambient.”

- ATS Consulting, February 23, 2015, “City of Bellevue Noise Impact Assessment, East Link LRT Project E320 and E335 Contracts-Mitigation to Meet Nighttime Ambient-Revision #2.”
- East Link Bel Red Segment Design and Mitigation approval (and supporting noise analysis), April 23, 2015.
- Greenbusch Group, May 25, 2016 “East Link Light Rail Project – South Bellevue to Overlake Transit Center, Contract 335 – E. Main Station to Station EB635+00”.

The above-listed information was provided to Julie Wiebusch for peer review on behalf of the City of Bellevue. Ms. Wiebusch is a principal and acoustician with the Greenbusch Group, who has been hired to assist the City with its technical review of noise related issues arising in the context of the Sound Transit permit review process. The results of Ms. Wiebusch’s expert technical review are contained in the East Link Light Rail Project-South Bellevue to Overlake Transit Center Contract E335. Main Station to Station EB635+00 Noise, Vibration and Groundborne Noise Report – Peer Review dated May 25, 2016. A copy of this peer review document is available for review in the project file.

Noise generators associated with future operation of the East Link project through the Spring District were described in the following categories: train operations (wheel/rail interface noise, train-mounted warning devices, track crossovers and wheel squeal) and stationary noise sources (station public address systems, audible warnings for at-grade crossings, electrical transformers and traction power substations). Based on review of the studies listed above, the Bellevue Noise Control Code applies to operational noise, stationary noise and construction noise anticipated for Contract E335, which includes the Spring District, as described below.

Train Operations

Train operations are expected to generate noise associated with operation of a light rail train propulsion motor, rail-wheel contact, and train mounted warning devices. In the Spring District/120th Station segment, application of the Noise Control Code exempts operations of light rail vehicles, because the Bel Red zoning districts are designated as “commercial land use districts” or “industrial land use districts” pursuant to BCC 9.18.025.B and BCC 9.18.020.B.5 which are excerpted below.

9.18.025 Identification of environments

A. Environmental designations for noise abatement are as follows:

1. Residential land use district: Class A EDNA;
2. Commercial land use district: Class B EDNA;
3. Industrial land use district: Class C EDNA.

B. The land use districts listed in the city of Bellevue Land Use Code, BCC Title 20, are classified for the purposes of this chapter as follows:

1. Residential land use district: R-1, R-1.8, R-2.5, R-3.5, R-4, R-5, R-7.5, R-10, R-15, R-20, R-30.
2. Commercial land use district: PO, O, OLB, OLB-OS, NB, CB, DNTN-O-1, DNTN-O-2, DNTN-MU, DNTN-R, DNTN-OB, DNTN-OLB, F1, F2, F3, MI, BR-R, BR-MO, BR-MO-1, BR-OR, BR-OR-1, BR-OR-2, BR-RC-1, BR-RC-2, BR-RC-3, BR-CR, BR-ORT.
3. Industrial land use district: LI, GC, BR-GC.

9.18.020 Exemptions

B. The following sounds are exempt from the provisions of this chapter at all times if the receiving property is in Class B and Class C EDNAs, and between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends if the receiving property is located in a Class A EDNA (except as noted below):

-
5. Sounds created by repairing, rebuilding, modifying, operating or testing any motor vehicle or internal combustion engine (except for portable and stationary generators located in a Class A EDNA which are exempt only during the hours of 9:00 a.m. to 6:00 p.m. daily when electrical service is available from the primary supplier and except for heavy equipment, which will be regulated pursuant to the construction noise exemption contained in subsection C of this section);

The legal analysis contained in the project file regarding predicted train operation noise supports the conclusion that a light rail motor vehicle maintained and operated in good working condition qualifies for a complete exemption from application of the Bellevue Noise Control Code when the rail operation occurs in a Class B or C EDNA such as BR-OR-1. The exemptions do provide additional authority through the State Environment Policy Act (SEPA) to require installation of the best available noise abatement technology consistent with feasibility. BCC 9.18.020.G. In an exercise of authority under SEPA, the City requested Sound Transit to provide additional information comparing noise from light rail vehicles to noise levels anticipated from motor vehicles licensed for highway use to ensure that the project would operate in a manner consistent with the exemptions contained within the Bellevue Noise Control Code. (Chapter 9.18 BCC) The peer review by the City technical expert concluded that sound levels associated with the light rail vehicles is consistent with the Bellevue Noise Control

¹ The “complete” exemption applicable in the Class B and C EDNAs of the Bel-Red land use districts does not apply in Class A EDNAs which are classified as Residential Land Use Districts and are only “partially” exempted from application of the Bellevue Noise Control Code during the specifically identified hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends.

Code. In order to ensure that the light rail vehicle propulsion motors and rail to wheel created noise is minimized to the level anticipated within the scope of the applicable noise code exemption for a well operating vehicle, the applicant will be required to maintain an Operations and Maintenance Program for rails, wheels and vehicles; to provide operator training in vehicle speed and braking protocol to minimize noise generation and track damage; and to design all light rail vehicles with wheel skirts to reduce noise from the rail-wheel interface. This condition is reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and supported by evidence and the opinions of the City's technical expert Julie Wiebusch and the Greenbusch Group. **Refer to Condition of Approval contained in Section XI of this staff report.**

Train-mounted warning devices are exempt from application of the Noise Control Code pursuant to BCC 9.18.020.A.10 because they are classified as protective warning devices in the applicable excerpted section of the code provided below.

9.18.020 Exemptions.

A. The following sounds are exempt from the provisions of this chapter:

.....

10. Sounds created by safety and protective warning devices where noise suppression would render the device ineffective;

Trains will operate with a high bell, low bell and horn. The horn is only used for emergency situations that are infrequent and unpredictable. The train-mounted bell is proposed to be used two to three times as a train approaches and passes through an at-grade crossing and for arrivals and departures at a station. Train-mounted bells should operate at a sound level that is the minimum necessary for the warning device to be effective. The applicant is proposing to use the high bell with a sound pressure level of 80dBA at 50 feet during the daytime hours from 6 a.m. to 10 p.m. The low bell will have a sound pressure level of 72 dBA at 50 feet and is proposed for use during nighttime hours from 10 p.m. to 6 a.m. In order to minimize the intrusion of the warning sound onto adjacent properties, the applicant will be required to provide operator training on bell operation protocols. In addition, the train mounted warning devices will be required to direct sound forward of the vehicle in the direction of travel. This condition is reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and supported by evidence and the opinions of the City's technical expert Julie Wiebusch and the Greenbusch Group. **Refer to Condition of Approval contained in Section XI of this staff report.**

Because residential development is still in construction in the Bel Red Subarea under the new zoning that was adopted in 2006, there are no existing residential structures identified as anticipated to be impacted by the future light rail operations. As new residential buildings start to be developed in the Bel Red corridor, sound insulation required by the currently applicable building code will mitigate for predicted noise levels associated with the future train operations. It is also acknowledged by Sound Transit that the motor vehicle exemption included in BCC 9.18.020.B.5 is applicable during only limited hours when train operations occur in

residential land use districts outside the Bel Red subarea. Sound Transit also acknowledges that the above-referenced motor vehicle exemption does not apply to fixed or stationary noise sources such as light rail stations, system infrastructure (such as electrical transformers, and traction power substations), or the proposed operations and maintenance facility. The requirements imposed in the conditions of approval to mitigate for noise generated by proposed light rail vehicle operation, together with sound insulation requirements applicable to new residential development, and monitoring of performance once the trains are operational, will ensure that noise generated from light rail vehicle operation will be consistent with the motor vehicle exemption provided in BCC 9.18.020. This condition is reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and supported by evidence and the opinions of the City's technical expert Julie Wiebusch and the Greenbusch Group. **Refer to Condition of Approval contained in Section XI of this staff report.**

Stationary Noise Sources

Noise generated from stationary sources proposed as a component of the Spring District/120th Station segment includes the public address system at the Spring District/120th Station and an electrical transformer that is a component of the system infrastructure at the station. Bellevue City Code includes maximum permissible noise levels applicable to stationary noise sources. For receiving properties located within a Class B and Class C EDNAs found in Bel Red, noise sources are limited to between 60 to 65 dBA based on the EDNA within which the noise generating source and noise receiving property are located. (BCC 9.18.030)

Electrical Transformer. A 75KVA electrical transformer is proposed for the Spring District/120th Station. The transformer is rated at 50 – 55 dBA at 3 feet which is below the Bellevue Noise Code limit. The transformer is expected to comply with the terms of the Noise Control Code once operational. In order to ensure compliance with predicted sound levels, the applicant will be required to install the transformer consistent with manufacturer specifications. Monitoring of the stationary noise will be required to commence upon the initiation of system testing. Additional noise baffling may be required by the DSD director if predicted sound levels for the electrical transformer are not achieved when the stationary noise source is placed into operation. This condition is reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and supported by evidence and the opinions of the City's technical expert Julie Wiebusch and the Greenbusch Group. **Refer to Condition of Approval contained in Section XI of this staff report.**

Public Address System. A public address (PA) system is a proposed source of noise associated with the Spring District/120th Station. The PA speakers at the station will operate at 10dB above the ambient noise level at a distance of 10 feet from the speaker on the station platform. Technical review conducted by The Greenbusch Group concludes that sound associated with the PA system are anticipated to meet the Bellevue Noise Control Code. In order to ensure compliance with the maximum permissible noise levels, the applicant will be required to install shrouds around the speakers to direct PA messages toward the

station platform and to reduce sound levels during nighttime hours to minimize noise levels audible on adjacent properties. Monitoring of the stationary noise will be required to commence upon the initiation of system testing. Additional noise reduction measures (such as reduction or reflective surfaces or the addition of acoustically absorptive surfaces in the station platform area) may be required by the DSD director if predicted sounds levels for the PA system do not comply with maximum permissive noise levels on adjacent properties. This condition is reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and supported by evidence and the opinions of the City's technical expert Julie Wiebusch and the Greenbusch Group. **Refer to Condition of Approval contained in Section XI of this staff report.**

Construction Noise

Expanded hours may be approved by the Land Use Director per BCC 9.18.020.B and approval via an LY permit. Restricting the construction hours will reduce noise impacts to neighboring properties. Expanded construction hours during evening or early morning hours shall be limited to those activities which require a continuous 24 hour period or other activities which will negatively impact utility service or the transportation system. In addition, the contractor must use the best available noise abatement technology consistent with feasibility during construction. **Refer to Condition of Approval regarding construction hours and use of best available noise abatement technology in Section XI of this report.**

VIII. CHANGES TO PROPOSAL DUE TO PUBLIC, CAC, AND CITY REVIEW

Due to the limited length and scope of the East Link alignment under this permit application, no changes to the proposal have been made due to public, CAC, or staff review. As development of plans proceeds to final design additional review will occur. Any significant deviation from the design presented in this proposal is potentially subject to additional CAC review.

IX. DESIGN AND MITIGATION PERMIT DECISION CRITERIA (LUC 20.25M.030.C.3)

Below is a discussion of how the proposal has met the decision criteria for the Design and Mitigation Permit request.

A proposal for a RLRT system or facility may be approved or approved with conditions; provided, that such proposal satisfies the following criteria:

- a. The applicant has demonstrated compliance with the CAC Review requirements of LUC 20.25M.035; and**

Finding: Sound Transit has demonstrated compliance with CAC review requirements by attending and presenting materials regarding the East Link Light Rail System and Facilities at CAC meetings held the 1st and 3rd

Wednesday of each month. In addition to the regularly scheduled meetings Sound Transit and City staff provided tours of the existing Central Link Light Rail System and Facilities and the proposed East Link route in the City of Bellevue including the Bel Red Segment. The materials provided by Sound Transit during the pre-development and Design and Mitigation Permit review phases resulted in advisory documents consistent with LUC 20.25M.035.C.5. Agenda packet materials and minutes from the CAC meetings are available for review in the project file.

- b. The proposal is consistent with the Comprehensive Plan including without limitation the Light Rail Best Practices referenced in Comprehensive Plan Policy TR-75.2 and the policies set forth in LUC 20.25M.010.B.7; and**

Finding: The East Link Project has demonstrated consistency with the numerous Comprehensive Plan Policies that are applicable to light rail (LU-9, LU-22, LU-24, ED-3, TR-75.1, TR-75.2, TR-75.5, TR-75.7, TR-75.8, TR-75.9, TR-75.12, TR-75.15, TR-75.17, TR-75.18, TR-75.20, TR-75.22, TR-75.23, TR-75.27, TR-75.28, TR-75.32, TR-75.33, TR-75.34, TR-75.35, TR-118 and UT-39).

The alignment location and profile for East Link was approved by the Bellevue City Council and the Sound Transit Board. The design of this proposal using this alignment is consistent with the Comprehensive Plan and Light Rail Best Practices which focus on community and neighborhoods, community involvement, connecting people to light rail, land use, street design and operations, system elements (elevated, at-grade, and tunnel), property values, station security, and construction impacts and mitigation. Details of project compliance is detailed throughout this staff report including consistency with context requirements, design standards, design guidelines, and Bel Red specific land use code requirements.

- c. The proposal complies with the applicable requirements of this Light Rail Overlay District; and**

Finding: Compliance with all elements of the Light Rail Overlay District has been demonstrated by the analysis included in this Design and Mitigation Permit staff report.

- d. The proposal addresses all applicable design guidelines and development standards of this Light Rail Overlay District in a manner which fulfills their purpose and intent; and**

Finding: As discussed above in Staff Report Section IV, the proposal addresses all applicable elements of 20.25M.040 and 20.25M.050.

- e. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical**

characteristics of the subject property and immediate vicinity; and

Finding: The Spring District/120th Station Segment of East Link must comply with all applicable Bel Red District requirements pursuant to LUC 20.25D. Bel Red zoning and development standards were created in anticipation of future light rail extension and future development potential. Additional analysis of future land uses around the Spring District/120th Station will occur as additional development occurs in the Spring District development.

- f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and**

Finding: A majority of existing public facilities are available to serve East Link in Bel Red, however, the city has initiated numerous capital facilities projects to serve light rail and future additional residential and commercial density in the corridor. These improvements include, but are not limited to 120th Ave NE, 124th Avenue NE, and the future Spring Boulevard.

- g. The proposal complies with the applicable requirements of the Bellevue City Code, including without limitation those referenced in LUC 20.25M.010.B.8; and**

Finding: Development, construction and operation of the RLRT system and facilities will comply with applicable Bellevue City Codes, including the noise control code and environmental procedures code as discussed in detail in Sections II, III, IV, VI, VII, and VIII of this staff report.

- h. The proposal is consistent with any development agreement or Conditional Use Permit approved pursuant to subsection B of this section; and**

Finding: The alignment and light rail facilities approved by the Bellevue City Council and the Sound Transit Board are reflected in this proposal and are consistent with the applicable terms of the Memorandum of Understanding.

- i. The proposal provides mitigation sufficient to eliminate or minimize long-term impacts to properties located near the RLRT facility or system, and sufficient to comply with all mitigation requirements of the Bellevue City Code and other applicable state or federal laws.**

Finding: Sound Transit has been required to avoid, minimize, and mitigate anticipated long-term impacts to properties located near the light rail system and facilities by adhering to required landscape development requirements, noise mitigation conditions, and compliance with critical areas protection and mitigation as discussed in detail in Sections IV and VII.

- j. When the proposed RLRT facility will be located, in whole or in part, in a critical area regulated by Part 20.25H LUC, a separate Critical Areas Land**

Use Permit shall not be required, but such facility shall satisfy the following additional criteria:

- i. **The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer; and**
- ii. **The proposal incorporates the performance standards of Part 20.25H LUC to the maximum extent applicable; and**
- iii. **The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.i shall not require a mitigation or restoration plan.**

Finding: No portions of the Spring District/120th Station Segment are located within the Critical Areas Overlay.

X. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, City Code, and Standard compliance reviews, the Director does hereby **APPROVE WITH CONDITIONS** the East Link Spring District/120th Station Segment Design and Mitigation Permit.

XI. CONDITIONS OF APPROVAL:

Compliance with City Codes and Documents

The applicant shall comply with all applicable Bellevue City Codes, Standards, and Ordinances, including, but not limited to the following:

Applicable Codes, Standards and Ordinances

Clearing & Grading Code – BCC 23.76
Construction Codes – BCC Title 23
Fire Code – BCC 23.11
Land Use Code – BCC Title 20
Environmental Procedures Code – BCC Title 22.02
Noise Control – BCC 9.18
Right of Way Use Code – BCC 14.30
Sign Code – BCC Title 22
Transportation Code – BCC 14.60
Utility Code – BCC Title 24

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Abdy Farid, 425-452-7698
Art Chi, 425-452-4119

The following conditions are imposed on the applicant under the authority referenced:

A. GENERAL CONDITIONS: The following conditions apply to all phases of development.

1. Noise and Construction Hours

The proposal will be subject to normal construction hours of 7 a.m. to 6 p.m., Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Upon written request to DSD, work hours may be extended if the criteria for extension of work hours as stated in BCC 9.18 can be met and the appropriate mitigation employed.

AUTHORITY: Bellevue City Code 9.18.020.C & 9.18.040
REVIEWER: Matthews Jackson, Development Services
Department

2. Use of Noise Abatement Technology

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020.F
REVIEWER: Matthews Jackson, Development Services
Department

3. Conceptual Utilities Approval

Utility Department approval of the design and mitigation permit application (16-128731 LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06
REVIEWER: Arturo Chi, Utilities Department

4. Utilities Developer Extension Agreements

The water, sewer, and storm drainage systems shall be designed per current City of Bellevue Utility Codes and Utility Engineering Standards. All design review, plan approval, and field inspection shall be performed under the Utility Developer Extension Agreements.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06
REVIEWER: Arturo Chi, Utilities Department

5. Holiday Construction & Traffic Restrictions

Construction activities such as hauling and lane closures between November 15th and January 5th may be restricted during some hours in

some areas, due to holiday traffic. Any such restrictions will be conditions of a Right of Way Use Permit.

AUTHORITY: Bellevue City Code 14.30.060
REVIEWER: Tim Stever, Transportation Department

B. PRIOR TO CLEARING & GRADING PERMIT: These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

1. Right-of-Way Use Permit

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation, or demolition permit.

AUTHORITY: Bellevue City Code 11.70 & 14.30
REVIEWER: Tim Stever, Transportation Department

2. Construction Plans

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department and other City departments prior to issuance of any clearing and grading permit. The design of all street frontage improvements, driveway accesses, and other work within any street right of way must be in conformance with the Americans with Disabilities Act, the Transportation Development Code, the Transportation

Department Design Manual, and specific requirements stated elsewhere in this document, except where deviations from such requirements have been approved by the City. At the City's discretion, deviations from standard requirements may be approved through the Deviations, Exceptions, and MEF process. All relevant standard drawings from the Transportation Department Design Manual should be copied exactly into the engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design.
- c) Handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights, traffic signals, and related equipment.
- e) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- f) Location of fixed objects in any sidewalk or near any driveway approach.
- g) Trench restoration within any right of way or access easement.

AUTHORITY: Bellevue City Code 14.60, Transportation Department Design Manual, and Design Manual Standard Drawings.

REVIEWER: Abdy Farid, Transportation Department

C. PRIOR TO ISSUANCE OF BUILDING PERMIT: Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit Application:

1. Building and Site Plans – Station and Other Structures

The building grade and elevations for the station and any other structures that require a building permit shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements wherever relevant.

AUTHORITY: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

REVIEWER: Abdy Farid, Transportation Department

2. Mechanical Equipment

Any mechanical equipment screening shall be consistent with the landscape development requirements of LUC 20.25M.040.C and shall be context sensitive. Any installed mechanical units shall be reviewed at final

inspection and a decision shall be made at that time whether addition screening will be required.

AUTHORITY: Land Use Code 20.25M.040.F
REVIEWER: Matthews Jackson, Development Services
Department

3. Lighting

To protect adjacent properties and vehicular traffic in the right-of-way, all exterior lighting fixtures shall utilize cutoff shield or other appropriate measures to conceal the light source. There shall be no light spillover glare beyond the site boundaries.

The applicant shall submit manufacturers' cut-sheets/information for all exterior lighting fixtures to demonstrate that cutoff shields or other appropriate measures are being used to conceal the light source from adjacent properties and rights-of-way.

AUTHORITY: Land Use Code 20.20.522
REVIEWER: Matthews Jackson, Development Services
Department

D. PRIOR TO TRAIN OPERATION: The following conditions are required by City Code and supported by City Policy and shall be complied with prior to train operation:

1. Street Infrastructure Improvements

All street infrastructure improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant, or relocated as needed, and accepted by the Transportation Department Inspector. All required improvements must be constructed per the approved plans or per direction of the Transportation Department inspector. Vehicle and pedestrian sight distance requirements shall be achieved wherever relevant.

AUTHORITY: Bellevue City Code 14.60, Comprehensive Plan
Policy UT-58, Transportation Department Design
Manual, and Transportation Department Standard
Drawings.
REVIEWER: Abdy Farid, Transportation Department

2. Pavement Restoration

Pavement restoration associated with street improvements or to repair damaged street surfaces shall be provided as prescribed by Right of Way Use Permits issued prior to or at the time of construction.

AUTHORITY: Bellevue City Code 14.60.250; Design Manual Design
Standard #23

REVIEWER: Tim Stever, Transportation Department

3. Easements

New sidewalk/utility easements shall be granted to the City to include all areas to the back of the future City sidewalk that are not within existing sidewalk easements or within existing or future right of way. Easements to include retaining walls will be provided wherever a retaining wall is necessary to support a City street, sidewalk, or related feature. New easements shall be granted to the City for the location of signal and street light hardware and related facilities that would not be within existing or future right of way or sidewalk easement areas. Any existing utility easements impacted by this development must be mitigated or easements relinquished.

AUTHORITY: Bellevue City Code 14.60.100

REVIEWER: Abdy Farid, Transportation Department

4. Dedication of Right of Way

New right of way shall be dedicated to the City to the back of any new or existing curb line along any City street where the new or existing curb will not be within existing City right of way. Dedication of new right of way to the City shall utilize forms and procedures acceptable to the City.

AUTHORITY: Bellevue City Code 14.60.090

REVIEWER: Abdy Farid, Transportation Department

Noise Conditions

The following conditions are reasonable, necessary to ensure that operations are maintained consistent with impacts predicted in the East Link FEIS and other additional documents, supported by evidence and the opinions of the City's technical expert Julie Wiebusch of the Greenbusch Group, and are imposed under the Bellevue City Code or SEPA authority referenced:

5. Sound Transit shall implement the Record of Decision Commitments and EIS Mitigation Recommendations contained in the noise analysis listed in the Noise section of this staff report.

AUTHORITY: Comprehensive Plan Policies TR-75.17 and TR-118

REVIEWER: Matthews Jackson, Development Services
Department

6. **Light rail vehicle design and operation.** Light rail vehicles designed for use on the portion of East Link that passes through Bellevue shall be designed and operated to meet FTA and City required noise levels through the use of wheel skirts (that cover the wheel wells and reduce noise from the rail-wheel interface) or other equivalent measures.

AUTHORITY: Bellevue City Code 9.18.020.B.5 and 9.18.020.G;
Comprehensive Plan Policies EN-88, TR-75.17 and
TR-118
REVIEWER: Matthews Jackson, Development Services
Department

7. Operations and Maintenance Program. The applicant shall maintain an Operations and Maintenance Program for all East Link trackwork and light rail vehicles operating in Bellevue to meet FTA and City required noise levels. This program shall at a minimum include:

- Rail grinding and replacement of worn rails.
- Vehicle wheel truing and replacement. Grind down flat spots ("wheel flats") on the vehicle wheels, which can be caused by hard braking and can cause increases in the noise levels produced by the light rail vehicles.
- Vehicle Maintenance. Perform maintenance on items such as air conditioning units, bearings, wheel skirts, and other mechanical units on the light rail vehicles.
- Operator Training. Train operators to operate vehicles to avoid hard braking which can cause wheel flats and may also damage the track, and to identify potential wheel flats and other mechanical problems so that timely maintenance can be performed.

The applicant shall prepare a report as part of Condition D.12 below and shall submit the report to the City of Bellevue Development Services Director describing the operations and maintenance program.

AUTHORITY: Bellevue City Code 9.18.020.A.10, 9.18.020.B.5 and
9.18.020.G; Comprehensive Plan Policies EN-88, TR-
75.17, TR-75.33 and TR-118
REVIEWER: Matthews Jackson, Development Services
Department

8. Train Mounted Warning Devices. Train-mounted warning devices are a safety warning device. The applicant shall provide operator training on bell and horn operation protocols. To minimize noise levels, train mounted warning devices on light rail vehicles operating in Bellevue shall direct sound forward of the vehicle in its direction of travel, and train-mounted bell sound levels shall be reduced during nighttime hours of 10 p.m. to 6 a.m. while retaining their safety effectiveness.

AUTHORITY: Bellevue City Code 9.18.020.A.10 and 9.18.020.G;
Comprehensive Plan Policies EN-88, TR-75.17, TR-
75.33 and TR-118
REVIEWER: Matthews Jackson, Development Services
Department

- 9. Developer Assistance.** The applicant shall provide noise analysis data to the City for reference by developers seeking information regarding expected project noise levels to ensure that future developers include adequate abatement design and materials in their projects where necessary to minimize noise impacts on residential development that is constructed after light rail permits are approved but before the system is operational.

AUTHORITY: Bellevue City Code 9.18.020.B.5 and 9.18.020.G;
Comprehensive Plan Policies EN-88, TR-75.17, TR-75.33, TR-118 and EN-92.
REVIEWER: Matthews Jackson, Development Services
Department

- 10. Limitation of Use of Exemptions Contained in the Noise Control Code.** Application of the motor vehicle exemption contained in BCC 9.18-020.B at all times of day and night is limited to the analysis and sound level review undertaken for the Bel-Red Segment (E340) because the land use districts are classified as commercial (EDNA B) and industrial (EDNA C). The motor vehicles exemption of BCC 9.18.020.B.5 does not apply to an Operations Maintenance and Satellite Facility or to stationary noise sources.

AUTHORITY: Bellevue City Code 9.18.020.B.5 and 9.18.020.G;
Comprehensive Plan Policies EN-88, TR-75.17, and TR-118.
REVIEWER: Matthews Jackson, Development Services
Department

- 11. Electrical Transformers.** Sound levels associated with stationary noise sources shall comply with City required noise levels at receiving properties. Additional mitigation may be required if monitoring consistent with Condition 13 below indicates that actual sound levels are not consistent with the Bellevue Noise Control Code.

AUTHORITY: Bellevue City Code 9.18.030; Comprehensive Plan Policies EN-88, TR-75.17, and TR-118.
REVIEWER: Matthews Jackson, Development Services
Department

- 12. Public Address System.** Public address system speakers shall direct sound to the platform area and shall comply with required City noise levels at receiving properties. Additional measures may include that the public address system have an adjustable sound level and sound levels be reduced to within 10 dBA of ambient noise levels or as required to meet the applicable speech intelligibility criteria adopted by the National Fire Protection Association (NFPA). Additional noise mitigation may be

required if monitoring consistent with Condition 13 below indicates that actual sound levels are not consistent with the Bellevue Noise Control Code.

AUTHORITY: Bellevue City Code 9.18.030; Comprehensive Plan Policies EN-88, TR-75.17, TR-75.13 and TR-118.
REVIEWER: Matthews Jackson, Development Services Department

13. Monitoring and Contingency Plan. At least 6 months prior to commencing vehicle testing and system start-up, Sound Transit shall submit for approval by the Director of the Development Services Department, a 3-year noise and vibration monitoring program for the Project to confirm that operating light rail train noise and vibration levels meet FTA ROD criteria and Design and Mitigation Permit requirements applicable at the time of this approval. Such program shall also include a noise complaint and resolution process to be approved by the Director. The 3-year period shall begin at the start of vehicle testing and system start-up prior to revenue service. Sound Transit shall monitor once during vehicle testing and system start-up and once each year for two years after revenue service begins for a total of three rounds of monitoring. Monitoring shall be conducted at representative locations where impacts and mitigation have been identified in the Design and Mitigation permit process. If measured levels show that noise or vibration attributable to the Project exceed FTA criteria or Design and Mitigation Permit requirements applicable at the time of approval, and track or light rail vehicle modifications are not sufficient to bring the Project within compliance, Sound Transit shall submit a mitigation plan within 60 days with appropriate reasonable mitigation for approval by the Director to achieve compliance. Such mitigation techniques may include, but shall not be limited to, adjustments to bells and auditory devices at stations; installation of noise walls along the guideway, rights-of-way or property boundaries; installation of track lubricators or noise insulation packages; acoustic grinding of rails or installation of rail dampers; noise baffling of stationary noise sources; and reduction of reflective surfaces or addition of acoustically absorptive surfaces. Upon approval of such mitigation plan by the Director, Sound Transit shall work to expedite installation of the approved corrective mitigation. One additional round of monitoring will be conducted to confirm compliance at the location of any exceedances if identified in the last year of the monitoring program.

AUTHORITY: Bellevue City Code 9.18.020.A.10, 9.18.020.B.5, 9.18.030 and 9.18.020.G; Comprehensive Plan Policies EN-88, TR-75.17, TR-33 and TR-118.
REVIEWER: Matthews Jackson, Development Services Department



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT

CONTEXT SETTING REVIEW PHASE - JANUARY 15, 2014

Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications; and
3. **Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses***; and
4. Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through; and
5. Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and
6. Build the public's sense of ownership in the project; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

* Identifies the focus of this Advisory Document

Section 20.25M.035.C of the LUC guides the scope of CAC work to ensure that the Committee's intended purpose is achieved, and describes the CAC role as advisory to city staff who are charged with making decisions on the Design and Mitigation Permits required to approve light rail systems and facilities. The CAC work is intended to occur in phases that are roughly aligned with Sound Transit design phases and city permit review phases in order to achieve permit streamlining and consolidation objectives. For each phase of review, the CAC is charged with providing feedback in an Advisory Document, and city staff is charged with supporting CAC preparation of this work product (LUC 20.25M.035D.3). This written summary constitutes the Advisory Document for the Context Setting Review Phase per item #3 above.

Context Setting Review

The work product required following the Context Setting Phase of CAC review is intended to provide “context” to which Sound Transit should respond when designing elements and features of the East Link light rail system and facility, and by which permit compliance should be judged. The work of the CAC during this review phase was informed by three CAC meeting topics.

At its first meeting on October 24, 2013, the CAC toured the Central Link project to familiarize CAC members with project elements that support the Link light rail system and its associated functions, and common design features used to mitigate project impacts. At its November 20 meeting, the CAC reviewed context setting material samples assembled by city staff from presentations to and feedback from the Arts Commission and Light Rail Best Practices Committee. On that same night, Sound Transit staff presented the 130th Station design package to the CAC to determine if the submittal provided an appropriate level of detail or whether additional information was necessary for CAC members to evaluate compliance with policy and design guidelines during later CAC review phases. At its December 4th meeting the CAC toured the Bellevue subareas through which the East Link alignment, as it was approved by the Sound Transit Board and the Bellevue City Council, will pass. Members of the CAC were able to develop a more comprehensive perspective of the future alignment and its significant features, and the present context in Enatai, Surrey Downs, the commercial areas east of 112th Ave SE, Downtown, Wilburton, the vicinity of Lake Bellevue, and in Bel-Red.

Context Setting Advice

On December 18th, the CAC considered the context and design considerations that were provided in LUC 20.25M.050.B, and offered additional input that should be considered for each subarea through which the East Link alignment is proposed to pass. The context and design considerations from the Land Use Code together with the additional input provided by the CAC has been organized by subarea and general alignment sections and presented below for ease of reference. This constitutes the CAC Advisory Document on the Context Setting phase of its review, and will be used to determine whether the proposed design and mitigation complies with the context sensitivity provisions of the Land Use Code.

1. Southwest Bellevue Subarea (LUC 20.25M.050.B.1). In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The RLRT system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and “greening features” such as living walls and trellises. Design features

for the alignment passing through this subarea and for the East Main Station should include landscaping that provides dense screening when viewed from residential areas and visual relief along transportation rights-of-way while maintaining sightlines that ensure user safety. Design features should be incorporated to discourage vehicular drop-off activities adjacent to the single-family areas. The character of this area is defined by:

- a. The expansive Mercer Slough Nature Park;
- b. Historic references to truck farming of strawberries and blueberries;
- c. Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
- d. Unique, low-density residential character that conveys the feeling of a small town within a larger City.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC permit review phases.

- e. The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, visitors to the Mercer Slough Nature Park, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- f. All structures located at the South Bellevue Park and Ride and Station should be designed to express a strong ecological connection to Mercer Slough Nature Park.
- g. The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.
- h. References to Southwest Bellevue’s truck farming history should be incorporated into the South Bellevue Station and Parking Garage.
- i. Along 112th SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.
- j. The portal and tunnel between the East Main and Downtown Stations present an opportunity to “Visually Transport” transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context

of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.

- k. Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.
 - l. Wayfinding at the East Main Station should include “youth friendly” information for riders who will be accessing Bellevue High School.
2. Downtown Subarea (LUC 20.25M.050.B.2). In addition to complying with all applicable provisions of the Downtown Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to enhance Downtown Bellevue’s identity as an urban center that serves as the residential, economic, and cultural heart of the Eastside. The above-ground expression of the Downtown Station is envisioned as a highly utilized urban “place” with an architectural vocabulary that not only reflects and communicates the high quality urban character of Downtown as a whole, but also complements the immediately adjacent civic center uses including Bellevue City Hall, Meydenbauer Convention Center, the Transit Center, Pedestrian Corridor, and the Downtown Art Walk. The alignment crossing over I-405 will be prominent to visitors entering, leaving, and passing through the Downtown, and its design should be viewed as an opportunity to create a landmark that connects Downtown Bellevue with areas of the City to the east. The station and freeway crossing should reflect Bellevue’s branding, and should be comfortable and attractive places to be and experience, with high quality furnishings and public art that capitalize on place-making opportunities. The character of this area is defined by:
- a. Private entertainment and cultural attractions;
 - b. High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;
 - c. High rise buildings that attract a creative and innovative work force;
 - d. Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;
 - e. Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and
 - f. Stable property values that make it a desirable place for businesses to locate and invest.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Downtown Subarea for context sensitivity during future CAC permit review phases.

- g. The Downtown Station should convey a sense of arrival at a bustling economic hub that provides access to retail, visitor services, offices, and urban residential neighborhoods.
 - h. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
 - i. The aesthetics of the station roof should be taken into account and finished to enhance views down on the Downtown station for adjacent high rise and convention center development.
 - j. Clear connectivity, accessibility, and wayfinding should be provided between the Downtown Station, the Bellevue City Hall site, and the Bus Transit Center.
3. Wilburton/NE 8th Street Subarea (LUC 20.25M.050.B.3). In addition to complying with all applicable provisions of the Wilburton/N.E. 8th Street Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to focus on the hospital station's role as a gateway location to points east of Downtown on to Bel-Red and beyond. The alignment crossing over I-405 should create a cohesive connection between the Downtown and hospital stations, but the hospital station itself should have its own identity. With significant ridership anticipated to be generated from the Medical Institution District to the west, the hospital station should take design cues from the hospital, the ambulatory health care center, and the medical office buildings that were designed to be responsive to the Medical Institution Design Guidelines that are shaping the character of this area. The character of this area is emerging and design guidelines envision an area defined by:
- a. Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;
 - b. Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;
 - c. Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and
 - d. Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Wilburton/NE 8th Street Subarea for context sensitivity during future CAC permit review phases.

- e. Height of the flyovers (freeway, 116th Ave NE, and NE 8th) between the Downtown Station and the Hospital Station presents unique opportunities and challenges.

- i. Design attention should be given to the under-portions of the flyover structures that will be visible from vehicles and pedestrians that pass underneath them.
 - ii. Required railings on the flyover structures could present an art opportunity if they could be employed without further emphasizing the mass of the structure.
- f. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.
- g. Clear connectivity, accessibility, and wayfinding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.
- h. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
- i. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
- j. Physical connections and clear wayfinding should be provided between the Hospital Station and the regional trail proposed for the old Burlington Northern Railroad right-of-way.
- k. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.

4. Bel-Red Subarea (LUC 20.25M.050.B.4). In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and "smart growth" that represents a departure from the area's historic industrial roots. The 2013 context provides only glimpses of the future that is envisioned for this area. As a result, the public investment in light rail infrastructure provides an opportunity to reinforce the future outcomes that are desired for the area. The desired future character of this area is undefined by current development, but the Bel-Red Subarea Plan envisions a condition that is defined by:

- a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
- b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
- c. A comprehensive and connected parks and open space system;

- d. Environmental improvements resulting from redevelopment;
- e. A multimodal transportation system;
- f. An unique cultural environment;
- g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

The CAC found the context and design considerations for the Bel-Red Subarea in LUC 20.25M.050.B.4 to be very thorough. The CAC advises that wayfinding to and from the 120th Street Station should receive special attention to ensure that pedestrians are able to easily locate the station within the larger Spring District complex.

5. General Alignment. In addition to the subarea specific context advice provided above, the CAC advises that the following context and design considerations should be taken into account across the entire East Link alignment.
 - a. Art should be used to tell the history of Bellevue
 - b. Stations and associated features and amenities should be accessible to all users.
 - c. Signage and wayfinding should create continuity across the alignment and individuality that helps define and enhance specific points of interest along the alignment.
 - d. Light rail through Bellevue should be a “two way experience” for riders, and opportunities for art, design, landscaping and architectural detail should be considered when viewed from trains traveling to both Redmond and Seattle.
 - e. Visual simulations of sensitive view sheds (such as views of the South Bellevue Parking Garage from Mercer Slough Nature Park and Enatai) would be useful for assessing context sensitivity during future phases of CAC review.

Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system. This advice should also be shared with the Arts Commission as they evaluate arts opportunities and commission art associated with the East Link project, and with Wright Runstad as the company progresses in the design and development of the Spring District project. Context setting completed by the Light Rail Permitting CAC may also help inform development of character profiles during future work undertaken as part of the Station Area planning program.



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT SPRING DISTRICT/120TH STATION PRE-DEVELOPMENT REVIEW OCTOBER 8, 2015

Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. **Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications***; and
3. Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses; and
4. **Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through***; and
5. **Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and**
6. **Build the public's sense of ownership in the project***; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

* Identifies the focus of this Advisory Document

Pre-Development Review

This phase of review is intended to provide feedback regarding effectiveness at incorporating contextual direction into the early phases of design. The CAC is expected to provide advice regarding complementary building materials, integration of public art, preferred station

furnishings from available options, universal design measures to enhance usability by all people, quality design, materials, landscape development, and tree retention. The CAC is to provide further input and guidance, based on the input and guidance provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulations and whether information is sufficient to evaluate such compliance.

CAC Work Product

The work of the CAC at each review stage will culminate in a CAC Advisory Document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals.

At the October 24, 2013 and November 20th, 2013 CAC meetings Sound Transit staff presented the early design concepts for the Spring District/120th Station. Since that time Sound Transit has been in on-going negotiations with the developer of the Spring District where this station will be located. On September 16th, 2015 Sound Transit and a representative from the Spring District Development provided an update on the station concept. This document represents the CAC advisory comments regarding LUC 20.25M.040, 20.25M.050, and context setting sensitivity.

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
4. Fencing
 - Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park. No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare
 - The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the stations to the greatest extent possible.

6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste
 - The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
8. Critical Areas - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
9. Use of City Right of Way
 - The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible. No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for Bel Red. The following characteristics are intended to implement the vision for Bel Red:
 - A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
 - Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
 - A comprehensive and connected parks and open space system;
 - Environmental improvements resulting from redevelopment;
 - A multimodal transportation system;

- An unique cultural environment;
- Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

3. Additional General Design Guidelines

Little additional advice regarding general design guidelines is provided at this time due to the revised station concept which will provide entrances into the station from within future buildings developed with the Spring District. If standalone station entrances are required due to the timing of future building construction, the CAC will have advisory authority over any surface elements of the station design. The CAC recommends the following advice regarding general design guidelines:

- The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.
- The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Next Steps

The advice contained in this Advisory Document will be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system features in support of its Design and Mitigation Permit submittal.



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT - RECOMMENDATION TO THE DIRECTOR – SPRING DISTRICT/120TH STATION DESIGN AND MITIGATION PERMIT APRIL 20, 2016

Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

- 1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process*; and**
- 2. Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications; and**
- 3. Consider the communities and land uses through which the RLRT (Regional Light Rail Train) System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses*; and**
- 4. Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through*; and**
- 5. Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and**
- 6. Build the public's sense of ownership in the project*; and**
- 7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery*.**

* Identifies the focus of this Advisory Document

Design and Mitigation Permit Review — 60% Design Development Phase

This phase of review is intended to provide feedback regarding effectiveness of design and landscape development in incorporating prior guidance at context and schematic design stages. This phase is intended to provide further input and guidance, based on the input and guidance provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulatory guidance of LUC 20.25M and LUC 20.25M.040 and 20.25M.050, and whether information is sufficient to evaluate such compliance. The CAC advice is based on the alignment and station design agreed to by the City of Bellevue City Council and Sound Transit Board through a Memorandum of Understanding. The CAC is charged with providing the Director of the Development Services Department with a final advisory document.

CAC Work Product

The work of the CAC at each review stage will culminate in a CAC advisory document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals. This final Design and Mitigation Permit advisory document is intended to provide the Director of the Development Services Department with a recommendation to demonstrate Sound Transit compliance with Design and Mitigation Permit Decision Criteria pursuant to LUC 20.25M.030.C.3.

On October 8, 2015, Sound Transit was provided with the Spring District/120th Station Pre-Development Advisory Document. This document outlined Sound Transit compliance with context setting characteristics and early Design and Mitigation Permit requirements. The pre-development advisory document did not include Spring District/120th Station specific recommendations on additional items to be addressed during formal permit review, however it does include several general recommendations which have been made for each station.

The following represents the CAC advisory recommendation to the Development Services Department Director regarding compliance related to LUC 20.25M.030.C.3, LUC 20.25M.040, and 20.25M.050.

20.25M.030.C.3 Design and Mitigation Permit Decision Criteria

The City of Bellevue Development Services Director is responsible for insuring compliance with all Design and Mitigation Permit decision criteria as outlined below. The CAC was tasked with review and recommendation on some, but not all, decision criteria. Those criteria not discussed by the CAC are still applicable to approval of the Design and Mitigation Permit and compliance with all decision criteria will need to be demonstrated in the Director's decision.

A proposal for a RLRT system or facility may be approved or approved with conditions; provided, that such proposal satisfies the following criteria:

a. The applicant has demonstrated compliance with the CAC Review requirements of LUC 20.25M.035; and

- Sound Transit has demonstrated compliance with CAC review requirements by attending and presenting materials regarding the East Link Light Rail System and Facilities at CAC meetings held the 1st and 3rd Wednesday of each month. In addition to the regularly scheduled meetings Sound Transit and City staff provided tours of the existing Central Link Light Rail System and Facilities and proposed East Link route in the City of Bellevue including the Spring District/120th Station.

b. The proposal is consistent with the Comprehensive Plan including without limitation the Light Rail Best Practices referenced in Comprehensive Plan Policy TR-75.2 and the policies set forth in LUC 20.25M.010.B.7; and

The CAC was not asked to do an exhaustive review of consistency with the Comprehensive Plan policies and Light Rail Best Practices. Where CAC members felt that elements of the permit were not consistent with these policies, they have recommended modifications to the permit in areas that were identified within their scope. Some CAC members expressed concern that some elements of the project that are outside of their scope were inconsistent with the Comprehensive Plan and Light Rail Best Practices. The East Link Project shall demonstrate consistency with the numerous Comprehensive Plan Policies that are applicable to light rail (LU-9, LU-22, LU-24, ED-3, TR-75.1, TR-75.2,

TR-75.5, TR-75.7, TR75.8, TR-75.9, TR-75.12, TR-75.15, TR-75.17, TR-75.18, TR-75.20, TR-75.22, TR-75.23, TR-75.27, TR-75.28, TR-75.32, TR-75.33, TR-75.34, TR-75.35, TR-118 and UT-39) and Light Rail Best Practices. This proposal shall be consistent with Light Rail Best Practices which focus on community and neighborhoods, community involvement, connecting people to light rail, land use, street and operations, system elements (elevated, at-grade, and tunnel), property values, station security, and construction impacts and mitigation. A detailed description of project compliance will be included in the issued Design and Mitigation Permit. The CAC's recommendations advocate for the City's long-term transportation and land use objectives while minimizing environmental and neighborhood impacts, balancing regional system performance.

LIGHT RAIL BEST PRACTICES

Key provisions of the Light Rail Best Practices report are included below where the CAC's recommendations and input are needed to ensure compliance or provide additional clarity.

- 1) Guiding Principle 2. Light rail should be developed in a manner that complements, not diminishes, the character and quality of Bellevue.
Light rail systems should be planned, designed, and built to fit appropriately into the local context and provide community enhancements, without shifting the community character. East Link should be designed to improve the places in Bellevue through context-sensitive design, high quality materials, and innovative urban design approaches that can protect neighborhoods and property values and provide a safe and secure environment for transit riders and neighbors.
- 2) Guiding Principle 3. Anticipate impacts and advocate for exceptional mitigation.
Light rail will reinforce Bellevue's role in the region as the population, economic, and cultural center of the Eastside. However, the benefits of the system cannot be achieved without some short-term disruption and inconvenience during construction and without making some long-term changes to the existing environment. Proven techniques to avoid, minimize, and mitigate these impacts can be employed to make the short term impacts manageable. The City should expect and advocate for exceptional mitigation throughout the project phases and seek to leverage additional local investments through light rail development.
- 3) Guiding Principle 4. Alignment profile should consider the unique qualities of each part of the community. There is not a one-size-fits-all solution for alignment profiles – at-grade, elevated, and tunnel – in Bellevue. There are trade-offs when selecting profiles for each of the three areas (south of downtown, downtown, and Bel-Red) in Bellevue. The profile should advance the land use vision for each of the areas it travels through, by conveniently connecting destinations, optimizing ridership, and minimizing impacts
- 4) Guiding Principle 5. An early, ongoing public involvement program is essential for success in Bellevue. An early, ongoing, and comprehensive program to engage stakeholders is absolutely essential to the success of light rail in Bellevue. Providing transparency about project information and decisions will increase public understanding of and comfort with the project. Engaging the community in the design of the system, particularly stations, will result in more sensitive designs and build the public's sense of ownership. Transparently sharing information and engaging the community in a meaningful two-way, ongoing planning process will increase the success of the system. As planning for East Link is currently underway, the City and Sound Transit should begin immediately to identify the next phase of the public involvement program for the East Link project.

c. The proposal complies with the applicable requirements of this Light Rail Overlay District; and

- As it will be conditioned, this application for Design and Mitigation Permit will be in compliance with all elements of the Light Rail Overlay District including RLRT system and facilities development standards. Approval of an Alternative Landscape Option and Noise Monitoring and Contingency Plan will be included as conditions of approval. The CAC has made recommendations to insure compliance with context requirements by making recommendations regarding lighting, seating, traffic impacts, and fencing within the Spring District/120th Station.

d. The proposal addresses all applicable design guidelines and development standards of this Light Rail Overlay District in a manner which fulfills their purpose and intent; and

- The CAC reviewed and discussed the applicable design and development standards of the Light Rail Overlay District and has made recommendations intended to insure design guidelines and standards are met. Specific CAC advice is discussed below in this document.

e. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and

- The Spring District/120th Station of East Link must comply with all applicable zoning and context requirements. Recommendations from the CAC to mitigate impacts to residents and businesses in the surrounding Spring District are responsive to the intended character of the Spring District and Bel Red. Light Rail Overlay (LUC 20.25M) development standards also respond to the character within this station and immediate vicinity.

f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and

- The CAC was not tasked with verifying adequate public services. It is anticipated that when the light rail system is operational anticipated impacts to public facilities including streets, fire protection, and utilities will have been mitigated through application of city codes and standards.

g. The proposal complies with the applicable requirements of the Bellevue City Code, including without limitation those referenced in LUC 20.25M.010.B.8; and

- Development, construction and operation of the RLRT system and facilities must comply with applicable Bellevue City Codes, including the noise control code and environmental procedures code. Technical analysis of Sound Transit submitted Noise Studies and documents will be completed by city staff and technical consultants. Any additional noise mitigation resulting from technical review will be included as conditions of approval in the Design and Mitigation Permit.

h. The proposal is consistent with any development agreement or Conditional Use Permit approved pursuant to subsection B of this section; and

- The CAC was not tasked with verifying consistency with the Memorandum of Understanding signed by the City of Bellevue and the Sound Transit Board. Plan development through the final design stage will result in expected refinements to design that is typical to any major development. Significant design changes in project

design that are within the scope of work for the CAC will be brought back to the CAC for evaluation during construction permit review.

i. The proposal provides mitigation sufficient to eliminate or minimize long-term impacts to properties located near the RLRT facility or system, and sufficient to comply with all mitigation requirements of the Bellevue City Code and other applicable state or federal laws.

- To the greatest extent possible with the chosen alignment and station design, the proposed RLRT facility and system will avoid, minimize, and mitigate anticipated long-term impacts to properties located near the light rail system and facilities. Mitigation includes, but is not limited to, enhanced landscaping, installation of public art, integration into anticipated adjacent development and plaza construction.

j. When the proposed RLRT facility will be located, in whole or in part, in a critical area regulated by Part 20.25H LUC, a separate Critical Areas Land Use Permit shall not be required, but such facility shall satisfy the following additional criteria:

- i. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer; and
 - ii. The proposal incorporates the performance standards of Part 20.25H LUC to the maximum extent applicable; and
 - iii. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.i shall not require a mitigation or restoration plan.
- No critical areas are located within the Spring District/120th Station area.

CAC Recommendation to the Director of Development Services

20.25M.040 RLRT system and facilities development standards

1. Fencing

- Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park.

2. Light and Glare

- The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the station to the greatest extent possible.

3. Recycling and Solid Waste

- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.

4. Use of City Right of Way

- The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible.

20.25M.050 Design guidelines

1. **Design Intent** - In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots.
2. **Context and Design Considerations** - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for Bel Red. The following characteristics are intended to implement the vision for Bel Red:
 - A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
 - Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
 - A comprehensive and connected parks and open space system;
 - Environmental improvements resulting from redevelopment;
 - A multimodal transportation system;
 - An unique cultural environment;
 - Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
 - Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.
3. **Additional General Design Guidelines**
 - The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.
 - The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Design and Mitigation Permit Approval

The recommendations contained in this Advisory Document represent the conclusion of the CAC review of the Spring District/120th Station Design and Mitigation Permit. The recommendations included in this document shall be incorporated into the Director's administrative decision. Departures by the Director from specific recommendations included within the CAC's Design and Mitigation Permit Advisory Document shall be limited to those instances where the Director determines that the departure is necessary to ensure that the RLRT facility or system is consistent with: (i) applicable policy and regulatory guidance contained in the Light Rail Overlay; (ii) authority granted to the CAC pursuant to this section; (iii) SEPA conditions or other regulatory requirements applicable to the RLRT system or facility; or (iv) state or federal law. Departures from the CAC Design and Mitigation Permit Advisory Document shall be addressed in the decision by the Director, and rationale for the departures shall be provided.

ATTACHMENT D

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xEL-0531sf
xEL-0531ut
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xE335-L86-KAP100
xE335-L86-RPP100
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xEL-0831ut
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xE335-L86-LTP100
xE335-L86-LIP300
xE335-L86-KAP101
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SEE DWG L86-CXP131

SEE DWG L86-CXP117

NOTES:

1. SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
2. SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
3. SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
4. SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
5. SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

6. SEE DRAWINGS L86-CCP001 THRU L86-CCP010 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
7. SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD102, DETAIL K FOR SAWCUT LIMITS.
8. SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
9. CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

10. CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- 10 PROTECT EXISTING BUILDING.
- 14 REMOVE CEMENT CONCRETE PAVEMENT.
- 15 REMOVE ASPHALT CONCRETE.
- 16 REMOVE CEMENT CONCRETE SIDEWALK OR DRIVEWAY.
- 17 REMOVE CURB.
- 25 REMOVE BUILDING STRUCTURE AND FOUNDATION.
- 30 REMOVE CONCRETE STAIRS/RAMP, LANDING, AND METAL RAILING.
- 32 REMOVE CHAIN LINK FENCE, POST AND FOUNDATIONS.
- 34 REMOVE ROCKERY
- 40 REMOVE TREES, LANDSCAPING AND VEGETATION WITHIN CLEARING AND GRUBBING LIMITS.
- 44 REMOVE LANDSCAPE ROCKS.



