



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** January 10, 2014

**To:** Light Rail Permitting Advisory Committee

**From:** Matthews Jackson (425-452-2729, [mjackson@bellevuewa.gov](mailto:mjackson@bellevuewa.gov))  
Carol Helland (425-452-2724, [chelland@bellevuewa.gov](mailto:chelland@bellevuewa.gov))  
*Liaisons to the Advisory Committee*  
*Development Services Department*

**Subject:** January 15, 2014 Advisory Committee Meeting

Welcome to the New Year. Enclosed you will find an agenda packet for your fourth Advisory Committee meeting next Wednesday, January 15th. We will begin at 3:00 p.m. in Room 1E-113 at Bellevue City Hall. The meeting will be chaired by Doug Mathews and Marcelle Lynde.

This packet includes:

1. Agenda
2. Draft Meeting Minutes for December 18, 2013
3. Advisory Document Context Setting Review Phase Transmittal. The **action item** for this meeting will be finalize the Context Setting Advisory Document for transmittal to Sound Transit to inform Design and Mitigation Permit submittals. This document includes the existing land use code language regarding context setting characteristics as well as the addition items the CAC discussed at the December 18, 2013 meeting.
4. Bel Red 30% and 60% public comment summaries. These two documents provide a summary of comments received by Sound Transit related to Bel Red during open houses held during 30% review and 60% review. These are being included in your packet to provide background on comments received from the public regarding East Link project elements within Bel Red as it relates to your review of the submitted Design and Mitigation Permit.
5. Sound Transit Bel Red corridor landscape design presentation.
6. Schedule and topics for the first quarter of 2014.

We will have hard copies of all electronic packet materials for you on December 18th. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

Please let us know if you have any questions prior to our meeting. We look forward to seeing you next week.



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, January 15, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

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|-----------|--|
| 3:00 p.m. | <b>1. Call to Order, Approval of Agenda, Approval of December 18, 2013 Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:10 p.m. | <b>2. Public Comment</b><br><i>Limit to 3 minutes per person</i>   |
| 3:20 p.m. | <b>3. Light Rail Context Setting Advisory Document – Action Item</b><br><i>Carol Helland</i>   |
| 3:40 p.m. | <b>4. Bel Red Segment from 124th to NE 20th including the 130th Station Sound Transit</b>  |
| 4:30 p.m. | <b>5. First Quarter 2014 Schedule including Open Houses</b><br><i>Kate March</i>   |
| 4:45 p.m. | <b>6. Public Comment</b><br><i>Limit to 3 minutes per person</i>   |
| 5:00 p.m. | <b>7. Adjourn</b>  |

Project web site located at: <http://www.bellevuewa.gov/light-rail-permitting-cac.htm> . For additional information, please contact the Light Rail Permitting Liaisons: Matthews Jackson (425-452-2729, [mjackson@bellevuewa.gov](mailto:mjackson@bellevuewa.gov) ) or Carol Helland (425-452-2724, [chelland@bellevuewa.gov](mailto:chelland@bellevuewa.gov) ). Meeting room is wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

December 18, 2013  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

MEMBERS PRESENT: Marcelle Lynde, Doug Mathews, Susan Rakow  
Anderson, Erin Derrington, Siona Van Dijk, Joel  
Glass, Richard Line, Don Miles

MEMBERS ABSENT: Ming-Fang Chang

OTHERS PRESENT: Matthews Jackson, Carol Helland, Department of  
Development Services, Kate March, Department of  
Transportation; Paul Cornish, John Walser, Sound  
Transit

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

Co-Chair Lynde called the meeting to order at 3:09 p.m.

The agenda was approved by consensus.

A motion to approve the December 4, 2013, meeting minutes was made by Mr. Line.  
The motion was seconded by Mr. Glass and it carried unanimously.

2. PUBLIC COMMENT

Mr. Bill Hirt, 2615 170th Avenue SE, urged the committee not to approve the ten permits Sound Transit needs for the East Link project. Bellevue is under no legal obligation to allow light rail through the city. State regulation RCW 36.70A.200 stipulates that the permitting process cannot be used to prevent the siting of essential public services. RCW 81.104.015 defines high-capacity systems as including light, heavy, and rapid rail systems, as well as high-occupancy vehicle lanes. Nothing in state law prevents Bellevue from selecting bus rapid transit as its high-capacity transit system. The entire east side would benefit if Bellevue disallowed the permits. Those living along the routes would no longer fear having their lives devastated by several years of light rail construction and a lifetime of light rail train operations, and cross-lake commuters would no longer face congestion from confiscation of the I-90 center roadway for light rail. Sound Transit could use the East Link funds to add fourth lanes to the I-90 roadway for non-transit HOV and initiate two-way bus rapid transit service on the center roadway. Such a system could be up and operating in 2015 with ten times the light rail capacity and at a fraction of the cost. The committee may not be able to stop the East Link project, but in five years when facing the devastation along the route into Bellevue and the congestion on I-

90 that will result from the light rail project, the committee members will regret not having tried to stop the project.

Mr. Miles asked Mr. Hirt if he drives I-90 or I-405. Mr. Hirt allowed that he does. Mr. Miles said Eastside residents faced the same issues when those two freeways were constructed. The population of the area has increased and light rail offers an additional way to move more people effectively.

### 3. LIGHT RAIL CONTEXT SETTING AND EAST LINK TOUR DEBRIEF

Planning Manager Matthews Jackson thanked the committee members for participating in the East Link tour. He said he benefited from seeing the established character of the South Bellevue, Downtown and Wilburton areas. He added that the Bel-Red corridor will change substantially due in large part to East Link.

Co-Chair Mathews said it was very helpful to have the visual perspective.

Mr. Line said the Bel-Red portion of the tour was particularly useful. He said the tour helped him put into context what he has heard about the planned development of the area.

Ms. Van Dijk said she found the tour very helpful in thinking about the redevelopment of the Bel-Red corridor. She said in ten years time things will look much different.

Mr. Glass said prior to the tour he had not fully visualized the Wilburton area, particularly where the line will be elevated over 116th Avenue NE and NE 8th Street. He said that portion of the light rail line will certainly have visual impacts that will need to be taken into account.

Mr. Jackson pointed out that Target is looking to build in that area and the city is working with them currently.

Mr. Line said he had some qualms about the road-over-rail on the 112th Avenue SE area where light rail in South Bellevue crosses from the south side of the roadway to the north side. The flyover is going to be either very long or very steep because of the topography. There should be consideration given to how the height of the light rail flyover might be reduced.

John Walser with Sound Transit said when the option was explored almost a year ago while the alignment was still being debated, a close look was given to what is in the area and what would prevent the lowering of the rail alignment to allow for reducing the height of the flyover as well. He said the Bellevue sewage pump station will be rebuilt but the sewer lines through the vicinity constitute a major factor for what can be done with the elevation of the tracks. He agreed to look again at the 60 percent design drawings to see what the clearances are, and to make the information available to the committee.

Mr. Line suggested the rail line could get away with less height if a solid contact rail were used instead of overhead wires. A non-ballasted hard roadbed could also help reduce the height. He agreed that whatever the final configuration, there will need to be a flyover.

Answering a question asked by Ms. Anderson, Mr. Walser said Sound Transit is responsible for building the roadway over the rail line.

