



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE

## COMMITTEE MEETING

June 4, 2014 | 3:00PM -5:00PM | ROOM 1E-108



# Agenda

- **3:00**
  - Call to Order, Approval of Agenda, Approval of May 21<sup>st</sup> Meeting Minutes – Co-Chairs Lynde and Mathews
  - Public Comment
- **3:20**
  - East Link Environmental Mitigation- David Pyle
- **4:20**
  - CAC Provides Draft Downtown Bellevue Segment Pre-development Advisory Document (Main Street to 120<sup>th</sup> Ave NE, including Bellevue Transit Center Station and Hospital Station)
    - Matthews Jackson and Co-Chairs Lynde and Mathews
- **4:50**
  - Public Comment



# East Link Environmental Mitigation

## **Critical Areas**

The City of Bellevue regulates development activity within areas designated as Critical Areas, including:

- Shorelines (also regulated as Shorelines of the State under SMA)
- Wetlands
- Streams
- Geologic Hazard Areas
- Floodplains
- Habitat for Species of Local Importance



# East Link Environmental Mitigation

## **Documentation**

To assess impacts and plan for appropriate mitigation Sound Transit has documented conditions along the alignment, including:

- Stream and Wetland Delineation
- Survey
- Overlay of proposed alignment
- Identification of areas of impact/conflict with known resources



# East Link Environmental Mitigation

## Impacts

Impacts are:

- Broken into temporary and permanent impacts
- Impacts to vegetation (conversion) included
- Stream and stream buffer impacts
- Wetland and wetland buffer impacts
- Habitat and canopy impacts
- Floodplain impacts

These impacts are outlined in the project Critical Areas Report (CAR)



# East Link Environmental Mitigation

## **Impact Avoidance and Minimization**

Effort has been made to adjust project design to minimize impacts, including:

- Structural components moved or redesigned
- Alternative construction techniques considered and implemented
- Impacts have been reduced from original design

Efforts made to minimize impacts are documented in the CAR (revised version anticipated early July 2014).



# East Link Environmental Mitigation

## **Mitigation**

Mitigation is required to compensate for unavoidable impacts – Land Use Code specifies mitigation types and quantities, including:

- Wetland creation
- Wetland enhancement
- Stream daylighting
- Stream enhancement
- Buffer (stream and wetland) enhancement
- Restoration (temporary disturbance)
- Habitat enhancement
- Slope stabilization

Compensatory mitigation and restoration efforts intended to offset impacts are outlined in the CAR.



## Wetland Impacts

Permanent Wetland Impact = 0.48 Acres

Temporary Wetland Impact = 0.22 Acres





## Wetland Buffer Impacts

Permanent Wetland Buffer Impact = 2.83 Acres

Temporary Wetland Buffer Impact = 4.90 Acres



## Wetland Vegetation Conversion

Permanent Wetland Vegetation Conversion= 0.96 Acres



## Stream Impacts

Permanent Stream Impact= 6,436 Square Feet

Temporary Stream Impact = 1,281 Square Feet



## **Stream Buffer Impacts**

Permanent Stream Buffer Impact = 1.56 Acres

Temporary Stream Buffer Impact = 1.63 Acres



# East Link Environmental Mitigation

## Permits

- Shoreline Substantial Development
- Shoreline Variance
- Critical Areas – Design and Mitigation Permit



# Downtown Bellevue Pre-Development Advisory Document

## Landscape Development

- The CAC recommends that landscape development at the Hospital Station, particularly in the vicinity of NE 8th Street, be designed in a way which does not create a site obstruction for motorists.

## Context Setting Advice

### Downtown Subarea

- 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 and permit review phases.
- 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.
- The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
- 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.
- Clear connectivity, accessibility, and way finding should be provided between the Downtown Station and the Bus Transit Center.



# Downtown Bellevue Pre-Development Advisory Document

## **Wilburton/NE 8th Street Subarea**

- 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 and permit review phases.
- 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.
- 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.
- Clear connectivity, accessibility, and way finding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.
- Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
- References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
- The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.



# Downtown Bellevue Pre-Development Advisory Document

## **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.
- In light of future redevelopment of the City Hall Plaza due to construction of East Link, the CAC recommends that using tiles and colors at the Downtown Transit Center Station that match the city hall design to reinforce the idea of a cohesive civic/transit development.
- The CAC recommends that Sound Transit work with the City to provide improved pedestrian access from the existing bus transit center to the new Downtown Transit Center light rail station. Items to be considered include enhanced weather protection at the corners, modified signal timing, tunnel, and overpass.
- The CAC recommends that Sound Transit use a formliner pattern that is unique to the Downtown Segment.
- The CAC recommends that restroom facilities be incorporated into the Downtown Transit Center Station design.

In addition to the items noted above, the CAC also makes the following recommendations that should be forwarded to the Station Area Planning team:

- The CAC recommends that vehicle pull-outs be provided at both the Downtown Transit Center and Hospital Stations to avoid potential vehicle back-ups.
- The CAC recommends that Sound Transit work with the City to establish a multi-purpose path for pedestrians and bicyclists over I-405.





# Next Meeting

Summer Calendar

Wednesday, June 18

- CAC provides ST with feedback on East Link Environmental Mitigation
- CAC continues review of Bel Red D&M Permit application
  - ❖ 130<sup>th</sup> Station Elements
  - ❖ Landscape Development