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SCALE IN FEET

PROGRESS PRINT #1

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	K. IRELAND
APPROVED BY:	J. SCHUTT



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FULL SCALE



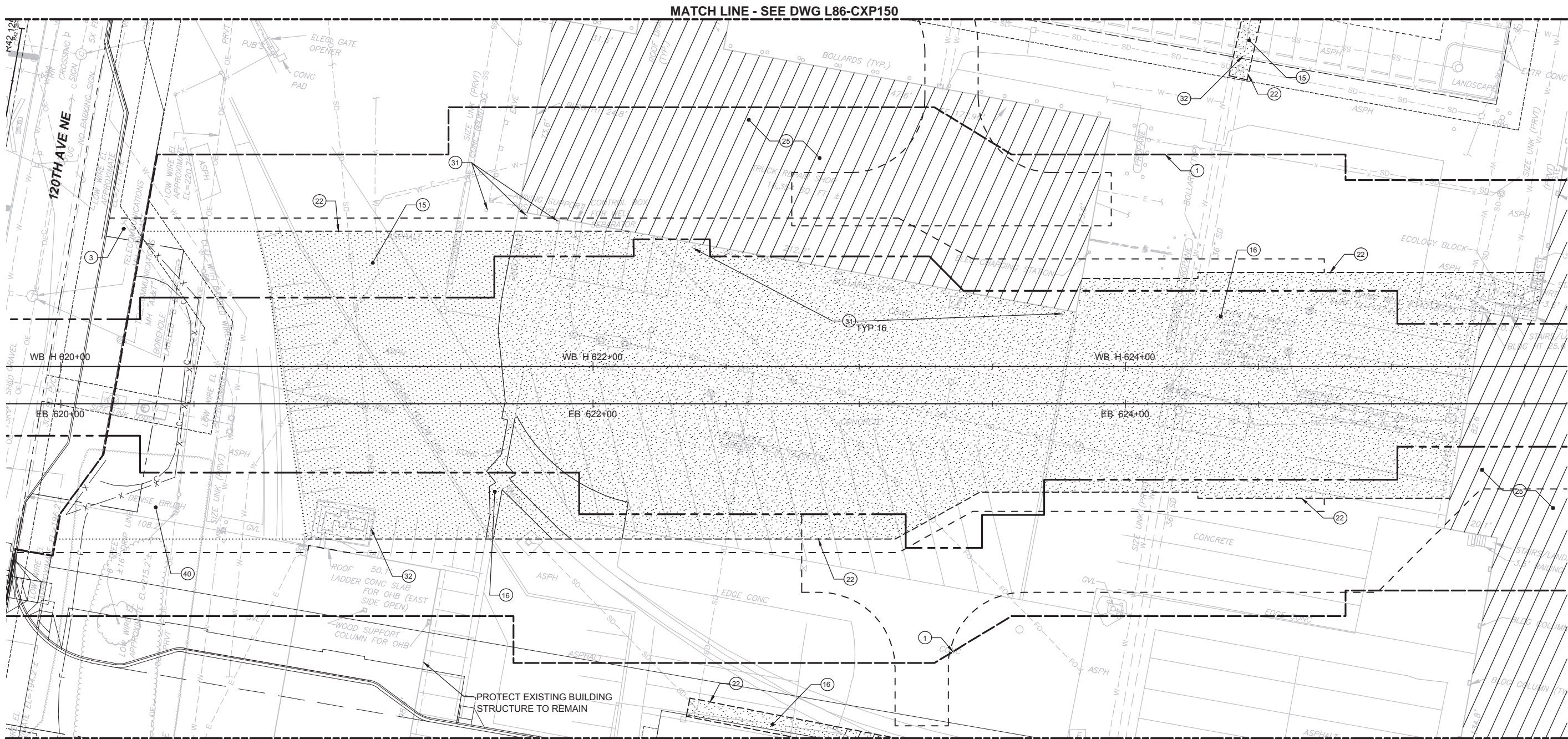
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CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN
EB STA 615+00 TO EB STA 620+00

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SEE DWG L86-CXP118



SEE DWG L86-CXP120

NOTES:

1. SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
2. SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
3. SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
4. SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
5. SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

6. SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
7. SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
8. SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL Joints.
9. CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

10. CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- ① CONTRACTOR WORKING LIMITS
- ③ PROTECT EXISTING SIDEWALK TO REMAIN.
- ⑮ REMOVE ASPHALT CONCRETE.
- ⑮ REMOVE CEMENT CONCRETE.
- ⑳ SAWCUT EXISTING PAVEMENT
- ㉕ REMOVE BUILDING STRUCTURE.
- ㉙ REMOVE BOLLARD AND FOUNDATION.
- ㉙ REMOVE CHAIN LINK FENCE, POST AND FOUNDATIONS.
- ㉙ REMOVE TREES, LANDSCAPING AND VEGETATION WITHIN CLEARING AND GRUBBING LIMITS.



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SCALE IN FEET

PROGRESS PRINT #1

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DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	K. IRELAND
APPROVED BY:	J. SCHUTT



kpff

SUBMITTED BY:



FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:



DATE:

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CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

**EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT**

**CIVIL
DEMOLITION AND REMOVAL PLAN
EB STA 620+00 TO EB STA 625+50**

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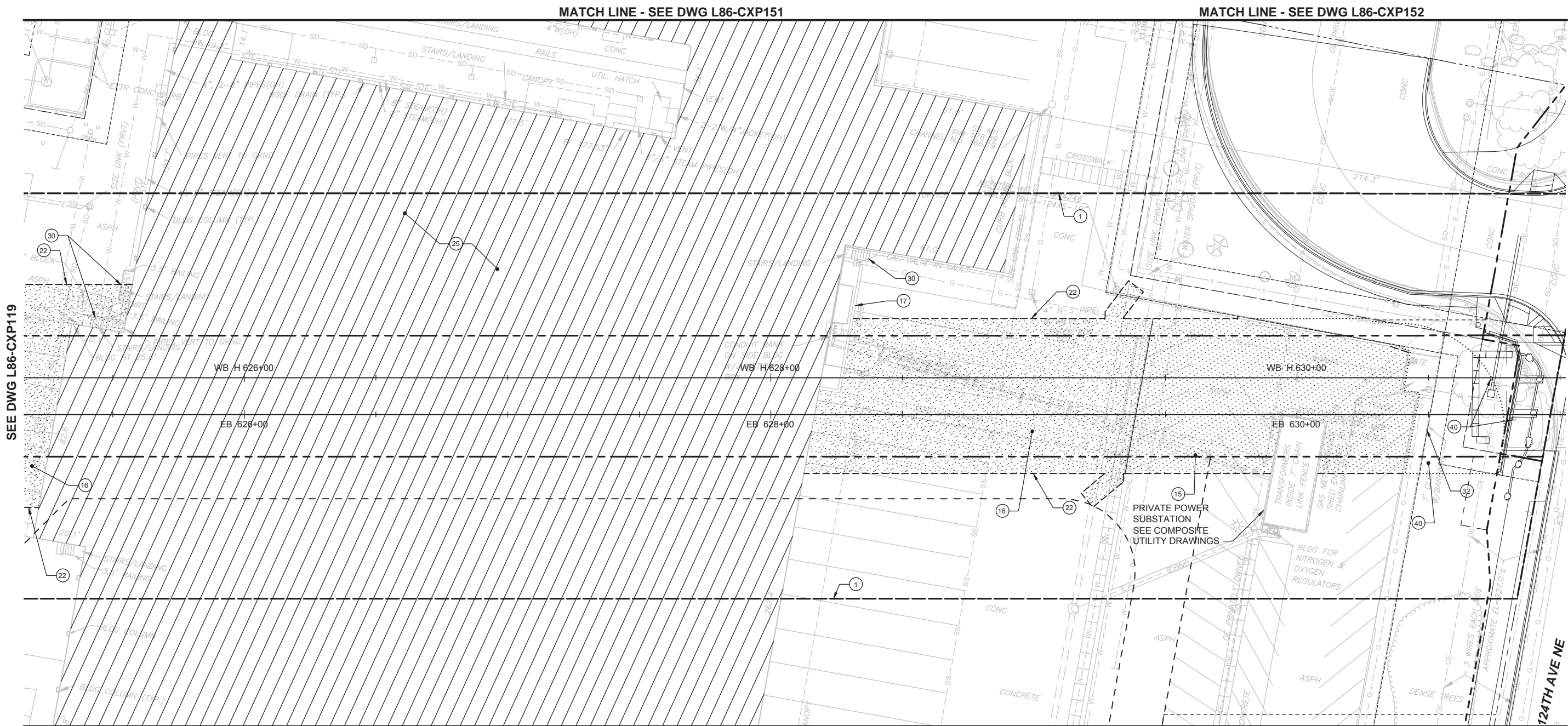
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DESIGNED BY: / DATE: /

SEE DWG L86-CXP119



SEE DWG L86-CXP121

NOTES:

- SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
- SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
- SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
- SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
- SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

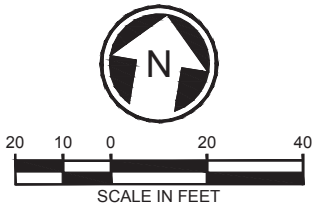
- SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
- SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
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NOTES CONT'D:

- CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- CONTRACTOR WORKING LIMITS
- REMOVE ASPHALT CONCRETE.
- REMOVE CEMENT CONCRETE.
- REMOVE CURB.
- SAWCUT EXISTING PAVEMENT
- REMOVE BUILDING STRUCTURE.
- REMOVE CONCRETE STAIRS/RAMP, LANDING, AND METAL RAILING.
- REMOVE CHAIN LINK FENCE, POST AND FOUNDATIONS.
- REMOVE TREES, LANDSCAPING AND VEGETATION WITHIN CLEARING AND GRUBBING LIMITS.



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



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H J H
FINAL DESIGN PARTNERS.

SOUNDTRANSIT

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FILENAME:
E335-L86-CXP120
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN
EB STA 625+50 TO EB STA 631+00

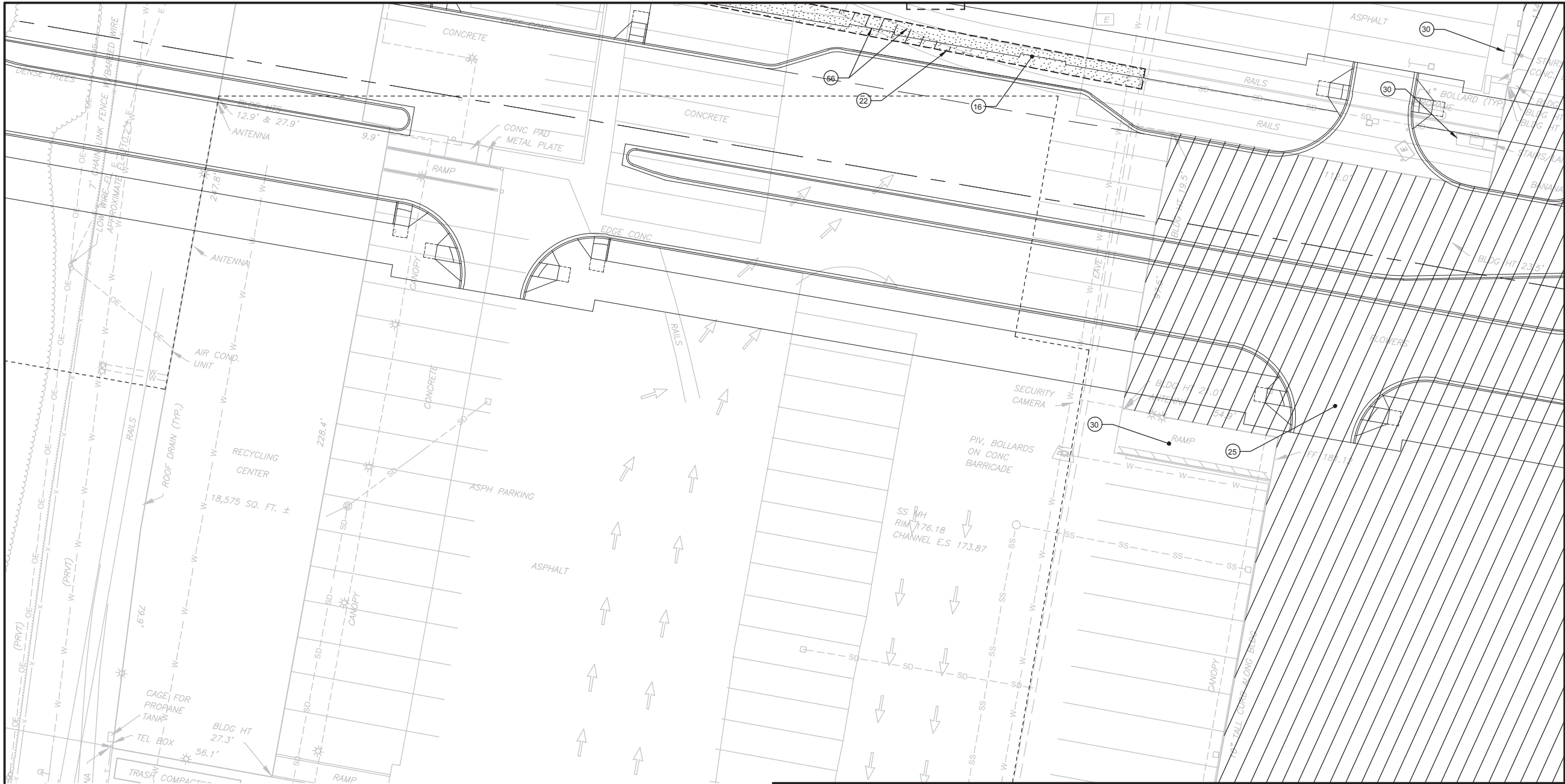
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NOTES:

- SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
- SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
- SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
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NOTES CONT'D:

- SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
- SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
- SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
- CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

- CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- REMOVE CEMENT CONCRETE.
- SAWCUT EXISTING PAVEMENT
- REMOVE BUILDING STRUCTURE.
- REMOVE CONCRETE STAIRS/RAMP, LANDING, AND METAL RAILING.
- REMOVE EXISTING EMBEDDED RAILS.

PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CXP147
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

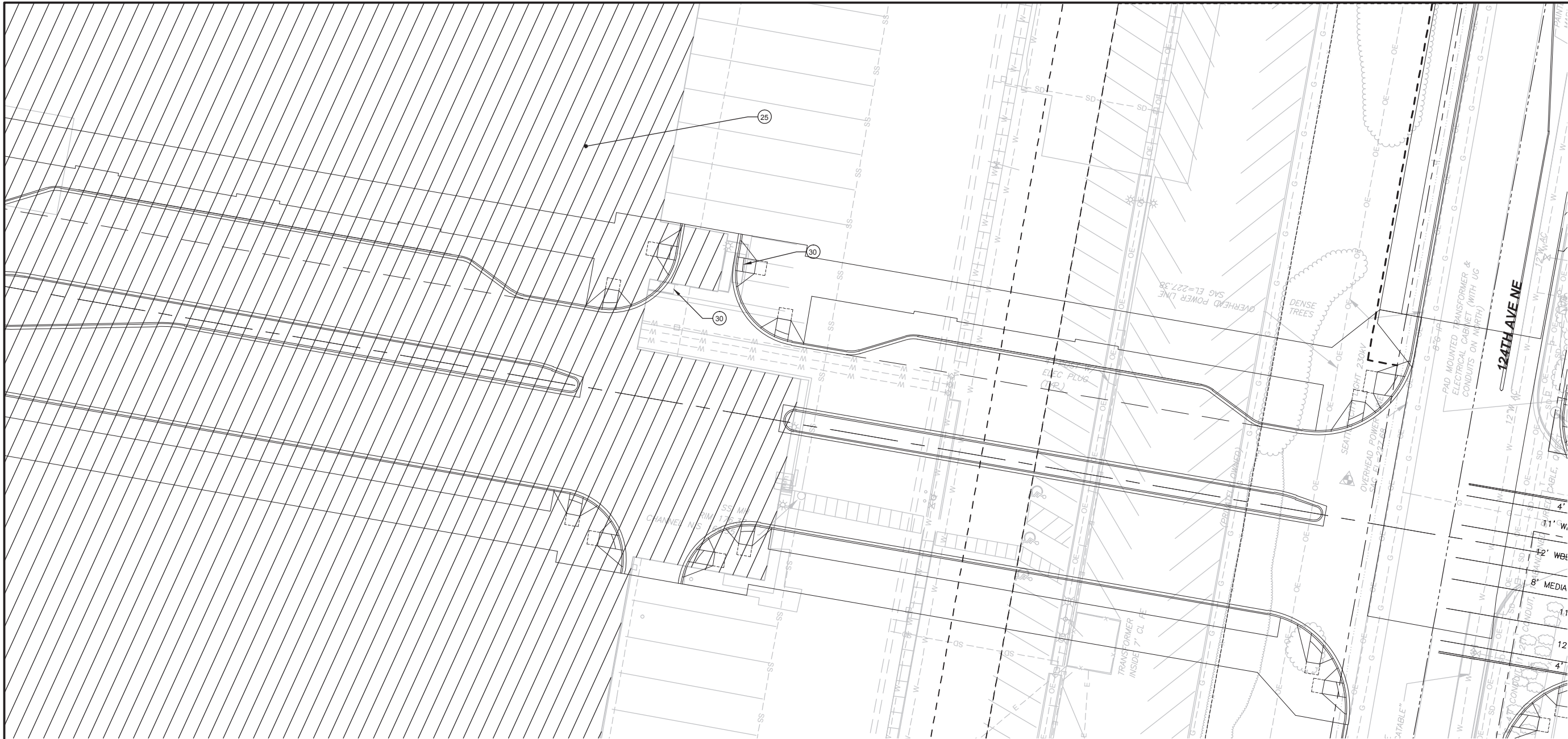
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.:
L86-CXP147
LOCATION ID:
E22
SHEET No.:
7
REV:
0

XREF LIST:
XE335-L86-CAP100
XE335-L86-KAP100
XE335-L86-RPP100
XE340-L87-RZV020
XEL-0831r
XEL-0831f
XEL-0831u
XE335-GB-TB22x34
XEL-0831v
XE335-L86-CXP100
XE335-L86-LTP100
GB-SEAL-MUM31003
XE335-207199_RD_Design
XE335-207323_RD_Design
XE340-192465_RD_Design
XE340-B120S3C-PPLAN

MATCH LINE - SEE DWG L86-CXP147

MATCH LINE - SEE DWG L86-CXP120



MATCH LINE - SEE DWG L86-CXP149

NOTES:

1. SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
2. SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
3. SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
4. SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
5. SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

6. SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
7. SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
8. SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
9. CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

10. CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- 25 REMOVE BUILDING STRUCTURE.
- 30 REMOVE CONCRETE STAIRS/RAMP, LANDING, AND METAL RAILING.



ORIGINATED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

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PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CXP148
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.:
L86-CXP148
LOCATION ID:
E22
SHEET No.:
8
REV:
0

XREF LIST:
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X335-L86-KAP100
X335-L86-RPP100
X340-L87-RZV020
XEL-0831n
XEL-0831f
XEL-0831u
X335-GB-TB22x34
X335-L86-CXP100
XEL-0831v
X335-L86-LTP100
GB-SEAL-MJM31003
X335-207199_RD_Design
X335-207323_RD_Design
X340-192465_RD_Design
X340-0120530-PPPLAN

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VERIFIED BY: / DATE: /

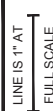
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BACK-CHECKED BY: / DATE: /

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



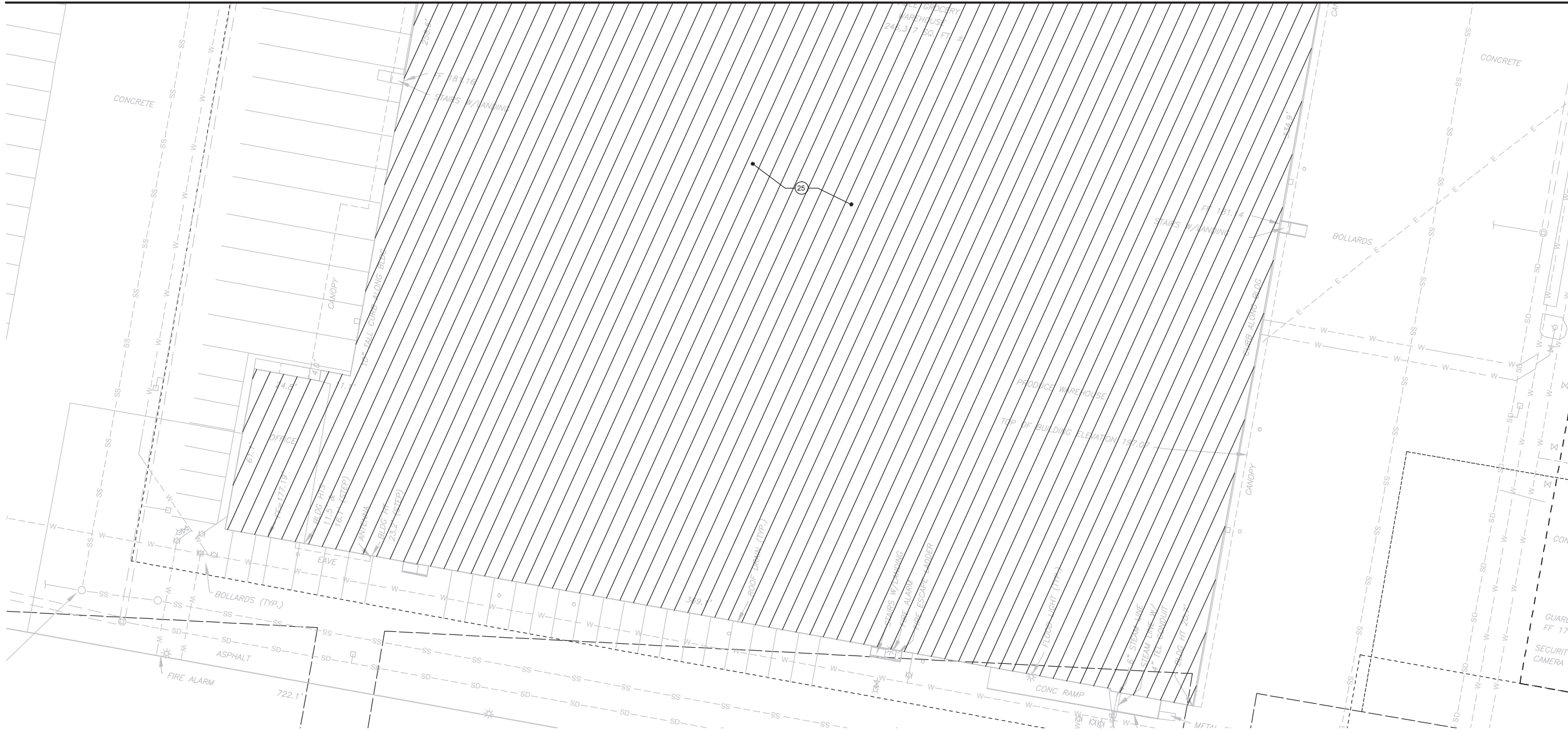
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FILENAME:
E335-L86-CXP149
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.:
L86-CXP149
LOCATION ID:
E22
SHEET No.:
9
REV:
0

MATCH LINE - SEE DWG L86-CXP147

MATCH LINE - SEE DWG L86-CXP148



NOTES:

- SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
- SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
- SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
- SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
- SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

- SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
- SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
- SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
- CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

- CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- 25 REMOVE BUILDING STRUCTURE.



20 10 0 20 40
SCALE IN FEET

XREF LIST:
#E335-L86-CAP100
#E335-L86-KAP100
#E335-L86-RPP100
#E340-L87-RZV020
#EL-0831x
#EL-0831f
#EL-0831u
#E335-OB-TB22x34
#E335-L86-CXP100
#EL-0831v
#E335-L86-LTP100
OB-SEAL-MUM31003
#E335-207199_RD_Design
#E335-207323_RD_Design
#E340-192465_RD_Design
#E340-B120S3C-PP100



MATCH LINE - SEE DWG L86-CXP119

MATCH LINE - SEE DWG L86-CXP151

NOTES:

- SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
- SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
- SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
- SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
- SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

- SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
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- SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
- CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

- CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- REMOVE ASPHALT CONCRETE.
- SAWCUT EXISTING PAVEMENT
- REMOVE BUILDING STRUCTURE.



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01/22/16 | 7:50 AM | CALDWELL
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CXP150
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN

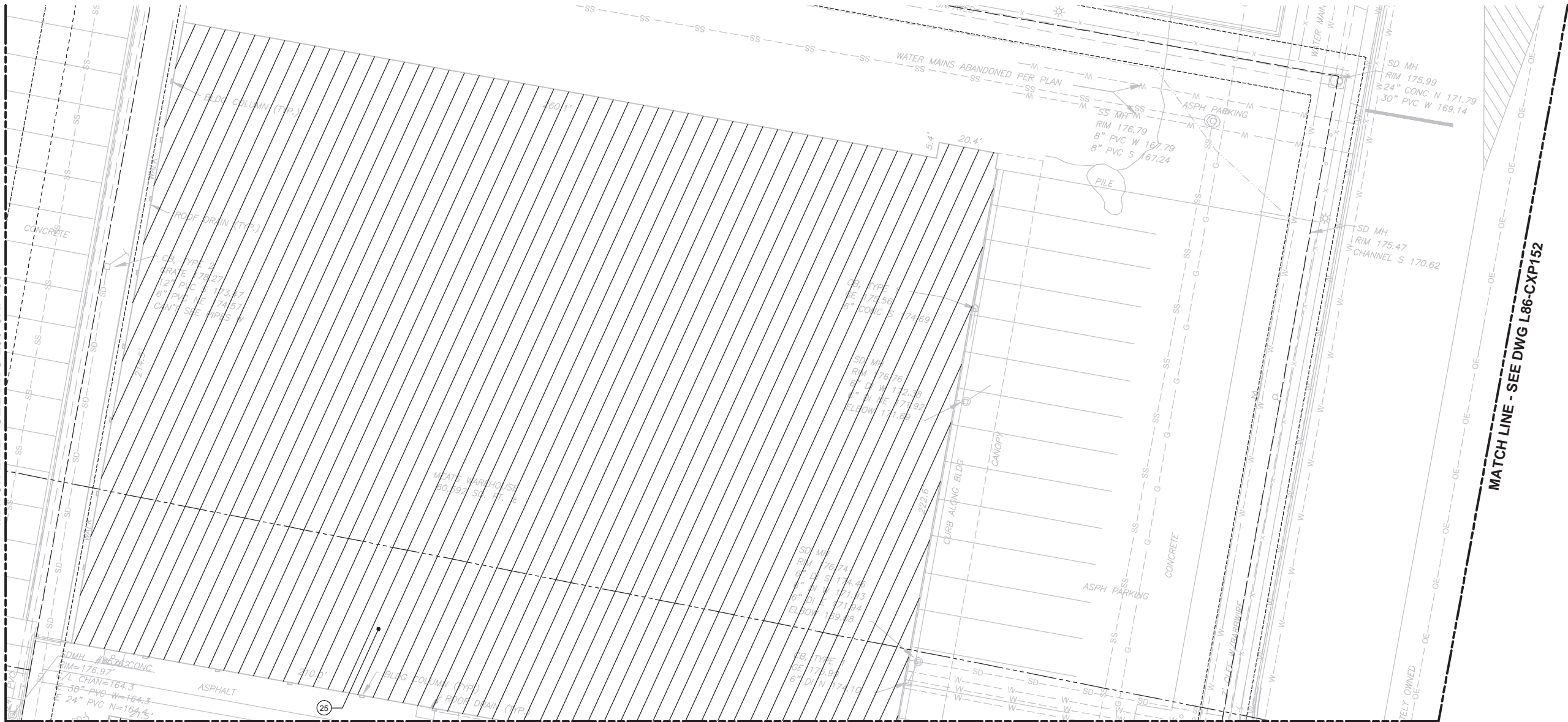
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L86-CXP150
LOCATION ID:
E22
SHEET No.:
10
REV:
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X EL-0831f
X EL-0831u
X E335-GB-TB22x34
X E335-L86-CXP100
X EL-0831vg
X E335-L86-LTP100
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X E335_207323_RD_Design
X E340_192465_RD_Design
X E340_512053C-PPLAN

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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 7:51 AM | CALDWELL
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MATCH LINE - SEE DWG L86-CXP150



MATCH LINE - SEE DWG L86-CXP152

MATCH LINE - SEE DWG L86-CXP120

NOTES:

- SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
- SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
- SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
- SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
- SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

NOTES CONT'D:

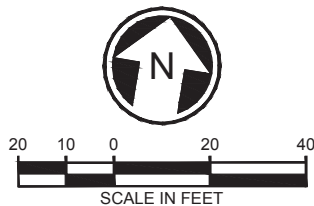
- SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
- SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
- SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
- CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

NOTES CONT'D:

- CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

CONSTRUCTION NOTES:

- REMOVE BUILDING STRUCTURE.



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E335-L86-CXP151
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN

DRAWING No.:
L86-CXP151
LOCATION ID:
E22
SHEET No.:
11
REV:
0

1. SEE COMPOSITE UTILITY DRAWINGS L86-UCP100 THRU L86-UCP152 AND DRAINAGE DRAWINGS L86-CDP100 THRU L86-CDP150 FOR UTILITIES TO BE REMOVED AND THOSE TO REMAIN.
2. SEE ILLUMINATION DRAWINGS L86-CLP100 THRU L86-CLP143 FOR LUMINAIRES TO BE REMOVED AND THOSE TO REMAIN.
3. SEE PAVEMENT MARKING AND SIGNAGE DRAWINGS L86-CMP100 THRU L86-CMP113 FOR SIGN REMOVAL.
4. SEE LEGEND AND ABBREVIATION DRAWINGS G86-GZN001 THRU G86-GZN007 FOR SYMBOLS AND HATCH PATTERNS.
5. SEE DRAWINGS L86-TMP101 THRU L86-TMP209 FOR MAINTENANCE OF TRAFFIC, PEDESTRIAN ROUTES AND WORKZONE LIMITATIONS.

6. SEE DRAWINGS L86-CCP001 THRU L86-CCP005 FOR HORIZONTAL CONTROL OF CONSTRUCTION FENCING AND CONTRACTOR STAGING AND LAYDOWN AREAS.
7. SAWCUTS WITHOUT HORIZONTAL CONTROL NOTED ARE FOR UNDERGROUND UTILITIES OR DRAINAGE IMPROVEMENTS. SEE DWG L86-CPD101, DETAIL G FOR SAWCUT LIMITS.
8. SAWCUT, REMOVAL OR PROTECTION OF EXISTING SIDEWALKS SHALL BE FIELD ADJUSTED TO THE NEAREST PANEL JOINT.
9. CONTRACT WORK LIMITS ARE DEFINED BY THE CLEARING AND GRUBBING LIMITS OR TEMPORARY CONSTRUCTION FENCE AS SHOWN IN THE CONTRACT DRAWINGS OR APPROVED STAGING AREA MANAGEMENT PLAN.

10. CONTRACTOR TO IDENTIFY, PERMIT AND RE-ESTABLISH MONUMENTS THAT WILL BE DISTURBED OR DESTROYED DURING CONSTRUCTION. SEE DRAWINGS L86-RMP101 THRU L86-RMP102.

ORIGINATED BY: / DATE: _____ / _____

CHECKED BY: / DATE: _____ / _____

BACK-CHECKED BY: / DATE: _____ / _____

CORRECTED BY: / DATE: _____ / _____

VERIFIED BY: / DATE: _____ / _____

01/22/16 | 7:52 AM | CALDWELL
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No.	DATE	DSN	CHK	APP	REVISION

PROGRESS PRINT #1

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	K. IRELAND
APPROVED BY:	J. SCHUTT



kpff



LINE IS 1" AT
FULL SCALE

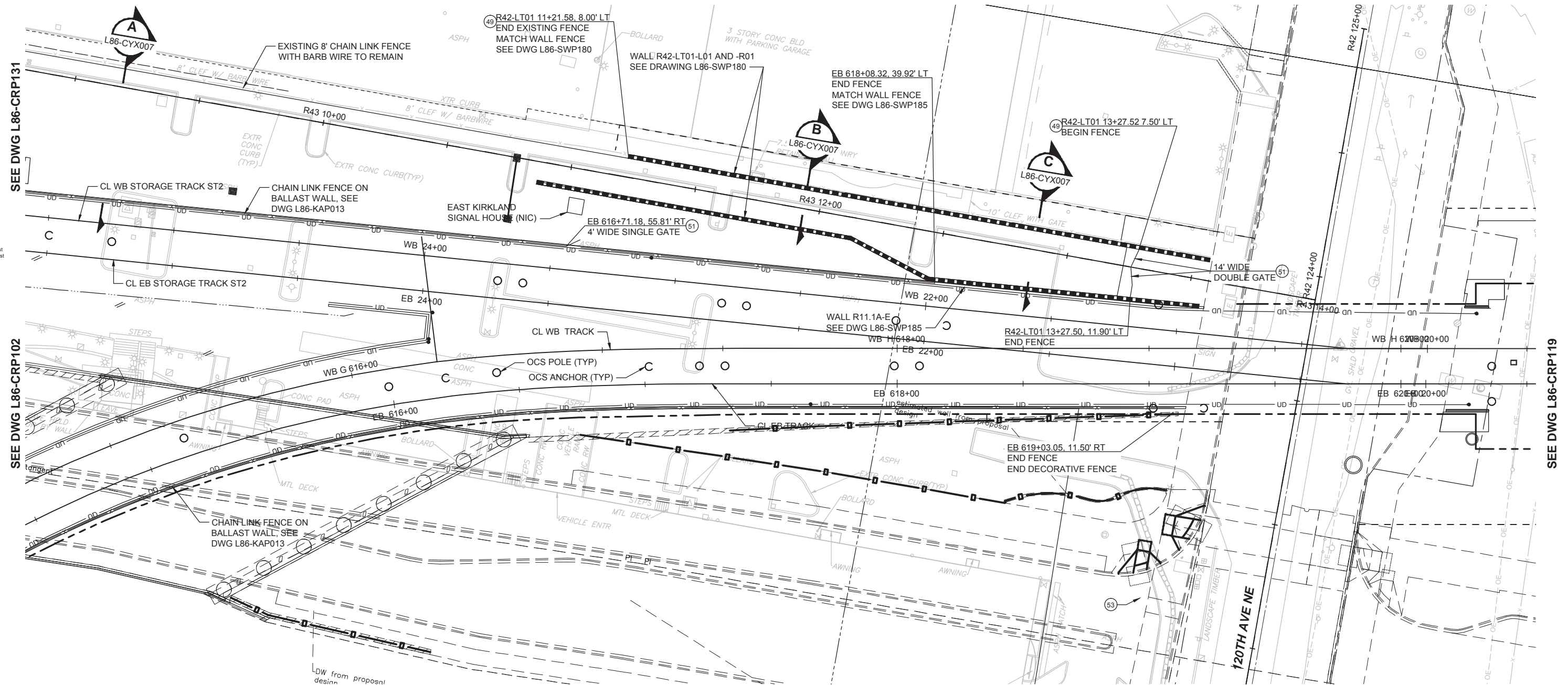


SCALE:	1" = 20'
FILENAME:	E335-L86-CXP152
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

**EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DEMOLITION AND REMOVAL PLAN**

DRAWING No.:	
L86-CXP152	
LOCATION ID:	
E22	
SHEET No.:	REV.
12	0

01/22/16 | 7:39 AM | CALDWELLJ
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NOTES:

1. ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
2. ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
3. CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
4. SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
5. SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
6. SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
7. SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
8. SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.
9. SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.

NOTES CONT'D:

11. SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.

CONSTRUCTION NOTES:

- 49 INSTALL CHAIN LINK FENCE, SEE STANDARD DRAWING STD-CRD001.
- 51 INSTALL CHAIN LINK GATE, SEE STANDARD DRAWING STD-CRD002.
- 53 INSTALL DECORATIVE PICKET FENCE, SEE STANDARD DRAWING STD-SED142.



20 10 0 20 40

SCALE IN FEET

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE

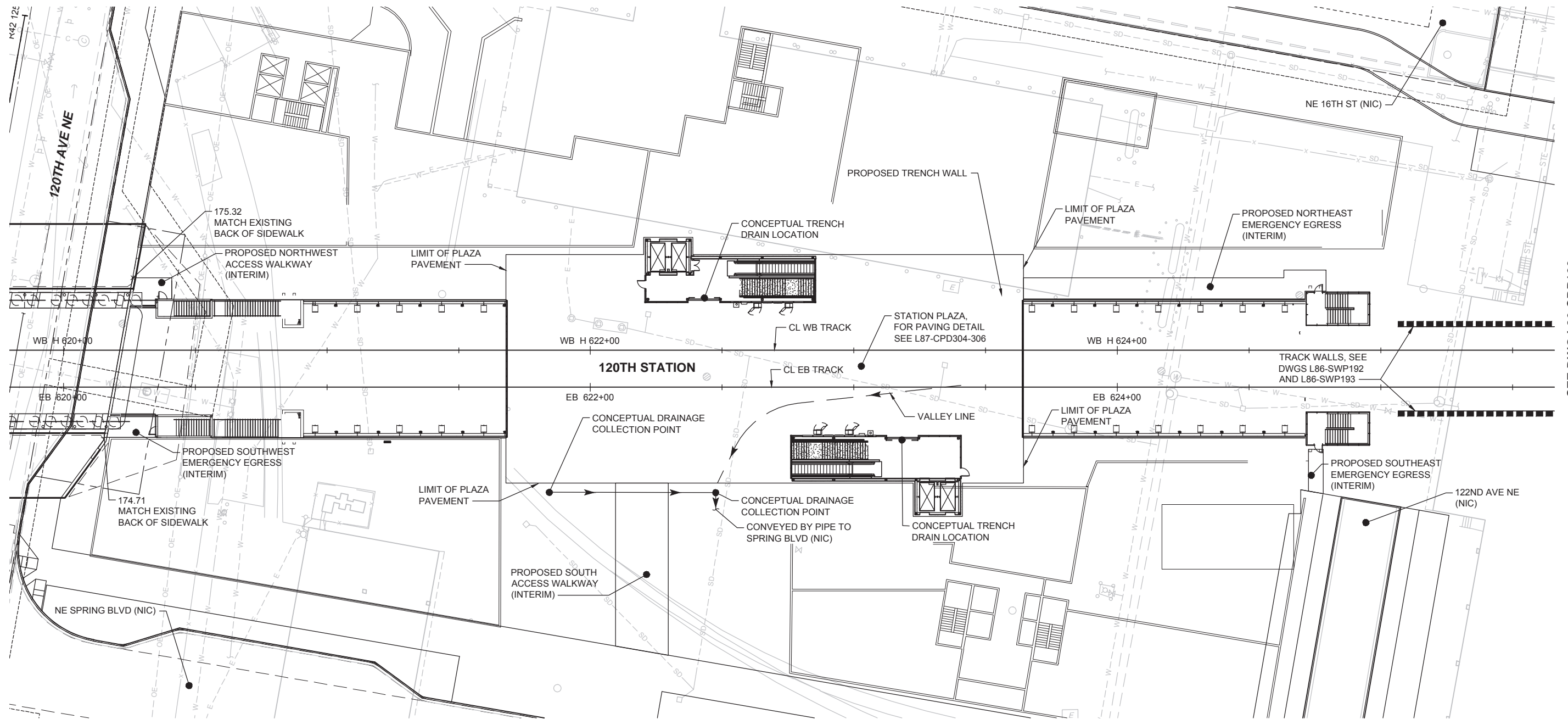


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CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN
EB STA 615+00 TO EB STA 620+00

DRAWING No.:	
L86-CRP118	
LOCATION ID:	
E20	
SHEET No.:	REV:
13	0

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SEE DWG L86-CRP120



20 10 0 20 40

SCALE IN FEET

BACKSTOP DESIGN LOCK

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CRP119
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN
EB STA 620+00 TO EB STA 625+50

RAWING No.:	
L86-CRP119	
LOCATION ID:	
E21	
HEET No.:	REV:
14	0

XREF LIST:

XE330-L86-KAP100
XE320-L85-KAP100
XE335-L86-KAP100
XE335-L86-CMP100
XE335-L86-KAP100
XE335-L86-RPP100
XE335-L86-SFP100
XE335-L86-UCP100
XEL-0831rx
XEL-0831sf
XEL-0831tut
XE335-GB-TB2234
XE335-L86-CRP100
XE335-L86-CDP100
XE335-L86-SWP100
XE335-L86-JEP100
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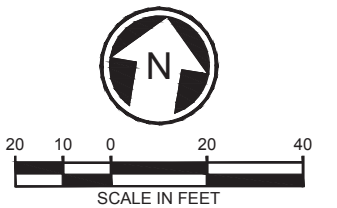
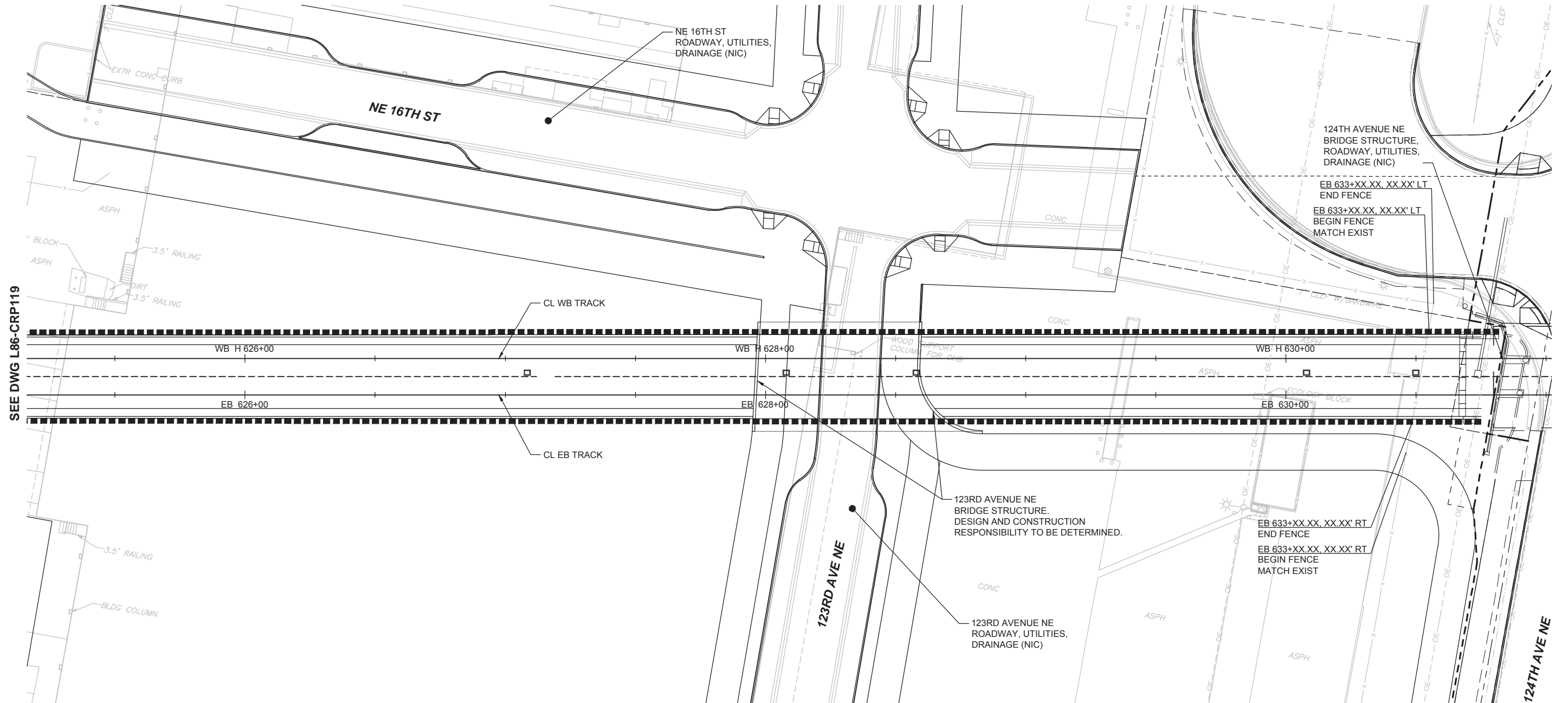
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ACK-CHECKED BY: / DATE: /

01/22/16 | 7:41 AM | CALDWELLJ
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BACKSTOP DESIGN LOCK					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNT



SCALE:	1" = 20'
FILENAME:	E335-L86-CRP120
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN
EB STA 625+50 TO EB STA 631+00

DRAWING No.:	
L86-CRP120	
LOCATION ID:	
E22	
HEET No.:	REV:
15	0

XREF LIST:
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#E335-L86-CMP100
#E335-L86-KAP100
#E335-L86-RPP100
#E335-L86-SFP100
#E335-L86-UCP100
#E335-L86-CDP100
#EL-0831rx
#EL-0831sf
#EL-0831ut
#E335-GB-TB22x34
#E335-L86-CRP100
#E335-L86-SWP100
#E335-L86-JOP100
GB-SEAL-MJM31003
#E335_207199_RD_Design
#E335_207323_RD_Design

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 7:42 AM | CALDWELLJ
C:\WORK\TEMP\E335-100PCH-BUDID\E335-L86-CRP147.DWG

SEE DWG L86-CRP146

SEE DWG L86-CRP119

SEE DWG L86-CRP148

NOTES:

- ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
- ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
- SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
- SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
- SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
- SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
- SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.

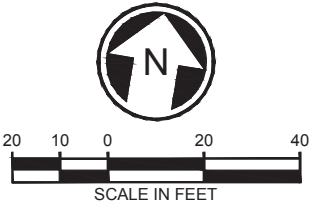
NOTES CONT'D:

- SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.
- SEE L86-UCP SERIES FOR COMPOSITE UTILITY PLANS.
- SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.

SEE DWG L86-CRP149

CONSTRUCTION NOTES:

(X) TBD



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP147
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN

DRAWING No.:
L86-CRP147
LOCATION ID:
E22
SHEET No.:
16
REV:
0

XREF LIST:
XE335-L86-CAP100
XE335-L86-CMP100
XE335-L86-KAP100
XE335-L86-RPP100
XE335-L86-SFP100
XE335-L86-UCP100
XE335-L86-CDP100
XEL-0831rx
XEL-0831sf
XEL-0831ut
XE335-GB-TB22x34
XE335-L86-CRP100
XE335-L86-SWP100
XE335-L86-JOP100
GB-SEAL-MJM31003
XE335-207323_RD_Design
XE340-192465_RD_Design

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 7:43 AM | CALDWELLJ
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L86-CRP147

SEE DWG L86-CRP120

SEE DWG L86-CRP149

NOTES:

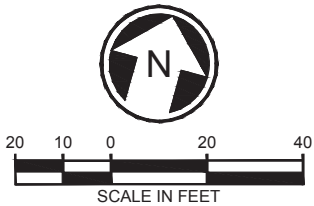
- ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
- ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
- SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
- SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
- SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
- SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
- SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.
- SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.

NOTES CONT'D:

- SEE L86-UCP SERIES FOR COMPOSITE UTILITY PLANS.
- SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.

CONSTRUCTION NOTES:

(X) TBD



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP148
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN

DRAWING No.:
L86-CRP148
LOCATION ID:
E22
SHEET No.:
17
REV:
0

XREF LIST:
XE335-L86-CAP100
XE335-L86-CMP100
XE335-L86-KAP100
XE335-L86-RPP100
XE335-L86-SFP100
XE335-L86-UCP100
XE335-L86-CDP100
XEL-0831rx
XEL-0831sf
XEL-0831ut
XE335-GB-TB22x34
XE335-L86-CRP100
XE335-L86-SWP100
XE335-L86-JOP100
GB-SEAL-MJM31003
XE335-207323_RD_Design
XE340_192465_RD_Design

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 7:43 AM | CALDWELLJ
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L86-CRP147

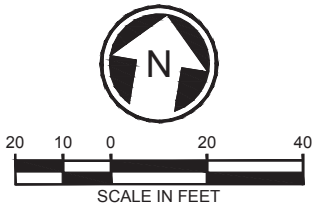
SEE DWG L86-CRP148

NOTES:

- ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
- ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
- SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
- SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
- SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
- SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
- SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.
- SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.

NOTES CONT'D:

- SEE L86-UCP SERIES FOR COMPOSITE UTILITY PLANS.
- SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP149
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT

CIVIL
SITE PLAN

DRAWING No.:
L86-CRP149
LOCATION ID:
E22
SHEET No.:
18
REV:
0

XREF LIST:
XE335-L86-CAP100
XE335-L86-CMP100
XE335-L86-KAP100
XE335-L86-RPP100
XE335-L86-SFP100
XE335-L86-UCP100
XE335-L86-CDP100
XEL-0831rx
XEL-0831rf
XEL-0831uf
XE335-GB-TB22x34
XE335-L86-CRP100
XE335-L86-SWP100
XE335-L86-JOP100
XE335-L86-JEP100
GB-SEAL-MUM31003
XE340_B120S3C-PPLAN

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CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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01/22/16 | 7:44 AM | CALDWELLJ
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PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP150
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN

DRAWING No.:
L86-CRP150
LOCATION ID:
E22
SHEET No.:
19
REV:
0

XREF LIST:
XE330-L86-KAP100
XE330-L86-KAP100
XE335-L86-CAP100
XE335-L86-CMP100
XE335-L86-KAP100
XE335-L86-RFP100
XE340-L87-RZV020
XE335-L86-SFP100
XE335-L86-UCP100
XE335-L86-CDP100
XEL-0831rx
XEL-0831sf
XEL-0831uf
XE335-GB-TB22x34
XE335-L86-CRP100
XE335-L86-SWP100
XE335-L86-JOP100
GB-SEAL-MJM31003
XE340_192465_RD_Design

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 7:45 AM | CALDWELLJ
C:\WORK\TEMP\E335-100PCH-DUDIE\E335-L86-CRP151.DWG

CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L86-CRP150

SEE DWG L86-CRP120

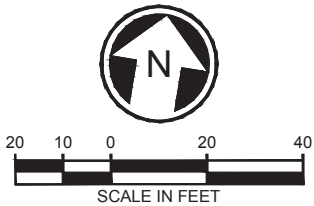
SEE DWG L86-CRP152

NOTES:

- ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
- ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
- SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
- SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
- SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
- SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
- SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.
- SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.

NOTES CONT'D:

- SEE L86-UCP SERIES FOR COMPOSITE UTILITY PLANS.
- SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP151
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN

DRAWING No.:
L86-CRP151
LOCATION ID:
E22
SHEET No.:
20
REV:
0

XREF LIST:
X335-L86-CAP100
X335-L86-CMP100
X335-L86-KAP100
X335-L86-RPP100
X335-L86-SFP100
X335-L86-UCP100
X335-L86-CDP100
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XEL-0831sf
XEL-0831ut
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XEL-0834rx
XEL-0834sf
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X335-L86-JOP100
GB-SEAL-MJM31003
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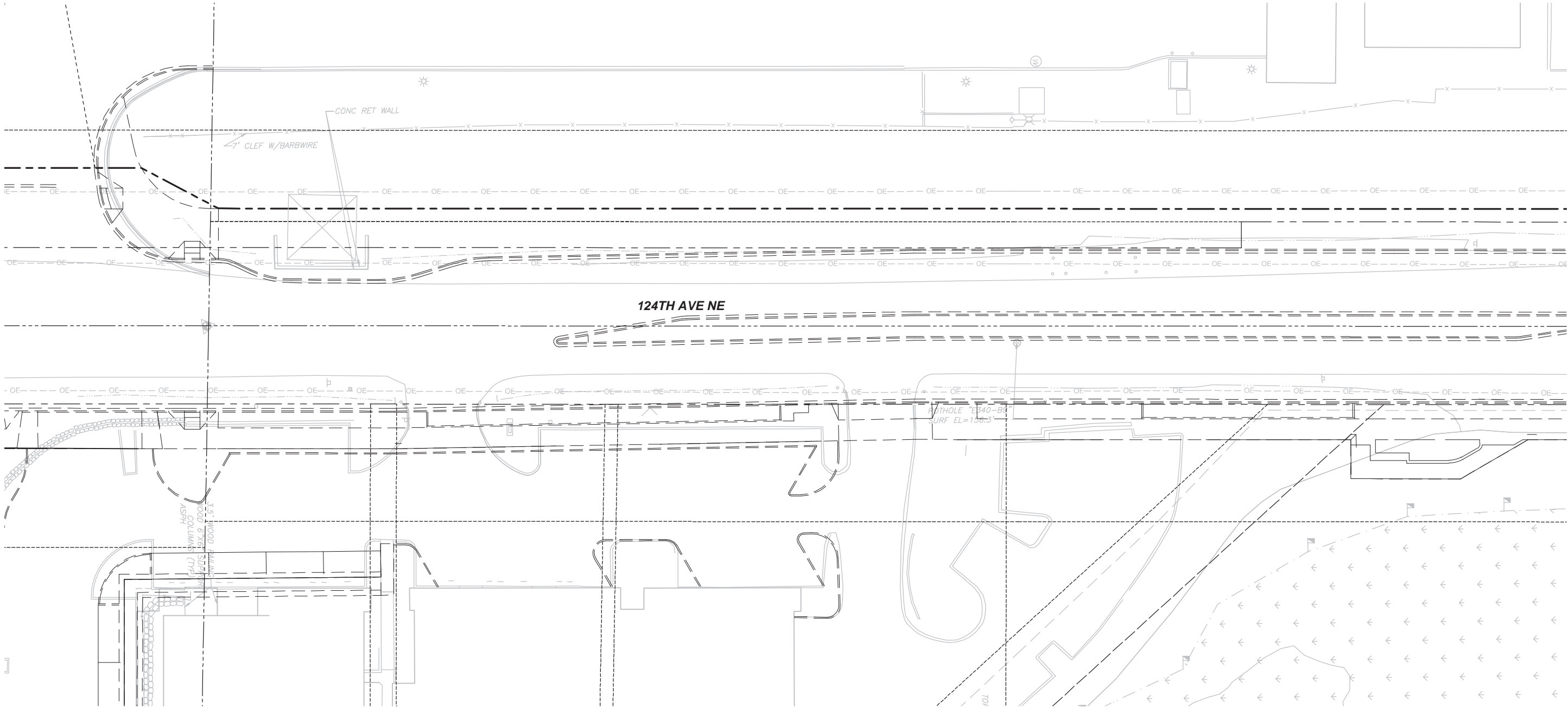
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L86-CRP151

SEE DWG L86-CRP120

SEE DWG L86-CRP121

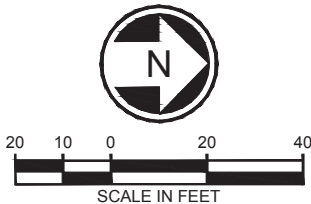


NOTES:

- ROADWAY IMPROVEMENTS SHALL COMPLY WITH THE CITY OF BELLEVUE DESIGN MANUAL UNLESS OTHERWISE NOTED.
- ROADWAY WIDTHS ARE GIVEN TO THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB HEIGHTS ARE 6 INCHES, UNLESS OTHERWISE NOTED.
- SEE L86-SWP SERIES FOR WALL CONSTRUCTION.
- SEE L86-CGP SERIES FOR GRADING AND PAVING CONSTRUCTION.
- SEE L86-CPD SERIES FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND GRADING ENLARGEMENTS.
- SEE L86-CMP SERIES FOR PAVEMENT MARKINGS AND SIGNAGE.
- SEE L86-CDP SERIES FOR STORM DRAINAGE CONSTRUCTION.
- SEE L86-LPP SERIES FOR LANDSCAPING CONSTRUCTION.