Co-Chair Lynde asked why a signalized crossing was ruled out. Mr. Walser said all signalized crossings include audible warnings, and local residents generally are concerned about the noise. There were also concerns that crossing roadways at grade impacts traffic to some degree the reliability of the light rail operations; the desire is to keep traffic separated from trains.

Mr. Walser said Sound Transit has submitted to the city the 30, 60 and 90 percent drawings so staff can weigh in on where things stand relative to follow-through on all coordination discussions to date. The idea is to make sure when going in for construction permits there will not be any major changes needed.

Ms. Derrington asked if the plans are publically available. Mr. Walser said technically all of the information is available to the public but Sound Transit does not typically put out an announcement calling attention to the plans and construction documents. Graphics and representations of the plan documents are used to inform the public.

Mr. Jackson added that the plans attached to the permit applications will be made available to the committee. A schedule for the next four months is being developed to make sure the city's public outreach process aligns with Sound Transit's public outreach process.

Mr. Jackson asked the committee members to comment on the existing context characteristics by subarea. He said he was particularly looking for gaps or things that could be augmented.

Mr. Line said he has heard a lot about using trees to soften the view of the South Bellevue station from residences on the west side and questioned whether that goal is achievable given the elevations. Architectural approaches may be better.

Mr. Derrington suggested a green roof design might help to screen the building. Mr. Walser said Sound Transit has struggled a bit with the notion of screening the building given the height constraints which the structure may already exceed. To put another level with a green roof or trellis structure over the top deck would add more height. The hope is the design team will be able to address the issue of what the view will be from the houses on the hillside to the west: the station itself and a partially blocked parking structure, or a large expanse of parking deck. Computer-generated images developed by the design team hopefully will yield a better feel for what will actually be seen. He agreed that trees alone will not be able to screen the station platform level and garage

rooftop, though they will nicely screen the bus layover area and the surface parking area.

Mr. Line suggested some of the computer-generated images should be of the station without trains which will of themselves help to block the view.

Land Use Director Carol Helland said the Council has discussed using softening features in several locations, including living walls and concrete surface treatments. The technique used by the library in downtown Bellevue for its parking garage serves as a good example of a living wall. Additionally, because people will be living and working in buildings that will look down on the rooftops of other buildings, the city recognizes the need to treat roofs in a way that breaks up the feeling of mass and expanse. The library utilized trellis structures which do not have the same height constraints a solid lid over a parking structure would have. Mr. Jackson said all of those options will be considered when looking at the permits.

Answering a question asked by Ms. Anderson, Ms. Helland said the city has some requirements in the design standards that take into account the transitions that occur at the stations as people come in and out and transfer to other feeder routes, including buses, and as they transition to pedestrians.

Co-Chair Lynde commented that the South Bellevue station will serve as the gateway into Bellevue. As such, the city in a park notion should be evident. She also pointed out that Mercer Slough is a main entrance for salmon coming into places like Kelsey Creek and that gateway needs to be acknowledged as well. Ms. Helland said that point may in fact be good for the Arts Commission to consider.

Co-Chair Mathews suggested that the South Bellevue station will have the lowest activity index. The downtown, hospital and Bel-Red stations will all be surrounded by retail, office and residential activities, whereas the South Bellevue station will have only residential and a nature park. The history of the area, though, should also be emphasized.

Ms. Anderson agreed but pointed out that even without surrounding commercial uses the South Bellevue site is incredibly busy during rush hours. Mr. Walser said the key word there is rush hour. He said there is acknowledgment that the neighborhood is not going to be rezoned and there will be no new development in the park area. The site certainly will see activity during the peak hours in contrast to the other stations that will seek to have vibrant activities surrounding them.

Answering a question asked by Mr. Miles, Ms. Helland explained that the Arts Commission has engaged in an exercise in which it looked at the context as well. They are waiting for feedback from the committee before moving ahead with their review of art opportunities.

Ms. Dijk agreed that the South Bellevue station is unique in its relation to nature and past history. She pointed out, however, that the blueberry farming is ongoing rather than historical. Ms. Helland said the historical reference is more about the significant truck

farming operations that used to be in Mercer Slough. The farms were in their heyday at the time of WWII and part of the rich history includes the internment of the Japanese farmers.

Ms. Derrington agreed the site serves as a gateway into Bellevue.

Mr. Glass pointed out that while the area may not be active in terms of commercial uses, it certainly is active in terms of pedestrians and bicyclists. The I-90 trail passes through there and it is one of the most heavily traveled sections of trail in the whole city. Mr. Walser concurred and suggested the area over time will continue to see an increase in use.

Answering a question asked by Mr. Miles, Ms. Helland said signage throughout the alignment will be used to identify Bellevue points of interest.

Ms. Van Dijk commented that the issues facing the East Main station are different. Ms. Helland agreed, noting that Surrey Downs will be screened from the potential impacts, whereas the design will put eyes on the alignment on the side that is developed.

Co-Chair Lynde suggested the station could in some way acknowledge the nearby high school.

Mr. Line commented that the scale of the light rail in and around the East Main station will be more in keeping with the scale of the area. The South Bellevue station will involve several large structures and open land around it.

Ms. Van Dijk observed that the tunnel portal will significantly change the landscape, especially during construction. She suggested the portal would be a perfect opportunity for an artistic treatment. Mr. Walser agreed and informed her that Sound Transit's administrator for the STArt program has been meeting with the city's Arts Commission. A team of artists has been engaged to function as a management team to review the opportunities for art along the entire alignment in conjunction with the Arts Commission. The process of allocating art dollars to the different areas is under way. Based on those allocations, contracts will be issued to individual artists to produce the artwork. A roster of qualified artists has been developed. Over the next couple of months the designs will not include art but will acknowledge areas being considered for art opportunities.

Co-Chair Mathews said East Main actually serves as a secondary gateway or transition from a neighborhood and park setting to a truly urban area. The design should help make the transition. Art in the tunnel might be one way of achieving that goal.

Mr. Line expressed the view that the tunnel would be an excellent place to use living walls to soften the impact of the supporting structure. He added that artwork will serve to make the structure more visible.

With regard to a question asked about Bellevue branding, Ms. Helland said the city put

forward an economic development proposal with regard to branding that did not go very far. Generally speaking, however, Bellevue branding has to do with the mission, vision and values listed on the city's website.

Mr. Miles said in conversations with seniors he has learned that few plan to use public transportation because of a lack of access to bathrooms. Ms. Helland said there are restrooms available at the transit center, though some say they are less than pleasant to use. Relative to the downtown station, city hall facilities are always open to the public. There are, however, no plans to incorporate restrooms into any of the facilities for a variety of reasons.

Ms. Derrington said the language used concerning the future outcomes for the Bel-Red area could also be used with regard to the downtown, namely the focus on smart growth, environmental improvements and sustainable developments. Co-Chair Lynde agreed.

Ms. Anderson agreed with Mr. Miles about the need to be sensitive to the needs of a large portion of the population.

Ms. Van Dijk voiced support for the notion of making sure the rooftop of the downtown station is designed in a way that surrounding tall buildings looking down on it will see more than just functional equipment. Co-Chair Lynde agreed and suggested the same will be true for Wilburton.

Ms. Anderson commented on how important the transitioning from the transit center to the downtown station will be.

With regard to the Wilburton/NE 8th subarea, Mr. Miles stressed the importance of having good wayfinding. Ms. Helland agreed that because the station will be located behind Whole Foods, good wayfinding will be essential.