NOTES CONT'D:

- SEE L86-UCP SERIES FOR COMPOSITE UTILITY PLANS.
- SEE L86-CXP SERIES FOR HORIZONTAL CONTROL OF SAWCUT LINES.



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-CRP152
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
SITE PLAN

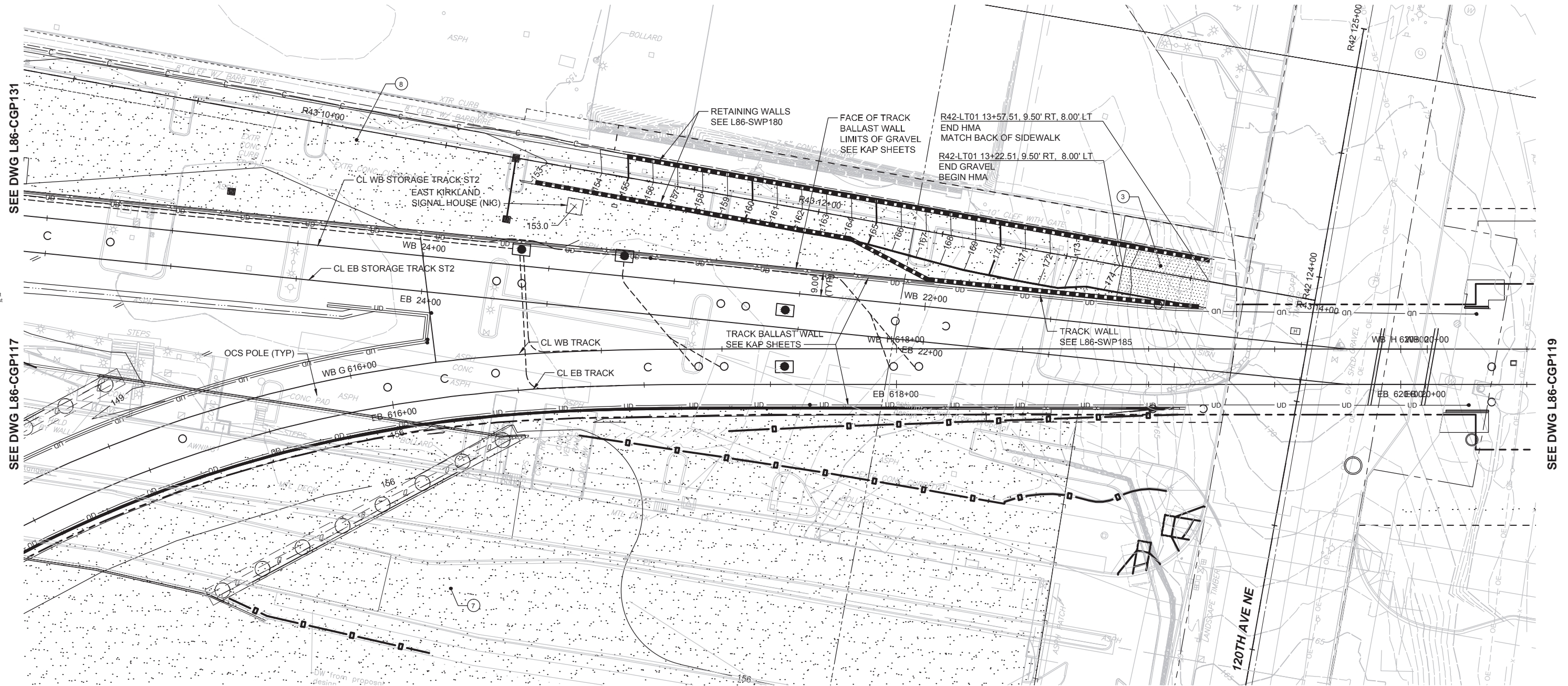
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L86-CRP152
LOCATION ID:
E22
SHEET No.:
21
REV:
0

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 XE335-L86-RPP100
 XE340-L87-RZV020
 XE335-L86-SFP100
 XE335-L86-UCP100
 XE335-L86-CDP100
 XEL-0831st
 XEL-0831st
 XEL-0831tut
 XE335-GB-TB22x34
 XE335-L86-CRP100
 XE335-L86-CGP100
 XE335-L86-CPD100
 XEL-0831cn
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 XE335-L86-SWP100
 XE335-L86-SEP100
 XE335-L86-JEP100
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 GB-SEAL-GDS48863
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 XE335_207199_BR_Design_West
 XE335_207323_RD_Design
 XE335_207199_RD_Design

CORRECTED BY: / DATE:
VERIFIED BY: / DATE:

ORIGINATED BY: / DATE:
CHECKED BY: / DATE:
BACK-CHECKED BY: / DATE:

01/22/16 | 7:29 AM | CALDWELLJ
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1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
5. ROADWAY WIDTHS ARE GIVEN TO FACE OF CURB, UNLESS OTHERWISE NOTED.
6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

③ COMMERCIAL ROADWAY HMA PAVEMENT, SEE DETAIL A/L86-CPD101.

⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.

⑧ HEAVY DUTY GRAVEL, SEE DETAIL C/L86-CPD101.



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



SUBMITTED BY:

DATE:

REVIEWED BY:



DATE:

SCALE:	1" = 20'
FILENAME:	E335-L86-CGP118
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN
EB STA 615+00 TO EB STA 620+00

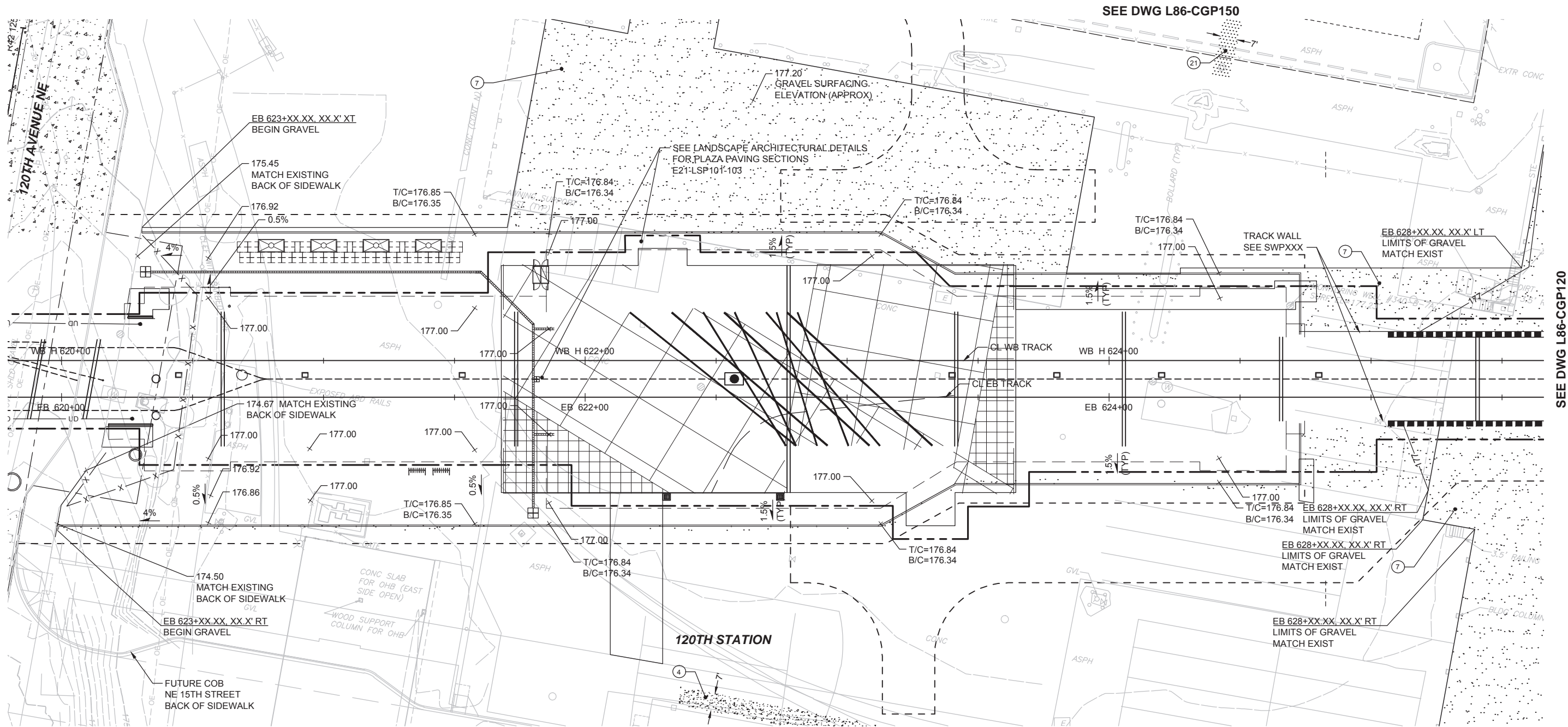
DRAWING No.:	
L86-CGP118	
LOCATION ID:	
E20	
SHEET No.:	REV:
22	0

REF LIST:

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- XE335-L86-KAP100
- XE335-L86-RPP100
- XE340-L87-RZV020
- XE335-L86-SFP100
- XE335-L86-UCP100
- XE335-L86-CDP100
- XEL-0831cx
- XEL-0831sf
- XEL-0831tu
- XE335-GB-TB22x34
- XE335-L86-CRP100
- XE335-L86-CGP100
- XE335-L86-CPP100
- XE335-L86-SWP100
- XE335-L86-SEP100
- XEL-0831cn
- XE335-L86-JEP100
- XE335-L86-JOP100
- XE340_B120S3C-PLPAN
- XE335-E21-SGP200
- XE335-E21-LSP100
- XE335-207323_RD_Design
- GB-SEAL-GD54A8863

CHECKED BY: / DATE:

CHECKED BY: / DATE: _____
BACK-CHECKED BY: / DATE: _____
01/22/16 | 7:30 AM | CALDWELL
C:\WORK\TEMP\E-335-100PCT-DUD\IE335-L86-CGP19.DWG



SEE DWG L86-CGP120

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
5. ROADWAY WIDTHS ARE GIVEN TO FACE OF CURB, UNLESS OTHERWISE NOTED.
6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

④ PARKING LOT HMA PAVEMENT, SEE DETAIL B/L86-CPD101.

⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



20 10 0 20 40

SCALE IN FEET

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT FULL SCALE

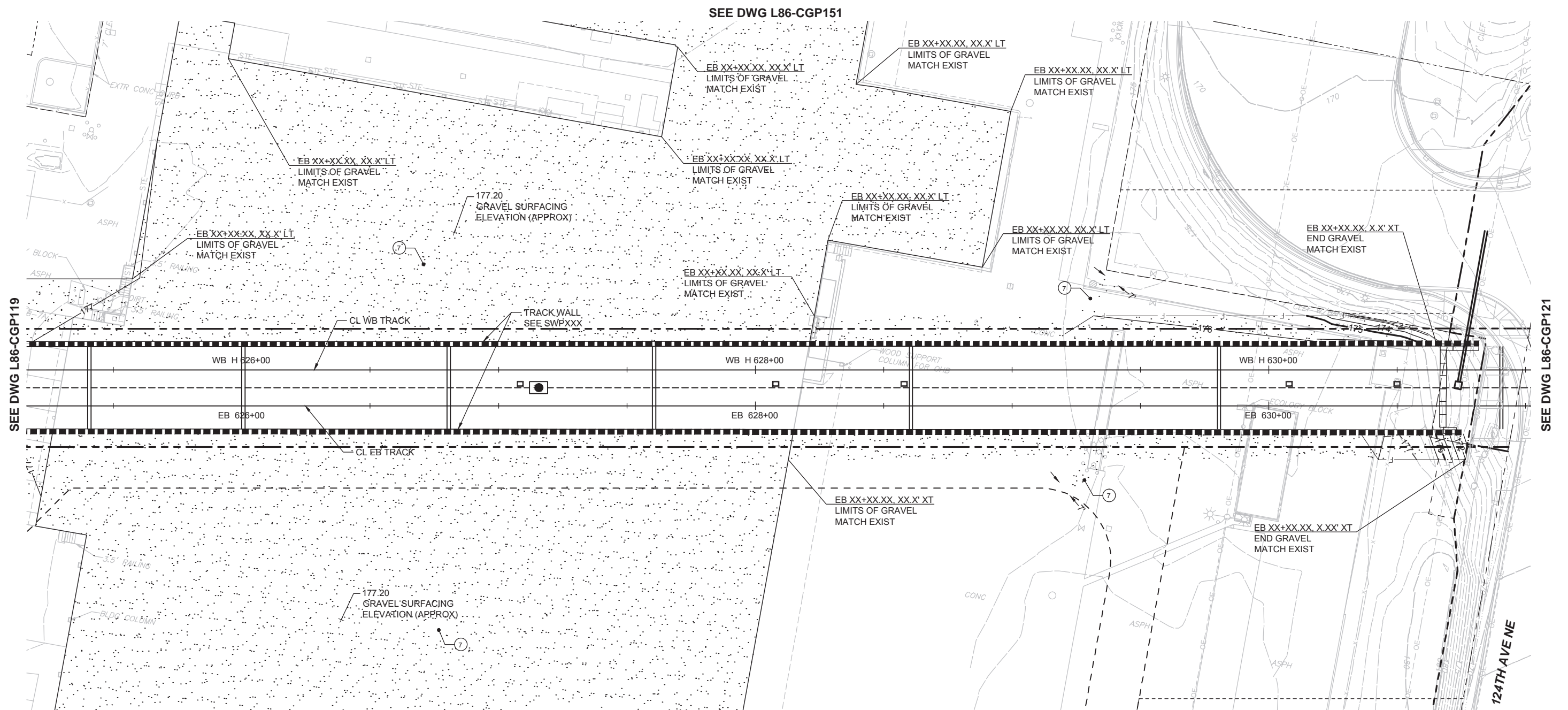


SCALE:	1" = 20'
FILENAME:	E335-L86-CGP119
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN
EB STA 620+00 TO EB STA 625+50

DRAWING No.:	
L86-CGP119	
LOCATION ID:	
E21	
SHEET No.:	REV:
23	0

01/22/16 | 7:31 AM | CALDWELLJ
C:\WORK\TEMP-E335-100PCT-DUD\E335-L86-CGP120.DWG



NOTES:

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
5. ROADWAY WIDTHS ARE GIVEN TO FACE OF CURB, UNLESS OTHERWISE NOTED.
6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

CONSTRUCTION NOTES:

- ⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CGP120
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN
EB STA 625+50 TO EB STA 631+00

DRAWING No.:	
L86-CGP120	
LOCATION ID:	
E22	
SHEET No.:	REV:
24	0

C:\WORK\TEMP-E335-100PCT-DUD\E335-L86-CGP147.DWG

SEE DWG L86-CGP146

SEE DWG L86-CGP119

LIMITS OF GRAVEL MATCH EXISTING

LIMITS OF GRAVEL
MATCH EXISTING

177.20
GRAVEL SURFACING
ELEVATION (APPROX)

SEE DWG L86-CGP149

SEE DWG L86-CGP148

NOTES:

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
5. ROADWAY WIDTHS ARE GIVEN TO FACE OF CURB, UNLESS OTHERWISE NOTED.
6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

CONSTRUCTION NOTES:

- ④ PARKING LOT HMA PAVEMENT, SEE DETAIL B/L86-CPD101.
- ⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



20 10 0 20 40

SCALE IN FEET

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CGP147
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN

DRAWING No.:	
L86-CGP147	
LOCATION ID:	
E22	
SHEET No.:	REV:
25	0

XREF LIST:

xE335-L86-CAP100
xE335-L86-CMP100
xE335-L86-CAP100
xE335-L86-RPP100
xE340-L87-RZV020
xE335-L86-SFP100
xE335-L86-UCP100
xE335-L86-CDP100
xEL-0831rx
xEL-0831sf
xEL-0831ut
xE335-G8-TB22x34
xE340-E21-SGP200
xE340-E21-SFP100
xE335-L86-CRP100
xE335-L86-CGP100
xE335-L86-CPP100
xEL-0831cn
xE335-L86-JOP100
xE335-L86-JEP100
xE335_207323_RD_Design
GB-SEAL-GDS48863

CORRECTED BY: / DATE: /

VERIFIED BY: / DATE: /

ORIGINATED BY: / DATE: /

CHECKED BY: / DATE: /

BACK-CHECKED BY: / DATE: /

01/22/16 | 7:33 AM | CALDWELLJ
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SEE DWG L86-CGP147

SEE DWG L86-CGP148

— LIMITS OF GRAVEL MATCH EXIST

GRAVEL SURFACING
ELEVATION (APPROX)

LIMITS OF GRAVEL
MATCH EXIST . . .

NOTES:

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
5. ROADWAY WIDTHS ARE GIVEN TO FACE OF CURB, UNLESS OTHERWISE NOTED.
6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

CONSTRUCTION NOTES:

- ⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



20 10 0 20 40

SCALE IN FEET

PROGRESS PRINT #1

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB

LINE IS 1" AT FULL SCALE

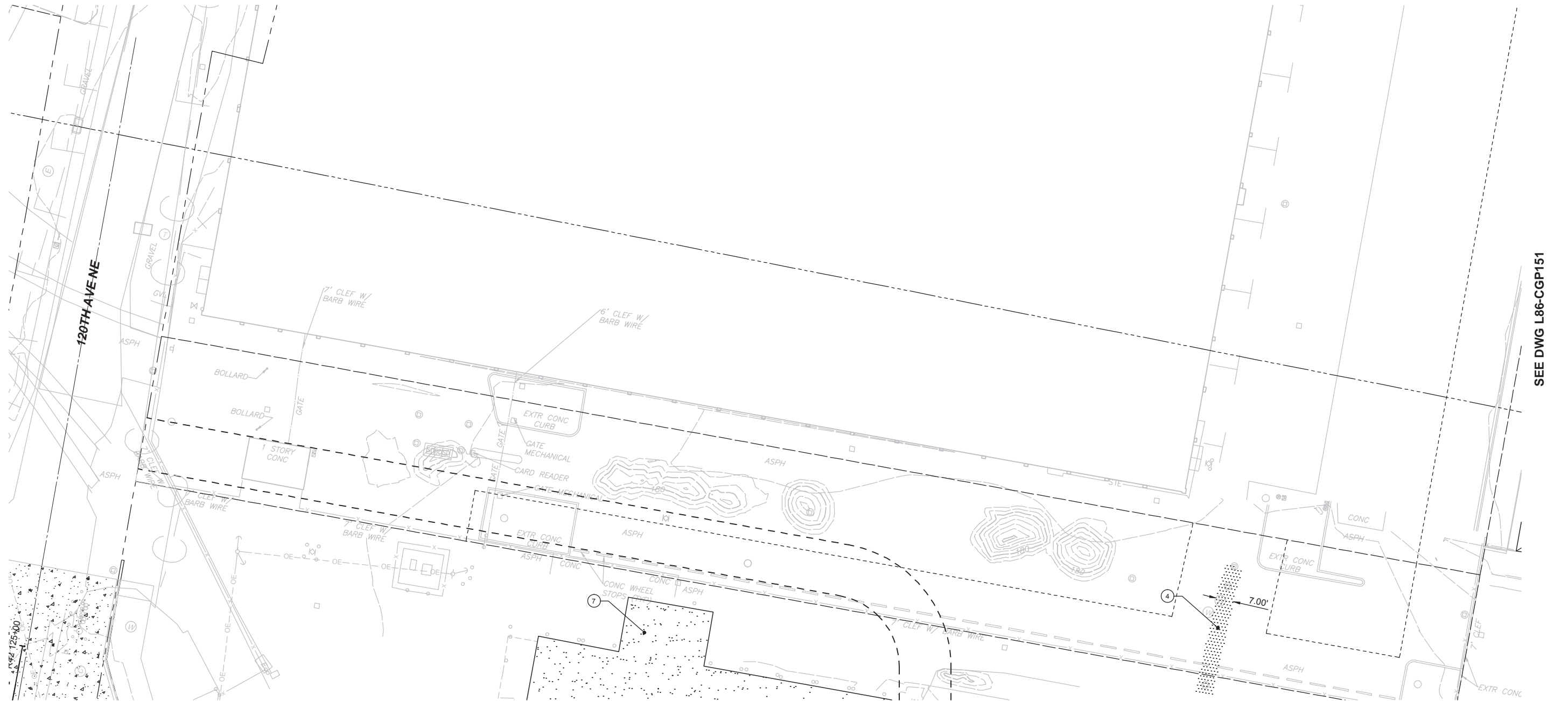


SCALE:	1" = 20'
FILENAME:	E335-L86-CGP149
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN

DRAWING No.:
L86-CGP149
 LOCATION ID:
E22
 SHEET No.: REV:
27 **0**

01/22/16 | 7:34 AM | CALDWELL
C:\WORK\TEMP-E335-100PCT-DUD\E335-L86-CGP150.DWG



NOTES:

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
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4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
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6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

CONSTRUCTION NOTES:

- ④ PARKING LOT HMA PAVEMENT, SEE DETAIL B/L86-CPD101.
- ⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



20 10 0 20 40

SCALE IN FEET

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CGP150
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN

DRAWING No.:	
L86-CGP150	
LOCATION ID:	
E22	
SHEET No.:	REV:
28	0

XREF LIST:

- xE330-L86-KAP100
- xE320-L85-KAP100
- xE335-L86-CAP100
- xE335-L86-CMP100
- xE335-L86-KAP100
- xE335-L86-RPP100
- xE340-L87-RZV020
- xE335-L86-SFP100
- xE335-L86-UCP100
- xE335-L86-CDP100
- xEL-0831rx
- xEL-0831sf
- xEL-0831sf1
- xE335-L86-BT22x34
- xE335-L86-CRP100
- xE335-L86-CGP100
- xE335-L86-CPP100
- xEL-0831cn
- xE335-L86-JOP100
- xE335-L86-JEP100
- GD_34_192465-RD_Design
- GB-SEAL-GDS48863

CORRECTED BY: / DATE: _____

VERIFIED BY: / DATE: _____

ORIGINATED BY: / DATE: /

CHECKED BY: / DATE: /

ACK-CHECKED BY: / DATE: /

ORIGINATED BY: / DATE: _____
 CHECKED BY: / DATE: _____
 BACK-CHECKED BY: / DATE: _____
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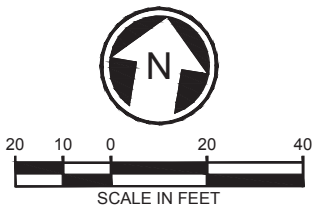


NOTES:

1. FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
2. FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
3. SITE GRADING CONTOURS ARE SHOWN FOR CONSTRUCTION, ROADWAY CONTOURS SHOWN FOR REFERENCE ONLY AND ARE NOT FOR CONSTRUCTION.
4. SEE CPD DRAWINGS FOR ADDITIONAL ROADWAY, SIDEWALK AND DRIVEWAY PAVING AND AND GRADING ENLARGEMENTS.
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6. ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
7. ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
8. SEE CXP DRAWINGS FOR SAWCUT LIMITS.

CONSTRUCTION NOTES:

- ⑦ GRAVEL SURFACING, SEE DETAIL E/L86-CPD101.



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	G. SCHWANTES
DRAWN BY:	D. FRANKUM
CHECKED BY:	J. MATTHEWS
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CGP151
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN

DRAWING No.:
L86-CGP151
 LOCATION ID:
E22
 SHEET No.: REV:
 29 0

XREF LIST:
X330-L86-KAP100
X330-L86-KAP100
X335-L86-CAP100
X335-L86-CMP100
X335-L86-KAP100
X335-L86-RFP100
X340-L87-RZV020
X335-L86-SFP100
X335-L86-UCP100
X335-L86-CDP100
XEL-0831rx
XEL-0831sf
XEL-0831uf
X335-GB-TB22x34
XEL-0834rx
XEL-0834sf
XEL-0834uf
X335-L86-CRP100
X335-L86-CGP100
X335-L86-CPP100
XEL-0834cn
XEL-0831cn
X335-L86-OP100
X335-L86-JEP100
X340_192465_RD_Design
GB-SEAL-GDS48863

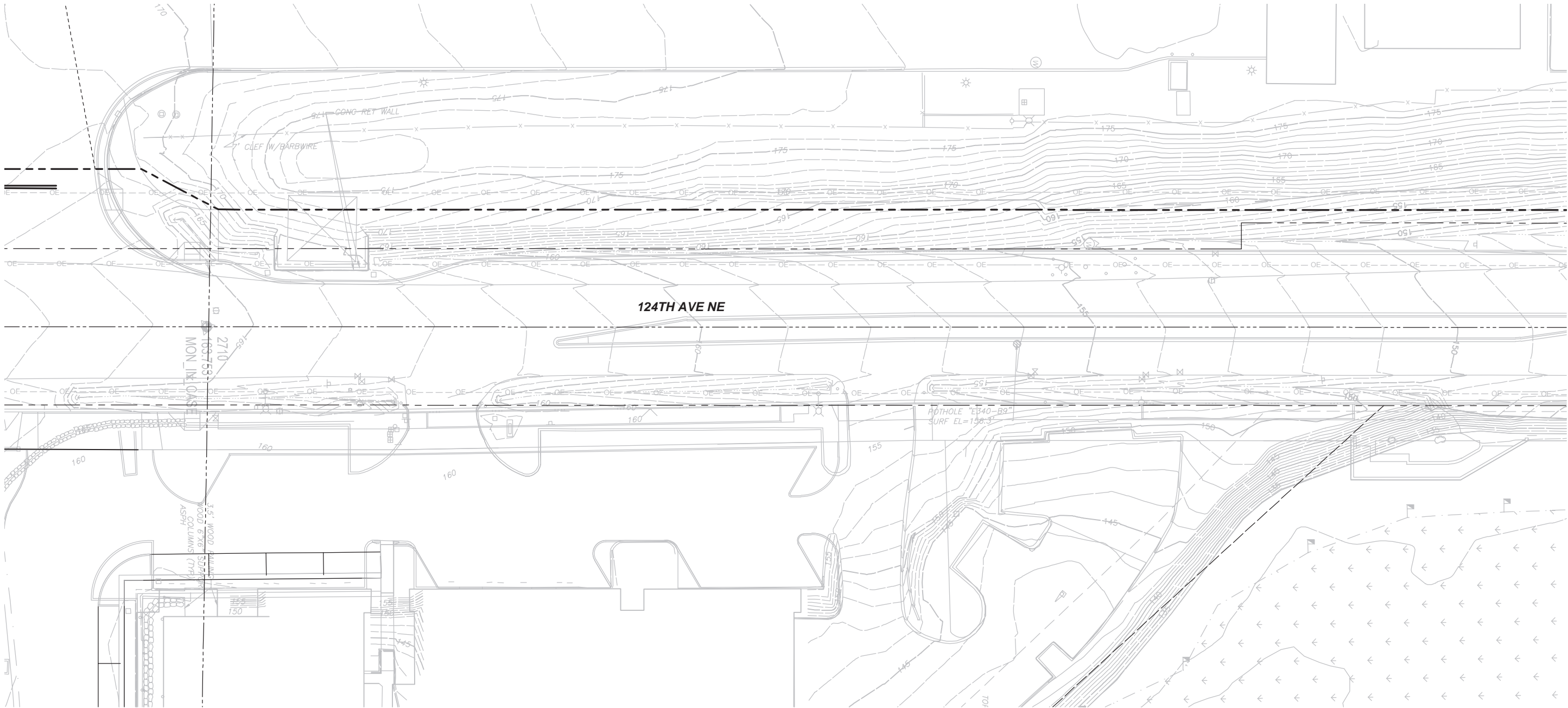
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CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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01/22/16 | 7:36 AM | CALDWELLJ
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SEE DWG L86-CGP120

SEE DWG L86-CGP121

SEE DWG L86-CGP151



NOTES:

- FOR PAVEMENT HATCHING LEGEND, SEE DRAWINGS G86-GZN006 & G86-GZN007.
- FOR PAVEMENT SECTIONS AND MATERIALS, SEE TYPICAL SECTIONS AND PAVING AND GRADING DETAILS, CYX AND CDP DRAWINGS.
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- ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.
- ELEVATIONS REFERENCE FLOW LINE OF CURB UNLESS OTHERWISE NOTED.
- SEE CXP DRAWINGS FOR SAWCUT LIMITS.



PROGRESS PRINT #1

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
J. MATTHEWS
APPROVED BY:
J. SCHUTT



PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
HNTB

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

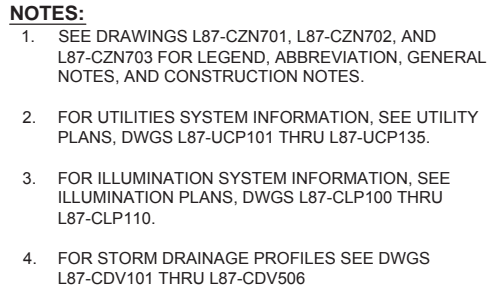
SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E335-L86-CGP152
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING AND PAVING PLAN

DRAWING No.:
L86-CGP152
LOCATION ID:
E22
SHEET No.:
30
REV:
0

ORIGINATED BY: / DATE: /
 CHECKED BY: / DATE: /
 BACK-CHECKED BY: / DATE: /
 01/22/16 1: 934 AM J. THOMA
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BACKSTOP DESIGN LOCK

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	A. THOM
DRAWN BY:	A. THOM
CHECKED BY:	A. SEETHOR
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT FULL SCALE

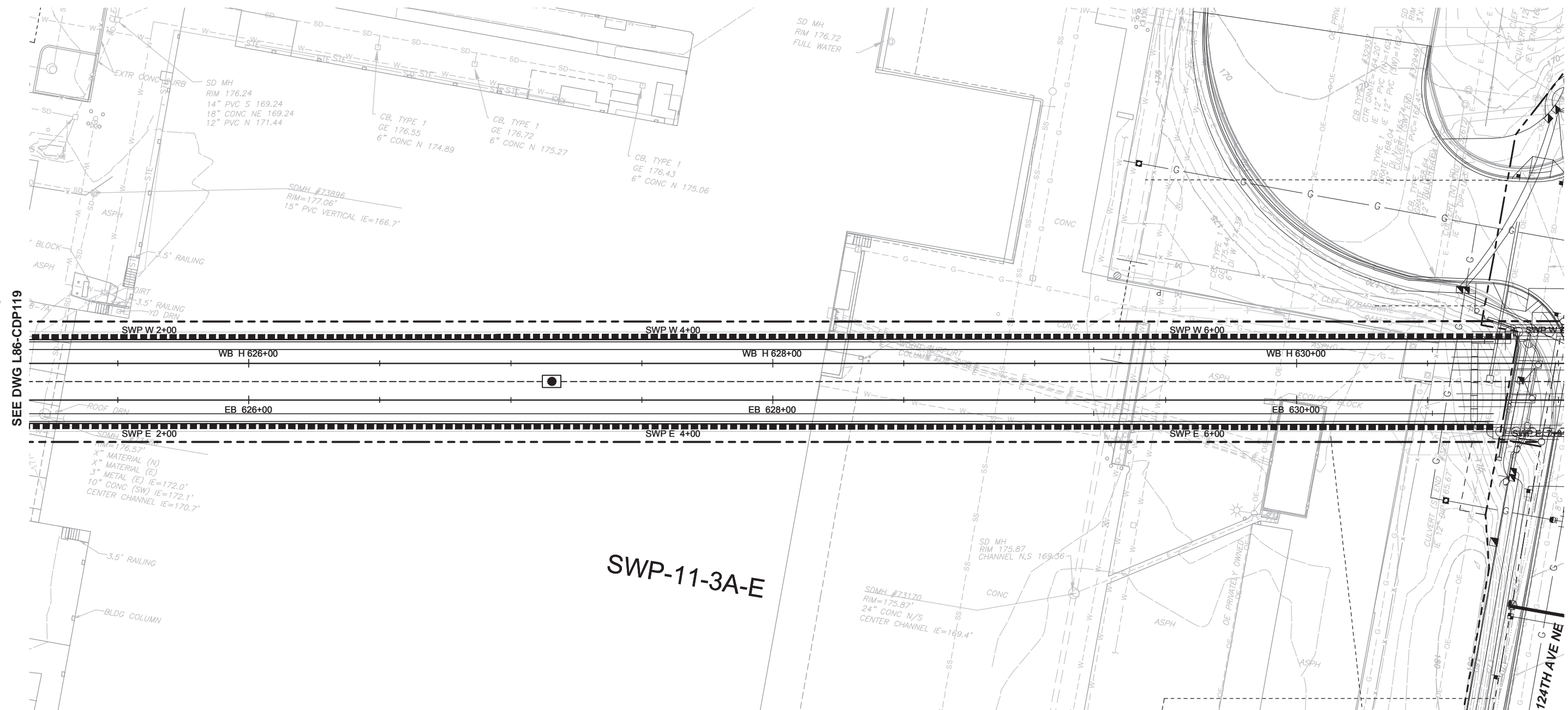


SCALE:	1" = 20'
FILENAME:	E335-L86-CDP119
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DRAINAGE PLAN

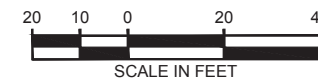
DRAWING No.:	
L86-CDP119	
LOCATION ID:	
E21	
SHEET No.:	REV
31	0

01/22/16 | 7:26 AM | CALDWELLJ
C:\WORK\TEMP-E335-100PCT-DUD\E335-L86-CDP120.DWG



SEE DWG L86-CDP119

SEE DWG L86-CDP121



BACKSTOP DESIGN LOCK

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	A. THOM
DRAWN BY:	A. THOM
CHECKED BY:	A. SEETHO
APPROVED BY:	J. SCHUTT



HNTB



FINAL DESIGN PARTNERS

SUBMITTED BY:

DATE _____

REVIEWED BY

DATE _____



SCALE:

1" = 20

FILENAME:

E335-I 86-CDP120

CONTRACT No.:

RTA/CN 0045-14C

DATE:

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DRAINAGE PLAN

DRAWING No.:	
L86-CDP120	
LOCATION ID:	
E22	
SHEET No.:	REV
32	0

EX335-186-CMP100
 EX335-186-KAP100
 EX335-186-SFP100
 EX335-186-UCP100
 EX335-186-CDP100
 xEL-0831sf
 xEL-0831ut
 EX335-GB-TB22x34
 EX335-186-CRP100
 EX335-186-SWP100
 EX335-186-SWP500
 EX335-186-SEP100
 EX335-186-CGP100
 EX335-186-CAP100
 EX335-186-JEP100
 EX335-186-JOP100
 EX335-186-LPP100
 EX335-186-RPP100
 EX335-186-SGP100
 xEL-0831cn
 xEL-0831rx
 EX340_192465_BR
 EX340_192465_DR
 EX340_192465_UT
 EX335-186-CLP100
 GB-SEAL-AM53380
 EX340_192465_I1
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 EX340_192465_RD
 EX340_192465_SS
 EX340_192465_WS

CORRECTED BY: / DATE: /

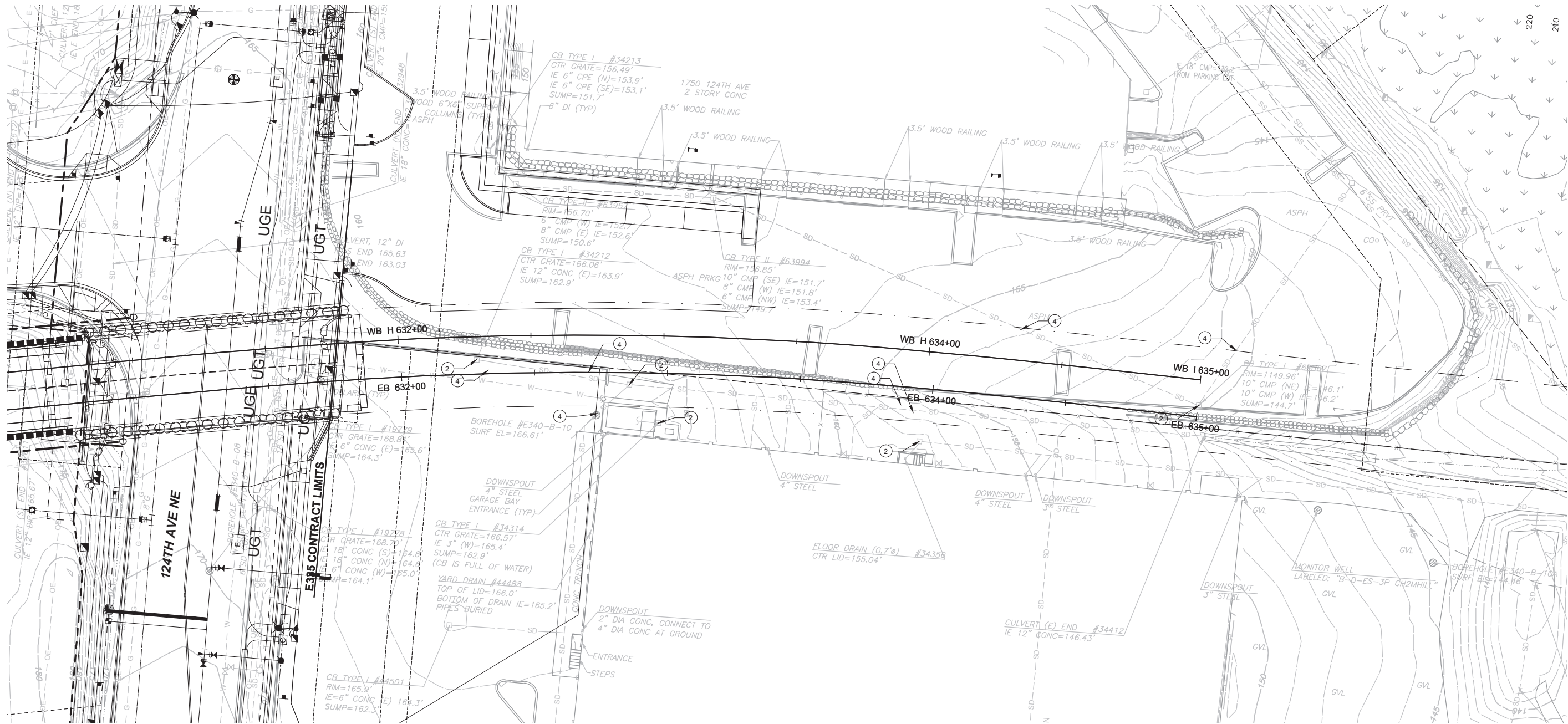
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CHECKED BY: / DATE: /

BACK-CHECKED BY: / DATE: /

CHECKED BY: / DATE: _____
BACK-CHECKED BY: / DATE: _____
01/22/16 | 7:27 AM | CALDWELLJ
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SEE DWG L86-CDP120



BACKSTOP DESIGN LOCK

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	A. THOM
DRAWN BY:	A. THOM
CHECKED BY:	A. SEETHOM
APPROVED BY:	J. SCHUTT



HNTB



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E335-L86-CDP121
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
DRAINAGE PLAN

DRAWING No.:	
L86-CDP121	
LOCATION ID:	
E22	
SHEET No.:	REV.
33	0

XREF LIST:
X335-L86-CAP100
X335-L86-KAP100
XEL-0531rx
XEL-0531sf
XEL-0531ul
X335-L86-RZV020
X335-L86-RPP100
X335-GB-TB22x34
X335-L86-CRP100
XEL-SL-Names_East
X335-L86-CGP100
GB-SEAL-CDS48863
X335-E21-APP200
X335-E21-LSP100
X335-E21-SWP100
X335-E21-SGP200
X335-L86-KAP101
X335-E21-SFP100
X335-L86-SFP100
X335_207109_RD_Design
X335_207323_RD_Design
X340_192465_RD_Design
X335_X1500001C-011-DE-RD-HS
X340_B120S3C-PPLA
XEL-0531sf
XEL-0531rx
XEL-0531ul
X340_B120S3A-BRIDG

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
C:\WORKTEMP\E335-100PCT-BUDID\E335-L86-CPD304.DWG

DESIGNED BY: G. SCHWANTES
DRAWN BY: D. FRANKUM
CHECKED BY: K. IRELAND
APPROVED BY: J. SCHUTT

01/22/16 | 7:37 AM | CALDWELL
C:\WORKTEMP\E335-100PCT-BUDID\E335-L86-CPD304.DWG

BACKSTOP DESIGN LOCK

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



HNTB

FINAL DESIGN PARTNERS.

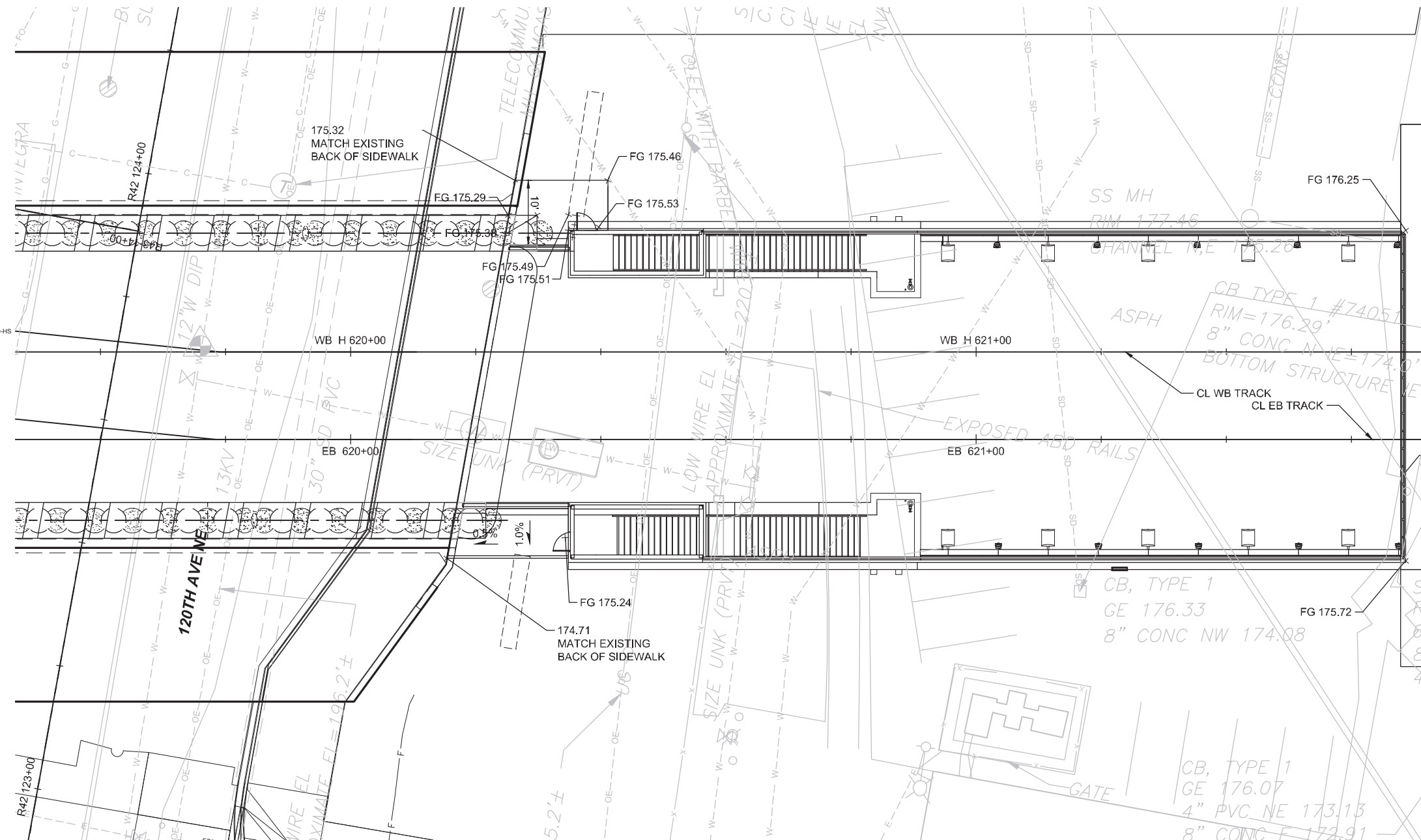
LINE IS 1" AT
FULL SCALE



SCALE:
1" = 10'
FILENAME:
E335-L86-CPD304
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING DETAIL
120TH STATION EGRESS

DRAWING No.:
L86-CPD304
LOCATION ID:
E19
SHEET No.:
34
REV:
0



NOTES:

- ELEVATIONS ARE MEASURED AT FLOW LINE OF CURB/GUTTER UNLESS OTHERWISE NOTED.
- HORIZONTAL CONTROL IS AT FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.

POINT TABLE CR-xx

PNT	STATION/OFFSET	EL	NOTES
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

CURVE DATA TABLE X

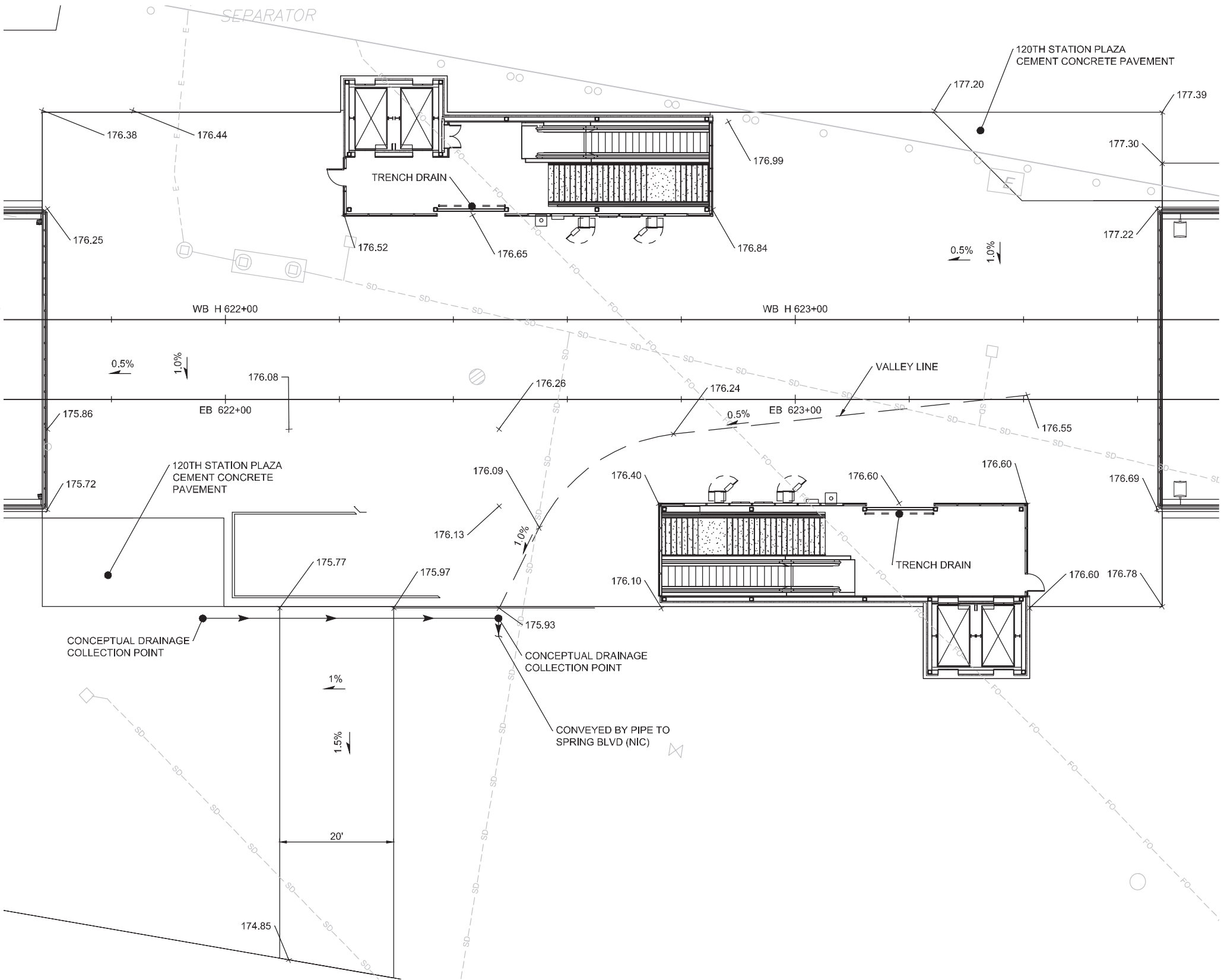
CURVE #	RADIUS	DELTA	TANGENT	PC	PT
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2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					



XREF LIST:
XE335-L86-CAP100
XE335-L86-KAP100
xEL-0531rx
xEL-0531f
xEL-0531ut
XE330-L86-RZV020
XE335-L86-RPP100
XE335-GB-TB2x34
XE335-L86-CRP100
xEL-SL-Names_East
XE335-L86-CGP100
GB-SEAL-GDS48863
XE335-E21-APP100
XE335-E21-APP200
XE335-E21-LSP100
XE335-E21-SWP100
XE335-E21-SGP200
XE335-L86-KAP101
XE335-E21-SFP100
XE335-L86-SFP100
XE335_207199_RD_Design
XE335_207323_RD_Design
XE340_192465_RD_Design
XE335_X1500001C-01-DE-RD-HS
XE340_B12053C-PPLAN
xEL-0831f
xEL-0831rx
xEL-0831ut

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

BACK-CHECKED BY: / DATE: /
01/22/16 | 7:37 AM | CALDWELLJ
C:\WORKTEMP\E335-100PCH-BUDID\E335-L86-CPD305.DWG



NOTES:

- ELEVATIONS ARE MEASURED AT FLOW LINE OF CURB/GUTTER UNLESS OTHERWISE NOTED.
- HORIZONTAL CONTROL IS AT FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.

POINT TABLE CR-xx			
PNT	STATION/OFFSET	EL	NOTES
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

CURVE DATA TABLE (X)					
CURVE #	RADIUS	DELTA	TANGENT	PC	PT
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					



BACKSTOP DESIGN LOCK

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

HNTB

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE



SCALE:
1" = 10'
FILENAME:
E335-L86-CPD305
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

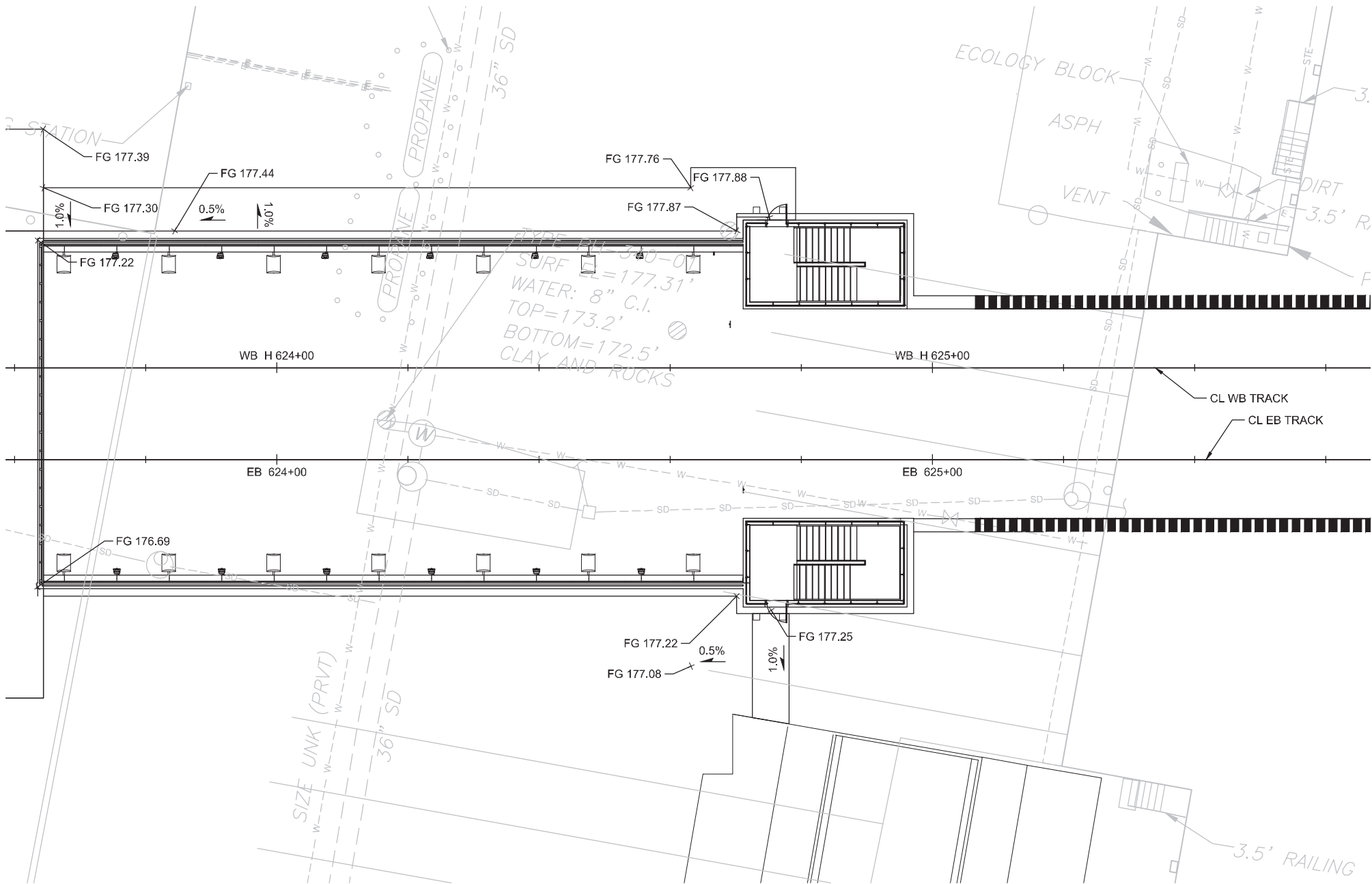
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING DETAIL
120TH STATION PLAZA

DRAWING No.:
L86-CPD305
LOCATION ID:
E19
SHEET No.:
35
REV:
0

XREF LIST:
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x335-L86-KAP100
xEL-0531rx
xEL-0531sf
xEL-0531ul
x330-L86-RZV020
x335-L86-RPP100
x335-GB-TB22x34
x335-L86-CRP100
xEL-SL-Names_East
x335-L86-CGP100
GB-SEAL-CD348863
x335-E21-APP200
x335-E21-LSP100
x335-E21-SWP100
x335-E21-SGP200
x335-L86-KAP101
x335-E21-SFP100
x335-L86-SFP100
x335_207199_RD_Design
x335_207323_RD_Design
x340_192465_RD_Design
x335_X1500001C-011-DE-RD-HS
x340_B12053C-PPLAN
xEL-0531sf
xEL-0531rx
xEL-0531ul
x335-L86-SWP100

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 7:38 AM | CALDWELLJ
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



NOTES:

- ELEVATIONS ARE MEASURED AT FLOW LINE OF CURB/GUTTER UNLESS OTHERWISE NOTED.
- HORIZONTAL CONTROL IS AT FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURBS ARE 6 INCHES TALL UNLESS OTHERWISE NOTED.