Mr. Glass agreed that the station's location and height will both make it necessary to have good wayfinding.

Mr. Line suggested one of the biggest challenges will be the connections between the station and the nearby medical buildings. A skybridge crossing 116th Avenue NE might make the most sense from a safety and connection standpoint, though the local businesses may not want to see one. The issue of making connections needs to be looked at broader than just on the ground owned by Sound Transit. Mr. Walser allowed that the connection issue has been raised previously. As part of the project Sound Transit is acquiring a strip of property along the northern edge of Whole Foods and the southern edge of the adjacent property and will use it to create a pedestrian corridor connecting the station to 116th Avenue NE.

Ms. Helland added that the Medical District zoning changes accomplished several years ago included a provision to allow for pedestrian bridges across 116th Avenue NE. The hospital envisions building a skybridge at some point in time, in part to connect to the

employee parking area on the east side of 116th Avenue NE. The question is whether some positive pressure will need to be brought to bear to make that happen. The station area planning group will be looking at the areas outside the immediate station areas and ensuring connections; that group will be made aware of the committee's views on the pedestrian bridge topic.

Ms. Derrington said her office is on the east side of the tracks and currently it is easy to visit Whole Foods by simply walking across the tracks given that they are not used. She asked if there will be a way to cross the tracks once light rail is operational. Mr. Walser noted that the tracks and the station will be elevated at that point. The rails to trails agreement, however, includes an agreement to maintain space for future rail to come back. In the interim a trail system may be created in the right-of-way and the station design work is proceeding on the anticipation that that will in fact happen.

Co-Chair Mathews said there is a strong possibility that the medical district will expand over time and become more prominent on the east side of 116th Avenue NE. That should be kept in mind in planning the station area.

Co-Chair Lynde commented that with a new Target store going in on 116th Avenue NE, the entire area south of NE 8th Street will change dramatically over time. She added that not all that long ago the rail corridor was an important shipping route serving the Eastside. Mr. Walser said there has been a lot of conversation about acknowledging the railroad loading platform that allowed goods from the local truck farming operations to get to market by train. That could be done through interpretive displays.

Ms. Helland agreed that the medical districts uses are likely to expand on the east side of 116th Avenue NE, but it should be kept in mind that the Wilburton village concept to the south of NE 8th Street will also expand. It should be kept in mind that the station will be the foundation for future uses.

Ms. Derrington questioned whether or not "hospital station" is the right name for the station. Mr. Cornish said that has been the working name during the planning process. An entirely different process will be undertaken to actually name all of the stations; the process will involve the public.

Turning to the Bel-Red subarea, Mr. Line said voiced concern about redevelopment of the corridor being out of sync with the design of the light rail system. He said if developers get out ahead in the process, they may complain later if light rail does not fit their vision for the area. Ms. Helland said the 130th station to a certain extent is serving as a placeholder in that it is intended to define the character of the place to come up around it. The Spring District is different, however. The developer has plans for how the development should interact with the station and there will not be a great deal of surface expression; it will be completely integrated into the development.

Mr. Walser said Sound Transit is in discussions with Wright Runstad. Their goal and desire is to get the discussions to a point where they can essentially take over the design

and construction of the station in line with their vision for the buildings to be constructed around the station and where the various entrances should be located. The line will run in a trench through the Spring District and they have a vision for covering part of the trench and using it for a plaza. Sound Transit is working out how to make all that happen. Sound Transit has a baseline budget for how much to spend on the station, and if the developer wants to come in and spend a little more enhancing the station to make it mesh better with the vision for the adjacent buildings, it could be a win-win for everyone. There is far less surety, however, with respect to the visions of property owners further to the east.

Co-Chair Mathews commented that the Spring District station will largely be used by those who live and work in that development. Mr. Walser said the station will become a destination because of the retail uses that will develop around the residences and the offices. It certainly will start as a place for people wanting to go elsewhere, but in time it will turn into a place people are trying to get to.

Ms. Helland pointed out that the entire Bel-Red corridor rezone was predicated on the notion of the coming light rail. As such it has less retrofitting that will need to be done to incorporate light rail. The Spring District, which was approved after the Bel-Red corridor plan went into effect, will clearly be fully integrated.

Co-Chair Mathews highlighted the fact that the Bel-Red plan calls for the area near the 130th station to become an arts district over time. He allowed that whether or not that will actually happen is anyone's guess, but he suggested the documentation should include a reference to it as something to consider moving forward.

Co-Chair Lynde left the meeting.

#### 4. PRELIMINARY PERMIT SUBMITTAL TIMELINE

Mr. Cornish called attention to the permit application timeline matrix included in the packet materials. He stressed that the dates for permit submittals were tentative and not confirmed, but the dates for the pre-development reviews have been confirmed. He noted that the E320 shoreline permit is anticipated to be submitted on December 19. The E340 and E360 permit applications originally slated for January 2014 have been submitted. The E330 permit application is currently set for a March 2014 submittal, but the thinking is it may need a couple extra weeks to mid-April 2014. However, the E320 permit application, originally anticipated for May 2014, may be submitted as early as late February 2014. No submittal date has been slated for the E335 permit application.

Mr. Jackson said the city has 28 days to review permit applications for completeness. At the committee's meeting on January 15 there will be a discussion of the design and mitigation for the E340 permit, as well as a discussion of the 130th station.

Ms. Helland informed the committee that staff are working on a calendar that arrays the significant project components for each permit submittal packages. That calendar will be

ready for distribution at the committee's next meeting and it will include dates for open house and outreach events. The other planning initiatives that are currently ongoing involving other groups will also be reviewed at the next meeting.

## 5. PUBLIC COMMENT

Ms. Betsy Blackstock, a Surrey Downs neighborhood resident and past president of the Surrey Downs Community Club, said the neighborhood is on record as saying if light rail is to be done it should be done right. The neighborhood held the B7 route in high regard. The current alignment will run along 112th Avenue SE and will run 300 feet from her home. The neighborhood has been and continues to be very involved with the Sound Transit staff and the Sound Transit Board, as well as city staff and the City Council. She said the neighborhood will be involved throughout the committee's process and will provide pertinent information.

Mr. David Lee, a resident of Medina, offered his appreciation for the work of the committee. He said as an urban planner he understood the need for the committee to keep a focus on Bellevue's history as well as the present and the future. There should also be a focus on spatial considerations for the views from the stations and indeed from and toward the line between the stations.

## 6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:00 p.m.



# 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 130<sup>th</sup> 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 4<sup>th</sup> 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 112<sup>th</sup> Ave SE, Downtown, Wilburton, the vicinity of Lake Bellevue, and in Bel Red.

### Context Setting Advice

On December 18<sup>th</sup>, the CAC considered the context and design considerations that were provided in LUC 20.25M.050.B (Attachment A) and offered the following additional input that should be considered for each subarea through which the East Link alignment is proposed to pass. This CAC Advisory Feedback is presented below.

#### 1. Southwest Bellevue Subarea.

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 and permit review phases.

- a. 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, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.

- b. 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.
- c. References to Southwest Bellevue's truck farming history should be incorporated into the South Bellevue Station and Parking Garage.
- d. Along 112<sup>th</sup> 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.
- e. 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.
- f. 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.

2. 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.

- a. 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.
- b. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
- c. 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.
- d. Clear connectivity, accessibility, and wayfinding should be provided between the Downtown Station and the Bus Transit Center.

3. 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.