POINT TABLE CR-xx			
PNT	STATION/OFFSET	EL	NOTES
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

CURVE DATA TABLE					
CURVE #	RADIUS	DELTA	TANGENT	PC	PT
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					



BACKSTOP DESIGN LOCK

DESIGNED BY:
G. SCHWANTES
DRAWN BY:
D. FRANKUM
CHECKED BY:
K. IRELAND
APPROVED BY:
J. SCHUTT



PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

HNTB

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SCALE:
1" = 10'
FILENAME:
E335-L86-CPD306
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
CIVIL
GRADING DETAIL
120TH STATION EGRESS

DRAWING No.:
L86-CPD306
LOCATION ID:
E19
SHEET No.:
36
REV:
0

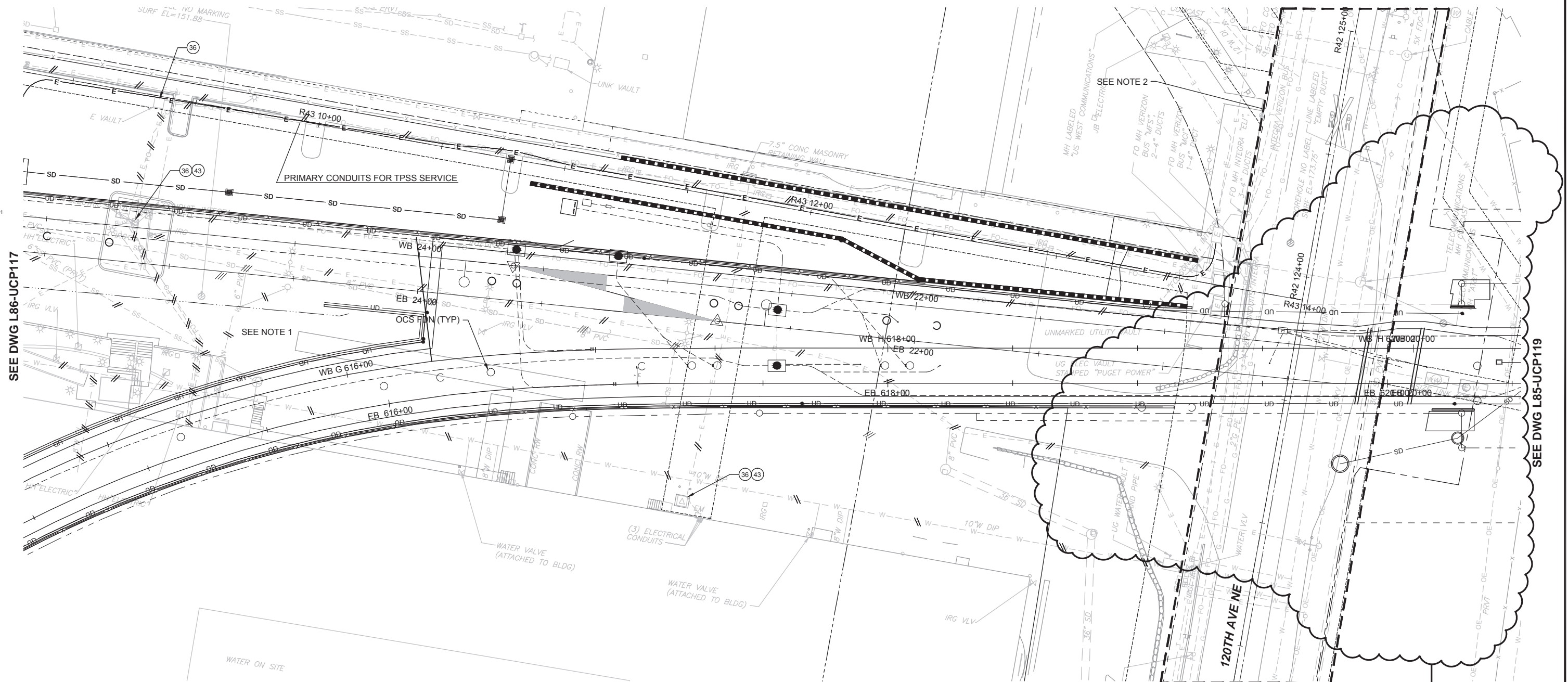
XEL-0531rx
 XEL-0531sf
 XEL-0531ul
 XE335-L86-CAP100
 XE335-L86-KAP100
 XE335-L86-RPP100
 XE335-L86-SFP100
 XE335-L86-UCP100
 XE335-L86-CDP100
 XEL-0531rx
 XEL-0531sf
 XEL-0531ul
 XE335-GB-TB22x34
 XE335-L86-CRCP100
 K/E335/Xrefsf/XE335-L86-KAP101
 GB-SEAL-MJM31003
 XE335-L86-JEP100
 XE335-L86-JOP100
 XE340_B120S3C-PUTII
 XE340_B120S3C-PPLAN
 XE340_B120S3A-BRIDGE
 XE340_B120-PSD
 XE335-L86-CLP100
 XE335-L86-EPP100
 XE335-L86-EPP300
 XE335-L86-SWP100
 XE335-L86-TSP100

CORRECTED BY: / DATE: /

VERIFIED BY: / DATE: /

CHECKED BY: / DATE: /
 BACK-CHECKED BY: / DATE: /

C:\WORK\TEMP-E335-100PCT-DUD\E335-L86-UCP118.DWG



SEE DWG L85-UCP146

NOTES:

1. FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
2. CONSTRUCTION LIMIT FOR PROPOSED 120TH ST NE BRIDGE PROJECT BY COB. SEE SPECIAL CONDITIONS SECTION 00 73 00 FOR DEFINITION OF WORK, SCHEDULE AND COORDINATION REQUIREMENTS RELATED TO WORK TO BE COMPLETED UNDER THE COB CONTRACT.

CONSTRUCTION NOTES:

- 36 RMV POWER VLT/JB
- 43 PSE TO RMV TRANF, NIC
- 59 CONST GATE VALVE.
- 63 CONST 2" DOM WATER SVC PER COB STD PLAN W-30.
- 65 CONST DI 4" FIRE SVC PER COB STD PLAN W-40.
- 67 CONST CONC TB PER COB STD PLAN W-1.
- 68 CONNECT TO EXIST WM.
- 72 CONST STD MANHOLE PER COB STD PLAN S-1.
- 88 UTIL TO CONST TELECOMM SVC, NIC.

90% DESIGN UNDER DEVELOPMENT



A scale bar labeled "SCALE IN FEET" is shown. The bar has markings at 20, 10, 0, 20, and 40 feet. The segments between 20 and 10, 10 and 0, 0 and 20, and 20 and 40 are shaded gray.

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	L. OLSEN
DRAWN BY:	D. FRANKUM
CHECKED BY:	S. KIRBY
APPROVED BY:	J. SCHUTT



kpff



FINAL DESIGN PARTNERS.

LINE IS 1" AT

SOUNDTRANSIT

SCALE:	1" = 20'
FILENAME:	E335-L86-UCP118
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

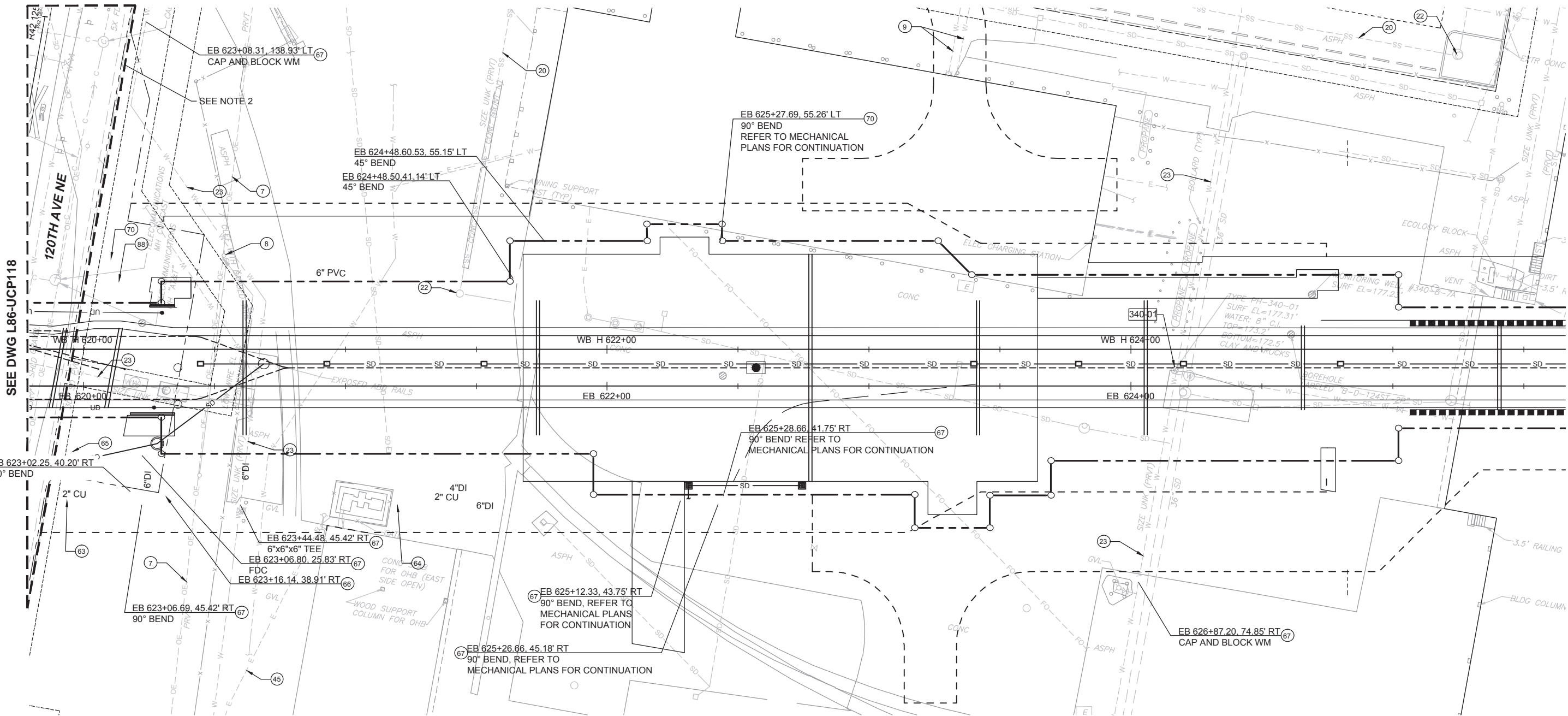
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
EB STA 615+00 TO EB STA 620+00

DRAWING No.:	
L86-UCP118	
LOCATION ID:	
SHEET No.:	REV:
37	0

XREF LIST:
X335-L86-CAP100
X335-L86-KAP100
X335-L86-RPP100
X335-L86-SFP100
X335-L86-UCP100
X335-L86-GDP100
XEL-0831r
XEL-0831f
X335-GB-TB22x34
X335-L86-CRP100
X335-L86-LPP100
X335-L86-SWP100
GB-SEAL-MJM31003
X335-L86-JEP100
X335-L86-OP100
X340_B120S3C-PUTI
X340_B120S3C-PPLAN
X340_B120S3A-BRIDG
X335-L86-CLP100
X335-L86-EPP100
X335-L86-EPP300
X335-L86-TSP100
K1E335XrefvX335-L86-KAP101

ORIGINATED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

BACK-CHECKED BY: / DATE: /
01/22/16 | 7:56 AM | CALDWELL
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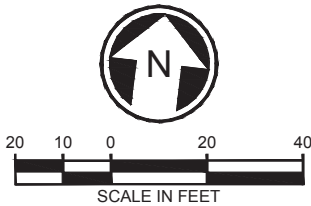
NOTES:

- FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
- CONSTRUCTION LIMIT FOR PROPOSED 120TH ST NE BRIDGE PROJECT BY COB. SEE SPECIFICATION 00 73 00 FOR DEFINITION OF WORK, SCHEDULE AND COORDINATION REQUIREMENTS RELATED TO WORK TO BE COMPLETED UNDER THE COB CONTRACT.
- #### DENOTES POTHOLE. SEE DWG L86-UCD103 FOR MORE INFORMATION.

SEE DWG L86-UCP147

CONSTRUCTION NOTES:

- RMV OH POWER.
- RMV UTIL POLE.
- PIP EXIST WM.
- ABD SS MAIN.
- ABD SSMH. REMOVE TO 6 FT BELOW FINISH GRADE.
- ABD WM.
- PSE TO ABD ELEC SVC, NIC. CONTRACTOR TO RMV W/I EXC LIMITS.
- CONST 2" DOM WATER SVC PER COB STD PLAN W-30.
- CONST DI FIRE SVC PER COB STD PLAN W-40.
- CONST DI 4" FIRE SVC.
- CONST DCVA PER COB STD PLAN W-45.
- CONST CONC TB PER COB STD PLAN W-1.
- CONST 6" SIDE SEWER.
- UTIL TO CONST TELECOMM SVC, NIC.



PROGRESS PRINT #1

DESIGNED BY:
L. OLSEN
DRAWN BY:
D. FRANKUM
CHECKED BY:
S. KIRBY
APPROVED BY:
J. SCHUTT



kpff



LINE IS 1" AT
FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-UCP119
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
EB STA 620+00 TO EB STA 625+00

DRAWING No.:
L86-UCP119
LOCATION ID:
SHEET No.:
38
REV:
0

XREF LIST:
#E335-L86-CAP100
#E335-L86-KAP100
#E335-L86-RPP100
#E335-L86-SFP100
#E335-L86-UCP100
#E335-L86-CDP100
#EL-0831r
#EL-0831f
#E335-GB-TB22x34
#E335-L86-CRP100
#E335-L86-SWP100
#GB-SEAL-MUMS1003
#E335-L86-JEP100
#E335-L86-JOP100
#E340_192465_UT_Design
#E340_192465_WM_Design
#E340_192465_RD_Proposed_ROW
#E340_192465_BR_Design
#E340_192465_DR_Design
#E335-L86-CLP100
#E335-L86-EPP100
#E335-L86-EPP300
#E335-L86-TSP100

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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

ORIGINATED BY: / DATE: /
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01/22/16 | 7:57 AM | CALDWELLJ

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION
-----	------	-----	-----	-----	----------

DESIGNED BY:
L. OLSEN
DRAWN BY:
D. FRANKUM
CHECKED BY:
S. KIRBY
APPROVED BY:
J. SCHUTT



kpff

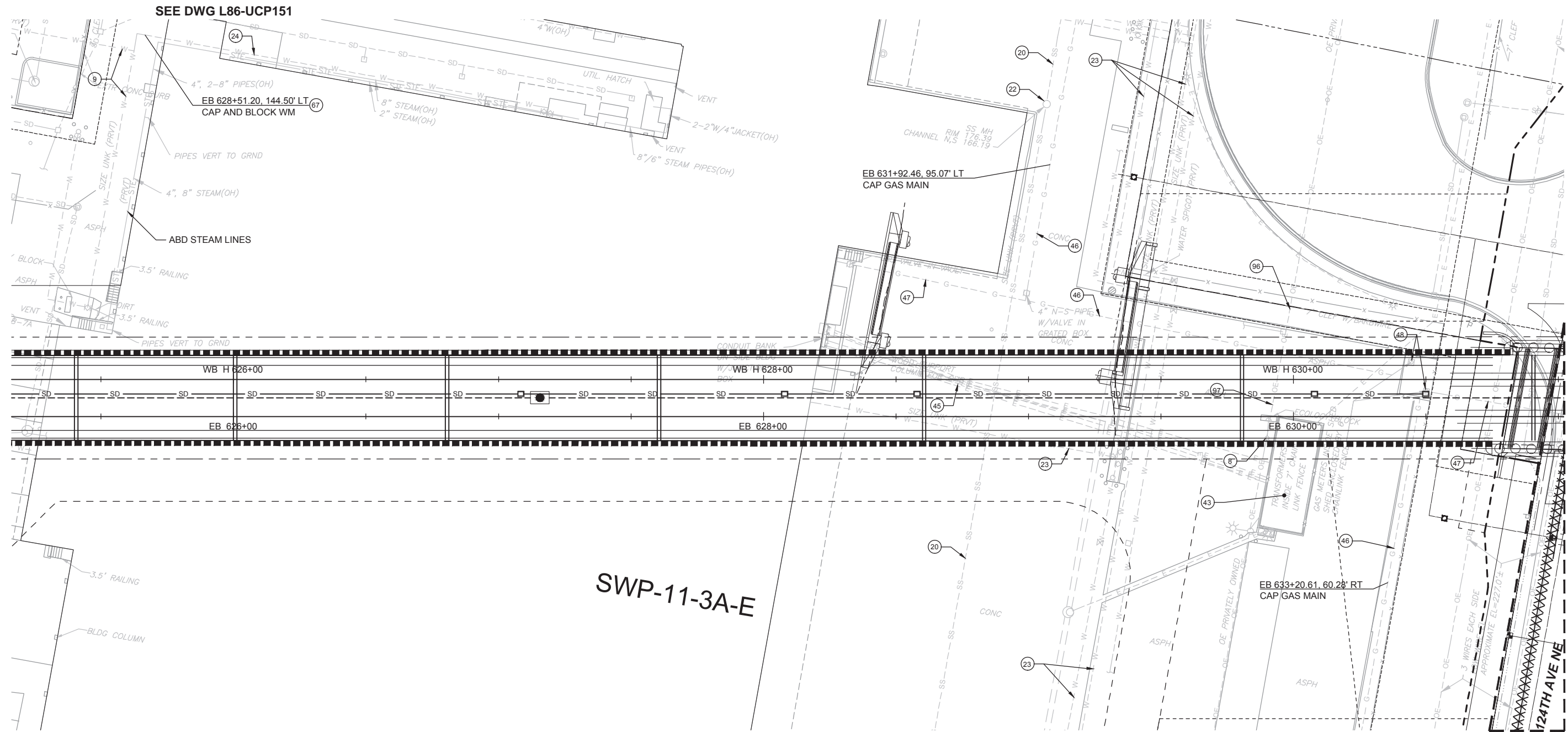
H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E335-L86-UCP120
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
EB STA 625+00 TO EB STA 630+00

DRAWING No.:
L86-UCP120
LOCATION ID:
SHEET No.:
39
REV:
0



NOTES:

- FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
- CONSTRUCTION LIMIT FOR PROPOSED 120TH ST NE BRIDGE PROJECT BY COB. SEE SPECIFICATION 00 73 00 FOR DEFINITION OF WORK, SCHEDULE AND COORDINATION REQUIREMENTS RELATED TO WORK TO BE COMPLETED UNDER THE COB CONTRACT.

CONSTRUCTION NOTES:

- PSE TO RMV UTIL POLE
- PIP EXIST WM.
- ABD SS MAIN.
- ABD SSMH. REMOVE TO 6 FT BELOW FINISH GRADE.
- ABD WM.
- ABD WATER SVC.
- PSE TO RMV TRANSF. NIC.
- PSE TO ABD ELEC SVC, NIC. CONTRACTOR TO RMV W/I EXC LIMITS.
- PSE TO ABD GAS MAIN, NIC. CONTRACTOR TO RMV W/I EXC LIMITS.
- PSE TO ABD GAS SVC, NIC.
- PSE TO ABD GAS METER, NIC.
- CONST CONC TB PER COB STD PLAN W-1.
- CONST UTIL POLE.
- CONST OH POWER.



20 10 0 20 40
SCALE IN FEET

SEE DWG L86-UCP121

SEE DWG L86-UCP148

SEE NOTE 2

XREF LIST:
#E335-L86-CAP100
#E335-L86-KAP100
#E335-L86-RPP100
#E335-L86-SFP100
#E335-L86-UCP100
#E335-L86-CDP100
#EL-0831tr
#EL-0831tr
#E335-GB-TB22x34
#E340-E21-APP200
#E340-E21-APP100
#E340-E21-SGP200
#E340-E21-SFP100
#GB-SEAL-MJM31003
#E335-L86-EP100
#E335-L86-JOP100
#E335-L86-CLP100
#E335-L86-CRP100
#E335-L86-EP100
#E335-L86-EPP300
#E335-L86-SWP100
#E335-L86-TSP100

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
C:\WORK\TEMP\E335-100PCT-BUDID\E335-L86-UCP147.DWG

DESIGNED BY: L. OLSEN
DRAWN BY: D. FRANKUM
CHECKED BY: S. KIRBY
APPROVED BY: J. SCHUTT

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: L. OLSEN
DRAWN BY: D. FRANKUM
CHECKED BY: S. KIRBY
APPROVED BY: J. SCHUTT



kpff

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE



SCALE:
1" = 20'
FILENAME:
E335-L86-UCP147
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

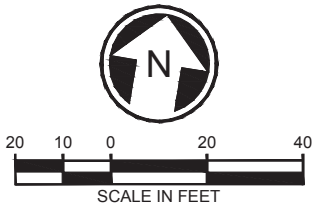
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
SUPPLEMENT

DRAWING No.: L86-UCP147
LOCATION ID:
SHEET No.: 41
REV: 0

SEE DWG L86-UCP146

SEE DWG L86-UCP148

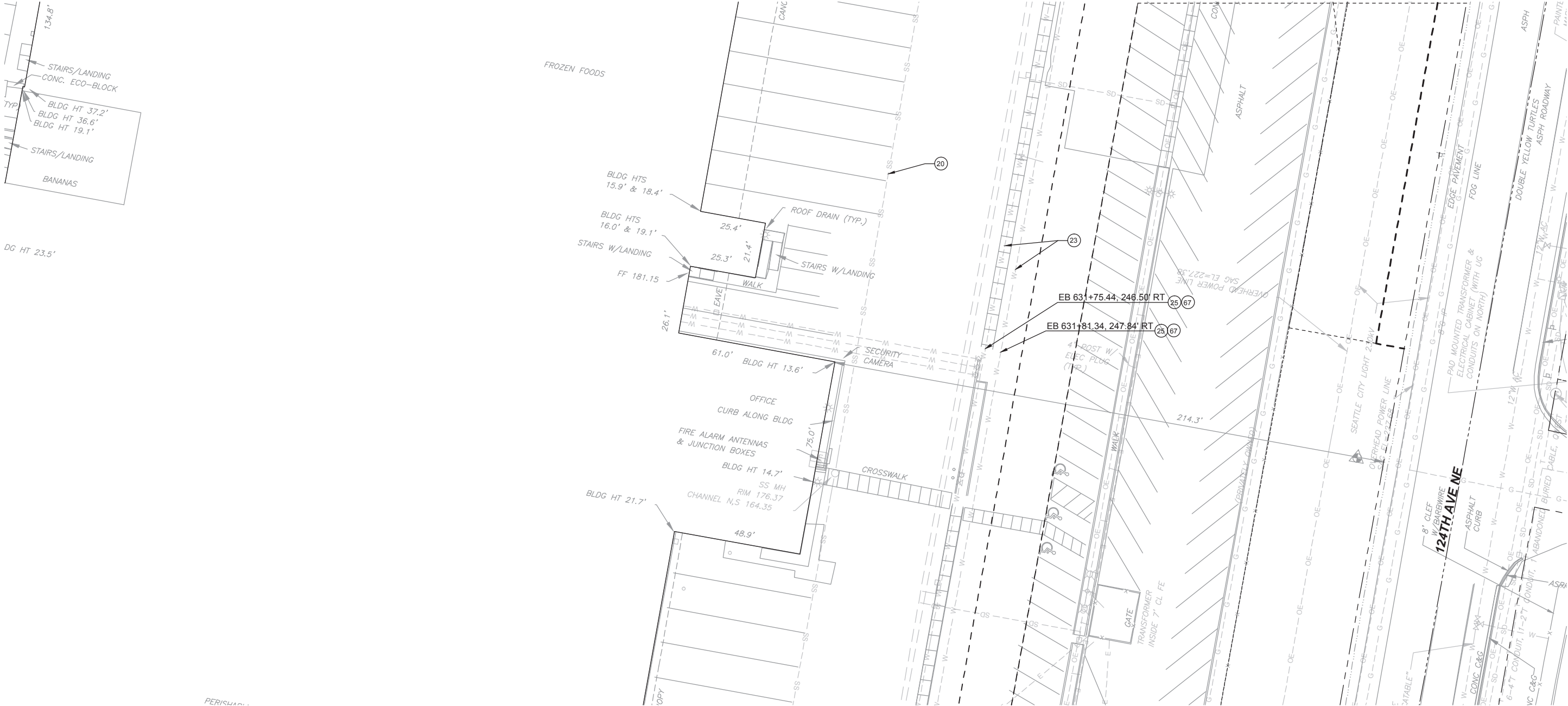
- NOTES:**
- FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
- CONSTRUCTION NOTES:**
- RMV OH POWER
 - RMV UG POWER
 - ABD WM FILL W/CDF
 - CAP AND BLOCK WM
 - CONST CONC TB PER COB STD PLAN W-1.



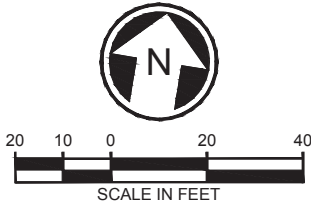
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X335-L86-KAP100
X335-L86-RPP100
X335-L86-SFP100
X335-L86-UCP100
X335-L86-CDP100
XEL-0831rx
XEL-0831rf
XEL-0831tf
X335-GB-TB22x34
GB-SEAL-MJM31003
X335-L86-JEP100
X335-L86-UCP100
X335-L86-CP100
X335-L86-CLP100
X335-L86-EPP100
X335-L86-EPP300
X335-L86-SWP100
X335-L86-TSP100

SEE DWG L86-UCP147

SEE DWG L86-UCP120



- NOTES:**
- 1. FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
- CONSTRUCTION NOTES:**
- 20 ABD SS MAIN. FILL W/CDF
 - 23 ABD WM FILL W/CDF
 - 25 CAP AND BLOCK WM
 - 67 CONST CONC TB PER COB STD PLAN W-1.



ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 8:00 AM | CALDWELLJ
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
L. OLSEN
DRAWN BY:
D. FRANKUM
CHECKED BY:
S. KIRBY
APPROVED BY:
J. SCHUTT



SCALE:
1" = 20'
FILENAME:
E335-L86-UCP148
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
**COMPOSITE UTILITY
PLAN
SUPPLEMENT**

DRAWING No.:
L86-UCP148
LOCATION ID:
SHEET No.:
42
REV:
0

XREF LIST:
#E335-L86-CAP100
#E335-L86-KAP100
#E335-L86-RPP100
#E335-L86-SFP100
#E335-L86-UCP100
#E335-L86-GDP100
#E335-L86-CLP100
#E335-L86-CRP100
#E335-L86-EPP100
#E335-L86-EFP300
#E335-L86-SWP100
#E335-L86-TSP100

ORIGINATED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

BACK-CHECKED BY: / DATE: /
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PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION
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DESIGNED BY:
L. OLSEN
DRAWN BY:
D. FRANKUM
CHECKED BY:
S. KIRBY
APPROVED BY:
J. SCHUTT



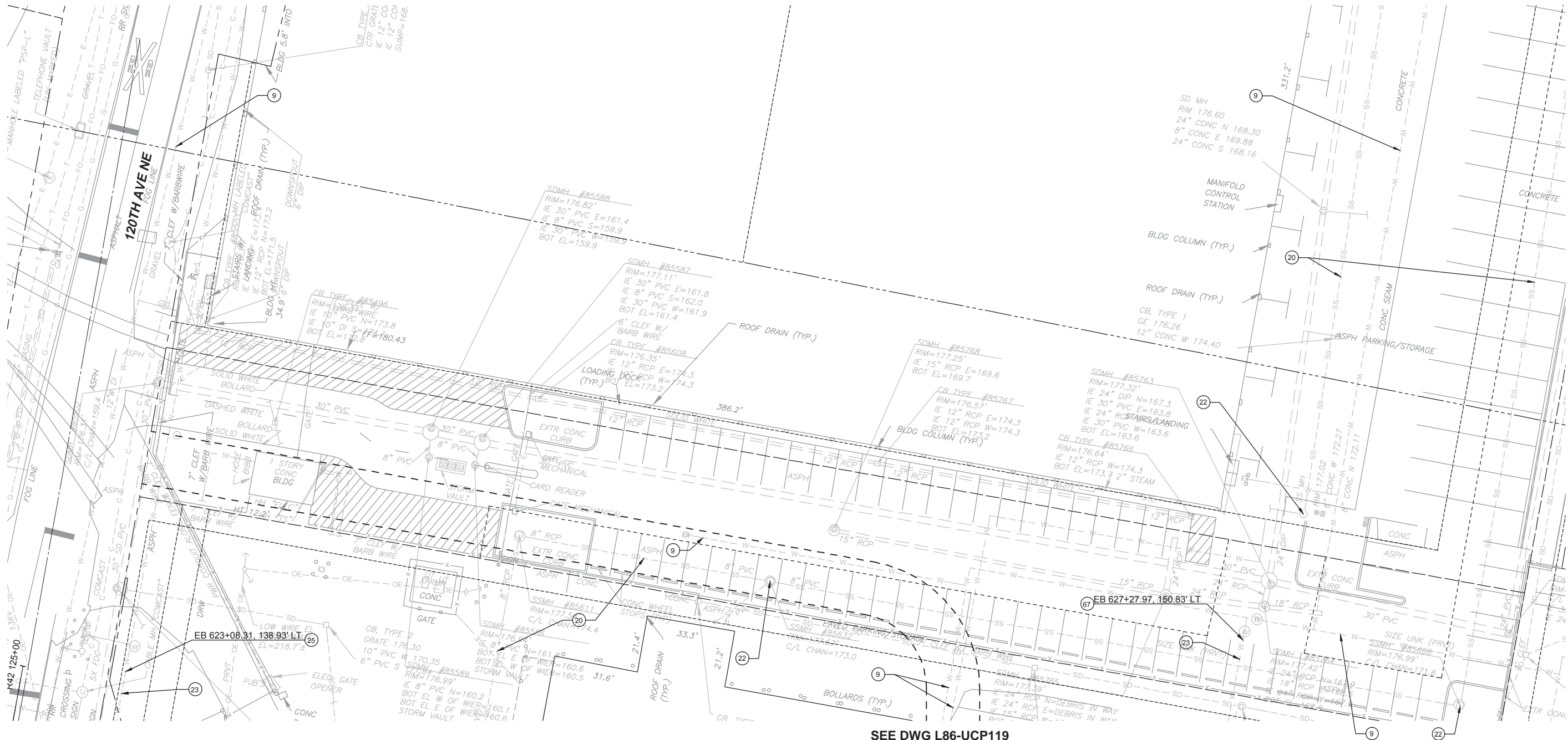
kpff



SCALE:
1" = 20'
FILENAME:
E335-L86-UCP150
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
SUPPLEMENT

DRAWING No.:
L86-UCP150
LOCATION ID:
SHEET No.:
43
REV:
0



NOTES:

- FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.

CONSTRUCTION NOTES:

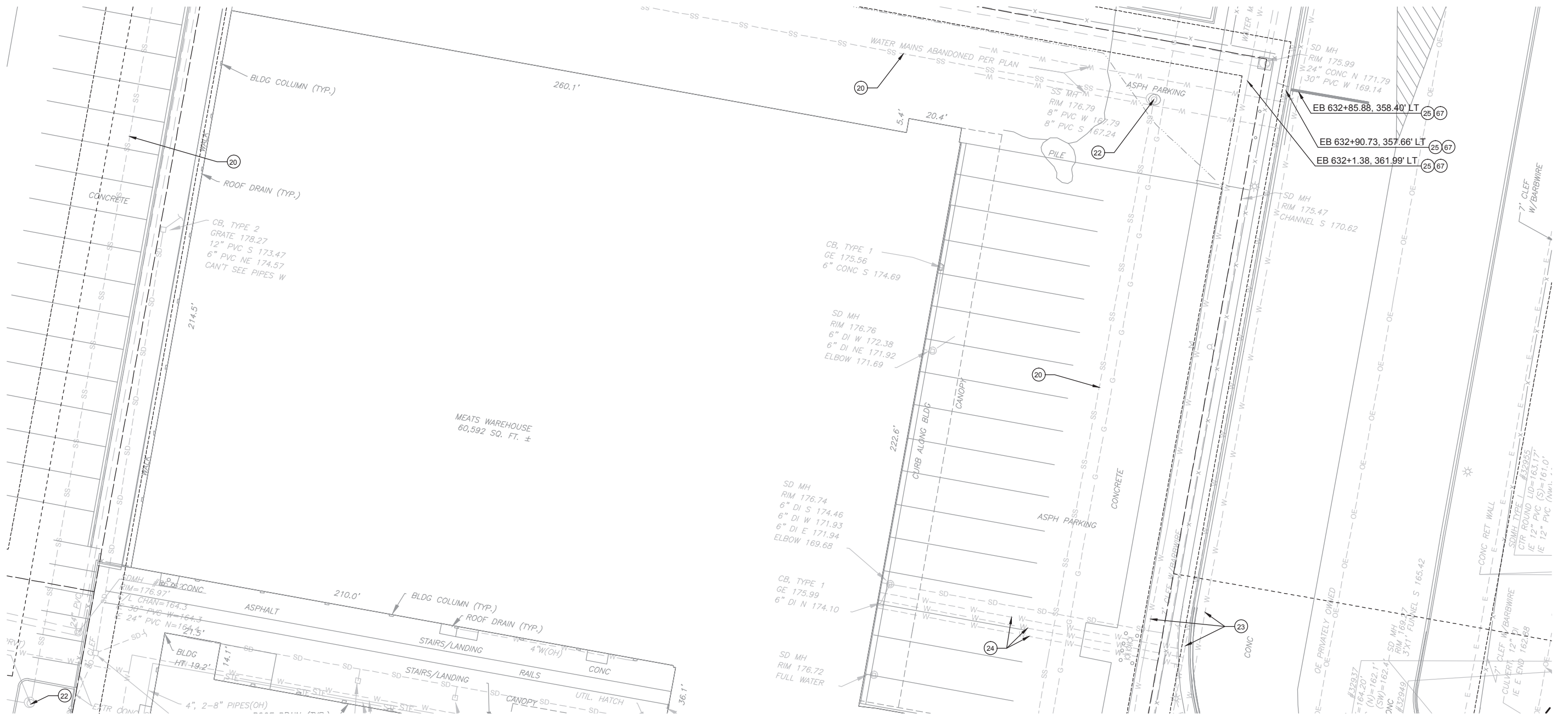
- PIP EXIST WM
- ABD SS MAIN. FILL W/CDF
- ABD SSMH. RMV TO 6 FT BELOW FINISH GRADE.
- ABD WM FILL W/CDF
- CAP AND BLOCK WM
- CONST CONC TB PER COB STD PLAN W-1.



SEE DWG L86-UCP151

SEE DWG L86-UCP119

SEE DWG L86-UCP150



SEE DWG L86-UCP120

NOTES:

1. FOR DISCONNECTION, ABANDONMENT AND REMOVAL
OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED,
SEE DRAWING L86-UZN001 NOTES.

CONSTRUCTION NOTES:

- 20 ABD SS MAIN. FILL W/CDF
- 22 ABD SSMH. RMV TO 6 FT BELOW FINISH GRADE.
- 23 ABD WM FILL W/CDF
- 24 ABD WATER SVC.
- 25 CAP AND BLOCK WM
- 67 CONST CONC TB PER COB STD PLAN W-1.



SCALE IN FEET

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	L. OLSEN
DRAWN BY:	D. FRANKUM
CHECKED BY:	S. KIRBY
APPROVED BY:	J. SCHUTT



kpff



LINE IS 1" AT



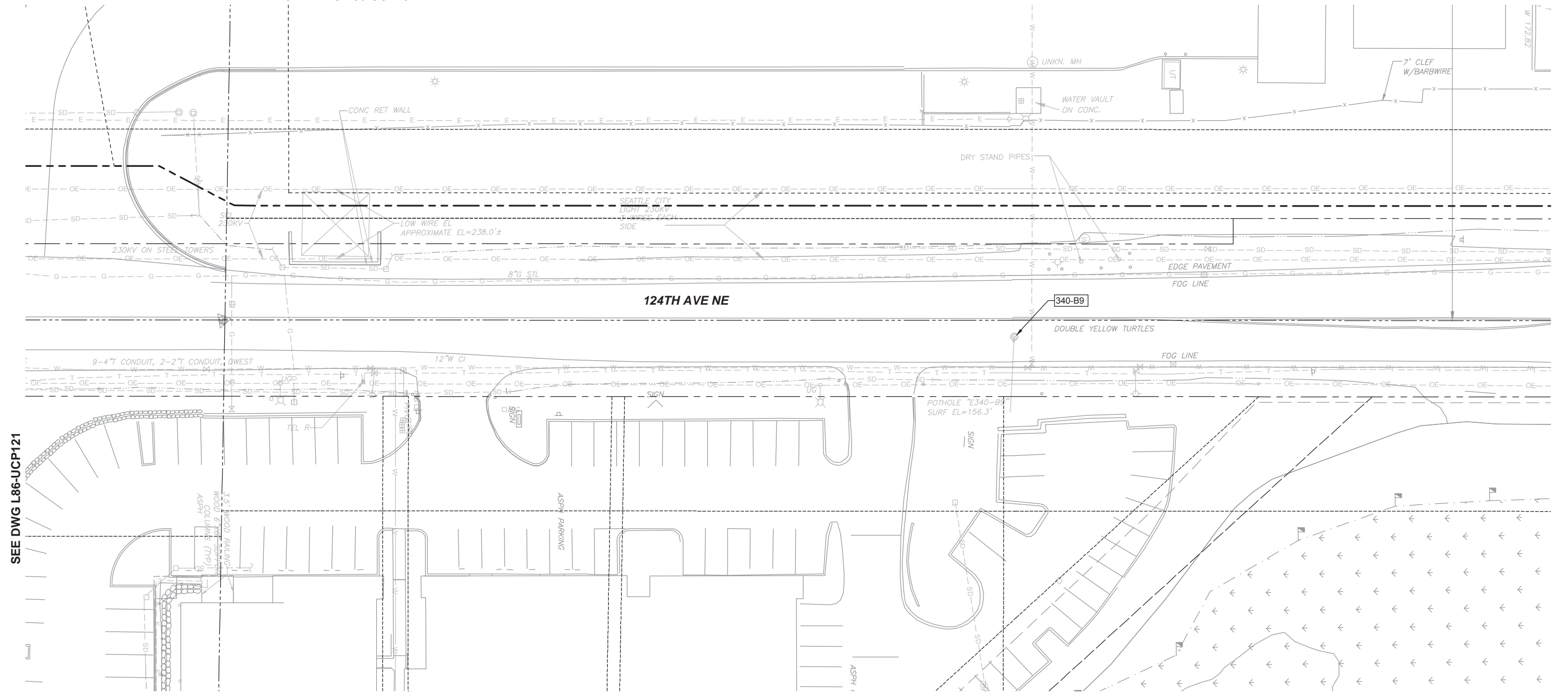
SOUNDTRANSIT

SCALE:	1" = 20'
FILENAME:	E335-L86-UCP151
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
SUPPLEMENT

DRAWING No.:	
L86-UCP151	
LOCATION ID:	
SHEET No.:	REV:
44	0

XREF LIST:
xE335-L86-CAP100
xE335-L86-KAP100
xE335-L86-RPP100
xE335-L86-SFP100
xE335-L86-UCP100
xE335-L86-CDP100
xEL-0831rx
xEL-0831sf
xEL-0831ut
xE335-GB-TB22x34
xEL-0834rx
xEL-0834sf
xEL-0834ut
GB-SEAL-MJM31003
xE335-L86-JEP100
xE335-L86-JOP100
xE335-L86-CLP100
xE335-L86-CRP100
xE335-L86-EPP100
xE335-L86-EPP100
xE335-L86-SWP100
xE335-L86-TSP100



1. FOR DISCONNECTION, ABANDONMENT AND REMOVAL OF UTILITY SERVICES AT BUILDING TO BE DEMOLISHED, SEE DRAWING L86-UZN001 NOTES.
2. CONSTRUCTION LIMIT FOR PROPOSED 124TH AVE NE BRIDGE PROJECT BY COB. SEE SPECIFICATION XXXX FOR DEFINITION OF WORK, SCHEDULE, AND COORDINATION REQUIREMENT RELATED TO WORK TO BE COMPLETED UNDER THE COB CONTRACT.
3. ### DENOTES POTHOLE. SEE DWG L86-UCD103 FOR MORE INFORMATION.



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	L. OLSEN
DRAWN BY:	D. FRANKUM
CHECKED BY:	S. KIRBY
APPROVED BY:	J. SCHUTT



kpff



FINAL DESIGN PARTNERS.

LINE IS 1" AT



SCALE:	1" = 20'
FILENAME:	E335-L86-UCP152
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

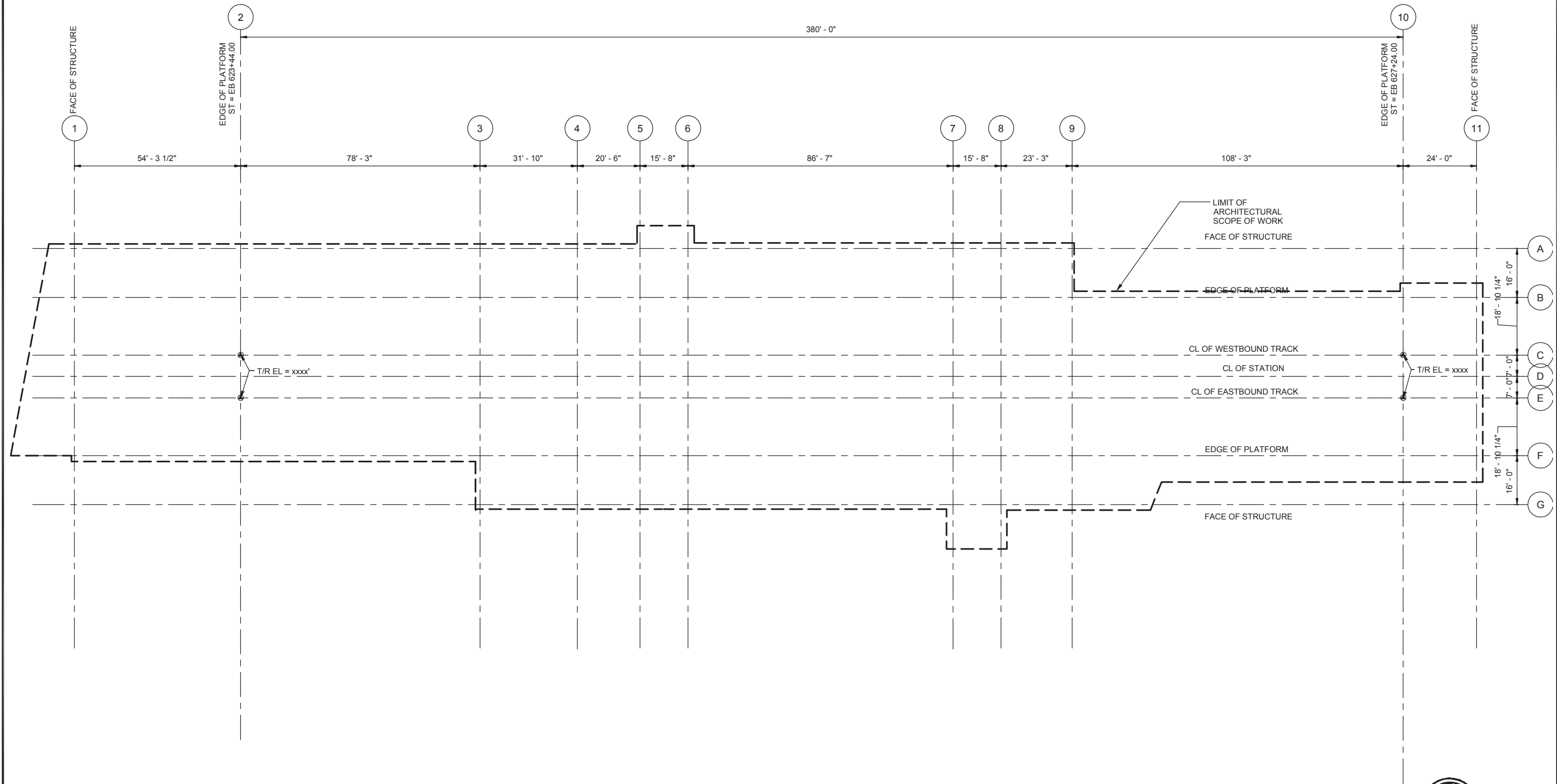
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
COMPOSITE UTILITY
PLAN
SUPPLEMENT

DRAWING No.:	
L86-UCP152	
LOCATION ID:	
SHEET No.:	REV:
45	0

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 12:31 PM | CALDWELL
C:\WORK\TEMP\E335-100PCT\BUDID\E335-E21-AZV001.DWG



PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241

REGISTERED
ARCHITECT

JOHN F. NESHOLM
STATE OF WASHINGTON

LMn

801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104

206.682.3463
FAX 206.343.3388

SUBMITTED BY:

DATE:

REVIEWED BY:

H

J

H

FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUND TRANSIT

SCALE: 1/16" = 1'-0"
FILENAME: E335-E21-AZV001
CONTRACT No.: RTA/CN 0045-14C
DATE: 03/08/2016

EAST LINK EXTENSION
CONTRACT E335

DOWNTOWN BELLEVUE TO SPRING DISTRICT

120TH STATION - ARCHITECTURAL
INFORMATIONAL
GRID DIMENSIONS & TRACK STATIONING

DRAWING No.: E21-AZV001
LOCATION ID: E21
SHEET No.: 60
REV: 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

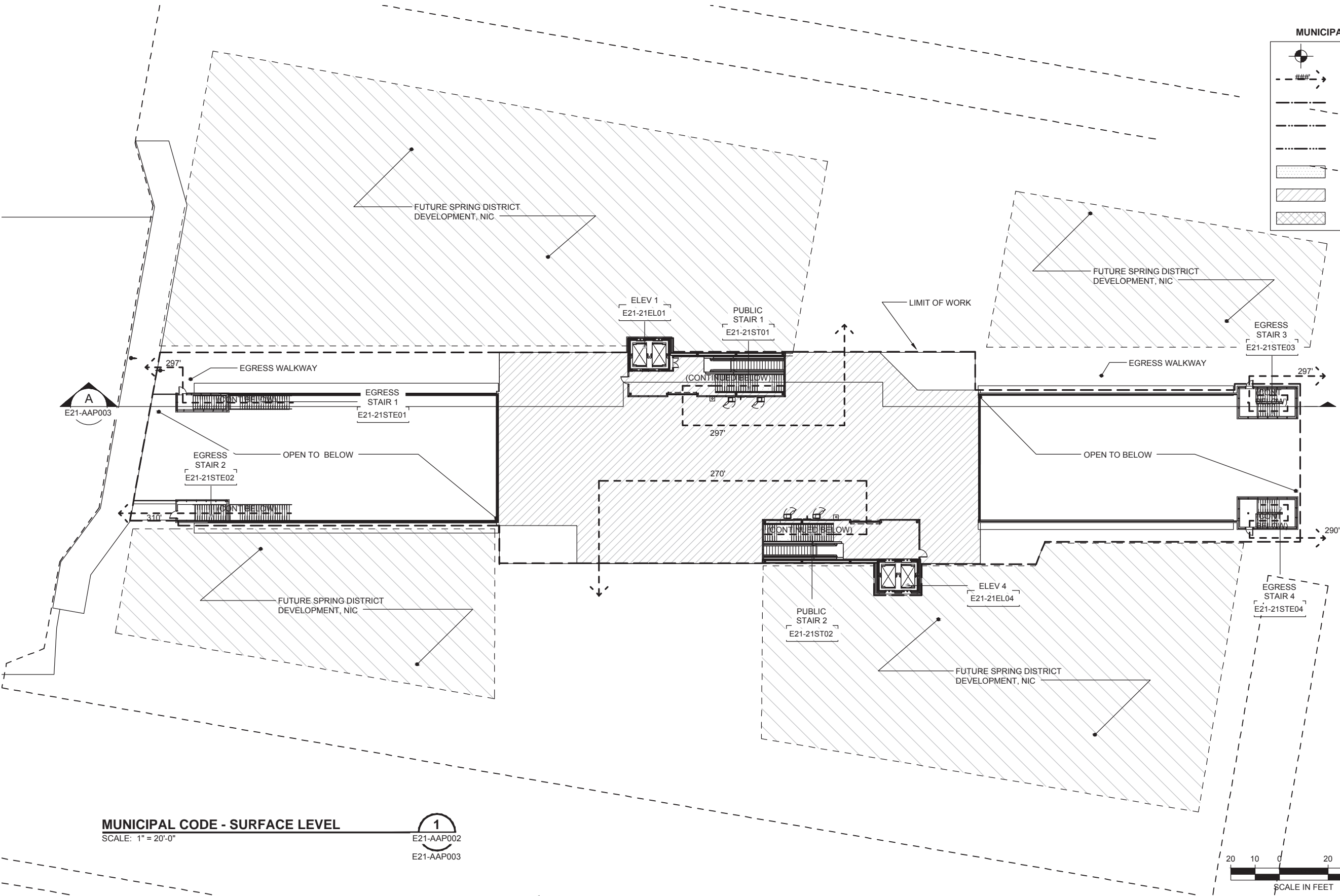
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MUNICIPAL CODE - SURFACE LEVEL
SCALE: 1" = 20'-0"

1
E21-AAP002
E21-AAP003

MUNICIPAL CODE LEGEND

- LOCATION OF REMOTE POINT
- TRAVEL DISTANCE TO EXIT
- ONE HOUR FIRE SEPARATION
- TWO HOUR FIRE SEPARATION
- THREE HOUR FIRE SEPARATION
- ASSEMBLY GROUP A-3 OCCUPANCY NET AREA
- ANCILLARY ACCESSORY OCCUPANCY GROSS AREA
- INCIDENTAL ACCESSORY OCCUPANCY GROSS AREA



PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMN
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE
SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E335-E21-AAP002
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

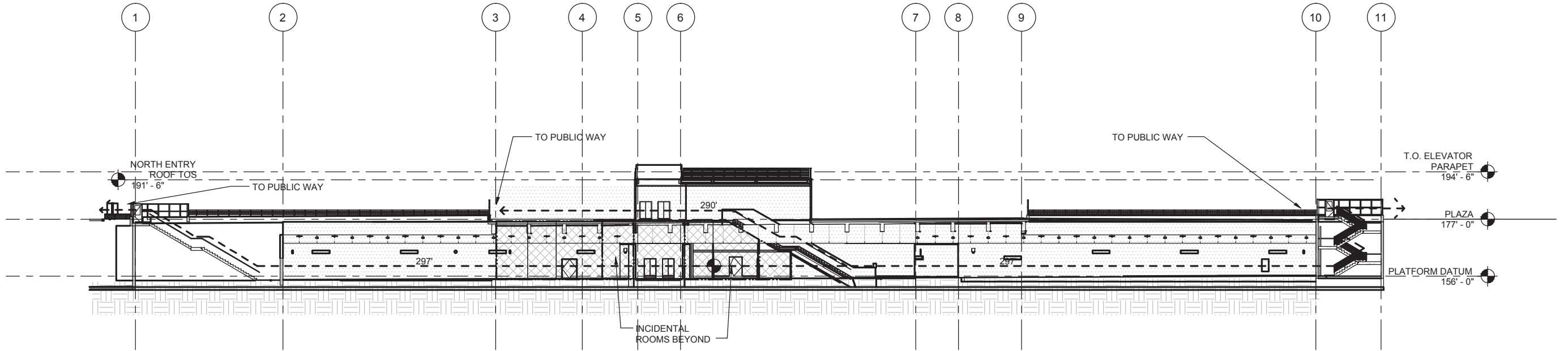
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
CODE
MUNICIPAL CODE INFORMATION - SURFACE LEVEL

DRAWING No.:
E21-AAP002
LOCATION ID:
E21
SHEET No.:
61
REV:
0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

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MUNICIPAL CODE LEGEND	
	LOCATION OF REMOTE POINT
	TRAVEL DISTANCE TO EXIT
	ONE HOUR FIRE SEPARATION
	TWO HOUR FIRE SEPARATION
	THREE HOUR FIRE SEPARATION
	ASSEMBLY GROUP A-3 OCCUPANCY NET AREA
	ANCILLARY ACCESSORY OCCUPANCY GROSS AREA
	INCIDENTAL ACCESSORY OCCUPANCY GROSS AREA

MUNICIPAL CODE - SECTION
SCALE: 1" = 20'-0"

A
E21-AAP003
E21-AAP001



PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
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ARCHITECT
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STATE OF WASHINGTON

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206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE: 1" = 20'
FILENAME: E335-E21-AAP003
CONTRACT No.: RTA/CN 0045-14C
DATE: 03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
CODE
MUNICIPAL CODE INFORMATION - LONGITUDINAL SECTION

DRAWING No.: E21-AAP003
LOCATION ID: E21
SHEET No.: 62
REV: 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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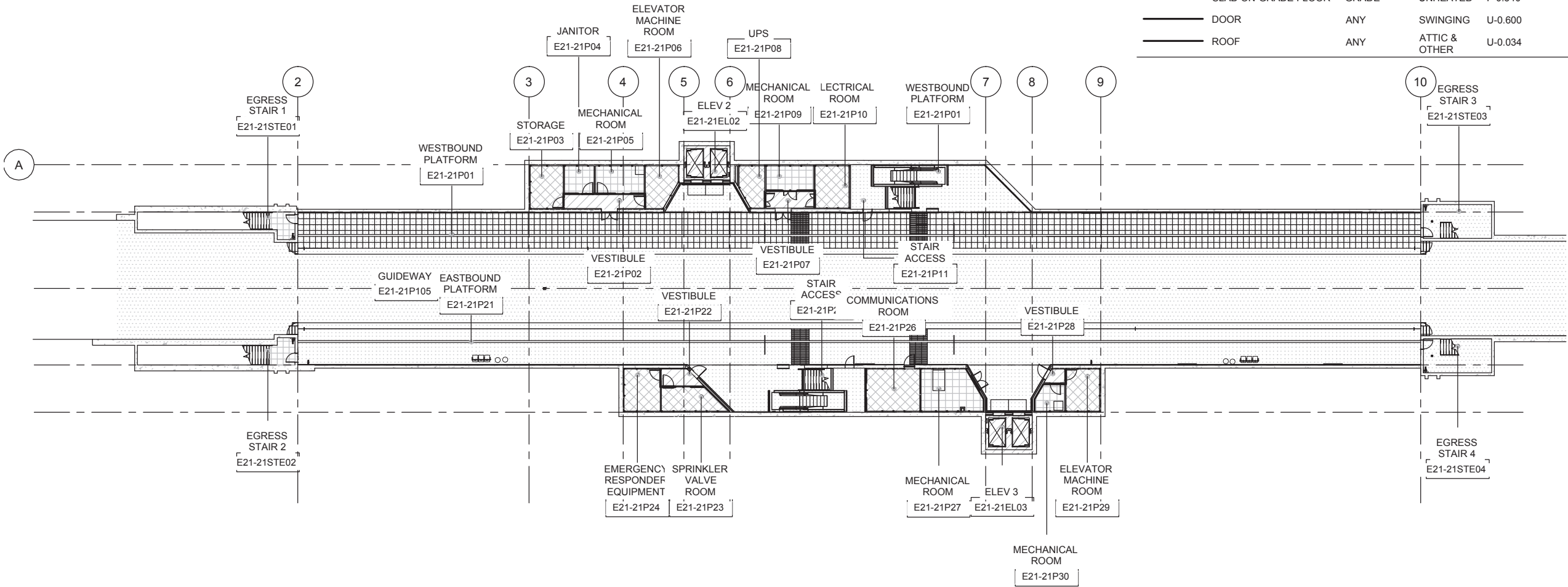
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

GENERAL NOTES

- 1) SEE MECHANICAL DWGS FOR ENERGY CODE COMPLIANCE REGARDING MECHANICAL SYSTEMS
- 2) SEE ELECTRICAL DWGS FOR ENERGY CODE COMPLIANCE REGARDING LIGHTING AND ELECTRICAL SYSTEMS

ENERGY CODE LEGEND

PATTERN	CONDITIONING TYPE	HEATED	COOLED	VENTILATED	DESIGN TEMP (°F)
	NONE	NO	NO	NO	AMBIENT TEMP
	UNCONDITIONED	NO	NO	YES	N/A
	HEATED ONLY	YES	NO	YES	55° - 104° (UNO)
	FULLY CONDITIONED	YES	YES	YES	55° - 70° (UNO)
SYMBOL	OPAQUE ELEMENT	LOCATION	TYPE	U-VALUE	R-VALUE
	WALL	ABV OR BLW GRADE	MASS	U-0.104	
	WALL	ABV OR BLW GRADE	STEEL FRAMED	U-0.052	
	FLOOR	ANY	MASS	U-0.031	
	SLAB-ON-GRADE FLOOR	GRADE	UNHEATED	F-0.540	
	DOOR	ANY	SWINGING	U-0.600	
	ROOF	ANY	ATTIC & OTHER	U-0.034	



ENERGY CODE - PLATFORM LEVEL

SCALE: 1" = 20'-0"

1
E21-AAP011
E21-AAP003



PROGRESS PRINT #1

DESIGNED BY:

DRAWN BY:

CHECKED BY:

APPROVED BY:

2241

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206.462.3463
FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:

1" = 20'

FILENAME:

E335-E21-AAP011

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
CODE
ENERGY CODE INFORMATION - PLATFORM

DRAWING No.:

E21-AAP011

LOCATION ID:

E21

SHEET No.:

63

REV:

0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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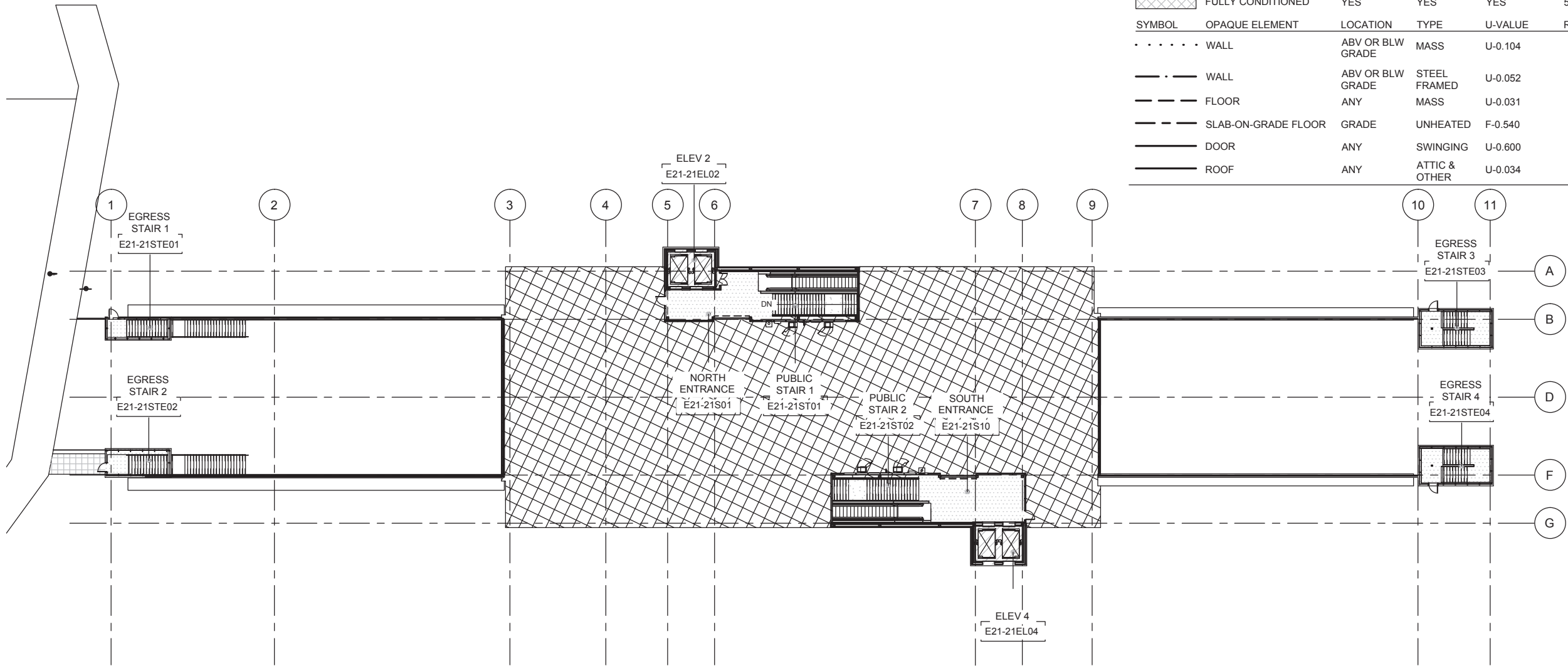
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

ENERGY CODE - SURFACE LEVEL
SCALE: 1" = 20'-0"

1
E21-AAP012
E21-AAP003

ENERGY CODE LEGEND

PATTERN	CONDITIONING TYPE	HEATED	COOLED	VENTILATED	DESIGN TEMP (°F)
	NONE	NO	NO	NO	AMBIENT TEMP
	UNCONDITIONED	NO	NO	YES	N/A
	HEATED ONLY	YES	NO	YES	55° - 104° (UNO)
	FULLY CONDITIONED	YES	YES	YES	55° - 70° (UNO)
SYMBOL	OPAQUE ELEMENT	LOCATION	TYPE	U-VALUE	R-VALUE
	WALL	ABV OR BLW GRADE	MASS	U-0.104	
	WALL	ABV OR BLW GRADE	STEEL FRAMED	U-0.052	
	FLOOR	ANY	MASS	U-0.031	
	SLAB-ON-GRADE FLOOR	GRADE	UNHEATED	F-0.540	
	DOOR	ANY	SWINGING	U-0.600	
	ROOF	ANY	ATTIC & OTHER	U-0.034	



PROGRESS PRINT #1

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206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE
SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E335-E21-AAP012
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
CODE
ENERGY CODE INFORMATION - SURFACE LEVEL

DRAWING No.:
E21-AAP012
LOCATION ID:
E21
SHEET No.:
64
REV:
0

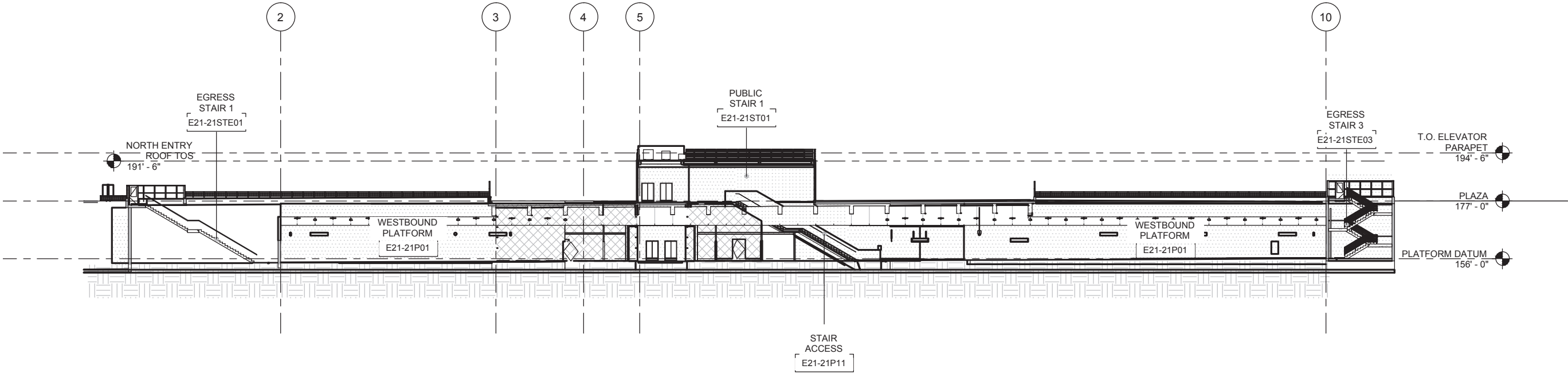
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GB-SEAL-JFN2241

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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

ENERGY CODE LEGEND

PATTERN	CONDITIONING TYPE	HEATED	COOLED	VENTILATED	DESIGN TEMP (°F)
	NONE	NO	NO	NO	AMBIENT TEMP
	UNCONDITIONED	NO	NO	YES	N/A
	HEATED ONLY	YES	NO	YES	55° - 104° (UNO)
	FULLY CONDITIONED	YES	YES	YES	55° - 70° (UNO)
SYMBOL	OPAQUE ELEMENT	LOCATION	TYPE	U-VALUE	R-VALUE
	WALL	ABV OR BLW GRADE	MASS	U-0.104	
	WALL	ABV OR BLW GRADE	STEEL FRAMED	U-0.052	
	FLOOR	ANY	MASS	U-0.031	
	SLAB-ON-GRADE FLOOR	GRADE	UNHEATED	F-0.540	
	DOOR	ANY	SWINGING	U-0.600	
	ROOF	ANY	ATTIC & OTHER	U-0.034	



ENERGY CODE - SECTION
SCALE: 1" = 20'-0"

1
E21-AAP013
E21-AZN003



PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

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LMN
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE: 1" = 20'
FILENAME: E335-E21-AAP013
CONTRACT No.: RTA/CN 0045-14C
DATE: 03/08/2016

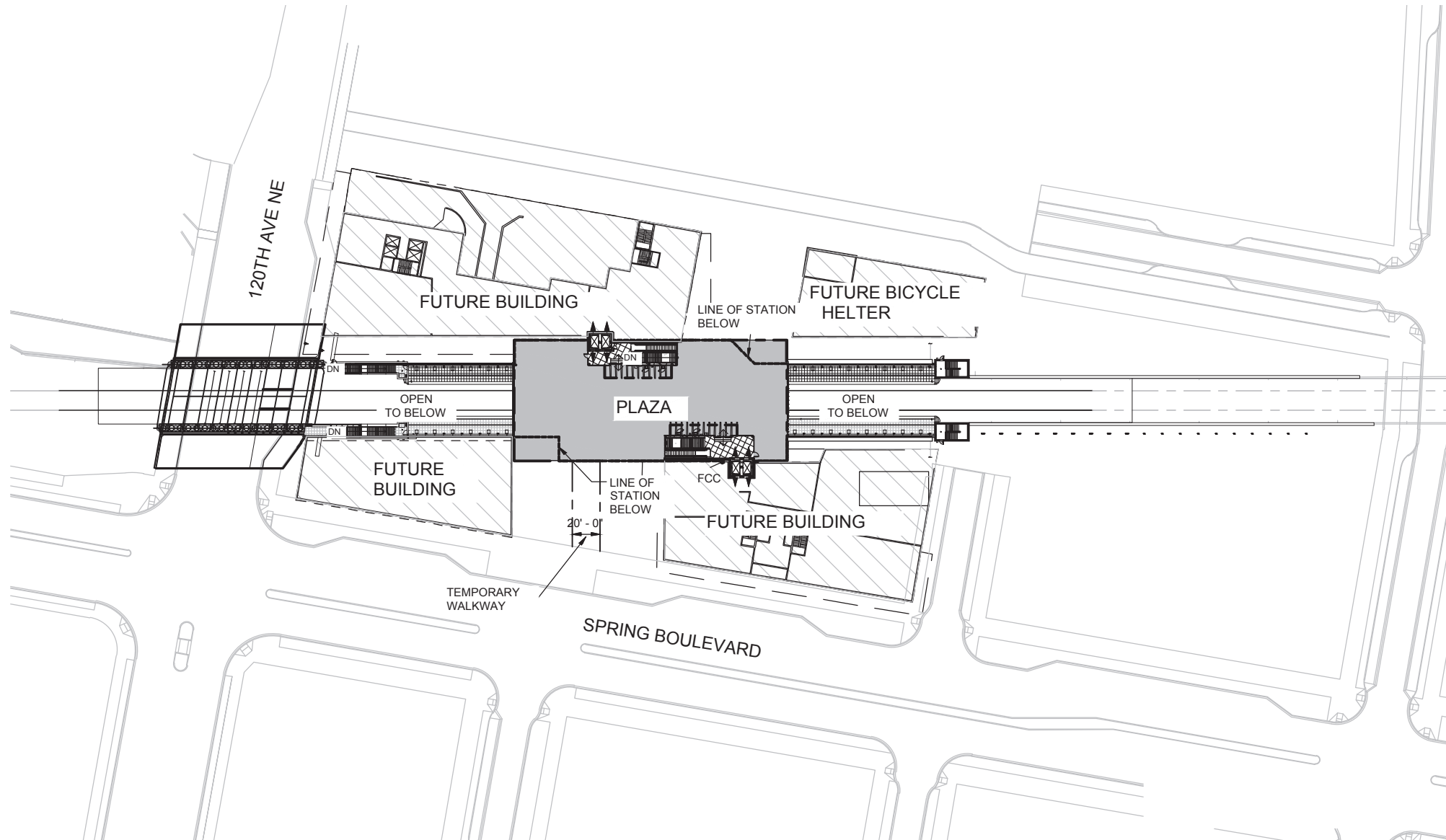
EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
CODE
ENERGY CODE INFORMATION - LONGITUDINAL SECTION

DRAWING No.: E21-AAP013
LOCATION ID: E21
SHEET No.: 65
REV: 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 12:30 PM | CALDWELL
C:\WORK\TEMP\E335-100PCT-DUDIE335-E21-ASP100.DWG



PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
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801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1" = 50'
FILENAME:
E335-E21-ASP100
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

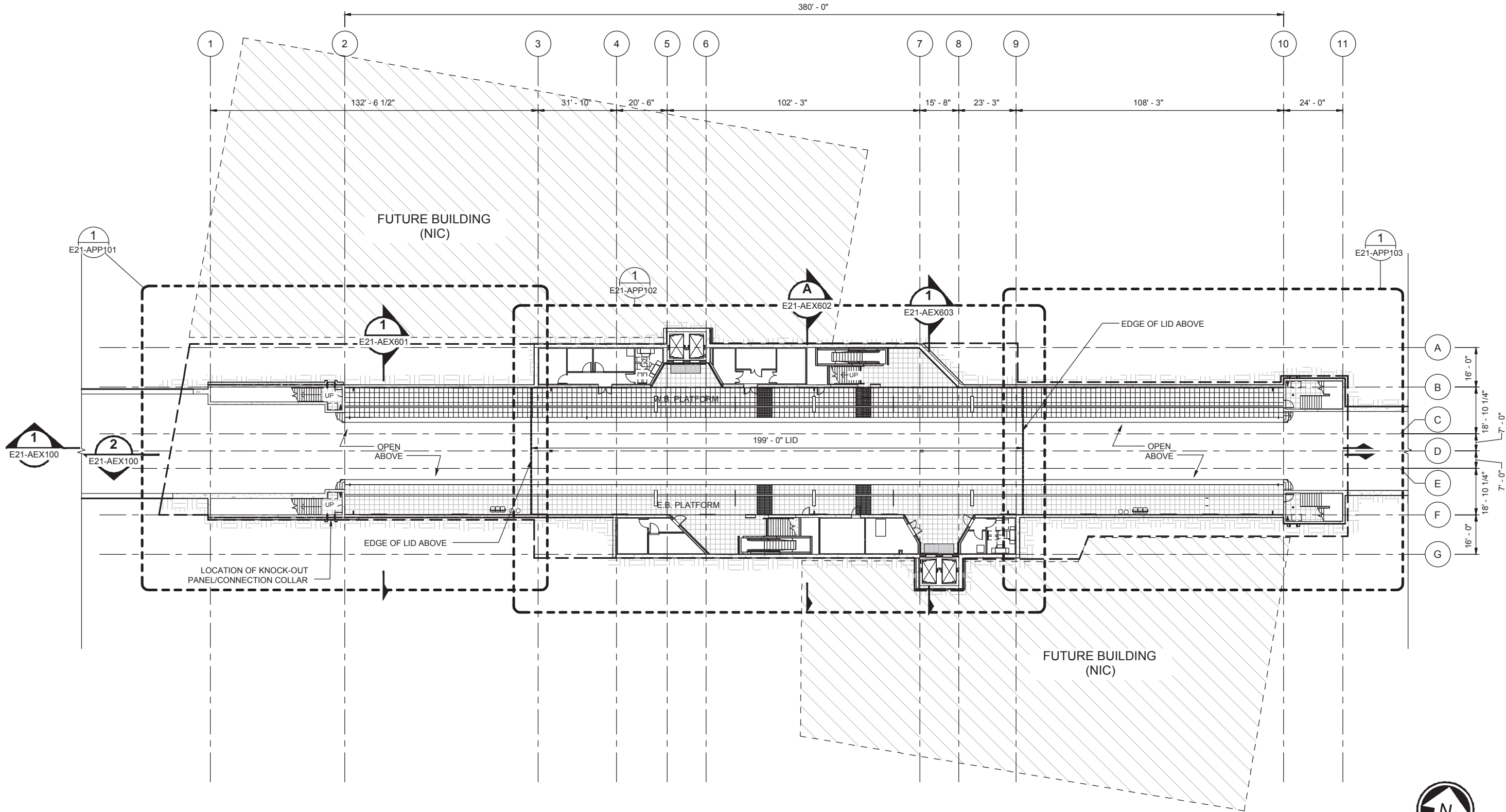
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SITE
SITE PLAN - OVERALL

DRAWING No.:
E21-ASP100
LOCATION ID:
E21
SHEET No.: REV:
66 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

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CHECKED BY: / DATE: /
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



FLOOR PLAN- PLATFORM LEVEL OVERALL
SCALE: 1" = 20'-0"

1
E21-APP100
E21-AAP003



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
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STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.245.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE
SOUNDTRANSIT

SCALE:
1" = 30'
FILENAME:
E335-E21-APP100
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

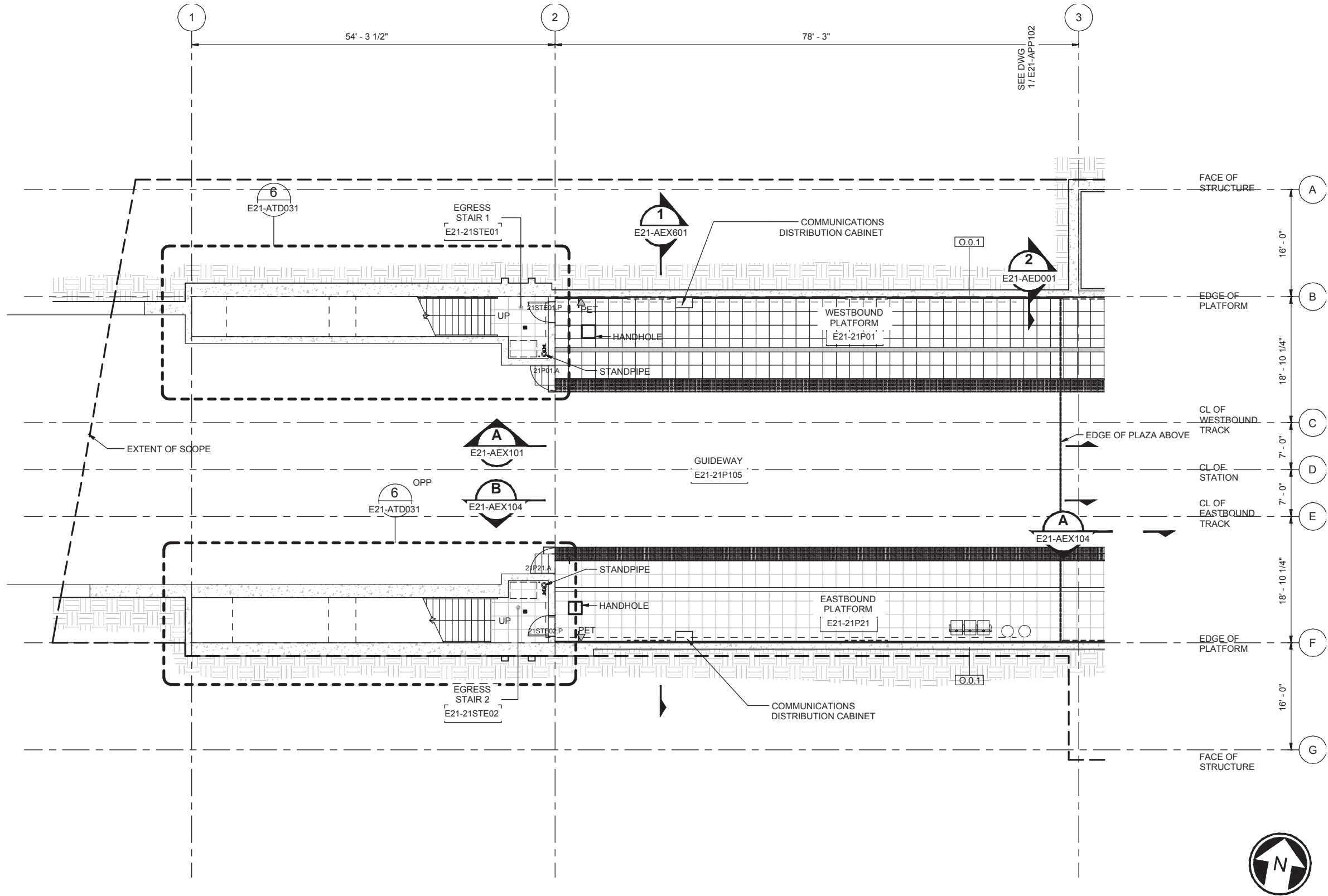
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
PLATFORM LEVEL - FLOOR PLAN - OVERALL

DRAWING No.:
E21-APP100
LOCATION ID:
E21
SHEET No.:
67
REV:
0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



FLOOR PLAN - PLATFORM LEVEL - WEST

SCALE: 1/8" = 1'-0"

1
E21-APP101
E21-APP100

PROGRESS PRINT #1

DESIGNED BY:

DRAWN BY:

CHECKED BY:

APPROVED BY:

2241

REGISTERED
ARCHITECT

JOHN F. NESHOLM
STATE OF WASHINGTON

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801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.8388

H J H

FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:

1/8" = 1'-0"

FILENAME:

E335-E21-APP101

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
PLATFORM LEVEL - FLOOR PLAN - WEST

DRAWING No.:

E21-APP101

LOCATION ID:

E21

SHEET No.:

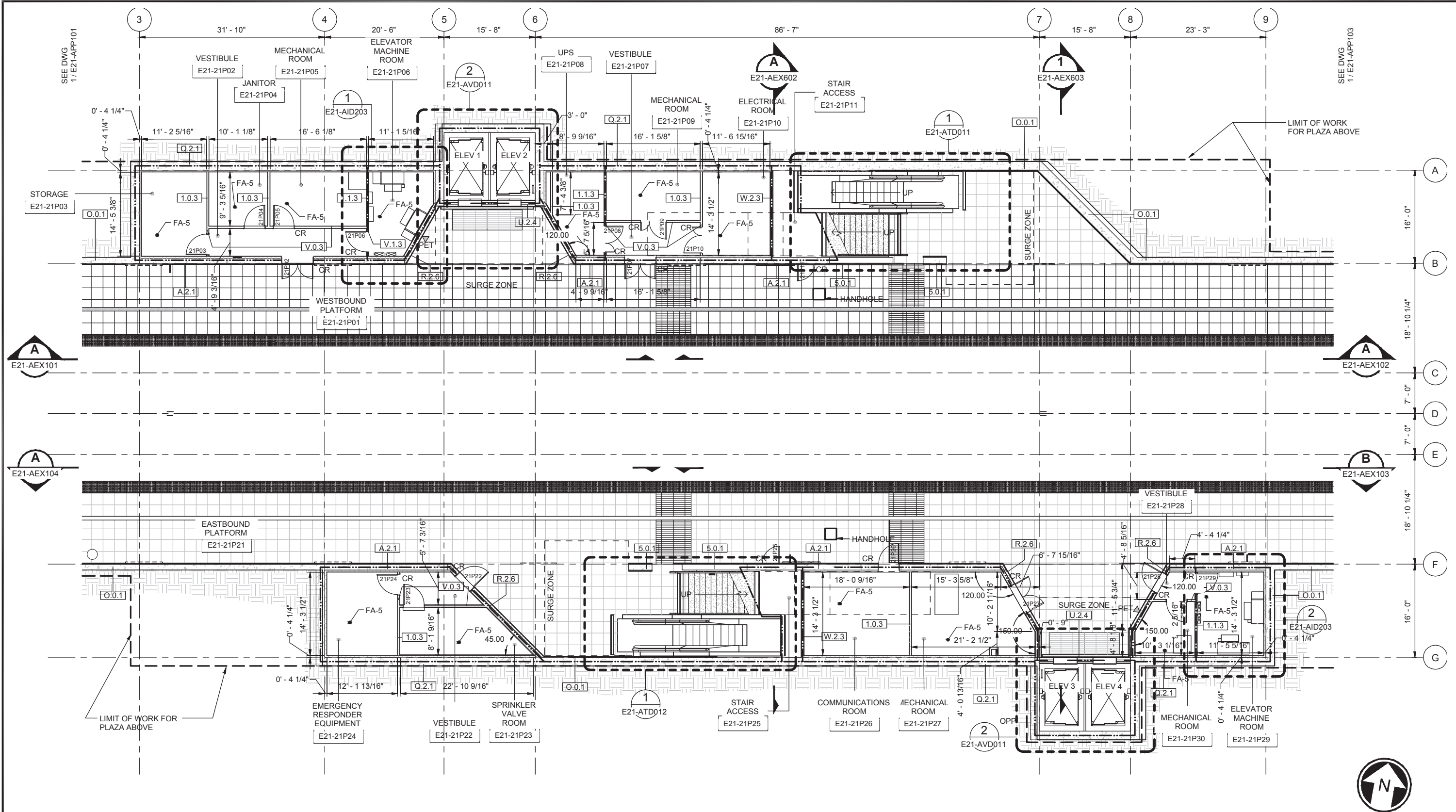
68

REV:

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ORIGINATED BY: / DATE: _____
 CHECKED BY: / DATE: _____
 BACK-CHECKED BY: / DATE: _____
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FLOOR PLAN - PLATFORM LEVEL - CENTRAL
SCALE: 1/8" = 1'-0"

1
E21-APP102
E21-APP100

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PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	

2241
REGISTERED
ARCHITECT

JOHN F. NESHOLM
STATE OF WASHINGTON

LM

801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104

SUBMITTED BY:



LINE IS 1" AT
FULL SCALE

 **SOUNDTRANSIT**

SCALE:	1/8" = 1'-0"
FILENAME:	E335-E21-APP102
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

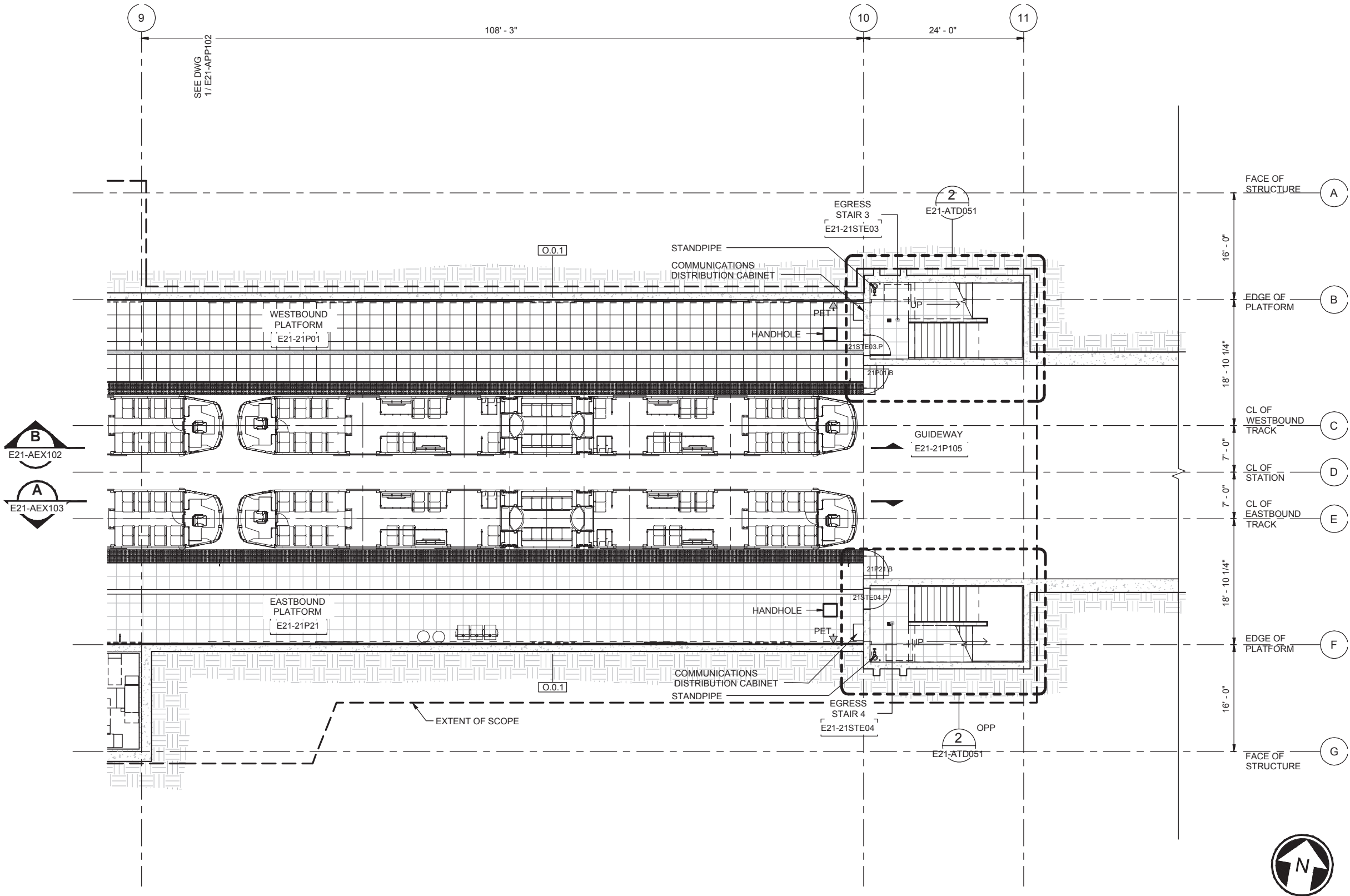
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
PLATFORM LEVEL - FLOOR PLAN - CENTRAL

RAWING No.:	
E21-APP102	
LOCATION ID:	
E21	
HEET No.:	REV:
69	0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

BACK-CHECKED BY: / DATE: /
01/22/16 | 12:30 PM | CALDWELL
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FLOOR PLAN - PLATFORM LEVEL - EAST
SCALE: 1/8" = 1'-0"

1
E21-APP103
E21-APP100

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

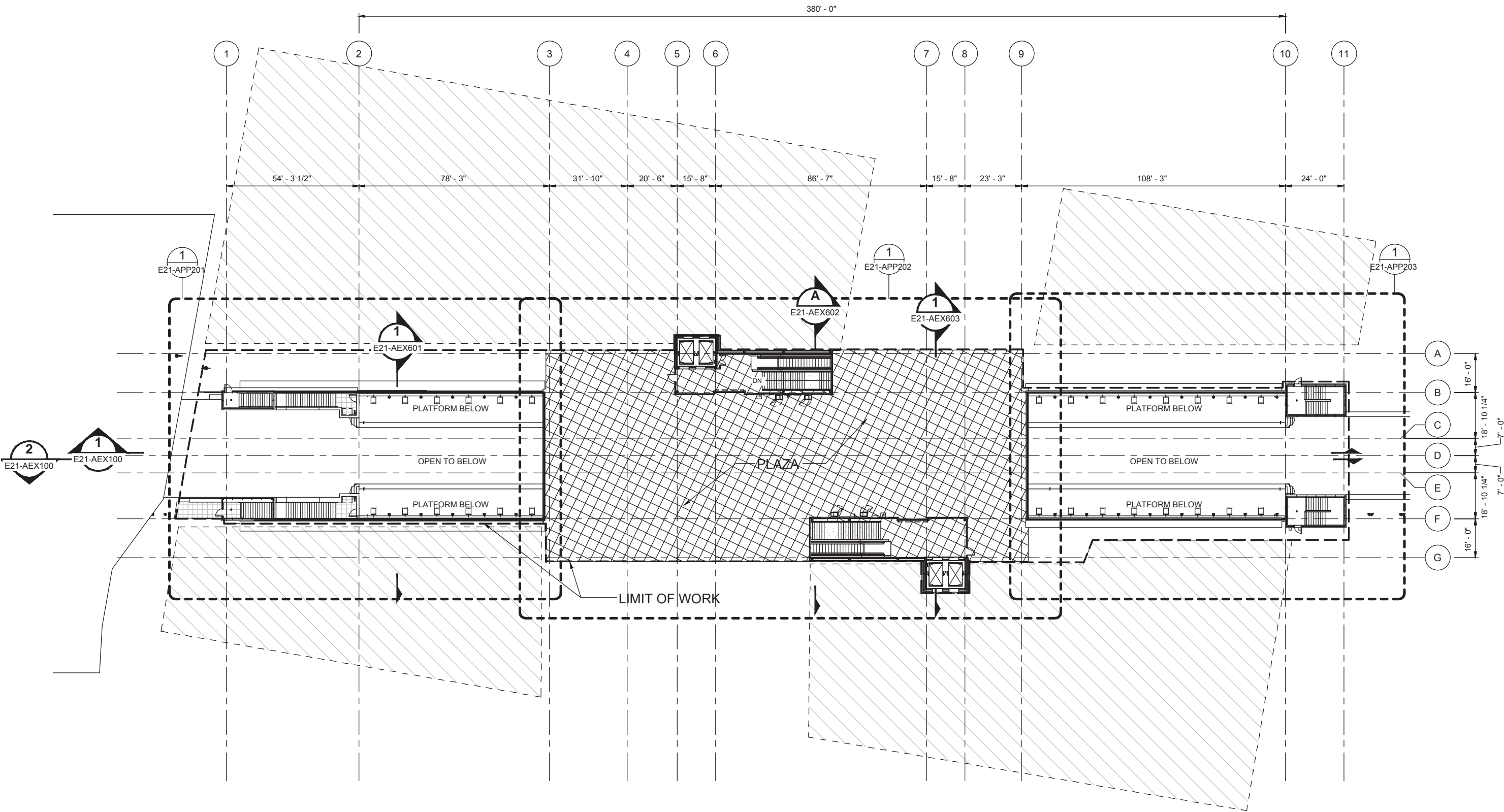
SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-APP103
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
PLATFORM LEVEL - FLOOR PLAN - EAST

DRAWING No.:
E21-APP103
LOCATION ID:
E21
SHEET No.:
70
REV:
0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241



FLOOR PLAN- PLAZA LEVEL OVERALL
SCALE: 1" = 20'-0"

1
E21-APP200
E21-AAP003



ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:30 PM | CALDWELL
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PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
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JOHN F. NESHOLM
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801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1" = 30'
FILENAME:
E335-E21-APP200
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

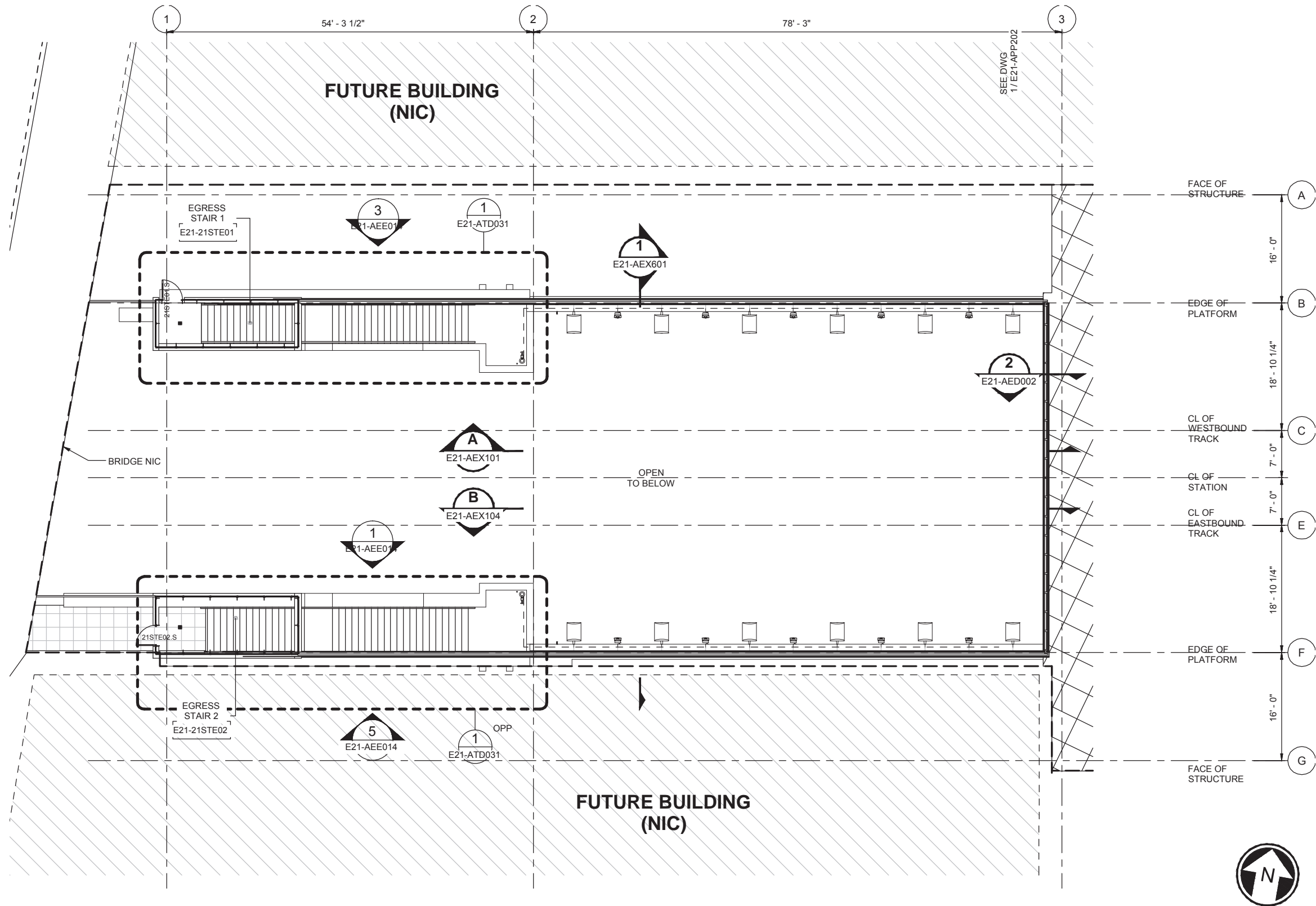
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
SURFACE LEVEL - FLOOR PLAN - OVERALL

DRAWING No.:
E21-APP200
LOCATION ID:
E21
SHEET No.: REV:
71 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



FLOOR PLAN - SURFACE LEVEL - WEST
SCALE: 1/8" = 1'-0"

1
E21-APP201
E21-APP200

PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-APP201
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
SURFACE LEVEL - FLOOR PLAN - WEST

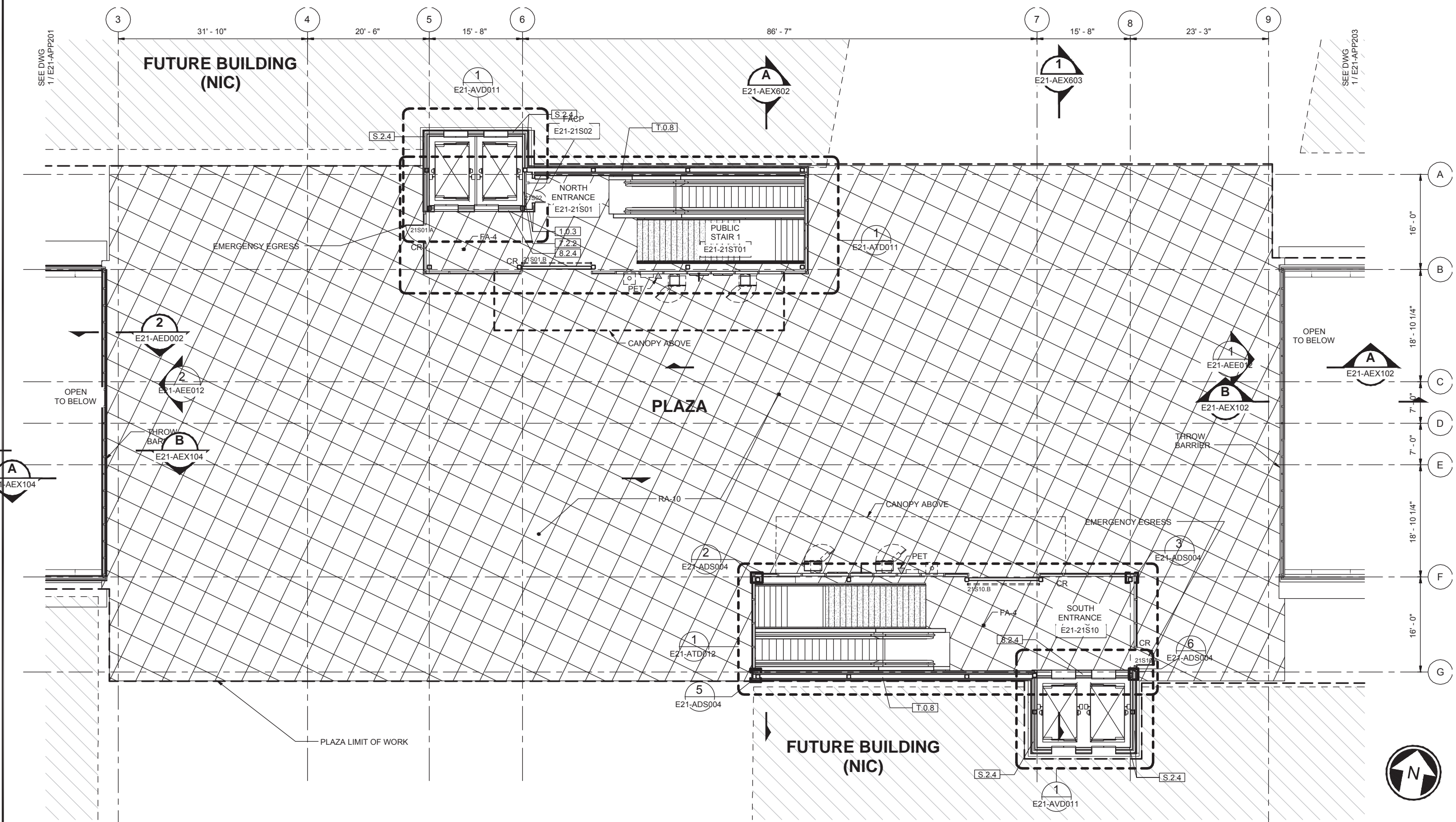
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E21-APP201
LOCATION ID:
E21
SHEET No.:
72
REV:
0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

SEE DWG
1 / E21-APP201

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 12:30 PM | CALDWELL
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FLOOR PLAN - SURFACE LEVEL - CENTRAL
SCALE: 1/8" = 1'-0"
1
E21-APP202
E21-APP200

PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241 REGISTERED ARCHITECT
LMN
801 SECOND AVENUE, SUITE 501 206.682.3460
SEATTLE, WA 98104 FAX 206.343.3388
JOHN F. NESHOLM
STATE OF WASHINGTON
SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.
LINE IS 1" AT FULL SCALE
DATE: REVIEWED BY: DATE:

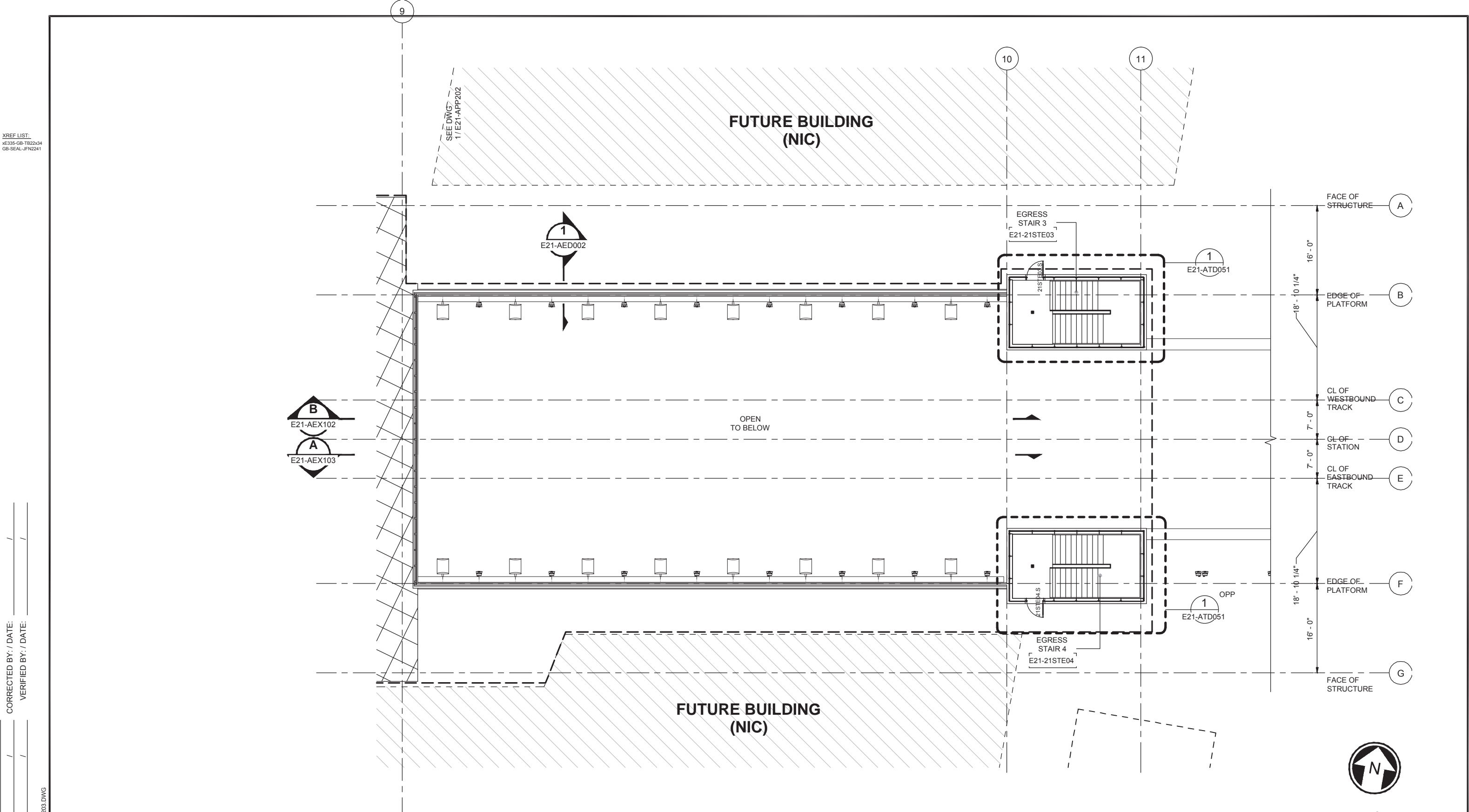
SOUNDTRANSIT
SCALE: 1/8" = 1'-0"
FILENAME: E335-E21-APP202
CONTRACT No.: RTA/CN 0045-14C
DATE: 03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
SURFACE LEVEL - FLOOR PLAN - CENTRAL