- a. Height of the flyovers (freeway, 116<sup>th</sup> Ave NE, and NE 8<sup>th</sup>) 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.
  - b. 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.
  - c. 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.
  - d. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
  - e. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
  - f. 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. 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 120<sup>th</sup> 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 features. This advice should also be shared with the Arts Commission as they evaluate arts opportunities and commission art associated with the East Link project. Context setting completed by the Light Rail Permitting CAC may also inform future Station Area planning work, and should be provided to any future CAC that is constituted for that purpose.

Attachment A: Land Use Code section 20.25M.050.B

## Attachment A

### LUC 20.25M.050.B – Context and Design Considerations – By Subarea

#### B. Context and Design Considerations – By Subarea.

The RLRT systems or facilities proposed within the following subareas of the City should respond to the contextual considerations identified below:

1. Southwest Bellevue Subarea. 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.
2. Downtown Subarea. 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.
3. Wilburton/NE 8th Street Subarea. 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.
4. Bel-Red Subarea. 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.

## East Link Extension



March 28, 2013

## Bel-Red Final Design Kick-off Open House Public Involvement Summary

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# Background

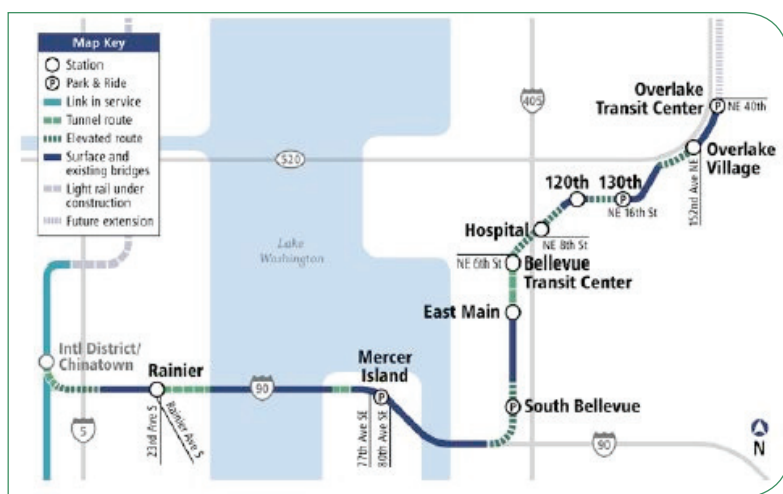
East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside's biggest population and employment centers.

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle and the University Link Extension that is scheduled to open in 2016. East Link is part of the new light rail extensions being built north, south and east from Seattle.

When East Link opens around 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, Bel-Red and Overlake in

Redmond will become a part of a regional light rail system stretching more than 50 miles. By 2030, about 50,000 riders will use East Link every day.

In 2011, Sound Transit completed environmental review and received a federal Record of Decision to build East Link. East Link advanced to final design in 2012. During final design, project architects and engineers define the light rail system, determining the technical specifications for the stations, bridges, tracks and other elements as well as construction methods and sequencing. The Sound Transit art program, *Start*, also begins work to select station artists and artworks during final design. There are multiple opportunities for the community to help influence design elements and stay informed as East Link moves forward.



## East Link Timeline



# Overview

On March 28, 2013, Sound Transit hosted an open house to kick-off final design for the Bel-Red segment of East Link Extension. The segment runs from the former BNSF rail corridor, through Bel-Red corridor with stations at 120th and 130th, transitioning to the Overlake segment along SR 520. The meeting served to introduce Sound Transit's consultant team of engineers, architects and community outreach staff to the Bel-Red community; educate the community on the final design process, including what to expect and how to stay informed; provide an overview of the project schedule, benefits, and final design elements; and present and gather comments on design plans for the Bel-Red segment. The open house was held at the Highland Community Center in Bellevue from 4 to 7 p.m.

# Notification

The open house was widely publicized through the following channels:

- Display advertisements in the *Bellevue Reporter*, *Seattle Transit Blog*, *La Raza*, *Seattle Chinese Post*, *Daily Journal of Commerce* and *BellevuePatch.com*
- Postcards mailed to over 10,000 eastside residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 5,400 subscribers of the East Link Extension listserv, 850 subscribers of the Bellevue Gov Alert, neighborhood newsletter, and other agency or community group listservs
- Announcements on the Sound Transit and City of Bellevue project web pages
- Social media announcements pushed out to 3,257 Sound Transit Facebook fans and 7,933 Twitter followers.

Postcards mailed to over 10,000 eastside residents and businesses.



# Open house overview

Approximately 115 people attended the open house to learn about design plans for East Link in the Bel-Red area and provide comments. Attendees were greeted by project staff, asked to sign-in and were provided with a Community Guide to Final Design, Bel-Red fact sheet and comment forms. Display boards and roll plots featured information about East Link, the final design process and design plans for the Bel-Red segment including the 120th and 130th stations and track.

An overview presentation was held at 5:30 p.m., followed by an opportunity to ask questions. Project staff members were available throughout the meeting to answer questions and explain design details to the public. Attendees were encouraged to share their thoughts on the design plans as well as permanent station names. All meeting materials and electronic versions of the comment forms were made available on the East Link project website following the open house.



# Comment Summary

Sound Transit accepted public comments in-person at the open house, and by mail, email and electronically on the East Link website. The following section is a summary of verbal and written feedback collected at the open house as well as 13 additional post-meeting public comments received between March 28 and April 5, 2013. Transcribed comments are italicized below to highlight the tone of public feedback.

## Bel-Red Segment Design

- Concern for safety and vandalism around the trench.
- General support for the project and final design process:
  - *You've made thoughtful progress—congratulations!*
  - *Make it come faster!!!*
- Interest in removing one of the Bel-Red stations.
  - *Eliminate one of the two stations—they are too close to one another to one another, and there is no reason to have 2 stations.*
  - *I don't think the 120th and 130th stations should be so close together.*

## 120th Station Design

- General support for station design and future transit-oriented development.
  - *Looks nice.*
  - *I like the idea of future TOD.*
- General interest in the design and look and feel of the retained cut alignment at 120th station.
  - *Make sure the retained cut segment doesn't look like a dark hole in the ground. Make it bright and well lit with nice art work.*
- Interest in canopy coverage and weather protection.
- Request for glass elevators to promote safety.
- Provide adequate seating and consider elderly passengers in design.
- Desire for parking:
  - *It should be re-designed to include a parking facility.*
  - *All stations must have ample parking for enhanced ridership.*
- Support for escalators:
  - *Both up and down escalators would be best at this location.*

## 130th Station Design

- General support for the station design.
  - *I like the connection with integrated artwork. ST does a great job at this. Keep up the good work.*
  - *Support for use of “Cor Ten” material and modern look of the station.*
- Interest in bike access and amenities.
  - *Since the station will be at grade, adding all the elements of bike-lanes, pedestrian walk-ways and vehicle traffic is perhaps trying to do too much on one right-of-way. Bike lanes could be accommodated elsewhere.*
  - *Have a secondary covered bike rack on the west side of the station. Does not need to be as substantial as the plaza, but gives overflow and options for both east and west.*
- One comment indicated that the station should be eliminated.
  - *This station should be eliminated. It is not necessary. Eliminating this station will reduce East Link costs and improve travel times on the line.*
- Overall support for the park-and-ride and a few concerns related to the facility.
  - *I like the big park-and-ride.*
  - *Good idea to have P&R facilities.*
  - Requests to expand the park-and-ride to accommodate more vehicles.
  - Concern that customers visiting nearby businesses will use park-and-ride.
- Interest in landscaping and restoration.
  - *Have some more interesting landscaping.*
  - Requests to provide more evergreen trees.
  - Support for greening/restoration/maintaining the character of the area.
- Interest in the City of Bellevue’s plans for the 130th station area.
  - Positive interest in the city’s plans for new development near 130th station.
  - *The City should encourage taller buildings on each side and four corners of this station*



130th station platform looking west

## General Comments

- Concern for safety and noise.
  - *I do NOT want a grade crossing at NE 20th St. At grade crossing at the bottom of a rail ramp from Overlake is a severe danger. The bells from this crossing will impact Bridal-Trails (noise).*
  - *I do not like the grade crossing at NE 20th Street. The down grade ramp from Overlake to 130th is dangerous. Crossing light bells are bad for Bridle Trails.*
  - Concerns about noise from bells in Lake Bellevue Village. Don't want bells. Nearness to lake allows sound to travel.
  - Concern about the noise issues experienced on the initial segment.
- Environmental Impacts.
  - Request to design light rail to withstand an earthquake. This region is prone to major earthquakes.
  - Concern for impacts to Kelsey Creek and Sturtevant Creek. Incorporate streams into design. Suggestion to look at the aerial photos of land before Safeway was built.
- Interest in City of Bellevue planned roadway improvements.
  - Concerns about extent of future eastbound 16th St. by adjacent property owners.
  - Interest in the City's development plan and vision for growth in this area.
  - Support for partnership between Sound Transit and City of Bellevue.
- Interest and concern related to how the project intersects with private properties, business impacts and the property acquisitions process.
  - Questions about how East Link will impact individual private properties.
  - Concern about business displacement and access to businesses.
  - *I would strongly encourage ST to keep the width of the Right-of-Way to a minimum, keeping intact, as much as possible, the existing businesses and lessening the disruption to the properties along the route.*



- *With the nearest future station more than six blocks away, there will be a continuous barrier to entry all along NE 16th and 136th Place except for right-in and right-out turning. This reduces the viability of existing businesses and any future uses as is planned for and projected by Bellevue's vision for Bel-Red Transformation. I request that maximum access be given at all reasonable crossings, especially at the turn at 136th and NE 16th.*
- *My fear is that the local small businesses are going to be forced out- the auto repair shops especially. Sadly, the city and Sound Transit will move forward with the plan that carries the most building density while ignoring nearby neighborhood opinions. PLEASE do not push out the local shops that are currently in this area (120th to 148th and Bel-Red to 20th).*
- **Concern about traffic congestion.**
  - *Since Sound Transit plans an 'at grade' crossing, the Level of Service (LoS) is degraded to a 'D'- only 'satisfactory' and traffic will have to wait on average 35-55 seconds to pass through the intersection and perhaps **an F or worse** during construction with lane closures.*
- **Operations and Maintenance Satellite Facility (OMSF) Project.**
  - *A Bel-Red rail-maintenance yard can be used by construction companies.*
  - *Thank you for eliminating Fred Myer site for maintenance yard.*
  - *If a maintenance yard must be built and it has to be in Bellevue, the land on 120th near the 520 makes sense. It is industrial now. It will bring more jobs to Bellevue.*
- **Miscellaneous**
  - *The connection to International District should allow a train to continue to the South straight to SeaTac to reduce the planned 50 minute travel time to the airport. Currently, bus 560 can get from South Bellevue to airport in about 40 minutes.*
- *Please hold these meetings at a site where there is adequate public transportation or adequate parking for the number of attendees.*
- *North/south access is a problem; I'm glad you are adding sidewalks/bike paths.*
- *Question about turn styles for ticket processing.*
- *Question about how Sound Transit handles fare evasion.*

## Construction

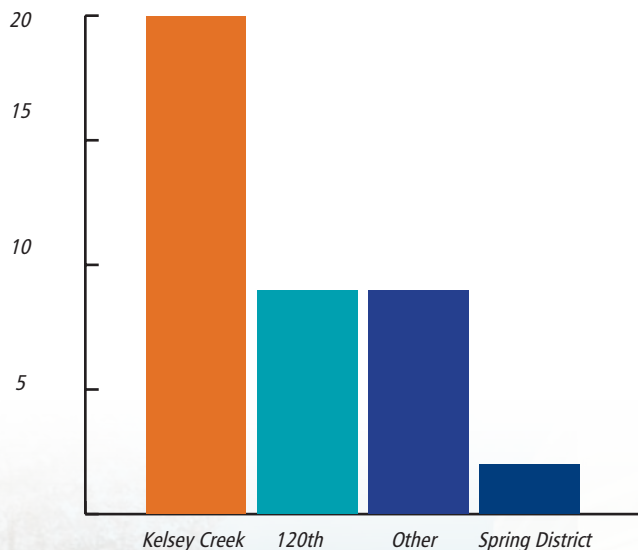
- **Concern about traffic during construction.**
  - *Concerned with traffic mitigation, business disruption during construction, length of construction timeline, and scope of right-of-way acquisition.*
  - *Maintaining traffic will be the key issue.*
  - *The traffic is already horrific during rush hours on Bel Red and 140th, 148th etc. I live off of 148th Ave NE (my only access to my street) and I truly fear that I won't be able to get anywhere when construction begins.*
  - *There are also schools and bus routes that need to be taken into consideration for safety.*
  - *Advance notice of any closures.*
- **General construction related comments.**
  - *...we are concerned that the disruption to the tenants will exceed their ability to recover, as many of the Rainier Valley business were severely disrupted, some never to recover and many at much less viability afterwards than before.*
  - *Make sure the hospital station construction doesn't disturb any of the businesses.*
  - *Maintain the access and fully mitigate the damage to the properties along Light rail, especially during construction.*
  - *Interest among the construction professionals in the number of contracts and sequence of construction.*

# Permanent Station Names

A separate comment form was provided to gather input on permanent station names for the Bel-Red segment. Following the meeting, an online survey was posted to the project website and generated 32 responses, in addition to the five comment forms submitted at the open house. The following is a summary of public feedback on permanent station names.

## What do you think the 120th station name should be?

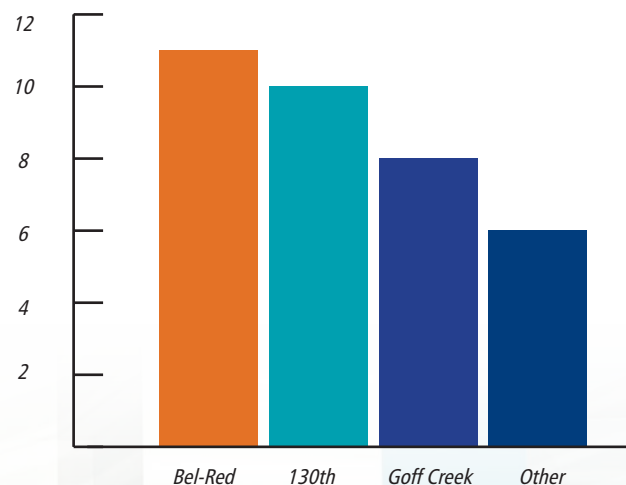
Approximately two-thirds of respondents indicated Kelsey Creek as their preferred permanent station name, followed by 120th Station. Other suggested names included: *Bel-Red*, *Japanese vegetable farm*, *Spring Station*, *Spring District*, *120th Avenue*, *120th/Spring District*, *Clancy* and *Overlake*.