DRAWING No.: E21-APP202	
LOCATION ID: E21	
SHEET No.: 73	REV: 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:30 PM | CALDWELL
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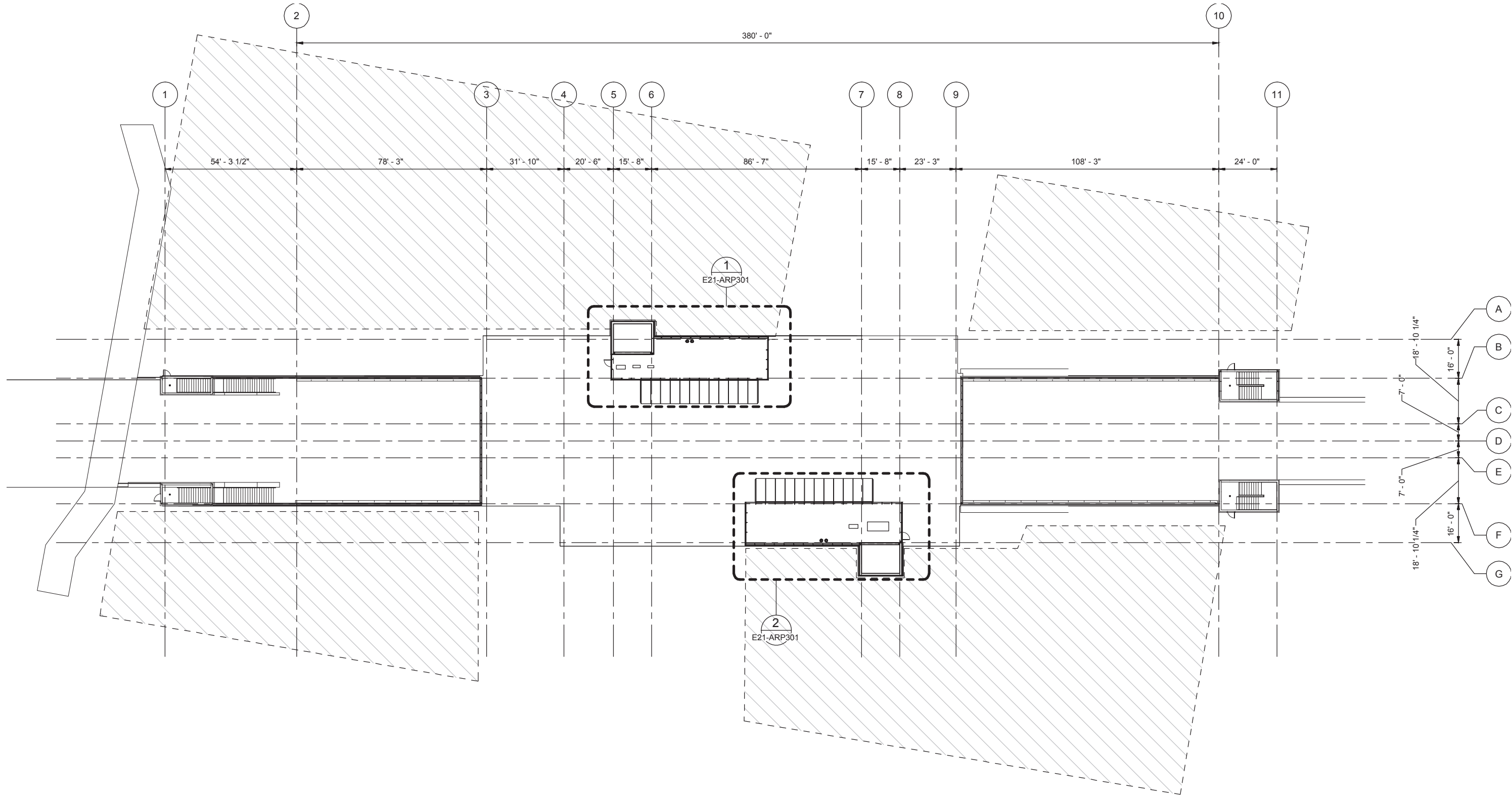
FLOOR PLAN - SURFACE LEVEL - EAST
SCALE: 1/8" = 1'-0"
1
E21-APP203
E21-APP200

PROGRESS PRINT #1						DESIGNED BY:	<div>2241 REGISTERED ARCHITECT</div> <div>JOHN F. NESHOLM STATE OF WASHINGTON</div>	<div>LMN</div> <div>801 SECOND AVENUE, SUITE 501 SEATTLE, WA 98104</div> <div>206.682.3463 FAX 206.343.8388</div>	<div>H</div> <div>J</div> <div>H</div>	FINAL DESIGN PARTNERS.	<div>LINE IS 1" AT FULL SCALE</div>	<div>ST</div> <div>SOUNDTRANSIT</div>	SCALE: 1/8" = 1'-0"	DRAWING No.: E21-APP203			
													E21-APP203	LOCATION ID: E21			
														CONTRACT No.: RTA/CN 0045-14C	120TH STATION - ARCHITECTURAL FLOOR PLANS	SHEET No.: 74	REV: 0
														DATE: 03/08/2016	SURFACE LEVEL - FLOOR PLAN - EAST		
No.	DATE	DSN	CHK	APP	REVISION	APPROVED BY:		SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:						

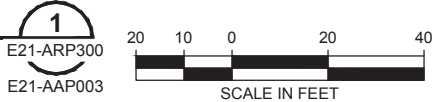
XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:30 PM | CALDWELL
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



ROOF LEVEL - OVERALL PLAN
SCALE: 1" = 20'-0"



PROGRESS PRINT #1

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APPROVED BY:

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ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMN
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1" = 30'
FILENAME:
E335-E21-ARP300
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
ROOF LEVEL - FLOOR PLAN - OVERALL

DRAWING No.:
E21-ARP300
LOCATION ID:
E21
SHEET No.:
75
REV:
0

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:30 PM | CALDWELL
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DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
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SEATTLE, WA 98104
206.462.3463
206.343.3388

SUBMITTED BY:

H

J

H

FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:

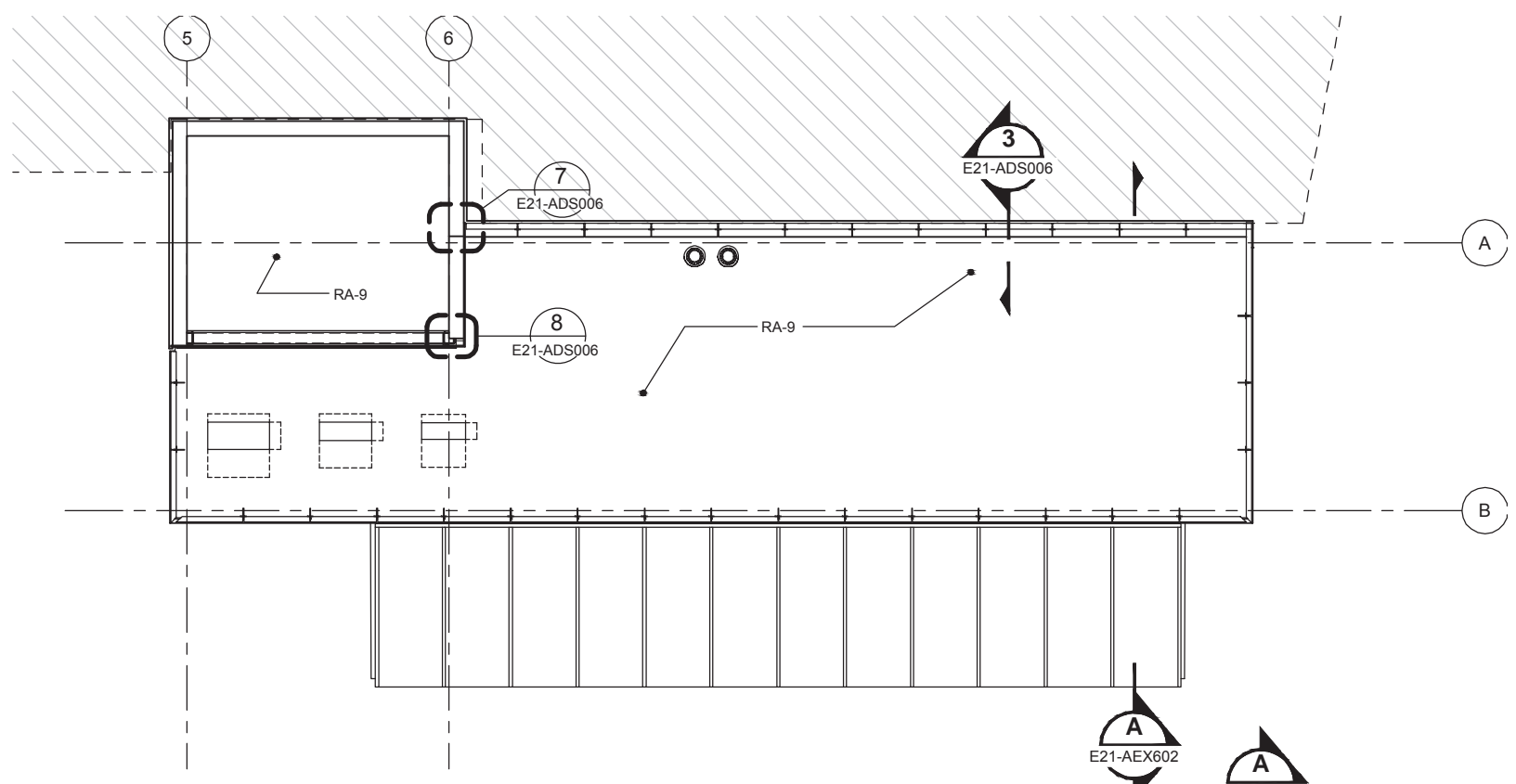
LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

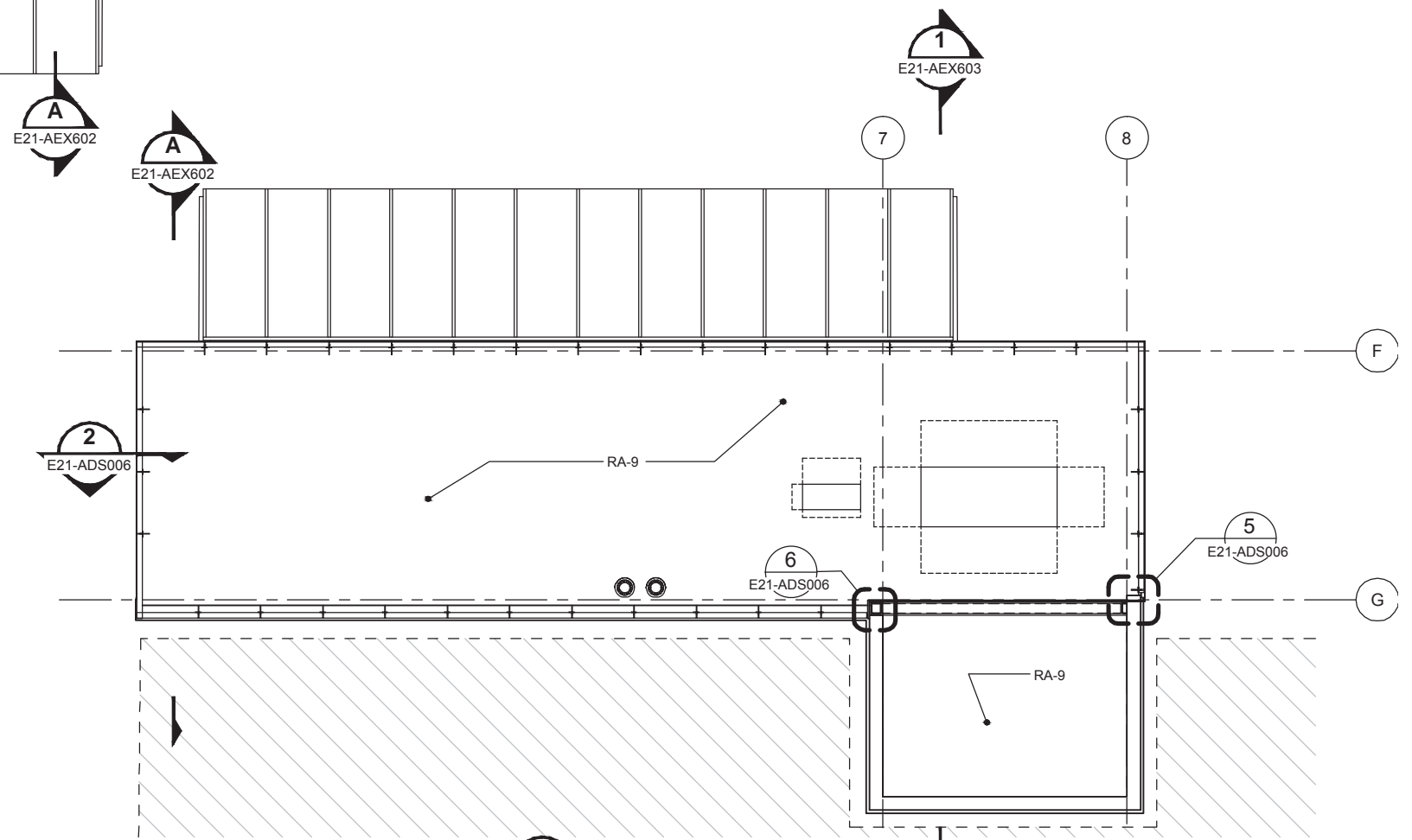
SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ARP301
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
FLOOR PLANS
ROOF LEVEL - FLOOR PLAN - WEST

DRAWING No.:	E21-ARP301
LOCATION ID:	E21
SHEET No.:	76
REV:	0



NORTH ENTRY-ROOF PLAN
SCALE: 3/16" = 1'-0"
1
E21-ARP301
E21-ARP300

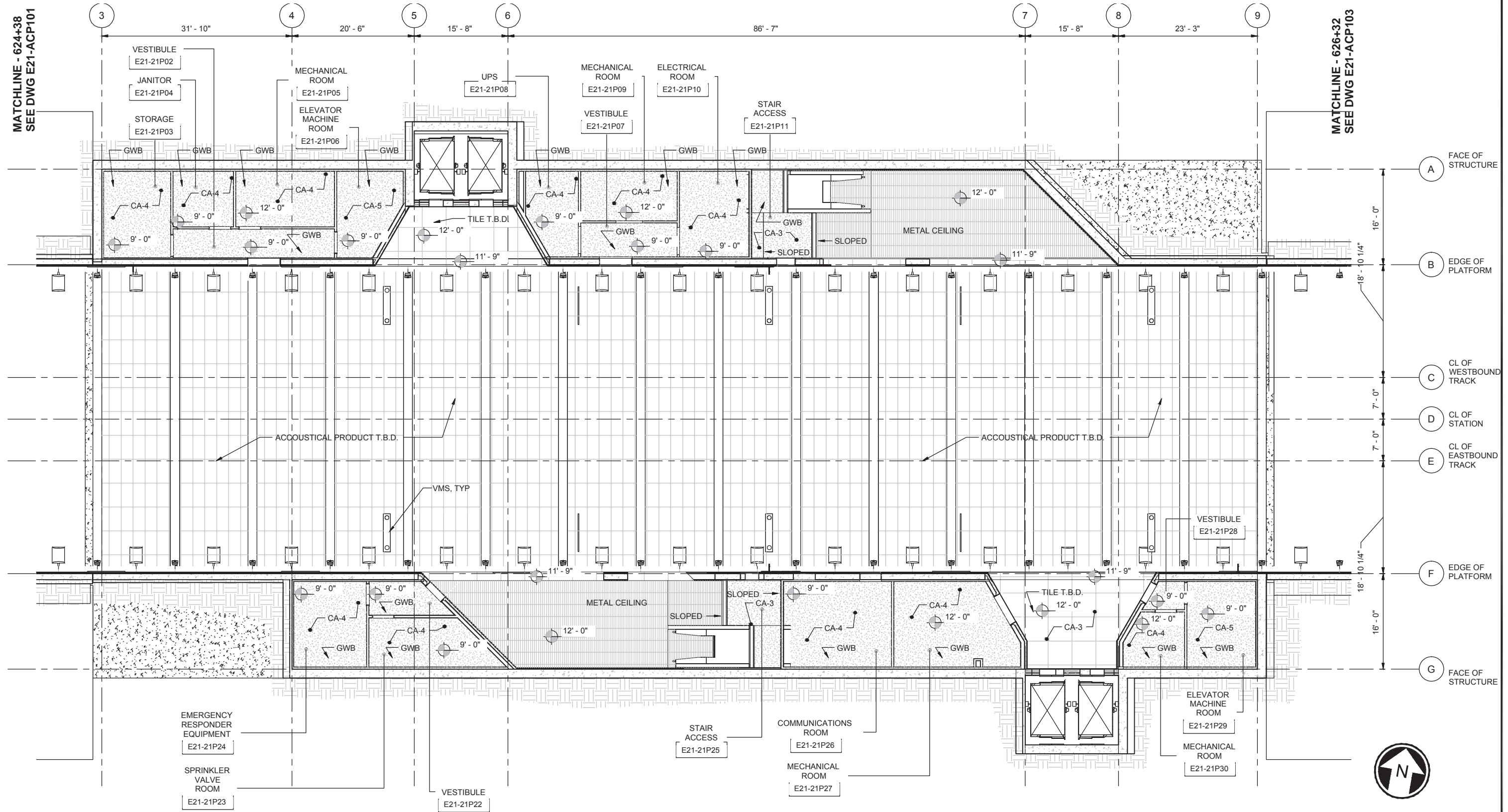


SOUTH ENTRY ROOF PLAN
SCALE: 3/16" = 1'-0"
2
E21-ARP301
E21-ARP300

C:\WORK\TEMP-E335-100PCT-DUD\E335-E21-ACP102.DWG

**MATCHLINE - 624+38
SEE DWG E21-ACP101**

MATCHLINE - 626+32
SEE DWG E21-ACP103



REFLECTED CEILING PLAN - PLATFORM LEVEL 1

SCALE: 1/8" = 1'-0"

E21-ACP102
E21-AAP003

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

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CHECKED BY:	
APPROVED BY:	

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ARCHITECT

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STATE OF WASHINGTON

801 SECOND AVENUE, SUITE 501 206.682.3460
SEATTLE, WA 98104 FAX 206.343.9388



LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE:	1/8" = 1'-0"
FILENAME:	E335-E21-ACP102
CONTRACT No.:	RTA/CN 0045-14C
DATE:	03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
REFLECTED CEILING PLANS
PLATFORM LEVEL - REFLECTED CEILING PLAN - CENTRAL

DRAWING No.:	
E21-ACP102	
LOCATION ID:	
E21	
SHEET No.:	REV:
77	0

XREF LIST:
E335-GB-1B22x34
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
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BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

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STATE OF WASHINGTON

No.					
DATE					
DSN					
CHK					
APP					
REVISION					

PROGRESS PRINT #1

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APPROVED BY:

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JOHN F. NESHOLM
STATE OF WASHINGTON

LMN
801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.8388

H J H
FINAL DESIGN PARTNERS.

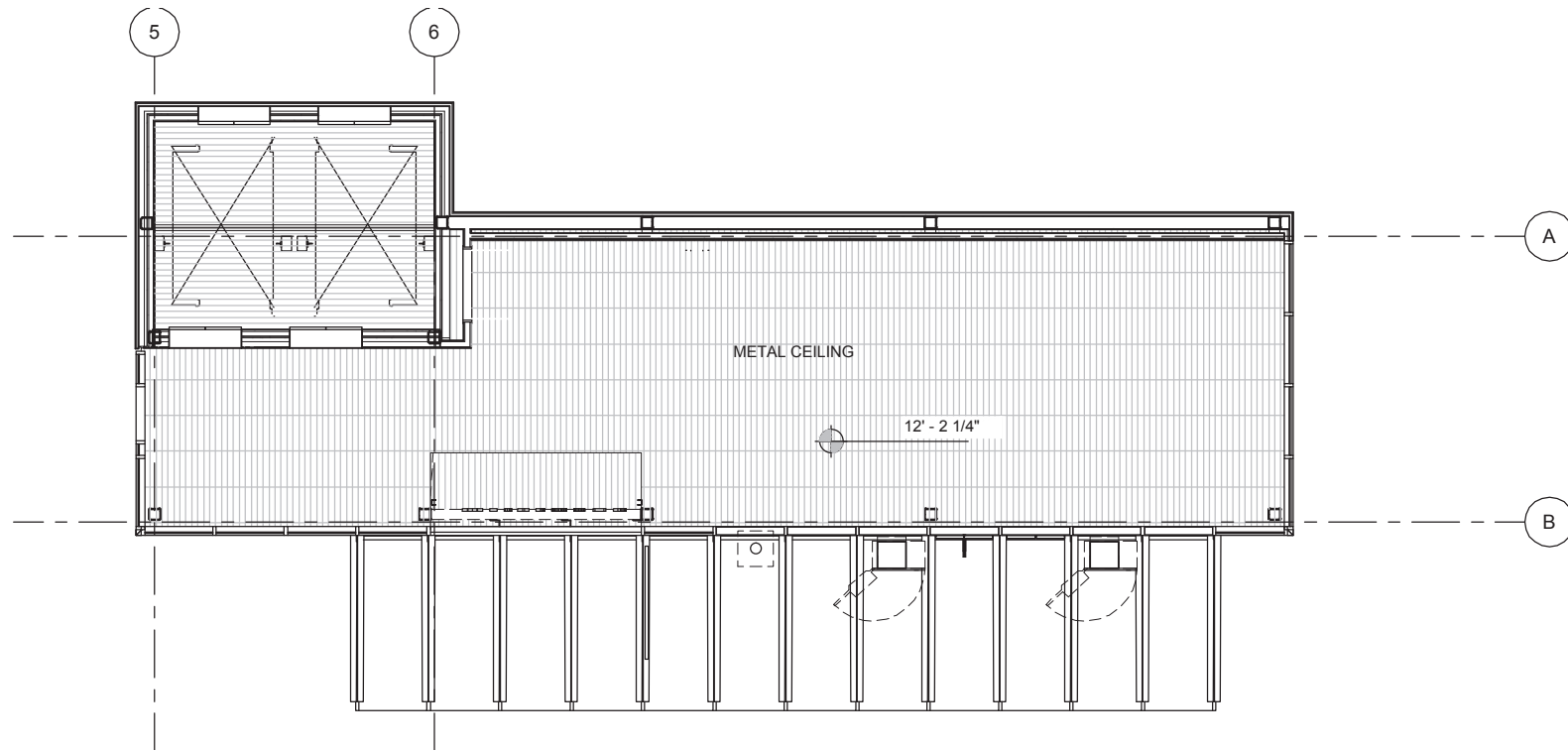
LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ACP202
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
REFLECTED CEILING PLANS
SURFACE LEVEL - REFLECTED CEILING PLAN - CENTRAL

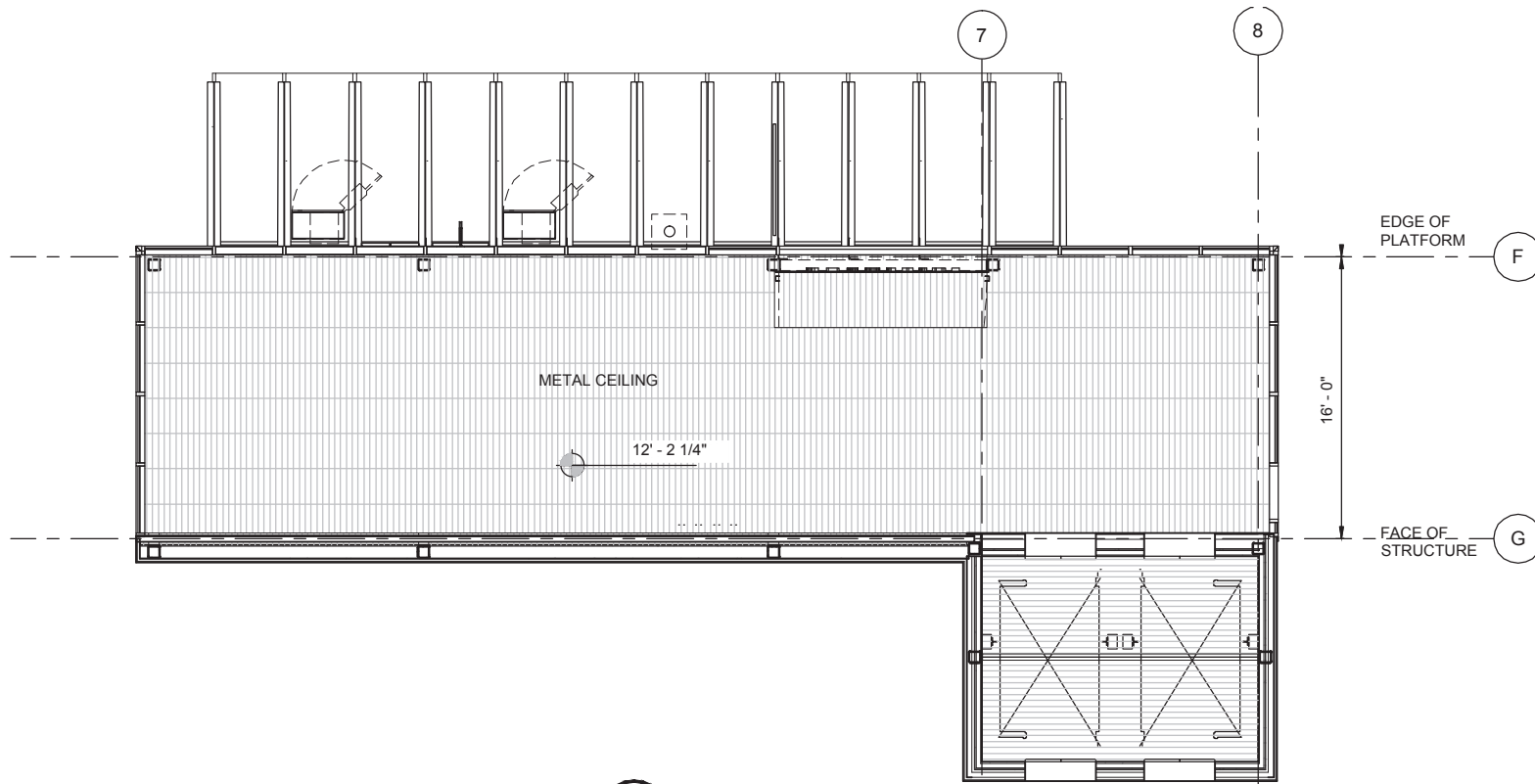
DRAWING No.:
E21-ACP202
LOCATION ID:
E21
SHEET No.:
78
REV:
0



RCP- NORTH ENTRY

SCALE: 3/16" = 1'-0"

1
E21-ACP202
E21-AAP003



RCP- SOUTH ENTRY

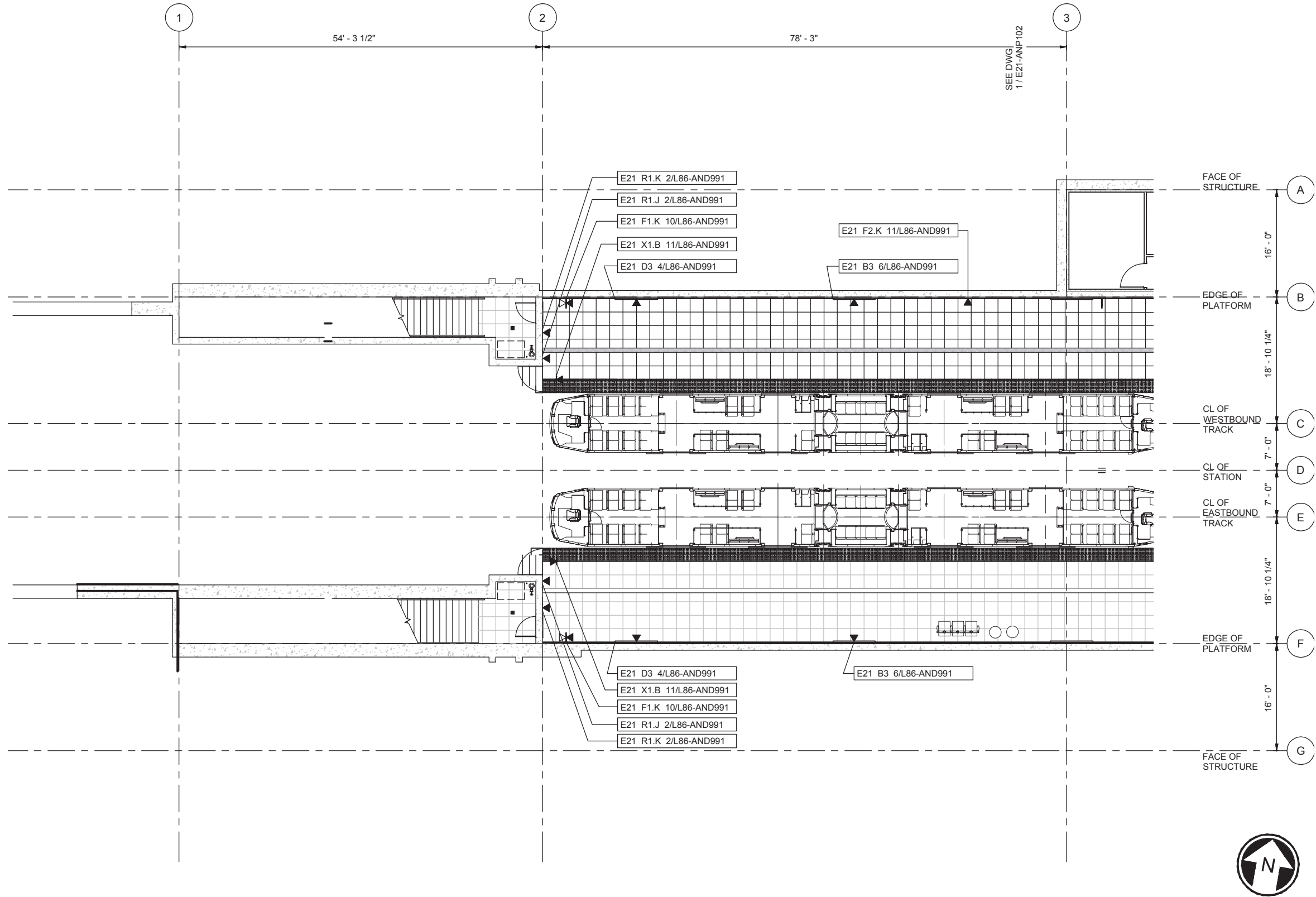
SCALE: 3/16" = 1'-0"

2
E21-ACP202
E21-AAP003

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:29 PM | CALDWELL
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



SIGNAGE PLAN - PLATFORM LEVEL - WEST
SCALE: 1/8" = 1'-0"
1
E21-ANP101
E21-AAP003

PROGRESS PRINT #1					
No.	DATE	DSN	CHK	APP	REVISION

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ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.3388

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

DATE:

REVIEWED BY:

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP101
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
PLATFORM LEVEL - SIGNAGE PLAN - WEST

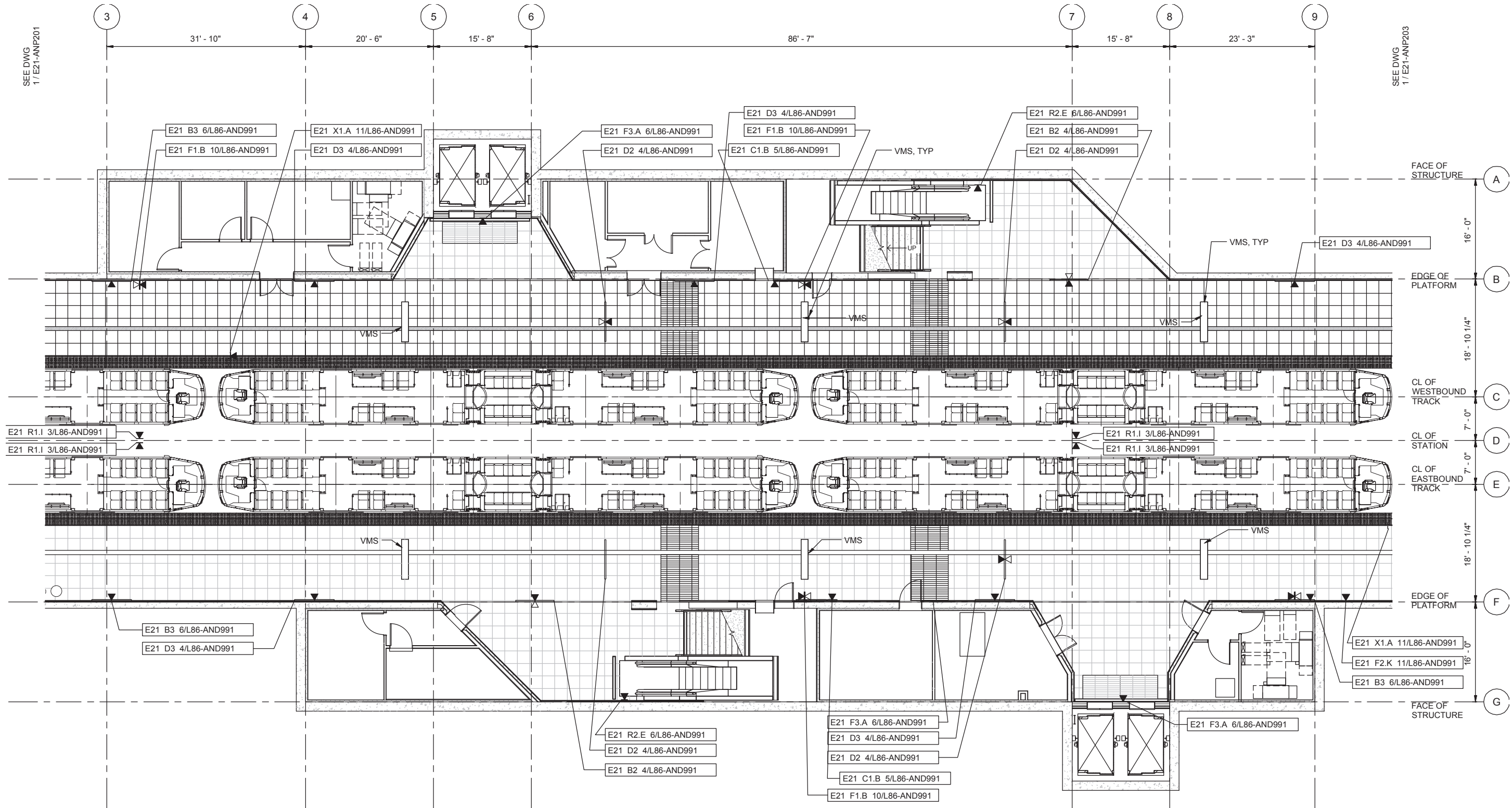
DRAWING No.:	E21-ANP101
LOCATION ID:	E21
SHEET No.:	79
REV:	0

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:29 PM | CALDWELL
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XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

SEE DWG
1/E21-ANP201

SEE DWG
1/E21-ANP203



SIGNAGE PLAN - PLATFORM LEVEL - CENTRAL 1
SCALE: 1/8" = 1'-0"
E21-ANP102
E21-AAP003

PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241 REGISTERED ARCHITECT
LMN
801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.3388
JOHN F. NESHOLM
STATE OF WASHINGTON

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP102
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

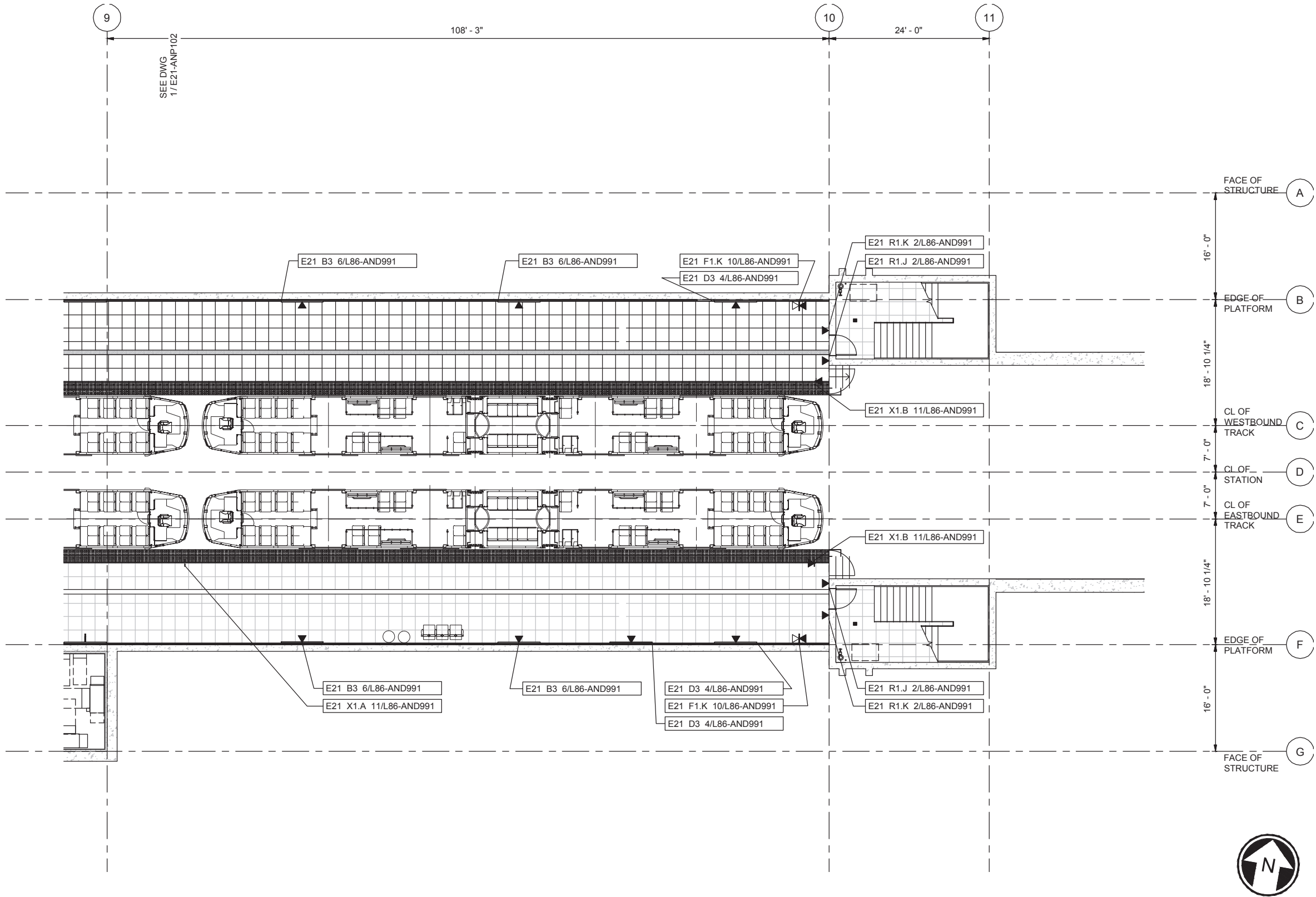
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
PLATFORM LEVEL - SIGNAGE PLAN - CENTRAL

DRAWING No.:
E21-ANP102
LOCATION ID:
E21
SHEET No.: 80
REV: 0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 12:29 PM | CALDWELL
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



SIGNAGE PLAN - PLATFORM LEVEL - EAST
SCALE: 1/8" = 1'-0"

1
E21-ANP103
E21-AAP003

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
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CHECKED BY:
APPROVED BY:

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ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP103
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
PLATFORM LEVEL - SIGNAGE PLAN - EAST

DRAWING No.:
E21-ANP103
LOCATION ID:
E21
SHEET No.:
81
REV:
0

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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CORRECTED BY: / DATE: /

VERIFIED BY: / DATE: /

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.243.3388

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:

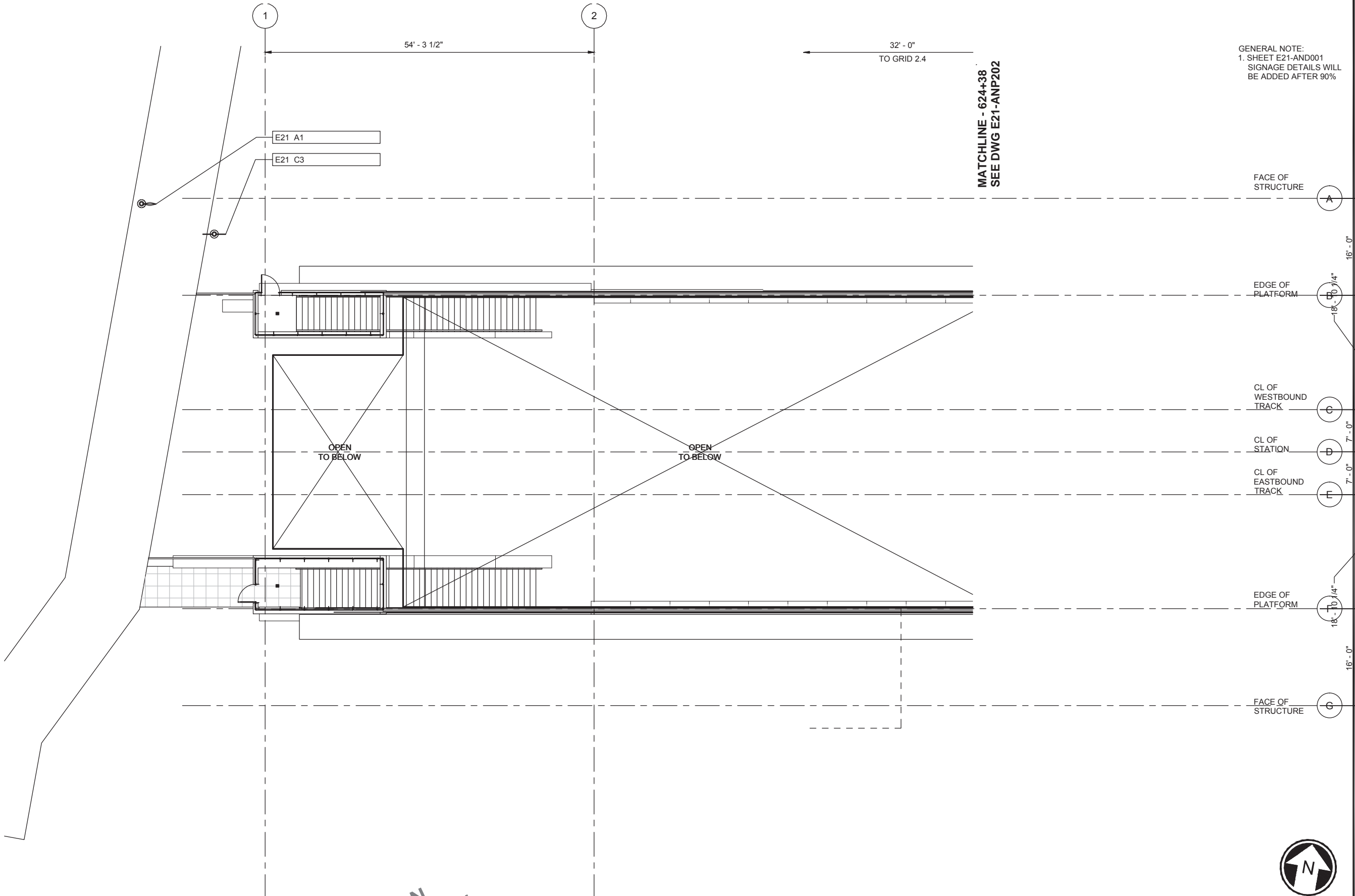
SOUNDTRANSIT

DATE:

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP201
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
SURFACE LEVEL - SIGNAGE PLAN - WEST

DRAWING No.:
E21-ANP201
LOCATION ID:
E21
SHEET No.:
82
REV:
0

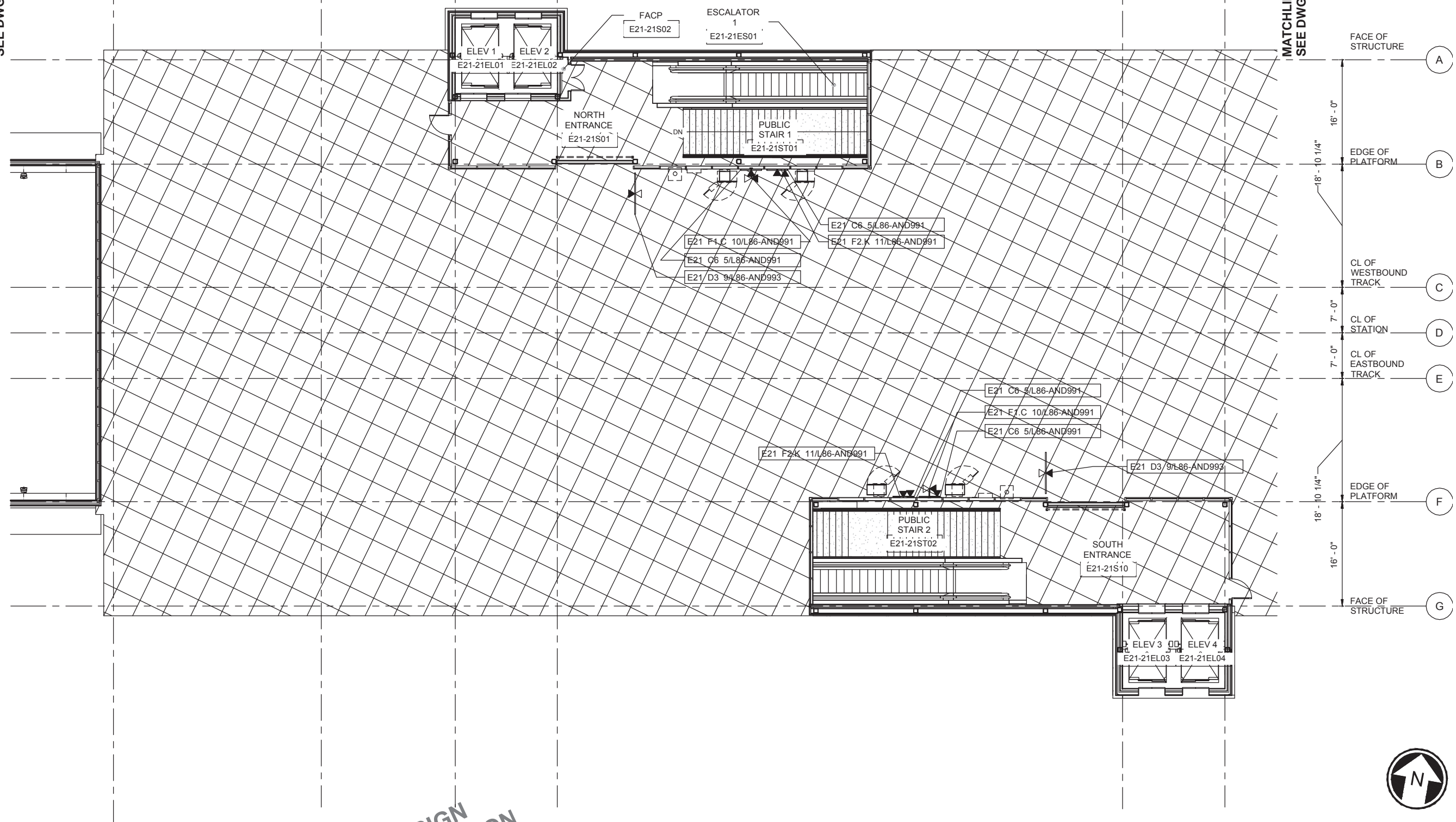


ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

32' - 0"
TO GRID 2.3
MATCHLINE - 624+38
SEE DWG E21-ANP201

32' - 0"
TO GRID 3.7
MATCHLINE - 626+32
SEE DWG E21-ANP203



PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241 REGISTERED ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON
801 SECOND AVENUE, SUITE 501 SEATTLE, WA 98104 206.462.3463 FAX 206.343.0388

FINAL DESIGN PARTNERS.