## What do you think the 130th station name should be?

The slight majority of respondents indicated Bel-Red as their preferred station name. Approximately 26 percent of respondents preferred 130th Station and 23 percent indicated Goff Creek as their top choice.

Other suggested names included: *Goff Creek/130th*, *Creek District*, *130th Avenue*, *Bridle Trails*, *Dempsey* and *Wilburton*.



120th station entrance from 120th Ave. NE

Station naming generated widespread feedback:

- Support for location based names:
  - *Select a name that actually can be located on a street map by someone not familiar with the City.*
  - *Number street names are best because they identify their location.*
  - *To well acquainted residents most of these names provide NO information about where they actually are. The creeks suggested run too far to be specific, as do the street names-- 120 and 130th. Not helpful at all! How about being specific--NE 130 & cross street # nearest to that station .*
  - *Don't name the 120th Street Station Kelsey Creek Station because it is too far from the Kelsey Creek Park.*
  - *I think relating a station name to geographic features is a great idea. Helps people better connect to the natural world. When those features are streams it reminds people that they live in a watershed and fish habitat. I would think it would be better from a real estate development perspective, too*
  - *Cross-streets are best!*
- General feedback on station names:
  - *Let it have some character!!*
  - *120th Ave was originally Clancy Ave. 130th Ave was originally Dempsey Rd. "Bel-Red" covers a larger area than either station. Kelsey Creek doesn't flow near either station. "Goff Creek Station" sounds harsh to the ear.*
  - *Stations should be more than just numbers.*
  - *It's 120th and 130th Avenue, not Street, I believe.*

## Next Steps

Sound Transit will incorporate public comments to the extent possible while working to advance design of the Bel-Red segment to 60 percent completion. The next opportunity to provide formal public comment will occur at the 60 percent design milestone which is anticipated in the second half of 2013. Please continue to visit the project website for the latest news:

[www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)

For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org) or 206-398-5470.





## East Link Extension



September 10, 2013

**Bel-Red 60 percent final design open house**  
**Public involvement summary**

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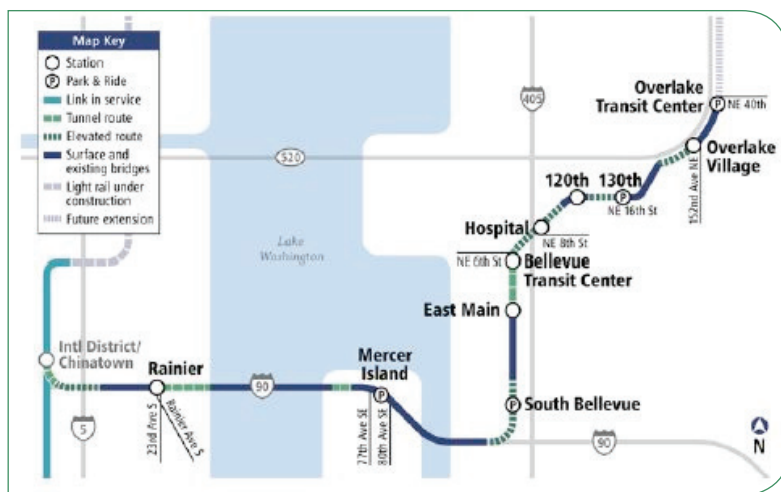
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# Background

East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside's biggest population and employment centers.

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle. East Link is part of the new light rail extensions being built north, south and east from Seattle. When East Link opens, with a targeted date of 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, Bel-Red and Overlake in Redmond will become a part of a regional light rail system stretching more than 50 miles. By 2030, about 50,000 riders will use East Link every day.

East Link is advancing in final design. During this phase project architects and engineers define the light rail system, determining the technical specifications for the stations, bridges, tracks and other elements as well as construction methods and sequencing. The Sound Transit art program, *STart*, also begins work to select station artists and artworks during final design. Sound Transit hosted a public meeting in March 2013 to welcome the Bel-Red community to final design and we have since advanced design to approximately 60 percent completion. There are multiple opportunities for the community to help influence design elements and stay informed as East Link moves forward.



## East Link Timeline



# Overview

On September 10, 2013, Sound Transit hosted an open house to update the public on design progress for the Bel-Red segment of the East Link Extension. The segment runs from the former BNSF rail corridor through the Bel-Red area with stations at 120th and 130th, transitioning to the Overlake segment along SR 520. The meeting served to present and gather comments on 60 percent design plans for the Bel-Red segment. In addition, project staff had an opportunity to brief the community on design progress, including what to expect and how to stay informed. The open house was held at the Highland Community Center in Bellevue from 5 to 7 p.m.

# Notification

The open house was widely publicized through the following channels:

- Display advertisements in the Bellevue Reporter, The Facts, Seattle Chinese Post, Seattle Chinese News, Korea Daily, Russian World, La Raza, Phuong Dong Times, Bellevue Patch, Cross Cut and the Seattle Transit Blog (280,000 page views)
- Postcards mailed to over 10,000 eastside residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 5,400 subscribers of the East Link Extension listserv, 850 subscribers of the Bellevue Gov Alert, neighborhood newsletter, WSDOT's Eastside Transportation News and other agency or community group listservs
- Announcements on the Sound Transit and City of Bellevue project web pages

Postcards  
mailed to over  
10,000 eastside  
residents and  
businesses.

## Bel-Red East Link Extension Open House



Sound Transit has reached an important milestone! Design plans for the Bel-Red segment and the 130th Station are 60 percent complete. The open house is your opportunity to review current designs, meet the East Link project team and provide feedback.

Come learn about:



### Please join us:

**Tuesday, Sept. 10, 2013**  
**5-7 p.m.** (presentation begins at 5:30 p.m.)  
**Highland Community Center**  
**14224 Bel-Red Rd., Bellevue**

Learn more and submit comments online:  
[soundtransit.org/eastlink](http://soundtransit.org/eastlink)

To request accommodations for persons with disabilities, call 1-800-201-4900/TTY Relay: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).

For more information: Visit [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink) or call Sound Transit at 206-398-1111, [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org). For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org).



## Open house overview

Approximately 95 people attended the open house to learn about 60 percent design plans for East Link in the Bel-Red area and provide comments. Attendees were greeted by project staff, asked to sign-in and provided with a Community Guide to Final Design, Bel-Red fact sheet, and a comment form. Display boards and roll plots featured information about East Link, the final design process and updated design plans for the Bel-Red segment including the 130th station and track. Sound Transit also presented 30 percent design plans for the 120th station. Further design of the 120th station is currently on hold as Sound Transit explores a public private partnership with the site developer, Wright Runstad.

An overview presentation was held at 5:30 p.m., followed by an opportunity to ask questions. Project staff were available throughout the meeting to answer questions and explain design details to the public. Attendees were encouraged to share their thoughts on the design plans. All meeting materials and electronic versions of the comment forms were made available on the East Link project website following the open house.



# Comment summary

Sound Transit accepted public comments in person at the open house, and by mail, email and electronically on the East Link website. The following section is a summary of verbal feedback collected at the open house as well as 11 comments received between September 10 and September 24, 2013. Transcribed comments are italicized below to highlight the tone of public feedback. A full record of the comment transcription is included in Appendix B.

## Bel-Red segment design

- *OSC poles – add color and accents like MLK at stations and at at-grade segment.*
- *Only one station is needed; it should be located in the “Spring District” development (ca 120-124 and NE 16th). The second station (at ca 132nd) is too close to the 120/124th station and should be eliminated.*
- *These stations need to be designed for people on foot, on bike, and on bus, not for cars. Having 100’+ roads right beside the station is not acceptable. That is too far for pedestrians to cross safely. Having no protected bike facilities is not acceptable.*
- *It would be great, awesome, inspired, if ST and City of Bellevue could work together to build a (car free) bike path along the route through Bel-Red. Yes, there are probably a million obstacles, and many more than a million dollars required, but creating two good non-car options at the same time for transportation through that corridor would be fantastic.*
- *Nice design.*
- *As much parks and trees as possible. Especially along North Section of 130th Park and Ride – so view of the area is made “Green” as one views south, from say 24th, near Pike’s Peak neighborhood.*
- *Reroute the line north from the Hospital Station to SR 520; then run the line along SR 520 to the Overlake Station.*
- *Interested in enhancements to road, track, OCS, lights, etc along corridor.*
- The public demonstrated a lot of positive interest in the project, and most were anxious for the system to commence service and operations.
- There were one or two comments about enclosing the station from the weather more – like a second roof over the tracks.
- Another comment or two about liking the bike cage and plaza but maybe there should be more bike lockers or space for more bikes in the cage.
- There was a comment about if there were bathrooms. And if there could be a place (even to pay) for emergency toilet use. They understood why we don’t have them but thought it would be important to incorporate.

## • Interest in parking facilities:

- *Expand the parking as much as possible to enable people to utilize the station as a park & ride without overspill to the neighboring properties.*
- *The rider catchment area for the 2 Bel-Red stations is huge. How are you going to insure that enough P&R places are available during the day for, say, a trip to shop, medical facility, or university (small u) for a few hours?*

## Related Transportation Improvements and Future Development

- Several questions and comments related to impacts to nearby businesses, City of Bellevue road improvements, and future development:
  - There were a lot of questions from off corridor businesses south of Bel-Red Road, along 116th Avenue NE, and Bridle Trail area. Most of the questions were about pedestrian and bike access and circulation to the Hospital, 120th and 130th stations.
  - Less interest in the impacts on the existing commercial and businesses, more interest in the future development.

- The public was interested in the City of Bellevue planned transportation improvements, along with pedestrian and bicycle circulation and connectivity to the stations.
- The public had a great interest in the City of Bellevue's planned growth in the area, and the developer's plans.
- Minimize the takings from the surrounding buildings with only the absolute essential elements included in the Right-of-Way.

### 120th Station design

- *It should include a park and ride facility (eliminate park and ride facility at 130th).*
- *Please provide entrances at both the east and west ends of the station to reduce walk distances and travel time.*



130th station mid-platform looking west

## 130th Station design

- *Add color – like the yellow and Cor-Ten. Use more of it and especially at the center canopy. Center canopy is too white!*
- *Why are there not more evergreen plantings? Landscape designs seem to have an abundance of deciduous trees.*
- *Why is there not a parking garage vs. surface lot?*
- *Could the surface parking be lidded with a park on the north portion?*
- *Eliminate this station; it is not needed.*
- *As much attention to the north side of park and ride idea as south side eg. Light rail side. If possible, north section “dug in” and “covered” for a park on top of the park and ride. More gardens and potentially cut and cover park and ride in part for more open space. Creates the proper values for business/condos to the north, more pleasant.*
- *Add cover to top of station above the power wires – to reduce rain. Not recommending an enclosed station, just covered.*
- *130th station looks too utilitarian.*
- *It appears there are not enough paths through the landscaping to get to the platform. Riders walking through your carefully selected native plant scape will add them. Provide roof space and power for the vending cart instead of making it an afterthought.*
- *There was a positive comment on the use of native plants for the site.*
- *Attendees liked the material choices and scheme. The rusted metal look was very well received.*
- *One attendee was concerned that the cor-ten looks a little too aged, too early. If it already has the aged look at installation, how will it look 10 years down the road?*

## Construction

- *Construction should respect that neighbors need to live normal lives.*

## Next Steps

Sound Transit is working to advance design of the Bel-Red segment to 90 percent completion. The next opportunity to provide formal public comment will occur at the 90 percent design milestone. Please continue to visit the project website for the latest news: **[www.soundtransit.org](http://www.soundtransit.org)** For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at **[eastlink@soundtransit.org](mailto:eastlink@soundtransit.org)** or **206-398-LINK**.