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP202
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
SURFACE LEVEL - SIGNAGE PLAN - CENTRAL

DRAWING No.:
E21-ANP202
LOCATION ID:
E21
SHEET No.:
83
REV:
0

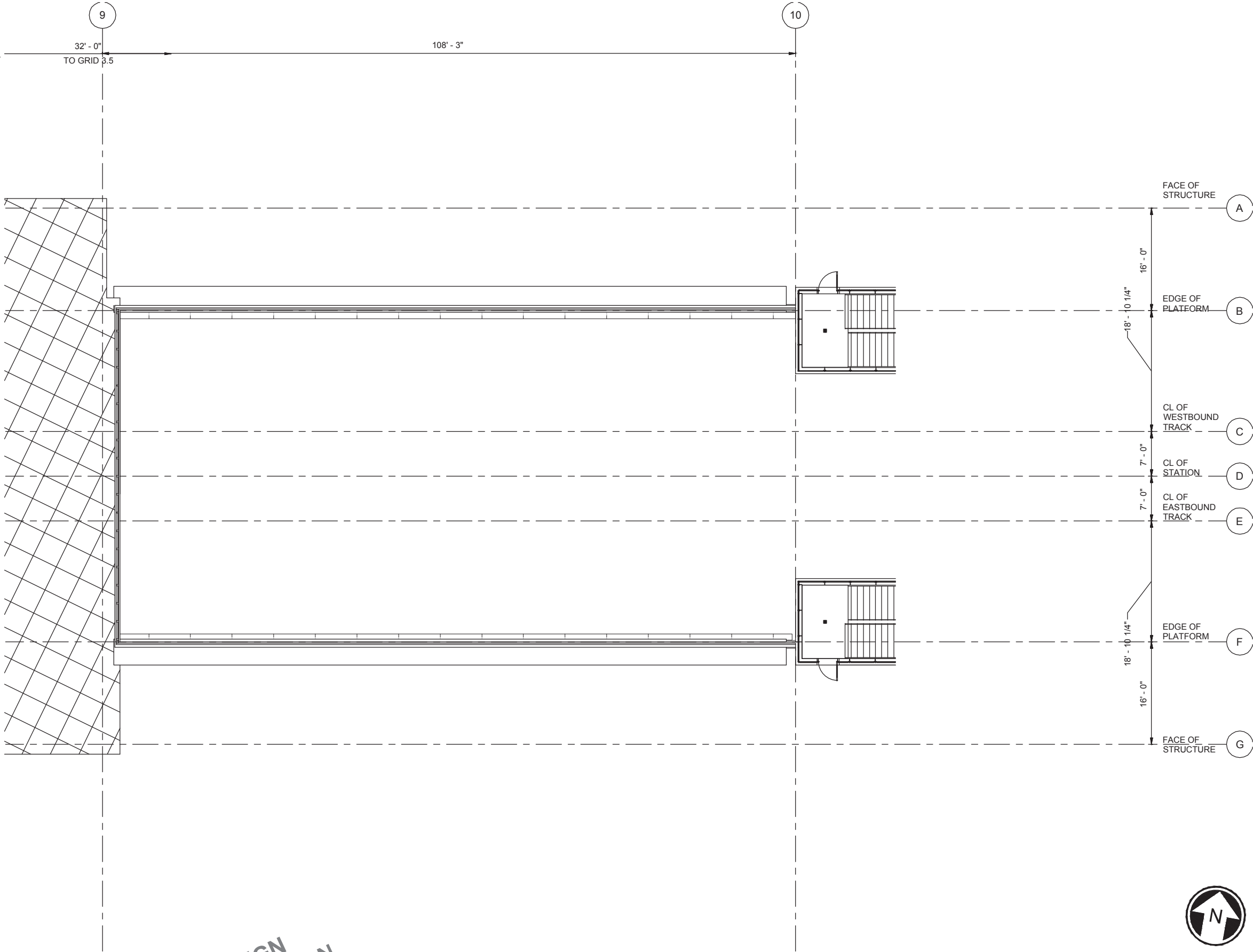


XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /

01/22/16 | 12:29 PM | CALDWELL
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MATCHLINE - 626+32
SEE DWG E21-ANP202



PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
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APPROVED BY:

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ARCHITECT
JOHN F. NESHOLM
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LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.8388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-ANP203
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

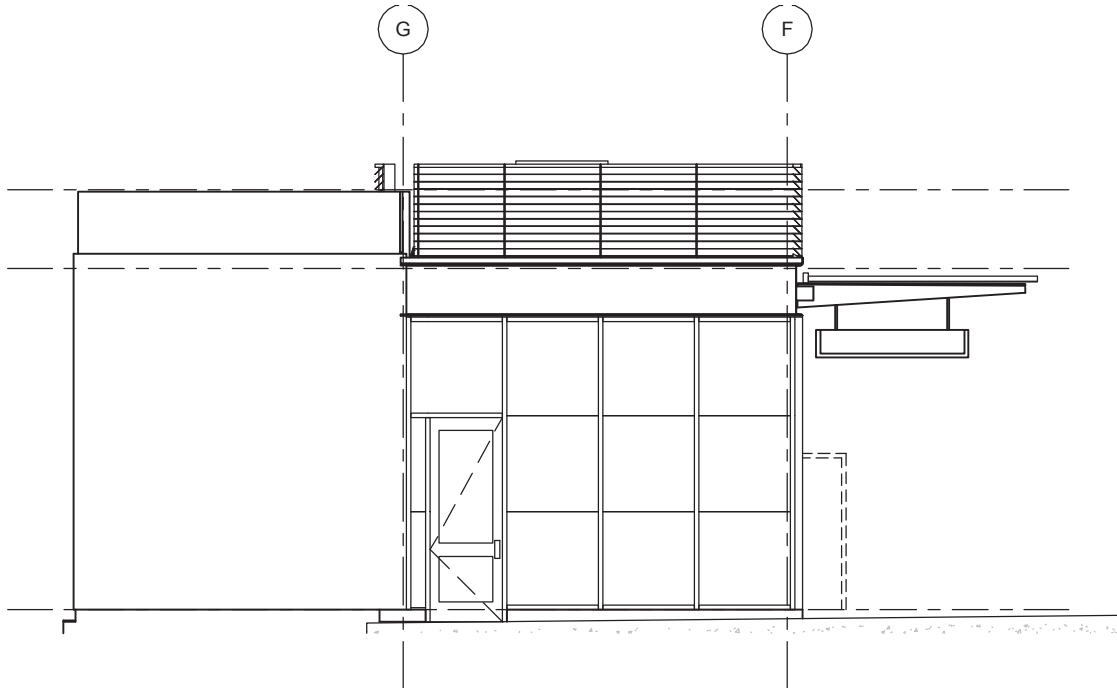
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
SIGNAGE
SURFACE LEVEL - SIGNAGE PLAN - EAST

DRAWING No.:
E21-ANP203
LOCATION ID:
E21
SHEET No.:
84
REV:
0

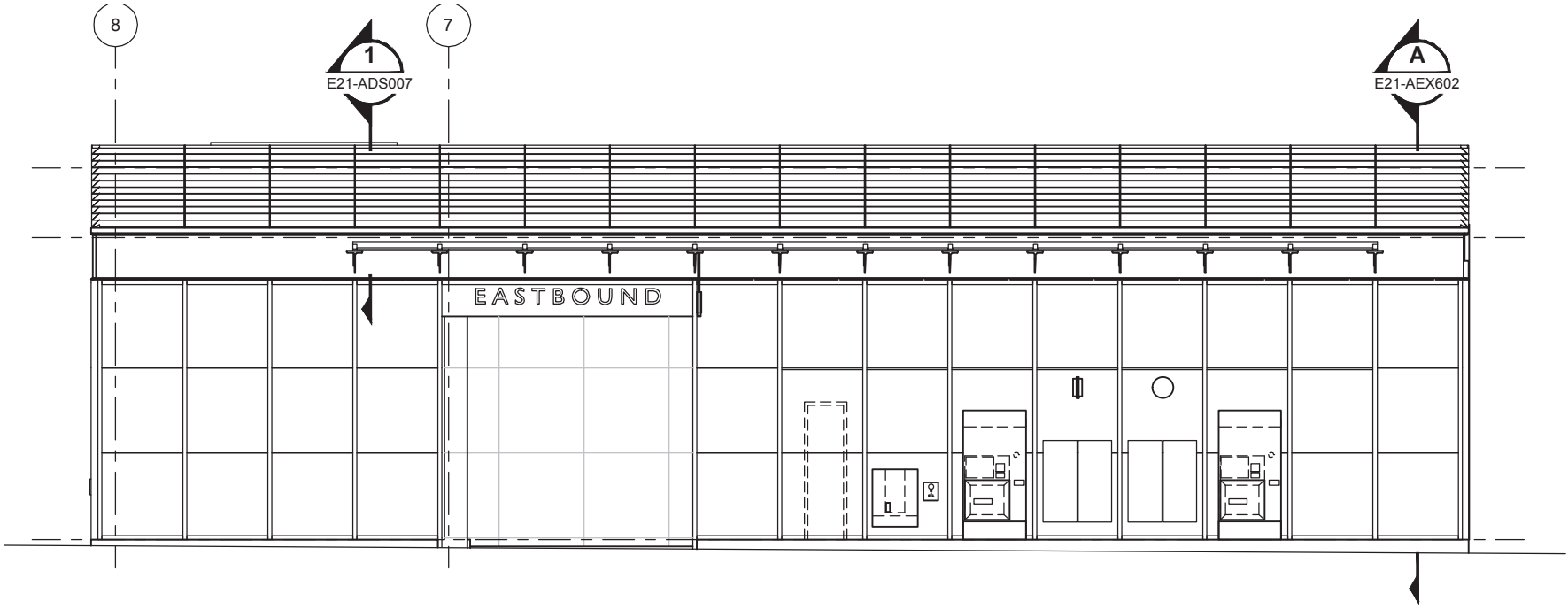


XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

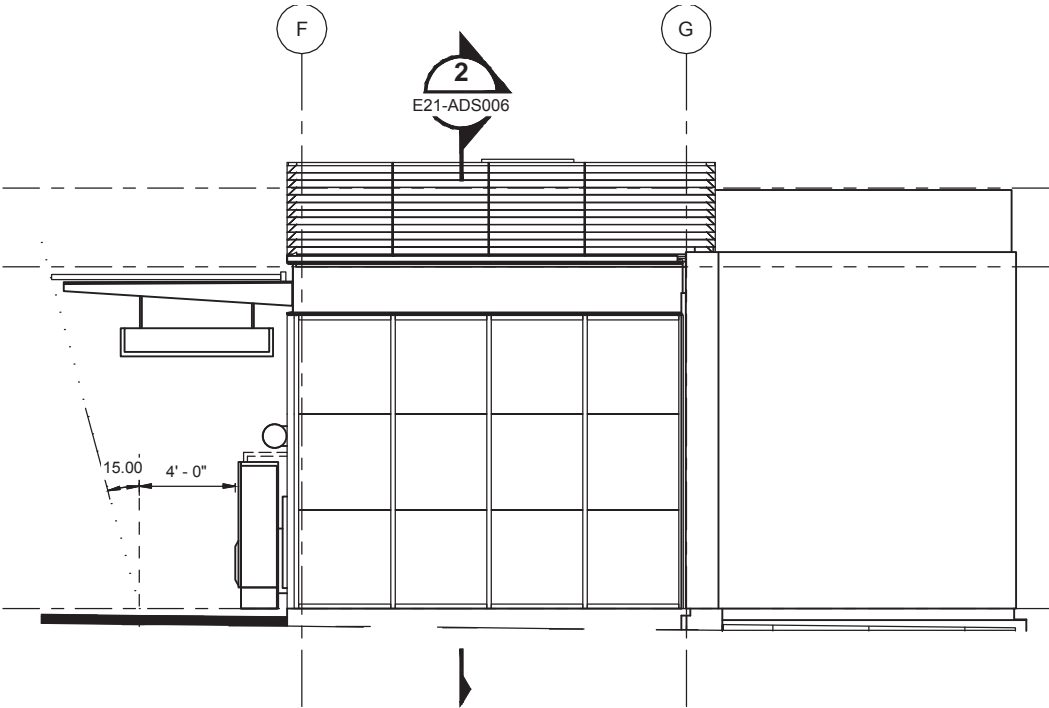
ORIGINATED BY: / DATE: / CORRECTED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
01/22/16 | 1:39 PM | CALDWELL | CALDWELL\JACALDWELL\HITTPS\SHAREPOINT\ SOUNDTRANSIT\ORG\443\SITES\CAD\LIB\RED\E335\DRAWINGS\E335-E21-AEE010.DWG
C:\USERS\PUBLIC\DOCUMENTS\CALDWELL\JACALDWELL\HITTPS\SHAREPOINT\ SOUNDTRANSIT\ORG\443\SITES\CAD\LIB\RED\E335\DRAWINGS\E335-E21-AEE010.DWG



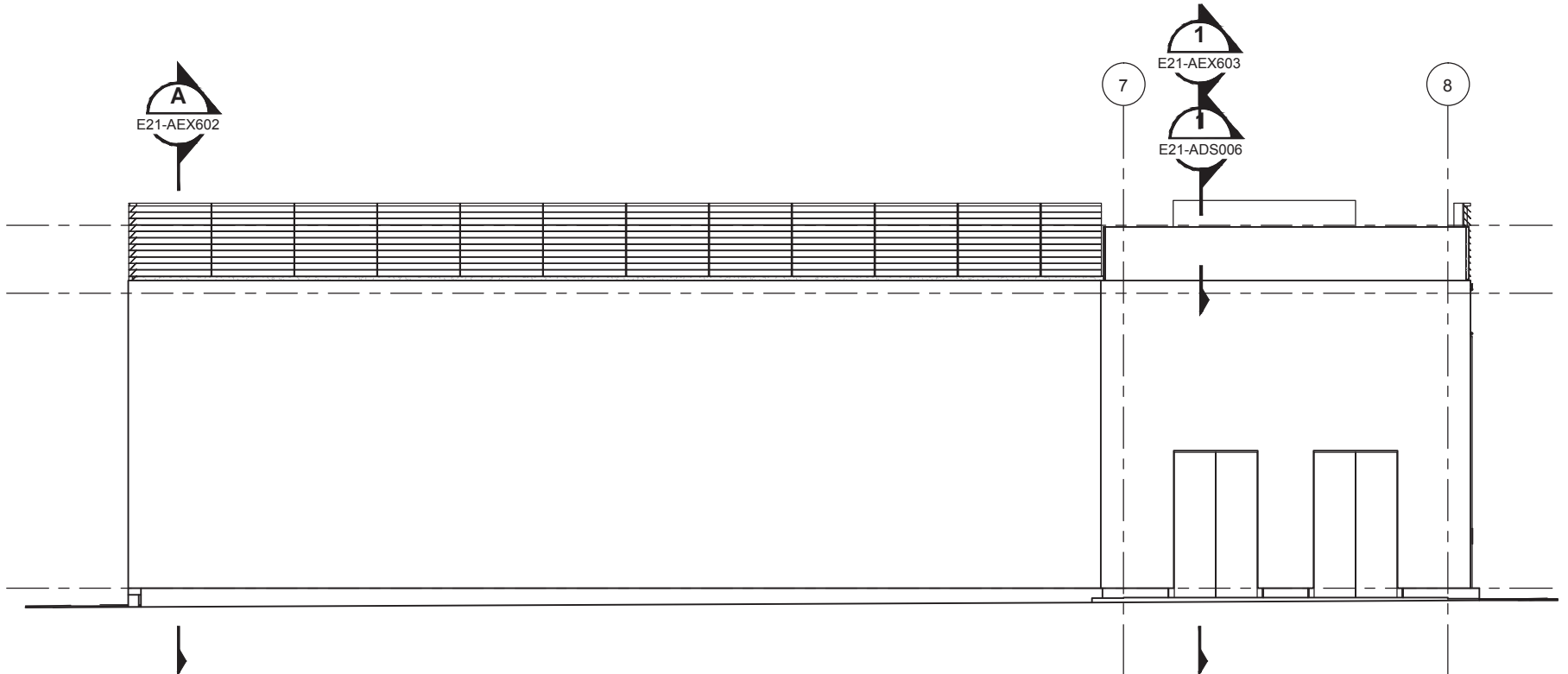
SOUTH ENTRANCE - EAST ELEVATION 1
SCALE: 1/4" = 1'-0"
E21-AEE010
STD-AED003



SOUTH ENTRANCE - NORTH ELEVATION 2
SCALE: 1/4" = 1'-0"
E21-AEE010
E21-AEX100



SOUTH ENTRANCE - WEST ELEVATION 3
SCALE: 1/4" = 1'-0"
E21-AEE010
STD-AED003



SOUTH ENTRANCE - SOUTH ELEVATION 4
SCALE: 1/4" = 1'-0"
E21-AEE010
STD-AED003

PROGRESS PRINT #1

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.245.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-AEE010
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
NORTH AND SOUTH STATION ENTRANCE

DRAWING No.:
E21-AEE010
LOCATION ID:
E21
SHEET No.:
85
REV:
0

XREF LIST:
E335-GB-TB22-04
GB-SEAL-JFN2241

ORIGINATED BY: / DATE: /
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BACK-CHECKED BY: / DATE: /
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PROGRESS PRINT #1

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CHECKED BY:

APPROVED BY:

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REGISTERED
ARCHITECT

JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.3388

SUBMITTED BY:

DATE:

REVIEWED BY:

DATE:

SCALE:

1/8" = 1'-0"

FILENAME:

E335-E21-AEE011

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
WEST AND EAST STATION ENTRANCE

DRAWING No.:

E21-AEE011

LOCATION ID:

E21

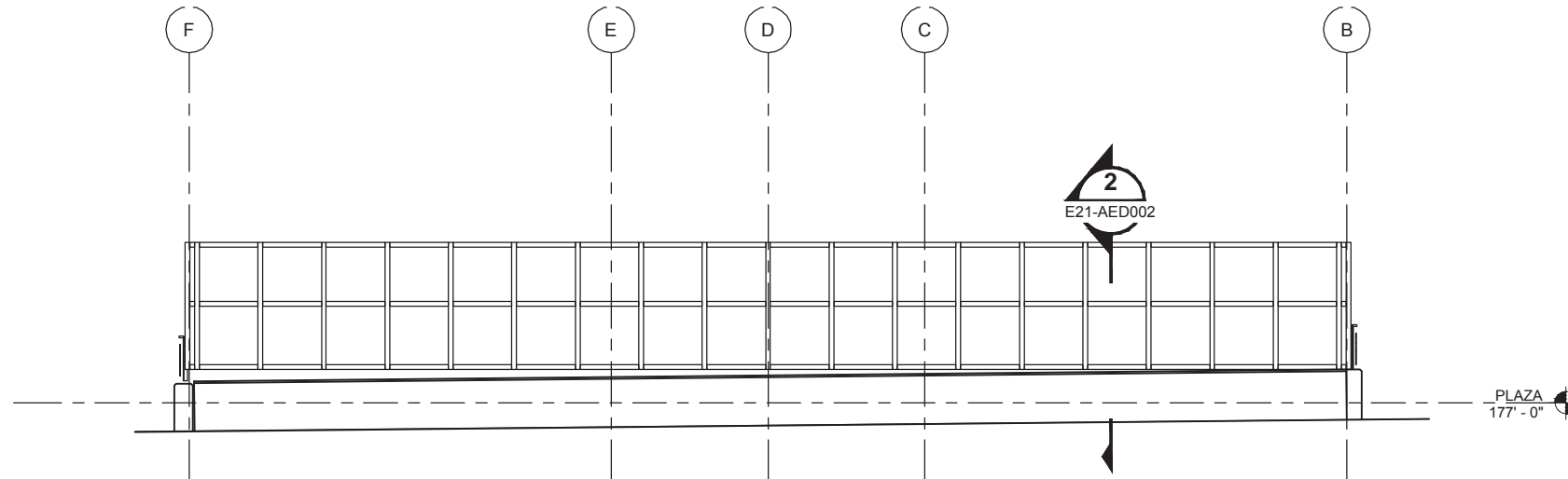
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86

REV:

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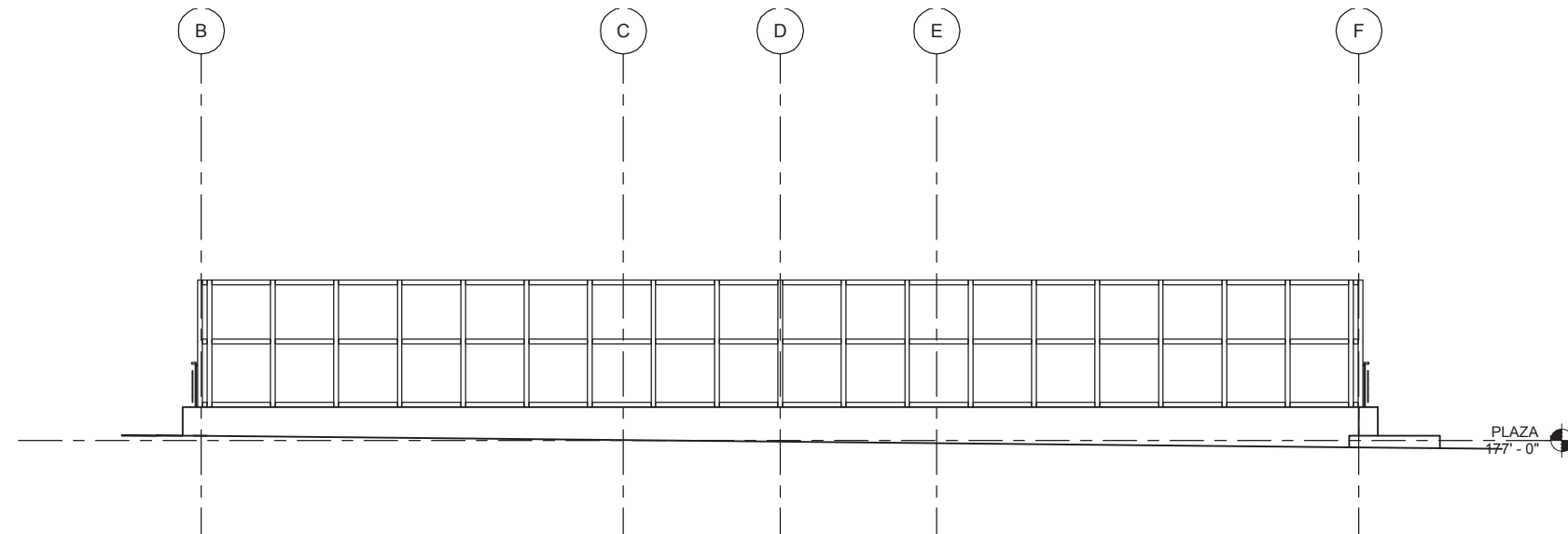
XREF LIST:
xE335-GB-TB22x34
GB-SEAL-JFN2241



WEST ELEVATION - STATION ENTRANCE

SCALE: 1/4" = 1'-0"

2
E21-AEE012
E21-APP202



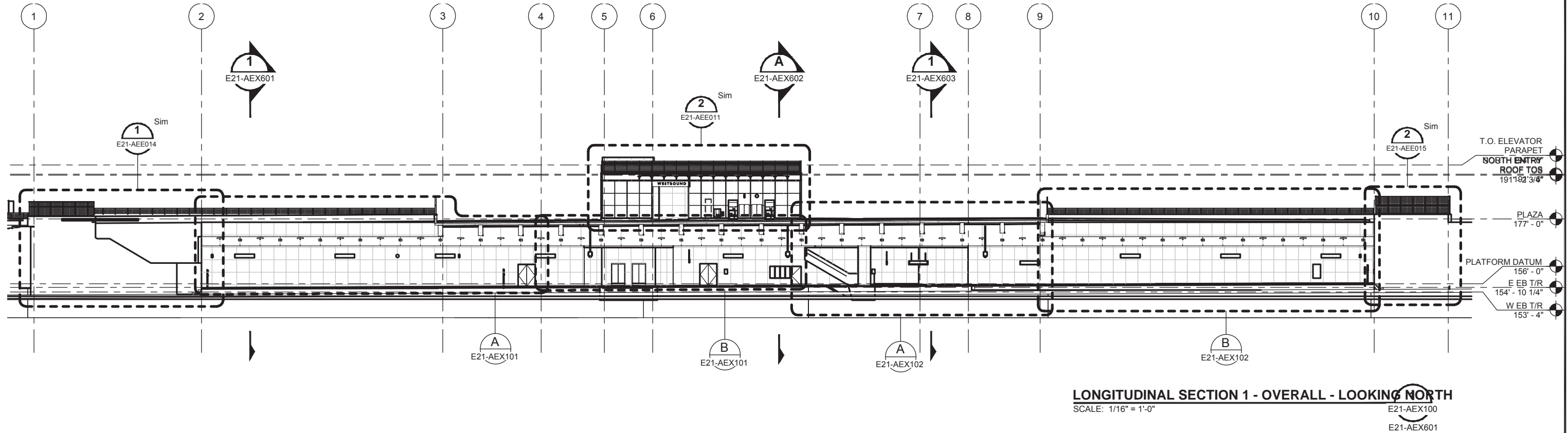
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SCALE: 1/4" = 1'-0"

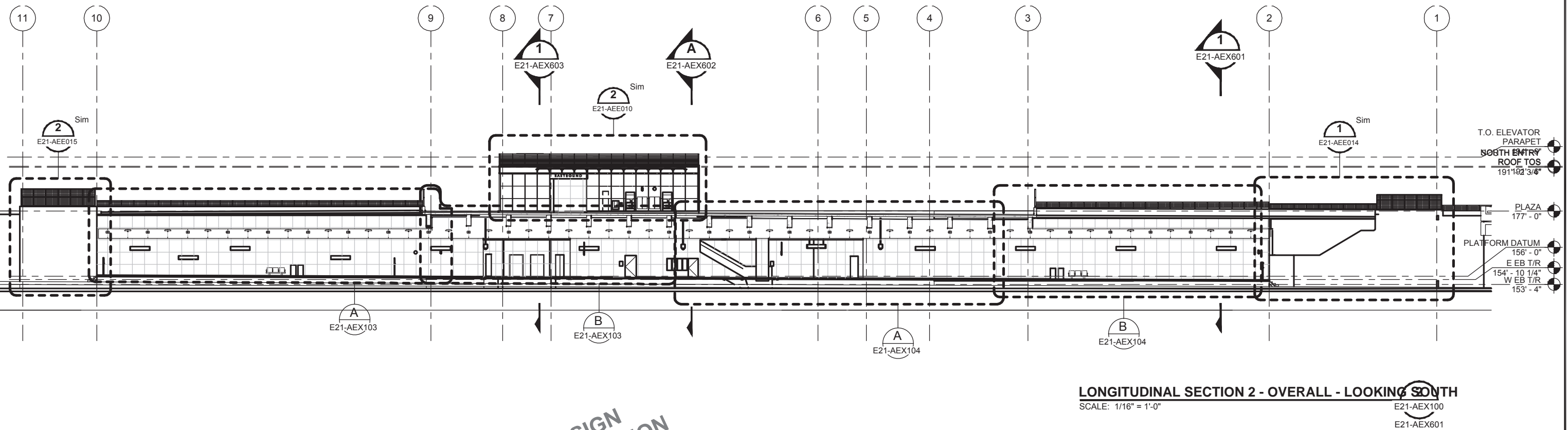
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E21-AEE012
E21-APP202

PROGRESS PRINT #1						DESIGNED BY:		<div>2241 REGISTERED ARCHITECT JOHN F. NESHOLM STATE OF WASHINGTON</div>	<div>LMN 801 SECOND AVENUE, SUITE 501 206.882.3460 SEATTLE, WA 98104 FAX 206.243.0388</div>		<div>H—J—H FINAL DESIGN PARTNERS.</div>		<div>LINE IS T A T FULL SCALE</div>		<div>ST SOUNDTRANSIT</div>		<div>SCALE: 1/4" = 1'-0"</div>		<div>EAST LINK EXTENSION CONTRACT E335 DOWNTOWN BELLEVUE TO SPRING DISTRICT 120TH STATION - ARCHITECTURAL EXTERIOR ELEVATIONS WEST EGRESS STAIRS</div>				<div>DRAWING No.: E21-AEE012</div>																																		
						DRAWN BY:									<div>FILENAME: E335-E21-AEE012</div>		<div>LOCATION ID: E21</div>																																								
						CHECKED BY:									<div>CONTRACT No.: RTA/CN 0045-14C</div>		<div>SHEET No.: REV:</div>																																								
						APPROVED BY:									<div>DATE: 03/08/2016</div>		<div>87 0</div>																																								
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No.	DATE	DSN	CHK	APP	REVISION																																																				

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241



LONGITUDINAL SECTION 1 - OVERALL - LOOKING NORTH
SCALE: 1/16" = 1'-0"



LONGITUDINAL SECTION 2 - OVERALL - LOOKING SOUTH
SCALE: 1/16" = 1'-0"

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DRAWN BY:

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801 SECOND AVENUE, SUITE 501 206.682.3463
SEATTLE, WA 98104 FAX 206.343.3388

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:

SOUNDTRANSIT

DATE:

SCALE:

1/16" = 1'-0"

FILENAME:

E335-E21-AEX100

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
BUILDING SECTIONS
LONGITUDINAL SECTION 1 - OVERALL

DRAWING No.:

E21-AEX100

LOCATION ID:

E21

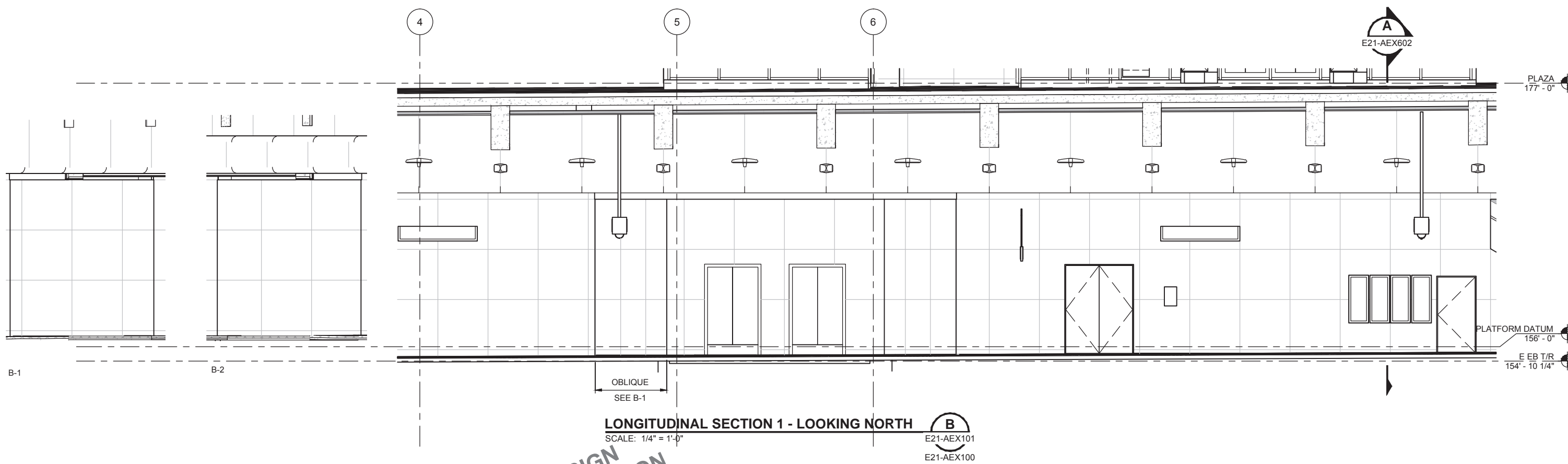
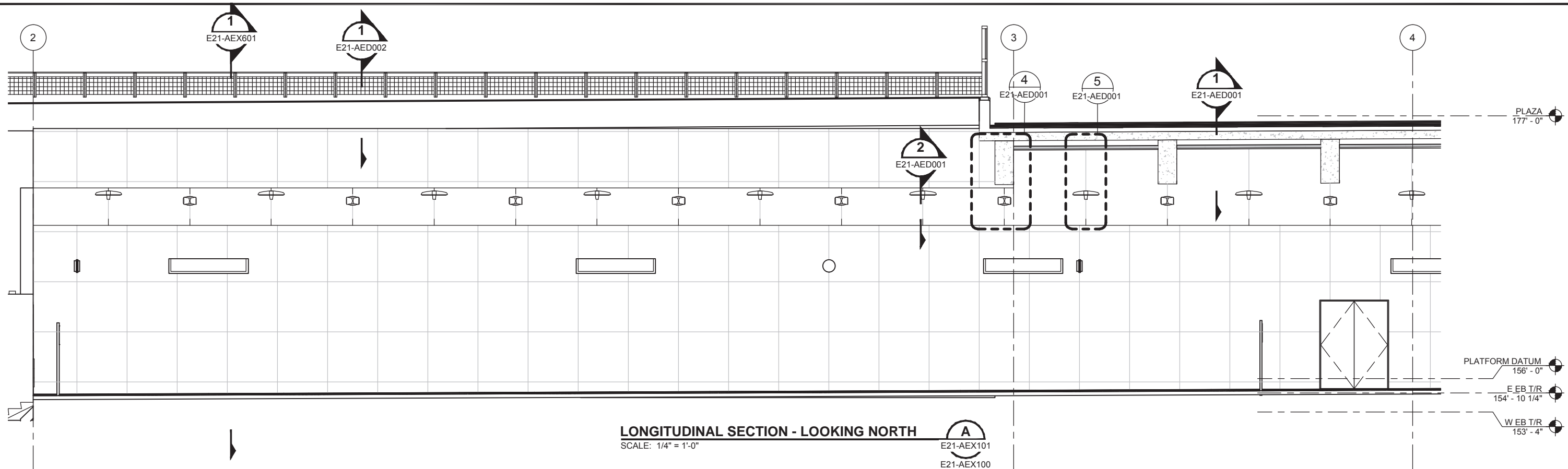
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REV.:

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PROGRESS PRINT #1

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APPROVED BY:

2241 REGISTERED ARCHITECT

JOHN F. NESHOLM
STATE OF WASHINGTON

LMn

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SEATTLE, WA 98104

206.462.3463
FAX 206.343.3388

FINAL DESIGN PARTNERS.

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SOUNDTRANSIT

DATE:

SCALE: 1/8" = 1'-0"

FILENAME: E335-E21-AEX101

CONTRACT No.: RTA/CN 0045-14C

DATE: 03/08/2016

EAST LINK EXTENSION
CONTRACT E335

DOWNTOWN BELLEVUE TO SPRING DISTRICT

120TH STATION - ARCHITECTURAL
BUILDING SECTIONS
LONGITUDINAL SECTION 1 - WEST

DRAWING No.: E21-AEX101

LOCATION ID: E21

SHEET No.: 89

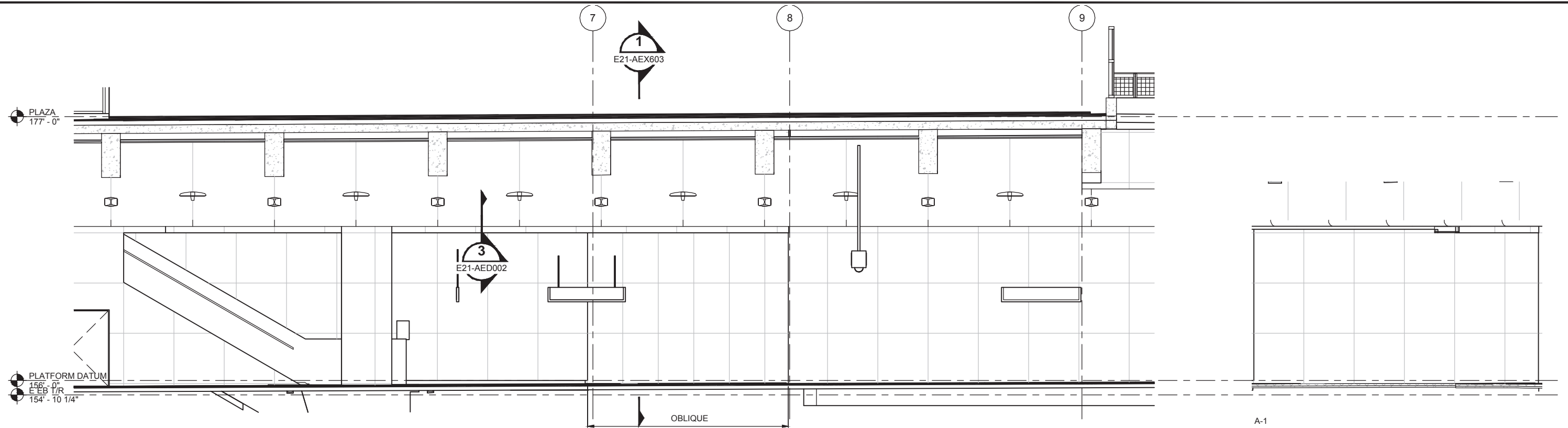
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GB-SEAL-JFN2241

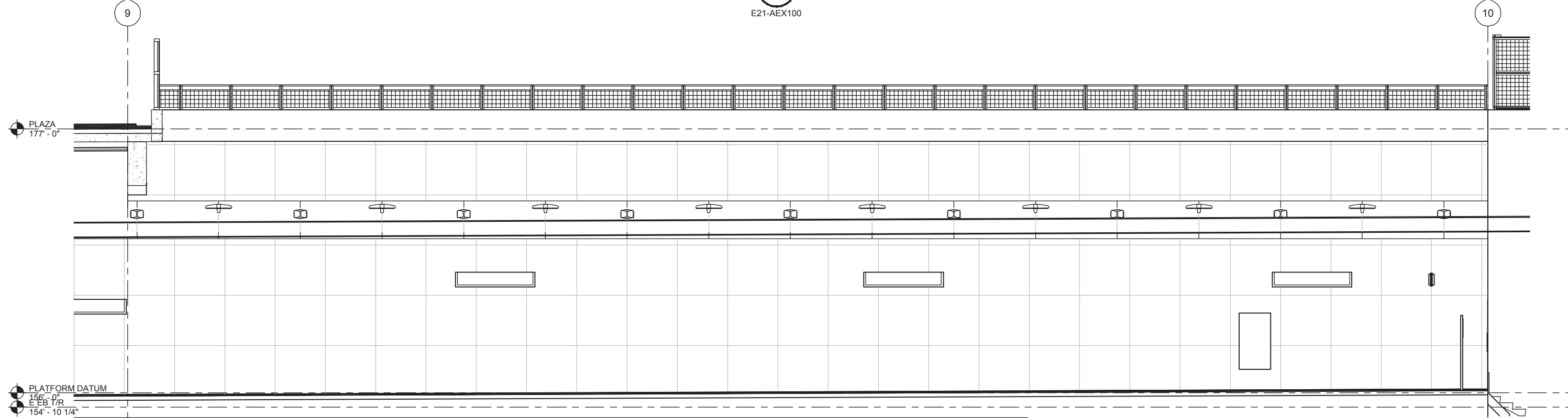
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LONG SECTION NORTH - CE
SCALE: 1/4" = 1'-0"



LONG SECTION - NORTH E
SCALE: 1/4" = 1'-0"

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
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APPROVED BY:

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REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMn
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
FAX 206.343.3388

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

DATE:

SCALE:
1/8" = 1'-0"
FILENAME:
E335-E21-AEX102
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

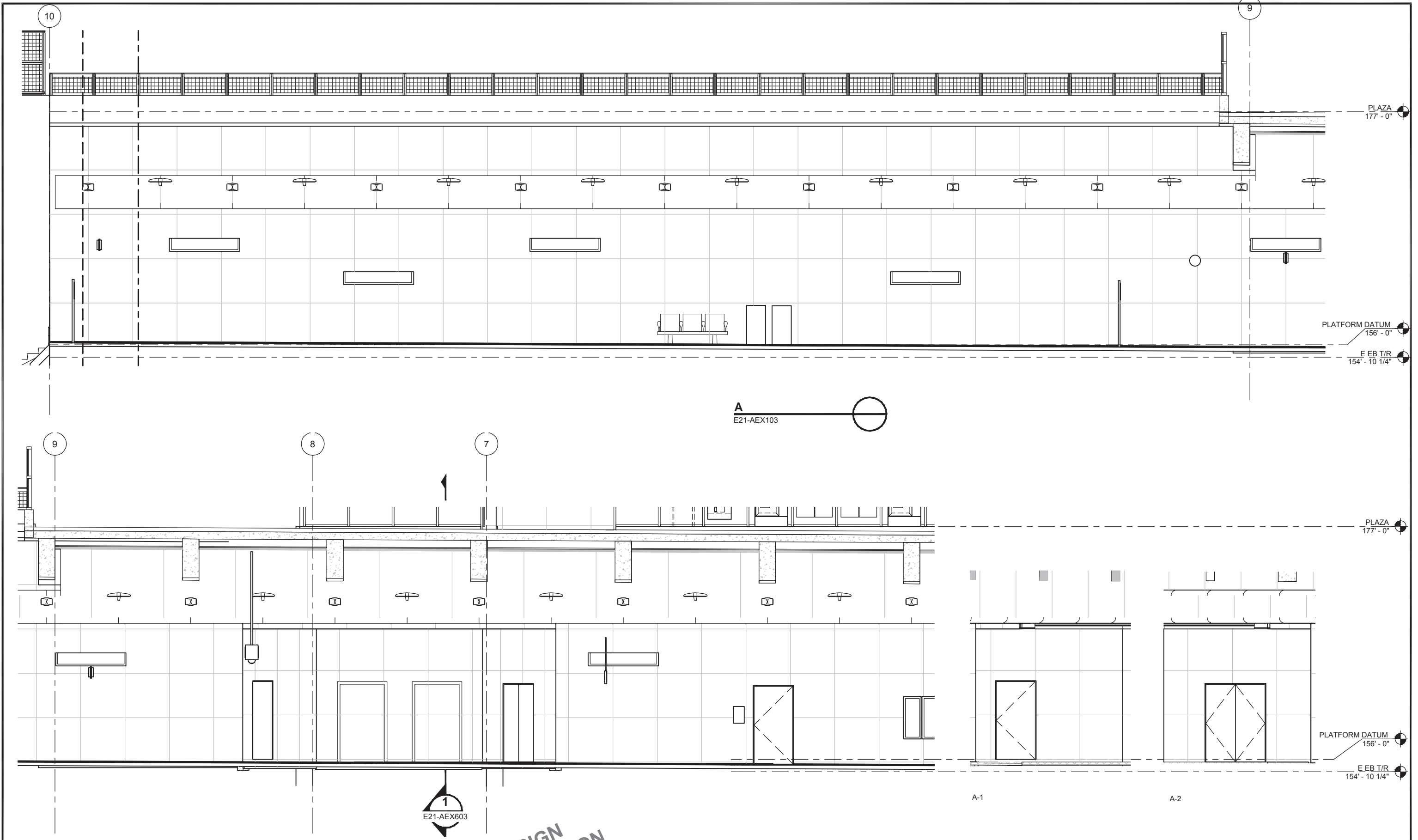
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
BUILDING SECTIONS
LONGITUDINAL SECTION 1 - CENTRAL

DRAWING No.:
E21-AEX102
LOCATION ID:
E21
SHEET No.:
90
REV:
0

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

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PROGRESS PRINT #1						DESIGNED BY:	<div>2241 REGISTERED ARCHITECT JOHN F. NESHOLM STATE OF WASHINGTON</div>	<div>801 SECOND AVENUE, SUITE 501 SEATTLE, WA 98104</div> <div>206.682.3463 FAX 206.343.3388</div>	<div>H—J—H</div> <div>FINAL DESIGN PARTNERS.</div>	LINE IS 1" AT FULL SCALE	<div></div> <div>SOUND TRANSIT</div>	SCALE: 1/8" = 1'-0"	<div>EAST LINK EXTENSION CONTRACT E335 DOWNTOWN BELLEVUE TO SPRING DISTRICT 120TH STATION - ARCHITECTURAL BUILDING SECTIONS LONGITUDINAL SECTION 1 - EAST</div>	DRAWING No.: E21-AEX103
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						CHECKED BY:						SHEET No.: 91		
						APPROVED BY:						REV: 0		
No.	DATE	DSN	CHK	APP	REVISION	SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	03/08/2016				

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DOOR SCHEDULE																		
DOOR NO.	FIRE RATING (MINUTES)	DOOR						FRAME		DETAILS			CARD READER	ELECTRIC INTRUSION DETECTION	PANIC HARDWARE	SECURITY GROUP	HARDWARE GROUP	REMARKS
		WIDTH	HEIGHT	PAIR	TYPE	MATERIAL	FINISH	TYPE	MATERIAL	FINISH	HEAD	JAMB						

PLATFORM DATUM																	
21P01.A					D										Yes		25
21P01.B					D												25
21P02	90	5' - 4"	7' - 0"	Yes	AA	HM	PNT		HM	-				Yes			
21P03	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-							
21P04	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-							
21P05	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-				Yes			
21P06	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-				Yes			
21P07	90	5' - 4"	7' - 0"	Yes	AA	HM	PNT			-				Yes			
21P08	45	4' - 4"	7' - 0"	Yes	AA	HM	PNT							Yes			
21P09	NR	4' - 4"	7' - 0"	Yes	AA	HM	PNT							Yes			
21P10	NR	4' - 4"	7' - 0"	Yes	AA	HM	PNT		-					Yes			
21P11	90	3' - 0"	6' - 0"		BB	HM	PNT			-				Yes			CONFIRM CARD READER
21P21.A					D												25
21P21.B					D												25
21P22	90	3' - 6"	7' - 0"		A	HM	PNT		HM	-				Yes			
21P23	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-							
21P24	NR	3' - 6"	7' - 0"		A	HM	PNT		HM	-				Yes			
21P25	90	3' - 0"	6' - 0"		BB	HM	-			-				Yes			CONFIRM CARD READER
21P26	90	3' - 6"	7' - 0"		A	HM	PNT			-				Yes			
21P27	90	5' - 4"	7' - 0"	Yes	AA	HM	PNT			-				Yes			
21P28	90	3' - 6"	7' - 0"		A	HM	PNT			-				No			
21P29	45	3' - 6"	7' - 0"		A	HM	PNT			-				Yes			
21P30	NR	3' - 6"	7' - 0"		A	HM	PNT			-				Yes			
21STE01.P	NR	3' - 0"	7' - 0"	No	A	HM	PNT			-				Yes			AUDIBLE ALARM?
21STE02.P	NR	3' - 0"	7' - 0"	No	A	HM	PNT			-				Yes			AUDIBLE ALARM?
21STE03.P	NR	3' - 0"	7' - 0"	No	A	HM	PNT			-				Yes			AUDIBLE ALARM?
21STE04.P	NR	3' - 0"	7' - 0"	No	A	HM	PNT			-				Yes			AUDIBLE ALARM?

DOOR TYPES

TYPE A

TYPE B

TYPE D

TYPE E
OH COILING GRILLE

0' - 2"

W

0' - 2"

0' - 2"

H

TYPE 1

0' - 2"

W

0' - 2"

0' - 2"




H

0' - 2"

TYPE 2

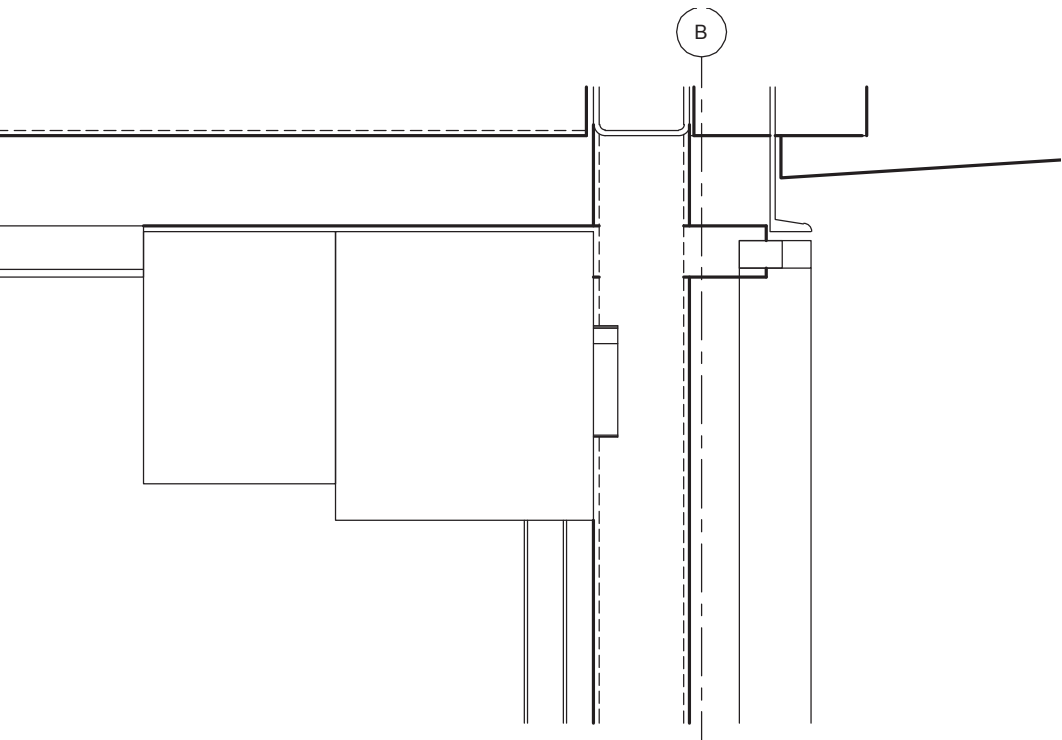
(TO BE USED FOR DOORS / ACCESS PANELS IN TVM WALLS)

1. PROVIDE ASTRAGAL WITH FLUSH BOLTS ON PAIRS OF DOORS, AT INACTIVE LEAF
2. COORDINATE WITH ACCESS CONTRAOL SYSTEMS
3. SEE SHEET E21-JCSXXX FOR INFORMATION ON CARD READER ACCESS
4. SEE SPECIFICATION SECTION 087100 FOR HARDWARE GROUPS
5. DOORS TO CONDITIONED ROOMS SHALL HAVE U-VALUE = 0.600 OR LOWER
6. SEE L86-AED900 SHEET SERIES FOR ADDITIONAL DOOR INFORMATION

<h1>PROGRESS PRINT #1</h1>						DESIGNED BY:		2241 REGISTERED ARCHITECT 						SCALE: NTS		<h2>EAST LINK EXTENSION CONTRACT E335</h2>				DRAWING No.: E21-ADS001																																			
DRAWN BY:						CHECKED BY:		901 SECOND AVENUE, SUITE 501 206.682.3400 SEATTLE, WA 98104 FAX 206.543.9368		LINE IS 1" AT FULL SCALE		FILENAME: E335-E21-ADS001		DOWNTOWN BELLEVUE TO SPRING DISTRICT				LOCATION ID: E21																																					
APPROVED BY:						SUBMITTED BY:		DATE:		REVIEWED BY:		CONTRACT No.: RTA/CN 0045-14C		120TH STATION - ARCHITECTURAL SCHEDULES DOOR SCHEDULE				SHEET No.: 92 REV: 0																																					
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No.	DATE	DSN	CHK	APP	REVISION																																																		

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E335-GB-TB22x34
GB-SEAL-JFN2241

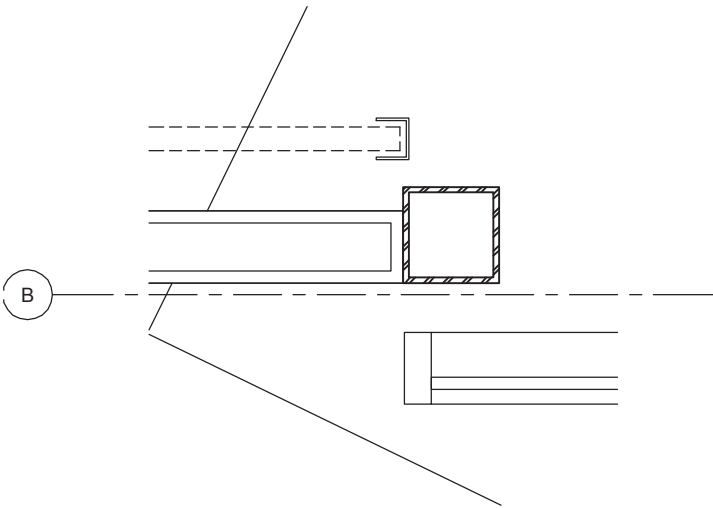
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OVERHEAD DOOR THRESHOLD

SCALE: 1 1/2" = 1'-0"

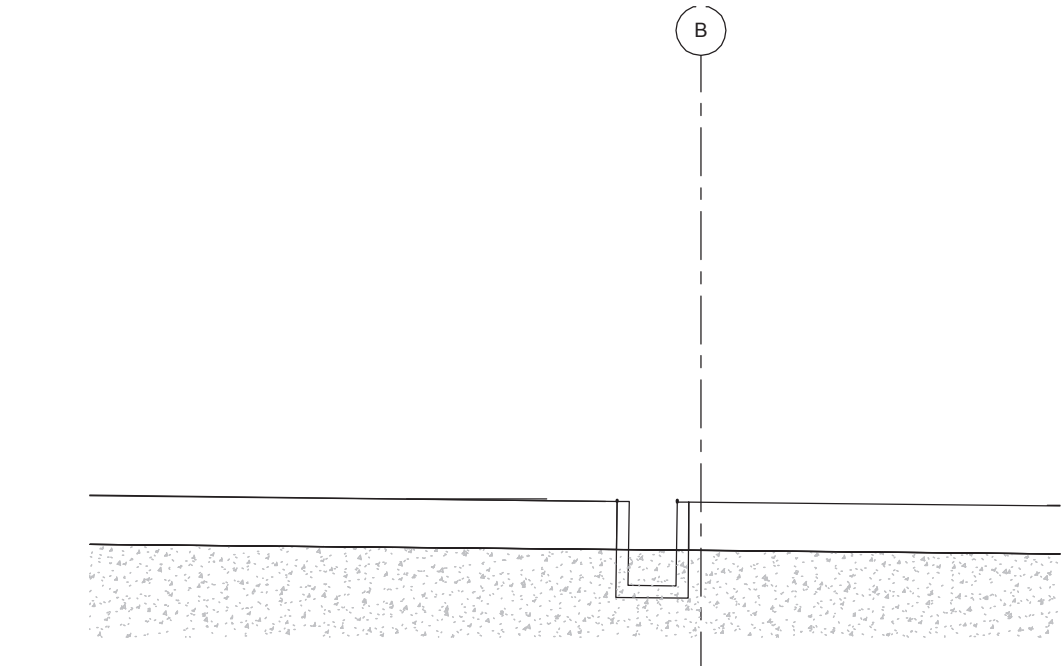
1
E21-ADS002
E21-AEE011



OVERHEAD DOOR- JAMB

SCALE: 1 1/2" = 1'-0"

2
E21-ADS002
E21-ATD011



OVERHEAD DOOR THRESHOLD

SCALE: 1 1/2" = 1'-0"

5
E21-ADS002
E21-AEE011

PROGRESS PRINT #1

No.	DATE	DSN	CHK	APP	REVISION

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APPROVED BY:

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REGISTERED
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SEATTLE, WA 98104 FAX 206.343.8388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:
NTS
FILENAME:
E335-E21-ADS002
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

EAST LINK EXTENSION
CONTRACT E335
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
MISCELLANEOUS DETAILS
GLAZING SCHEDULE

DRAWING No.:
E21-ADS002
LOCATION ID:
E21
SHEET No.: 93
REV: 0

XREF LIST:
E335-GB-TB22x34
GB-SEAL-JFN2241

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ARCHITECT

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SEATTLE, WA 98104 FAX 206.343.8388

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

DATE:

REVIEWED BY:

DATE:

SCALE:

1/4" = 1'-0"

FILENAME:

E335-E21-ATD011

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
STAIR DETAILS
PUBLIC STAIR 1 (North)

DRAWING No.:

E21-ATD011

LOCATION ID:

E21

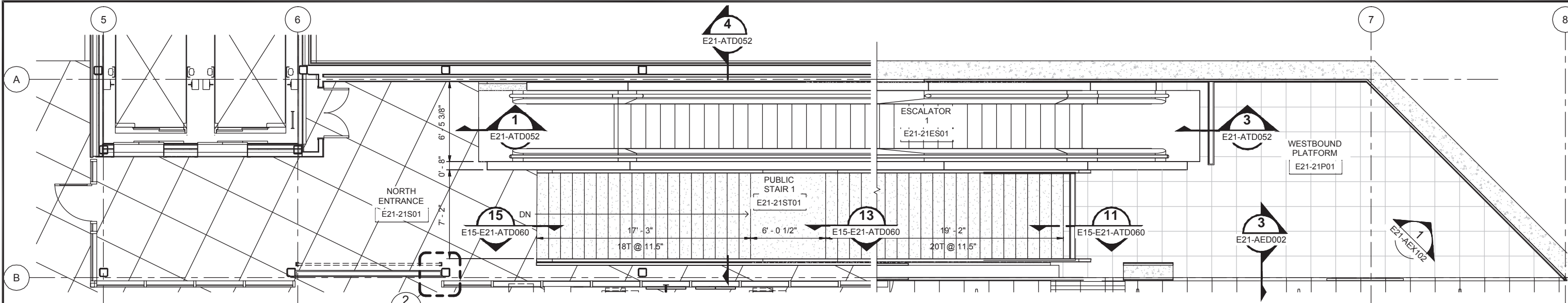
SHEET No.:

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REV:

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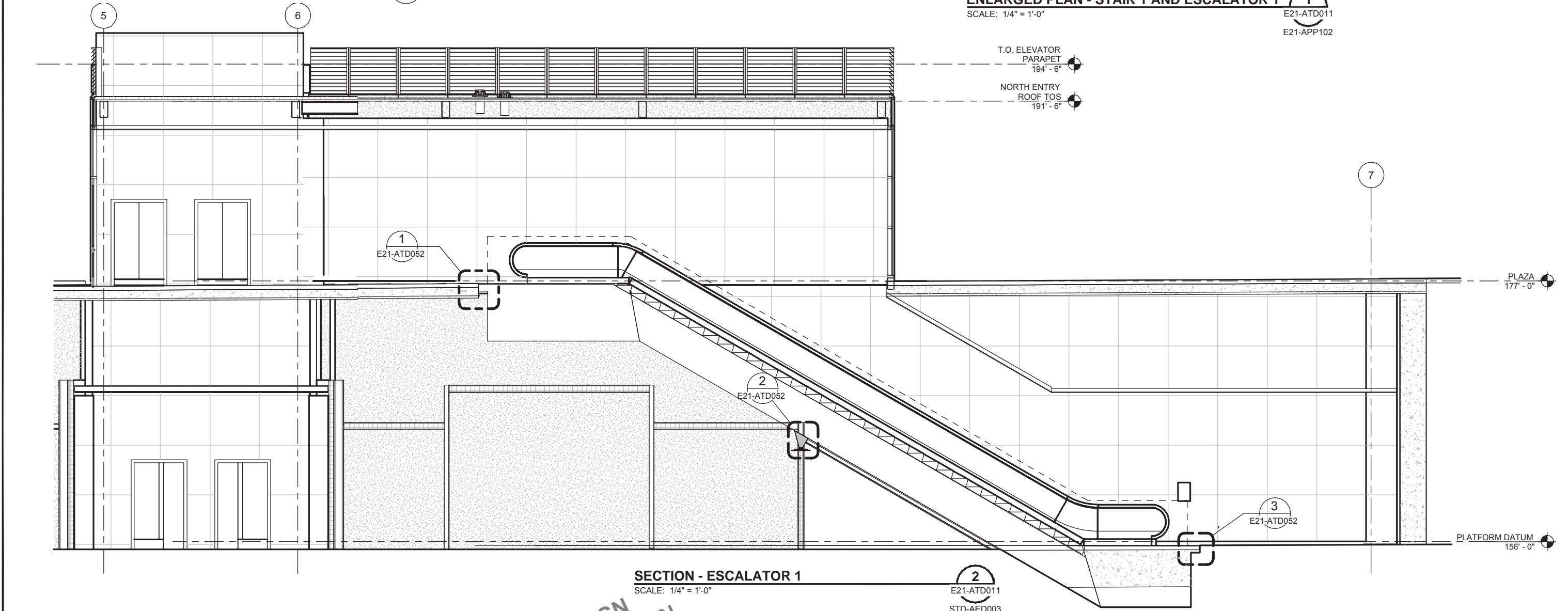
ENLARGED PLAN - STAIR 1 AND ESCALATOR 1

SCALE: 1/4" = 1'-0"

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E21-ATD011

E21-APP102



SECTION - ESCALATOR 1

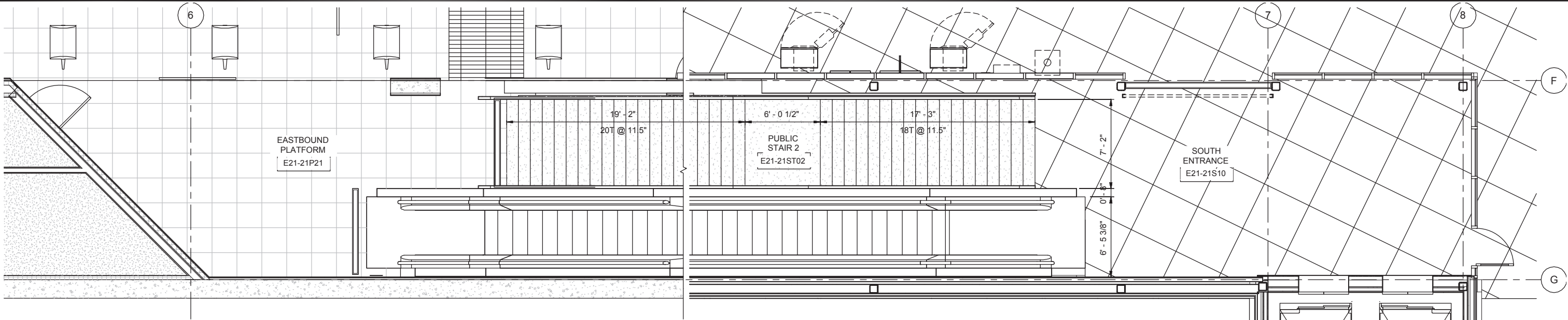
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E21-ATD011

STD-AED003

XREF LIST:
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GB-SEAL-JFN2241

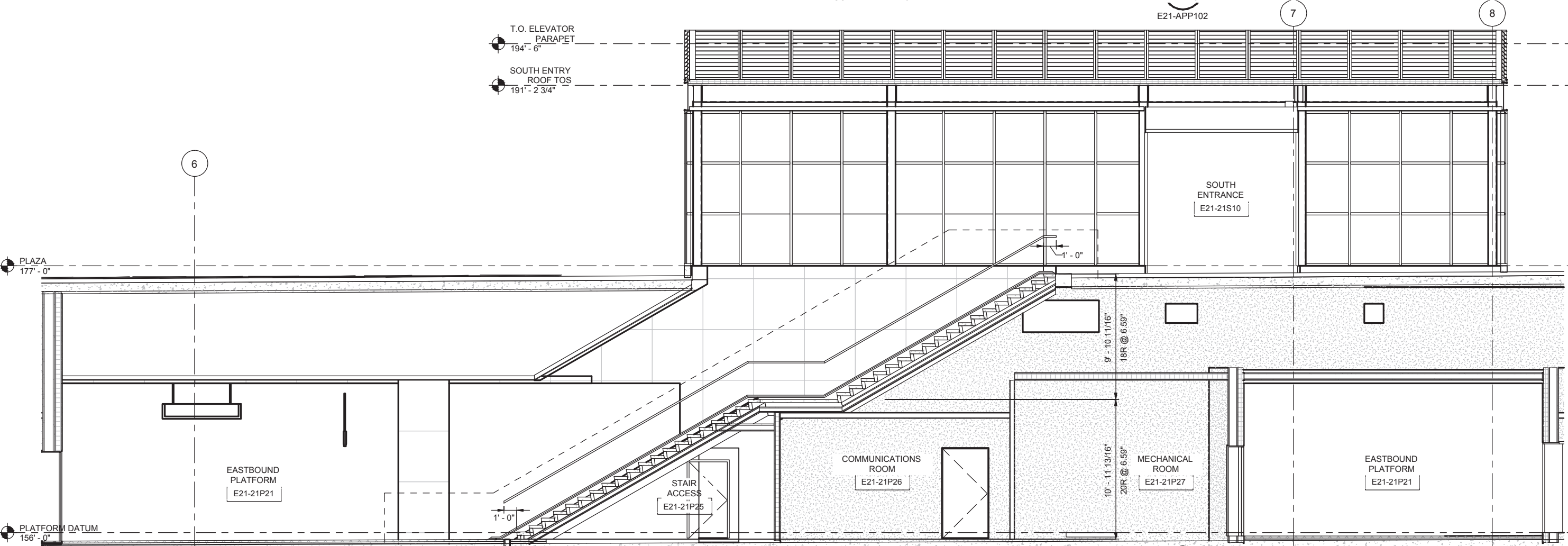


ENLARGED PLAN - STAIR 2 AND ESCALATOR 2
SCALE: 1/4" = 1'-0"

1
E21-ATD012
E21-APP102

T.O. ELEVATOR
PARAPET
194' - 6"

SOUTH ENTRY
ROOF TOS
191' - 2 3/4"



SECTION - STAIR 2
SCALE: 1/4" = 1'-0"

2
E21-ATD012
STD-AED003

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DRAWN BY:
CHECKED BY:
APPROVED BY:

2241
REGISTERED
ARCHITECT
JOHN F. NESHOLM
STATE OF WASHINGTON

LMN
801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

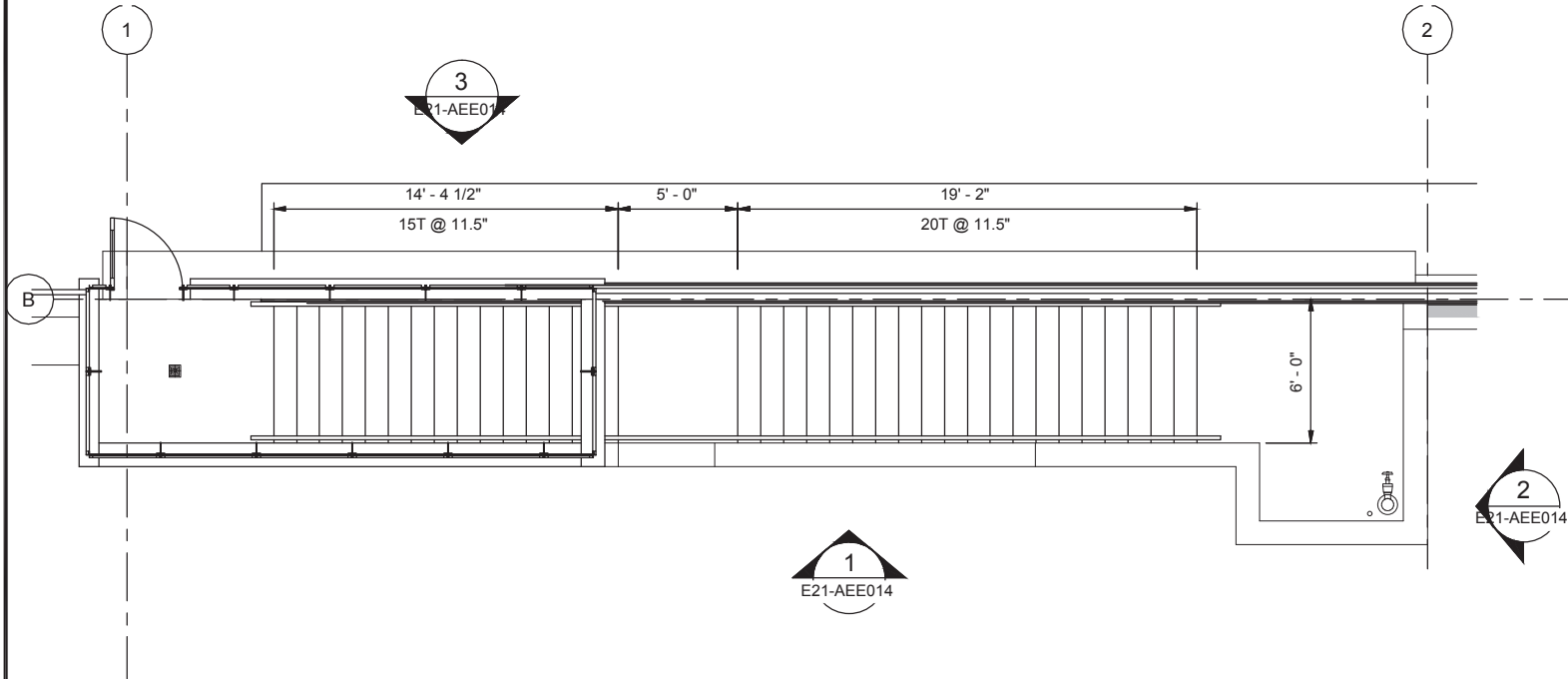
LINE IS 1" AT
FULL SCALE
SOUNDTRANSIT

SCALE:
1/4" = 1'-0"
FILENAME:
E335-E21-ATD012
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

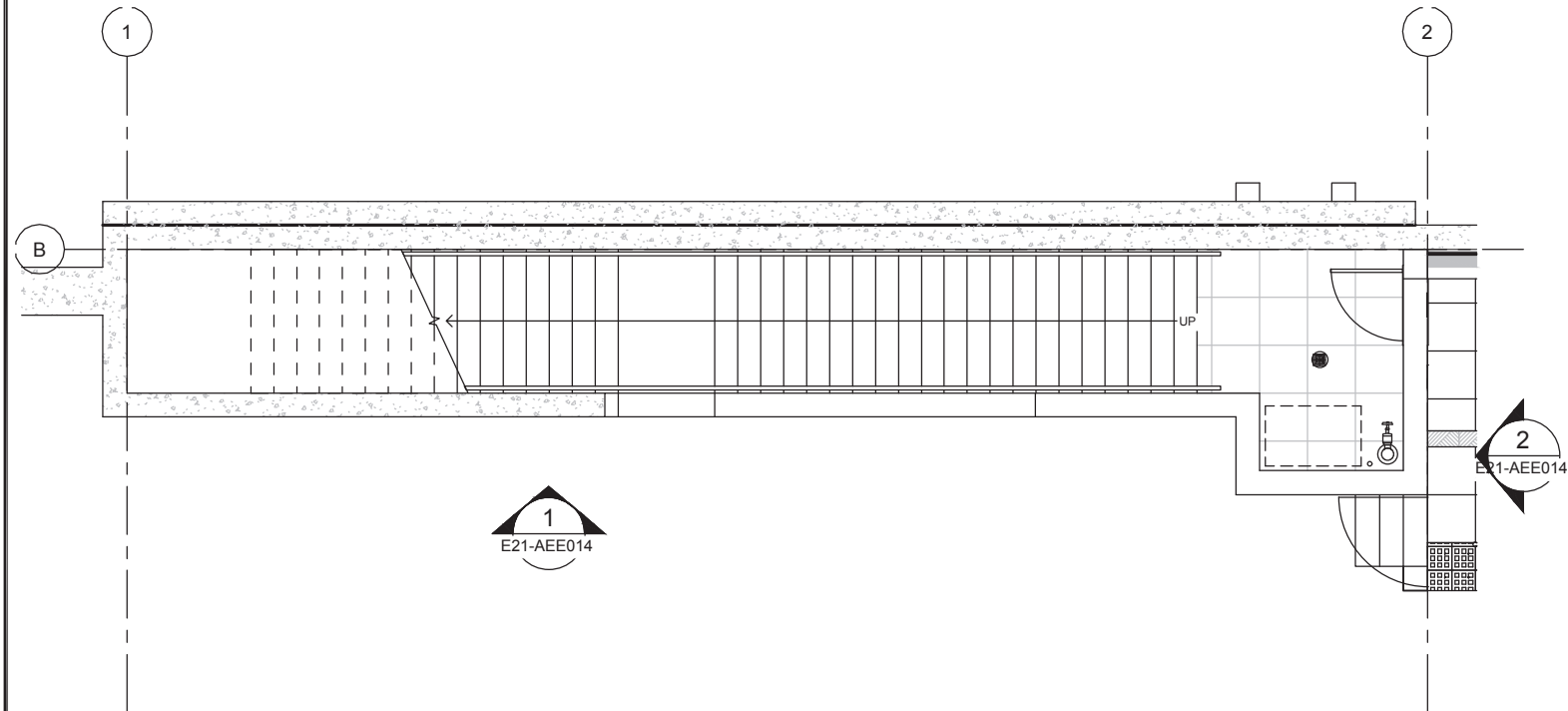
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
STAIR DETAILS
PUBLIC STAIR 1 (South)

DRAWING No.:
E21-ATD012
LOCATION ID:
E21
SHEET No.:
95
REV:
0

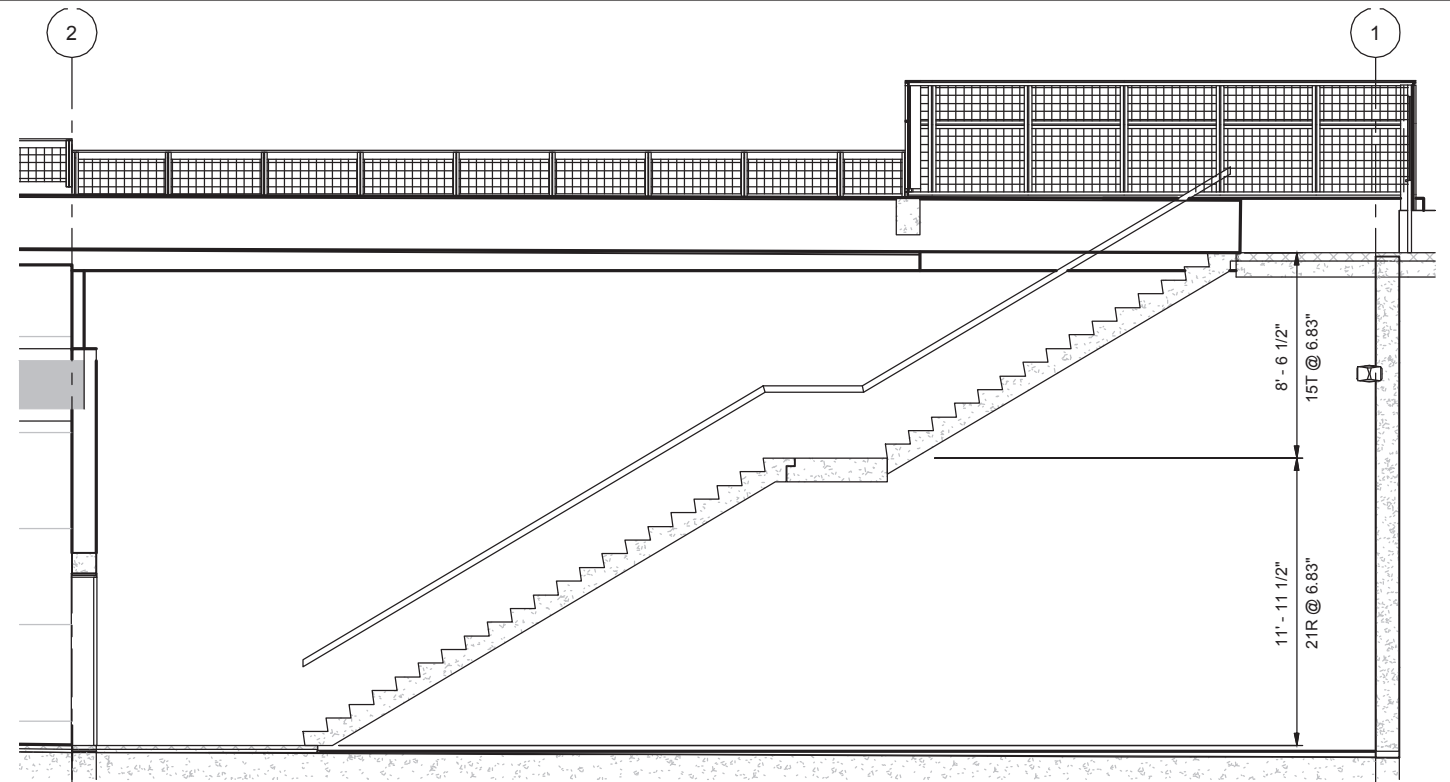
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GB-SEAL-JFN2241



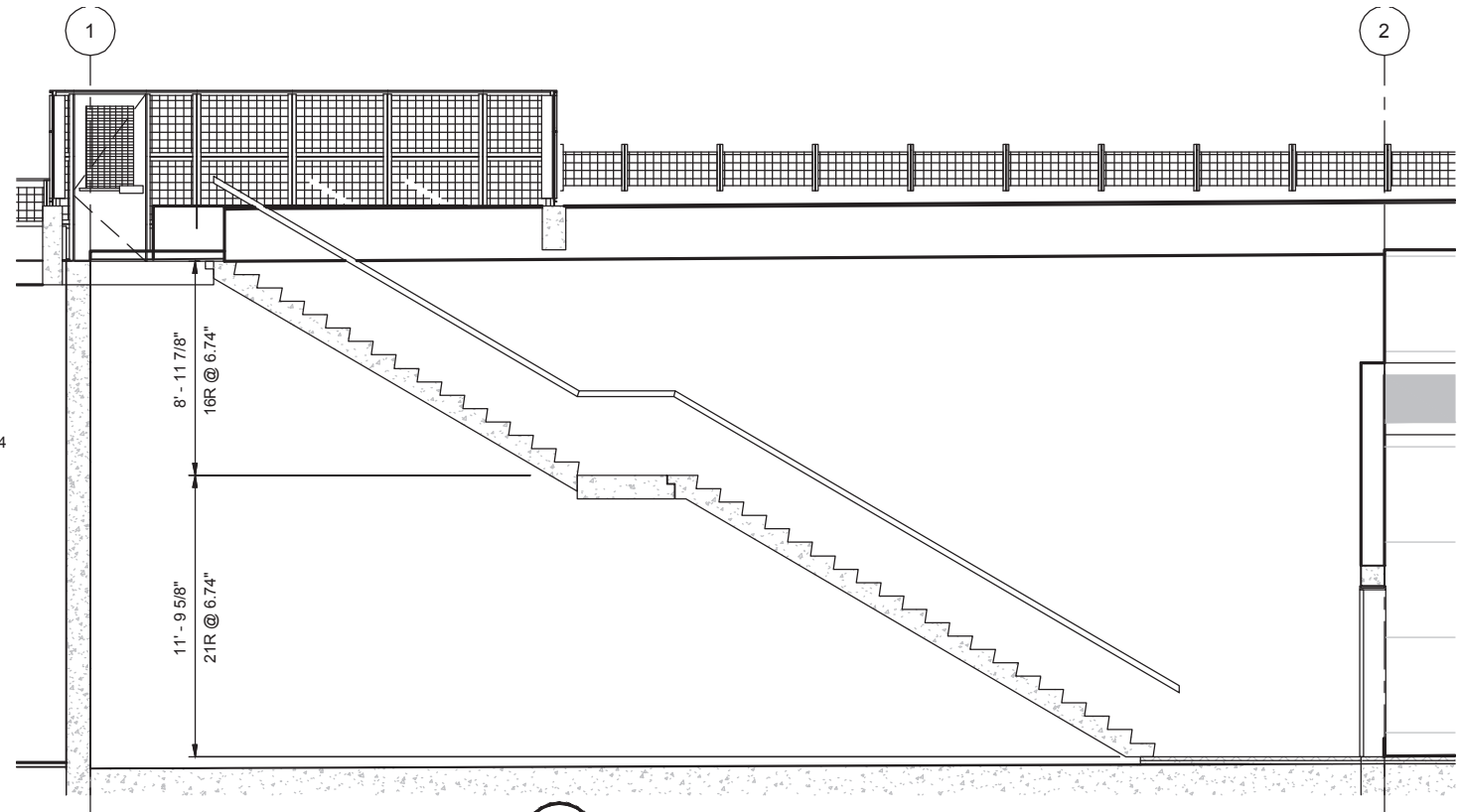
ENLARGED PLAN - SURFACE LEVEL 1
SCALE: 1/4" = 1'-0"
EGRESS STAIR 2 @ OPP SIM
E21-ATD031
E21-APP201



ENLARGED PLAN - PLATFORM LEVEL 6
SCALE: 1/4" = 1'-0"
EGRESS STAIR 2 @ OPP
E21-ATD031
E21-APP101



STAIR 2- SECTION LOOKING SOUTH 5
SCALE: 1/4" = 1'-0"
E21-ATD031
STD-AED003



STAIR 1- SECTION LOOKING NORTH 10
SCALE: 1/4" = 1'-0"
E21-ATD031
STD-AED003

ORIGINATED BY: / DATE: /
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01/22/16 | 12:30 PM | CALDWELL
C:\WORK\TEMP\E335-100PCT-DUDIE\E335-E21-ATD031.DWG

PROGRESS PRINT #1

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APPROVED BY:

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JOHN F. NESHOLM
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801 SECOND AVENUE, SUITE 501
SEATTLE, WA 98104
206.462.3463
206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

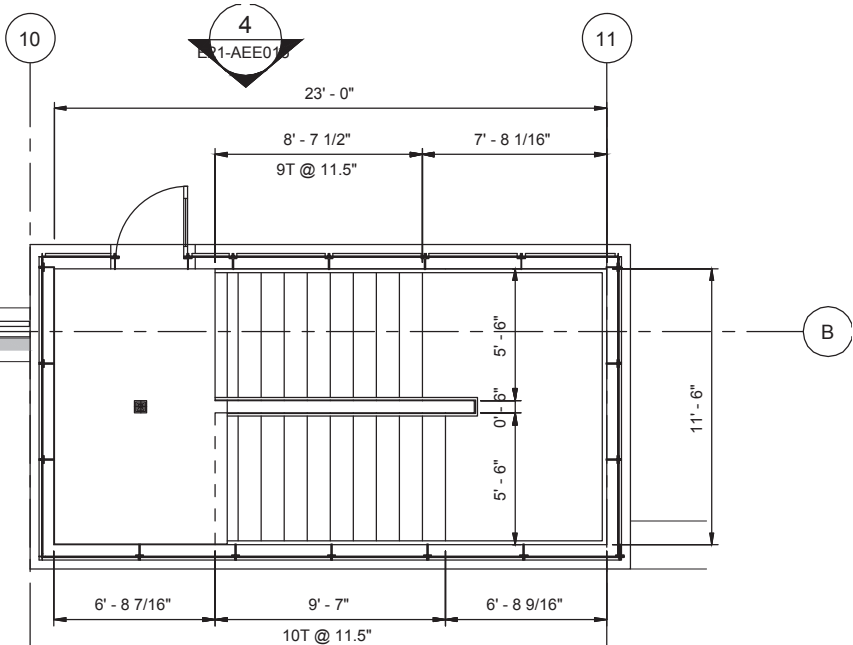
SOUNDTRANSIT

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1/4" = 1'-0"
FILENAME:
E335-E21-ATD031
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

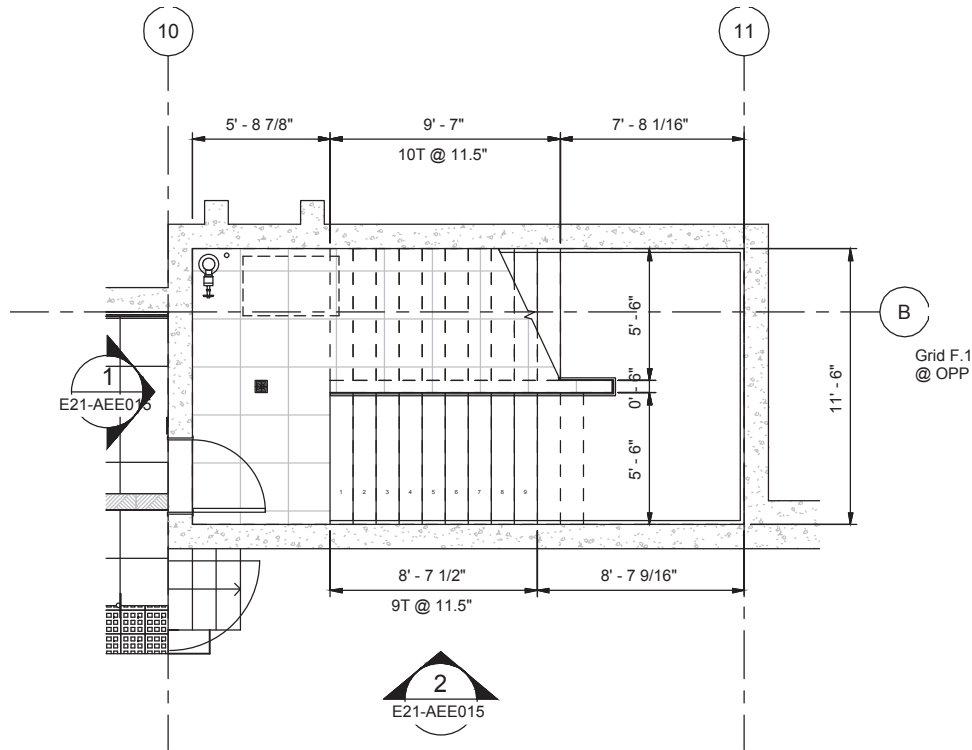
**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
STAIR DETAILS
EGRESS STAIR 1

DRAWING No.:
E21-ATD031
LOCATION ID:
E21
SHEET No.:
96
REV:
0

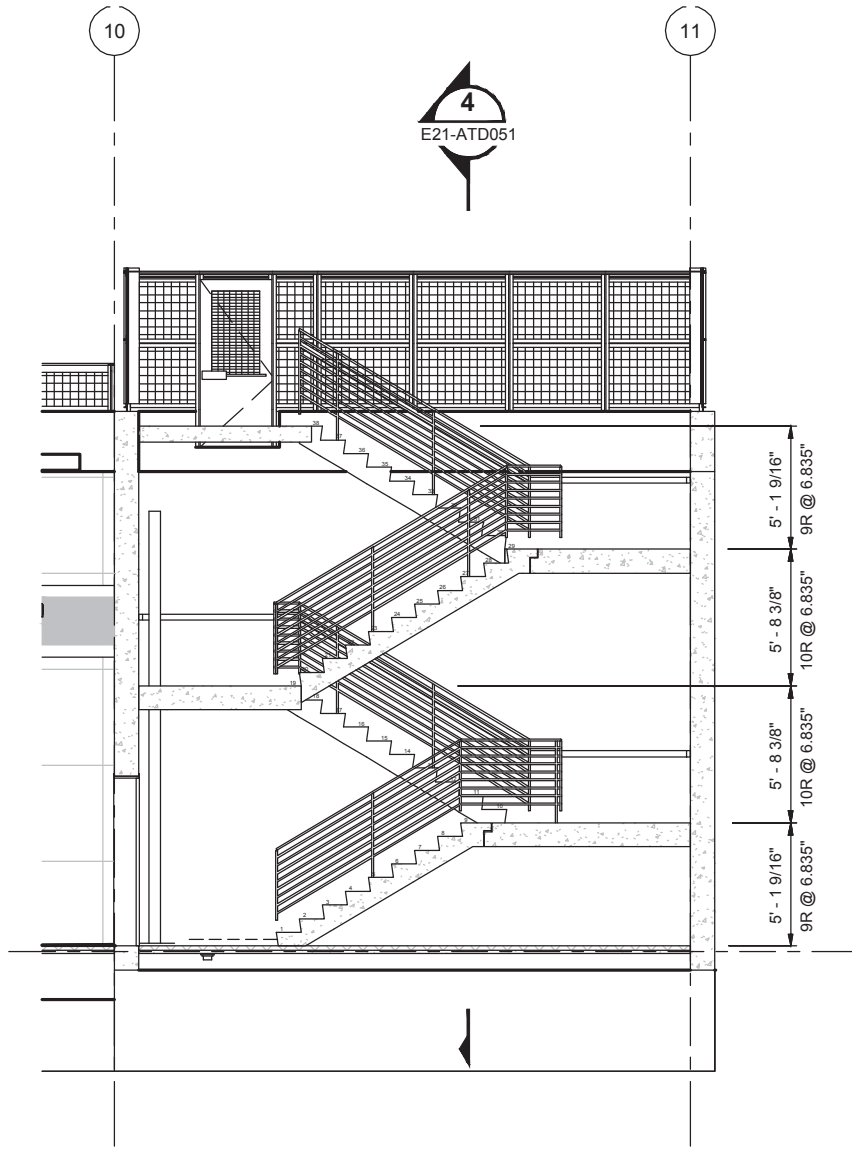
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GB-SEAL-JFN2241



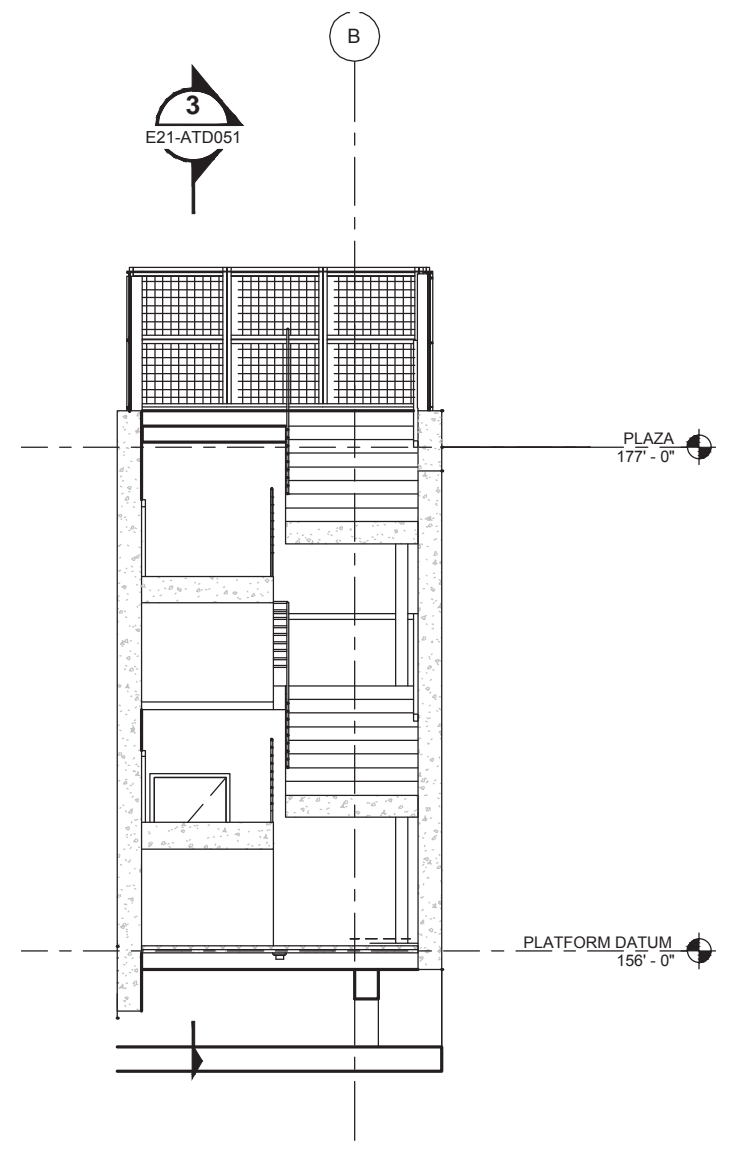
ENLARGED PLAN - SURFACE LEVEL
SCALE: 1/4" = 1'-0"
EGRESS STAIR 4 @ OPP
E21-ATD051
E21-APP203



ENLARGED PLAN - PLATFORM LEVEL
SCALE: 1/4" = 1'-0"
EGRESS STAIR 4 @ OPP
E21-ATD051
E21-APP103



SECTION LOOKING NORTH
SCALE: 1/4" = 1'-0"
EGRESS STAIR 4 @ OPP
E21-ATD051
E21-ATD051



SECTION LOOKING SOUTH
SCALE: 1/4" = 1'-0"
EGRESS STAIR 4 @ OPP
E21-ATD051
E21-ATD051

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801 SECOND AVENUE, SUITE 501
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FAX 206.343.3388

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:

1/4" = 1'-0"

FILENAME:

E335-E21-ATD051

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

EAST LINK EXTENSION CONTRACT E335

DOWNTOWN BELLEVUE TO SPRING DISTRICT

120TH STATION - ARCHITECTURAL

STAIR DETAILS

EGRESS STAIR 2

DRAWING No.:

E21-ATD051

LOCATION ID:

E21

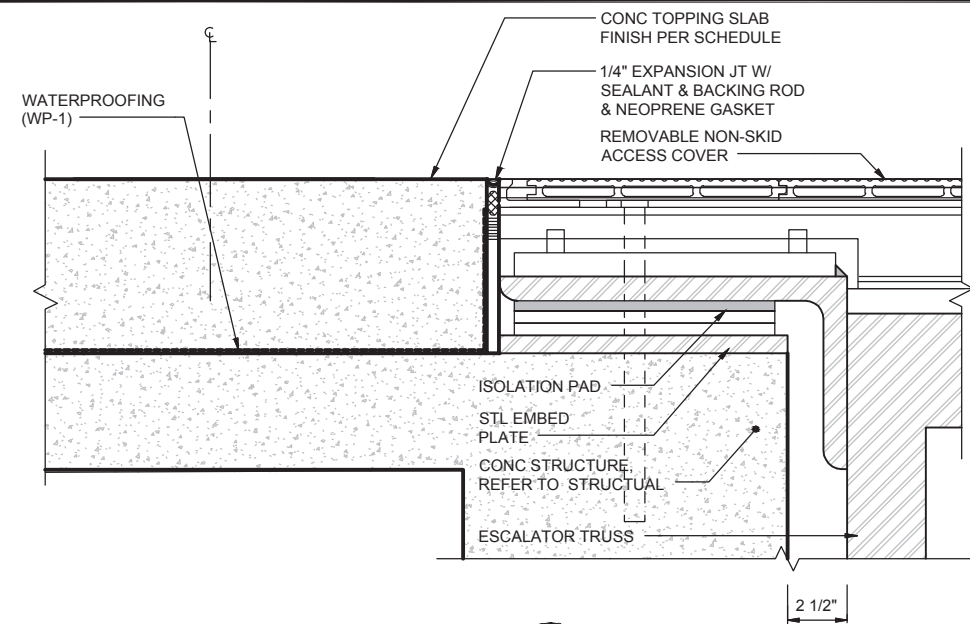
SHEET No.:

97

REV:

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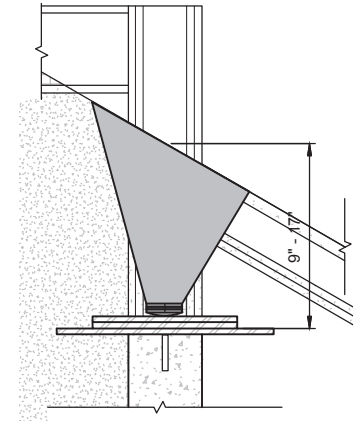
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GB-SEAL-JFN2241



ESCALATOR- UPPER END

SCALE: 3" = 1'-0"

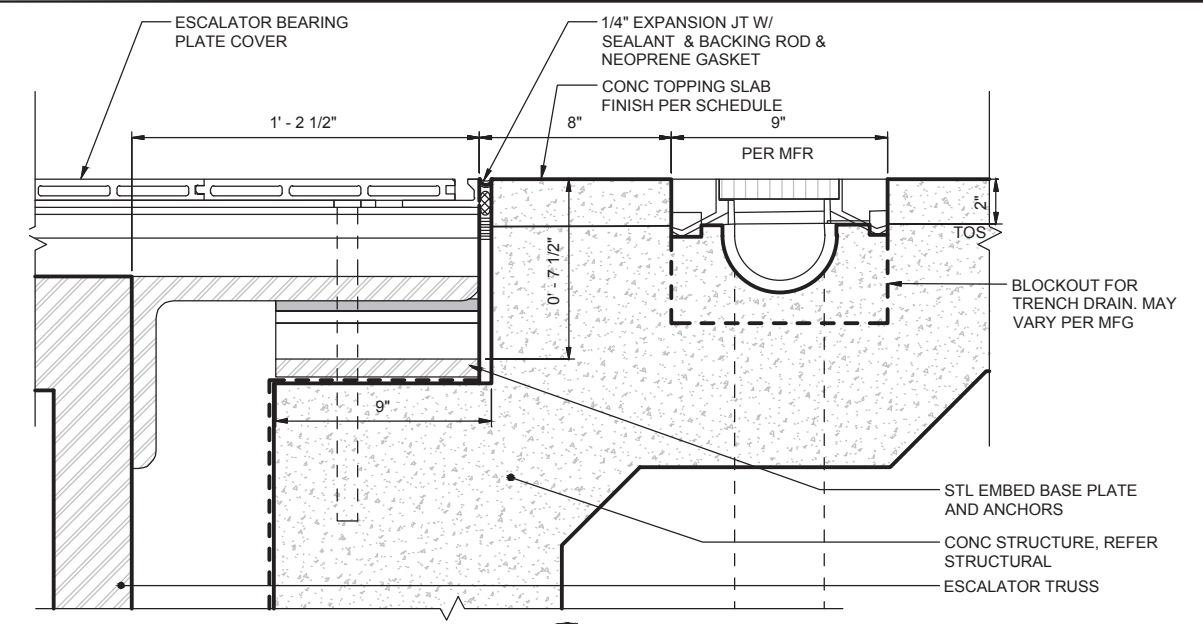
1
E21-ATD052
E21-ATD011



ESCALATOR INTERMEDIATE

SCALE: 1 1/2" = 1'-0"

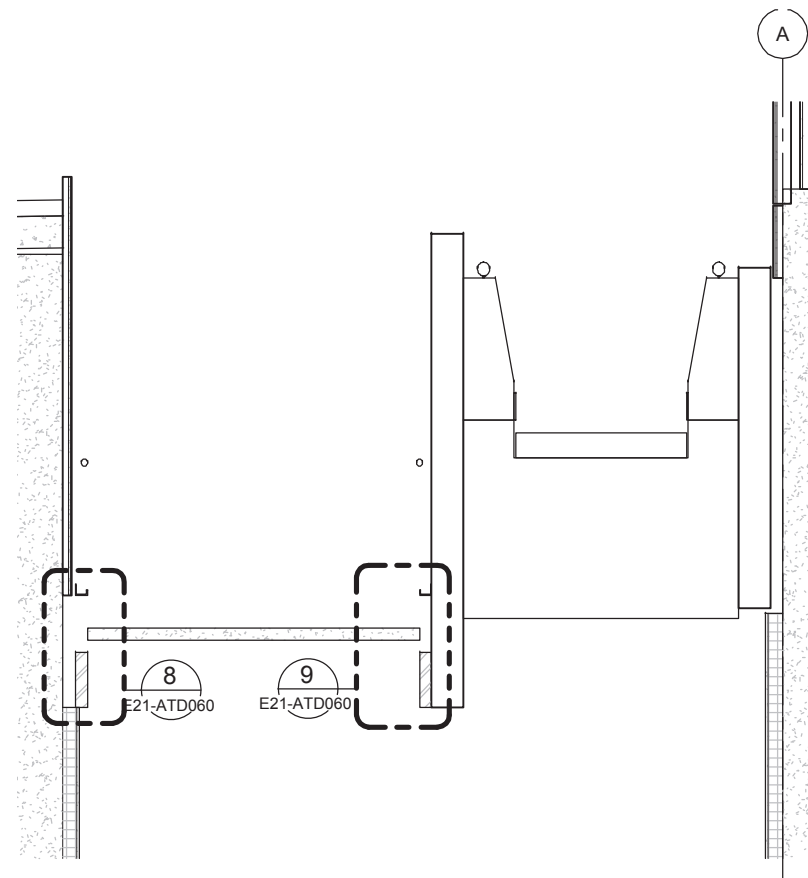
2
E21-ATD052
E21-ATD011



ESCALATOR - LOWER END

SCALE: 3" = 1'-0"

3
E21-ATD052
E21-AEX602



STAIR AND ESCALATOR SECTION

SCALE: 1/2" = 1'-0"

4
E21-ATD052
E21-ATD011

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H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

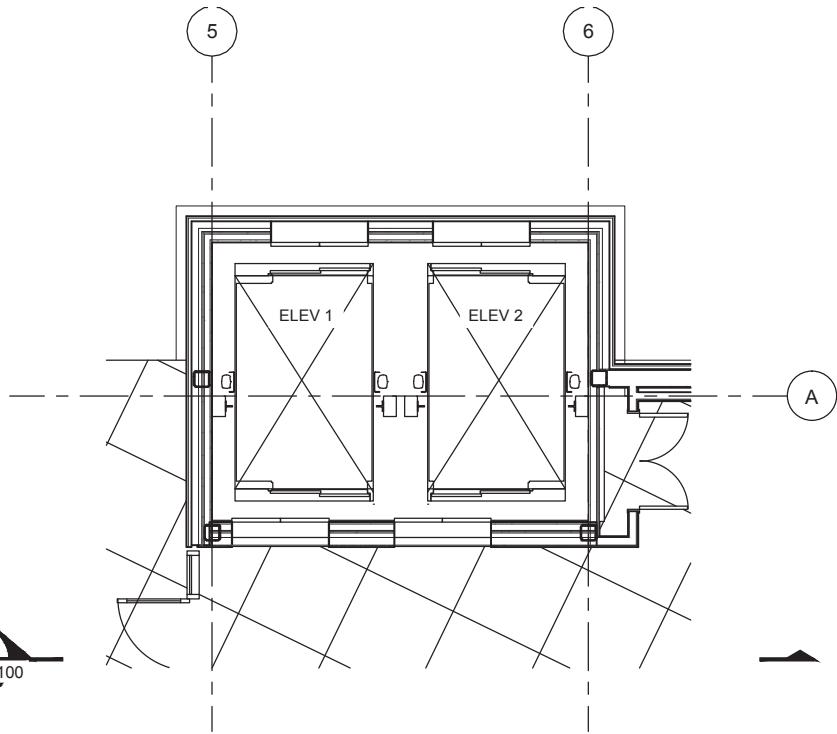
SOUNDTRANSIT

SCALE:
1/4" = 1'-0"
FILENAME:
E335-E21-ATD052
CONTRACT No.:
RTA/CN 0045-14C
DATE:
03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
STAIR DETAILS
EGRESS STAIR 3

DRAWING No.:
E21-ATD052
LOCATION ID:
E21
SHEET No.:
98
REV:
0

XREF LIST:
E335-GB-TB22x04
GB-SEAL-JFN2241

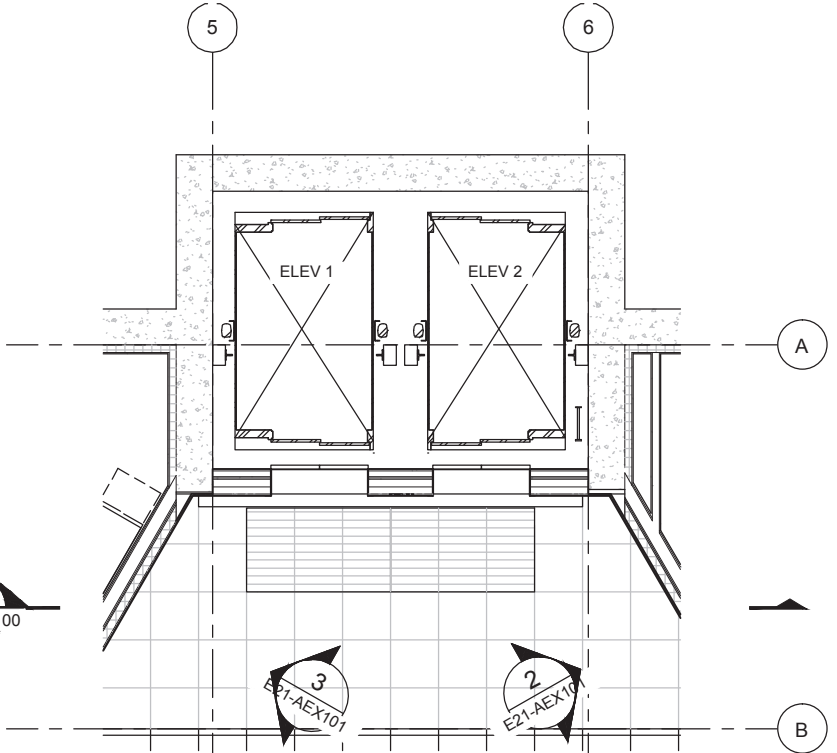


ENLARGED PLAN - SURFACE LEVEL

SCALE: 1/4" = 1'-0"

ELEVATOR 3-4 @ OPP

1
E21-AVD011
E21-APP202

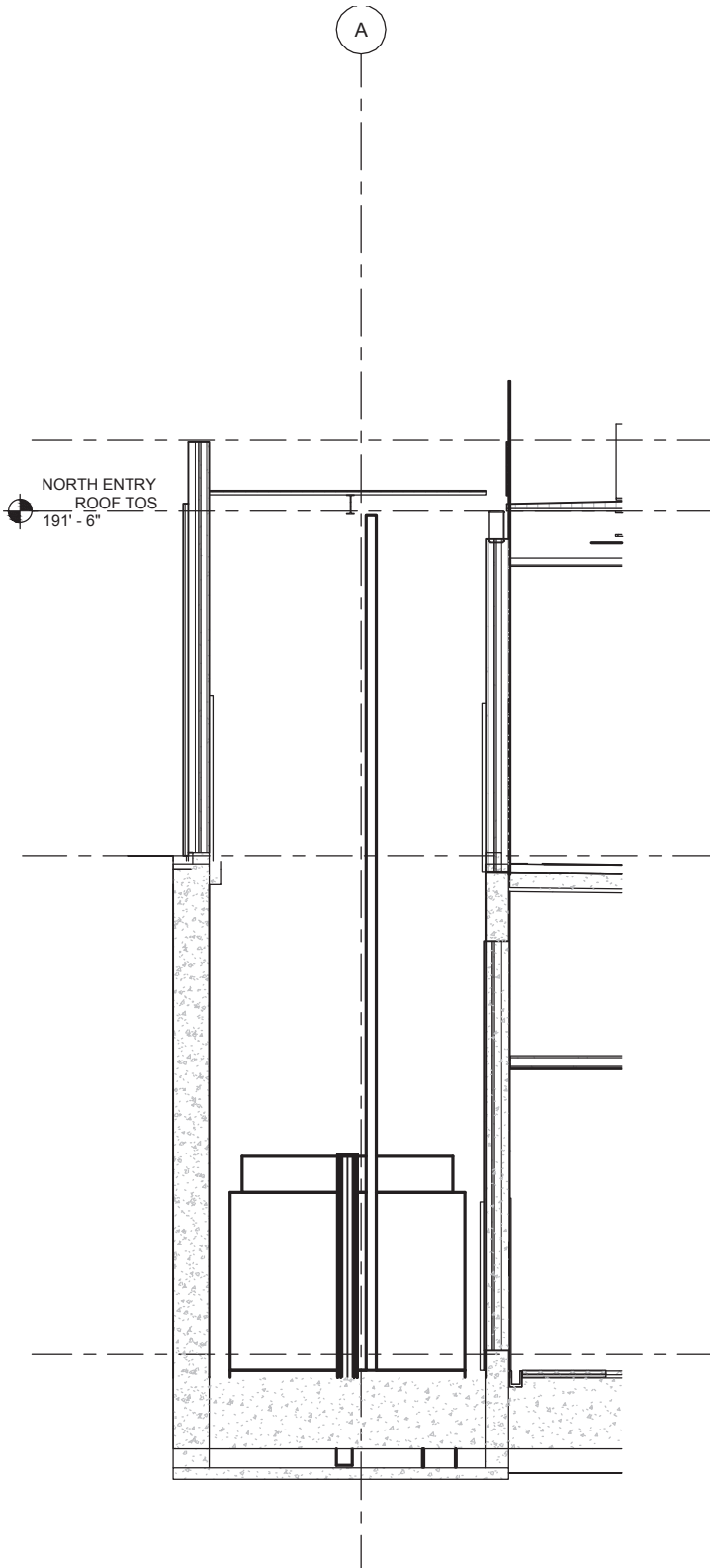


ENLARGED PLAN - PLATFORM LEVEL

SCALE: 1/4" = 1'-0"

ELEVATOR 3-4 @ OPP

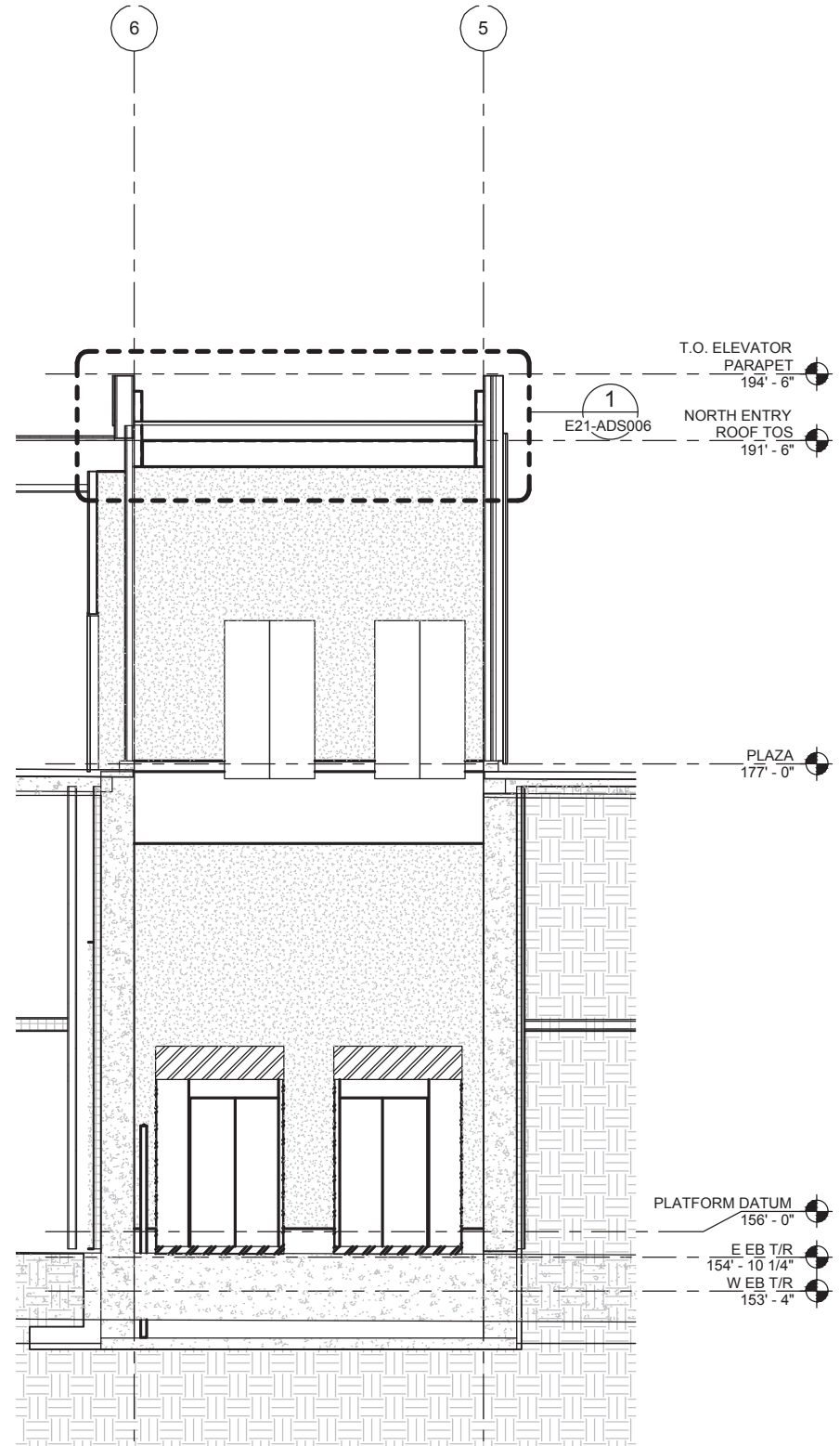
2
E21-AVD011
E21-APP102



ELEVATOR SECTION LOOKING WEST

SCALE: 1/4" = 1'-0"

3
E21-AVD011
STD-AED003



ELEVATOR SECTION LOOKING SOUTH

SCALE: 1/4" = 1'-0"

ELEVATOR 3-4 @ OPP

4
E21-AVD011
STD-AED003

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H J H

FINAL DESIGN PARTNERS.

LINE IS 1" AT
FULL SCALE

SOUNDTRANSIT

SCALE:

1/4" = 1'-0"

FILENAME:

E335-E21-AVD011

CONTRACT No.:

RTA/CN 0045-14C

DATE:

03/08/2016

**EAST LINK EXTENSION
CONTRACT E335**
DOWNTOWN BELLEVUE TO SPRING DISTRICT
120TH STATION - ARCHITECTURAL
ELEVATOR DETAILS
ELEVATOR 1 & 2

DRAWING No.:

E21-AVD011

LOCATION ID:

E21

SHEET No.:

99

REV:

0