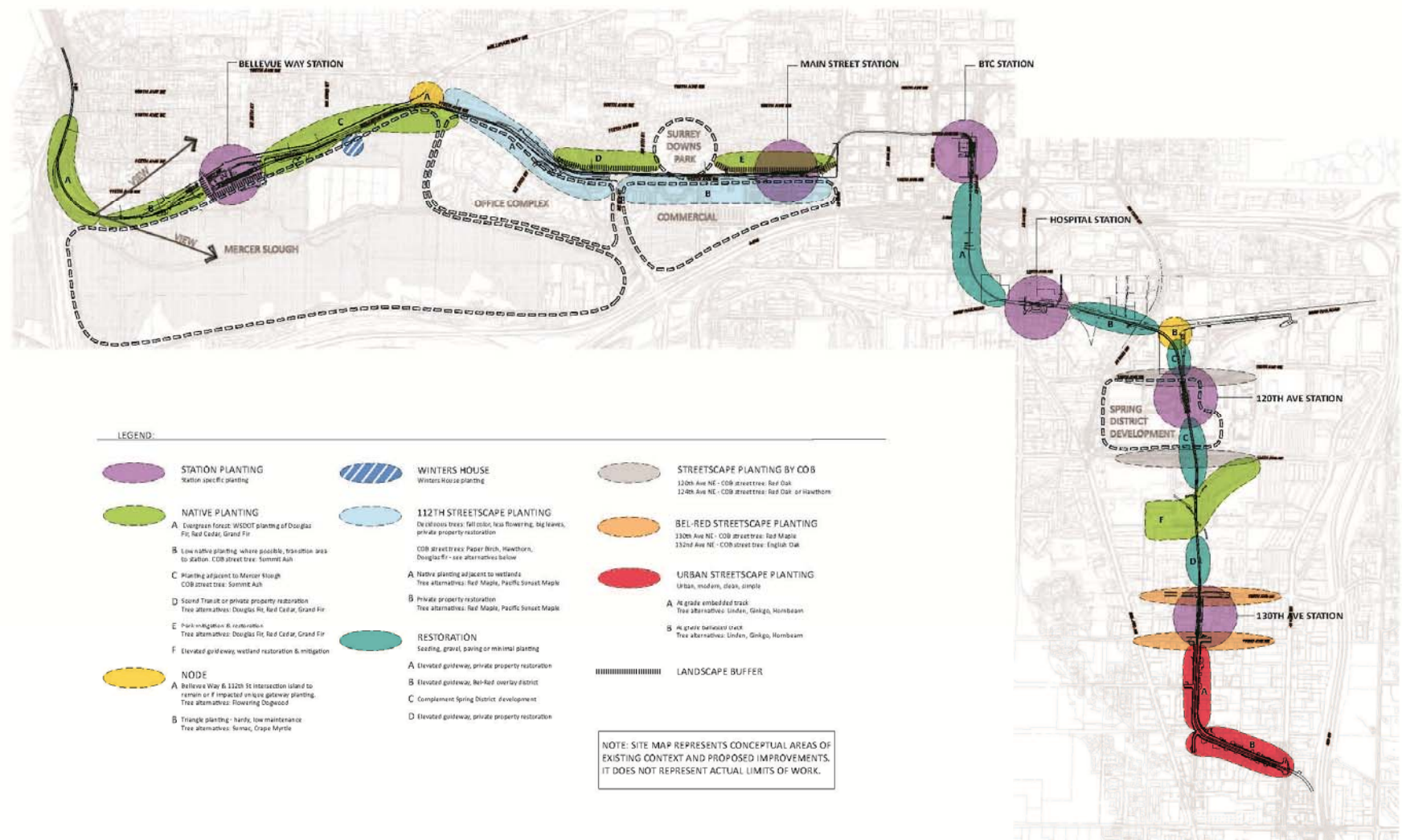






E340 Contract - Corridor Landscape Design  
Citizen Advisory Committee Presentation  
January 15, 2014

# East Link Landscape - South Bellevue to NE 20<sup>th</sup> Street



# E340 Contract – Corridor Landscape Plan



# E340 Contract – Corridor Landscape Plan





## Planting Enlargement 2

### Sulphureum Barrenwort

*Epidendrum versicolor* 'Sulphureum'

Height: 12' - 18'

Spread: 18' - 24'



### Red Edge Hebe

*Hebe x Red Edge*

Height: 10'

Spread: 24'

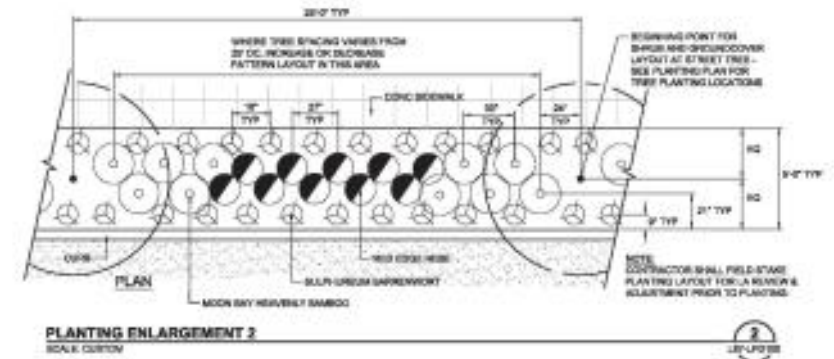


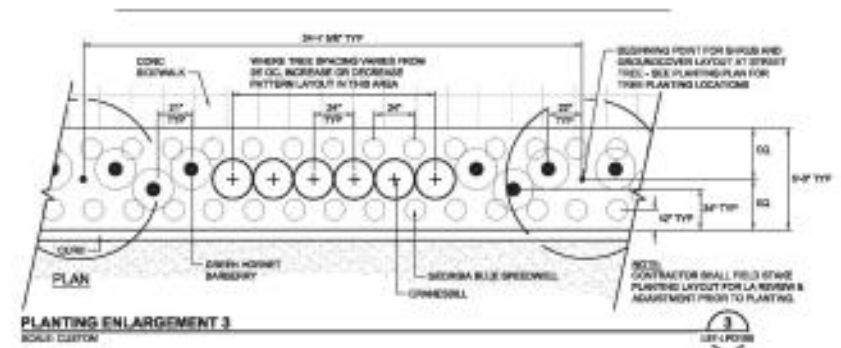
### Moon Bay Heavenly Bamboo

*Nandina domestica* 'Moon Bay' TM

Height: 2' - 3'

Spread: 2' - 3'





## Planting Enlargement 4

### Little Bunny Fountain Grass

*Pennisetum alopecuroides* 'Little Bunny'

Height: 12" - 18"

Spread: 12" - 18"



### Kinnikinnick

*Arctostaphylos uva-ursi* 'Vancouver Jade'

Height: 8" - 9"

Spread: 6" - 8"

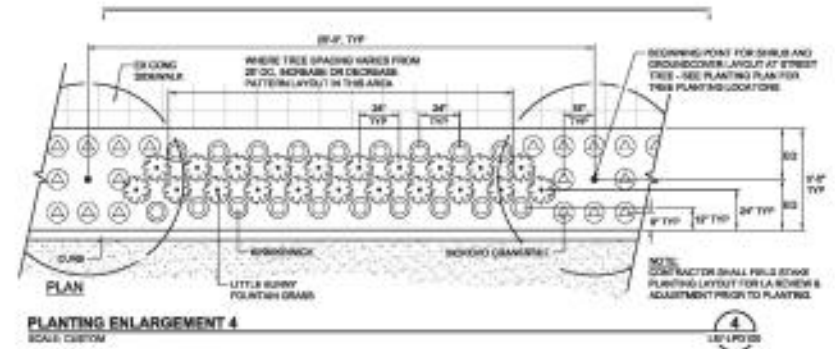


### Biokovo Cranesbill

*Geranium x cantabrigiae* 'Biokovo'

Height: 6" - 8"

Spread: 12" - 24"



### Planting Enlargement 5

Wall Germander

*Trochilurus chrysodytes*

Height 12' - 18'

Spread: 2-3

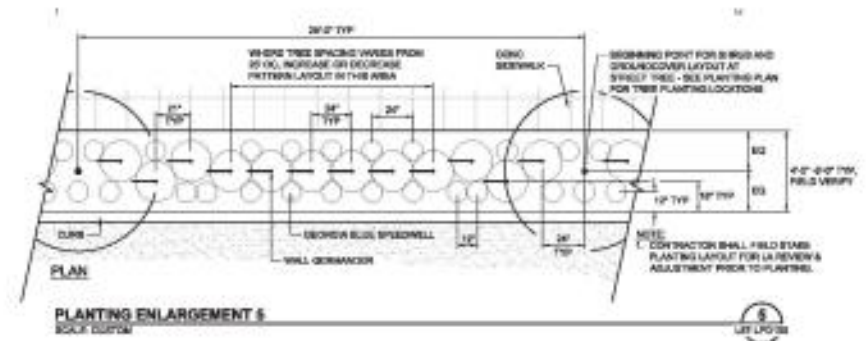


Georgia Blue Speedwell

*Veronica peduncularis* 'Georgia Blue'

Height: 6' - 8'

Spread: 3' - 4'



## Individual Shrub Hatches

### Sea Thrift

*Arctostaphylos uva-ursi*

Height: 6" - 10"  
Spread: 12"



### Kinnikinnick

*Arctostaphylos uva-ursi* 'Vancouver Jade'

Height: 6" - 8"  
Spread: 6" - 8"



### Kelseyi Dogwood

*Cornus sericea* 'Kelsey'

Height: 24" - 30"  
Spread: 24" - 30"



### Boxleaf Euonymus

*Euonymus japonicus* 'Microphyllus'

Height: 18" - 24"  
Spread: 18" - 24"



### Beach Strawberry

*Fragaria chiloensis*

Height: 4" - 6"  
Spread: 2" - 3"



### Salal

*Gaultheria Shallon*

Height: 3" - 4"  
Spread: 5" - 10"



## Individual Shrub Hatches

### Red Edge Hebe

*Hebe x Red Edge*

Height: 18"  
Spread: 24"



### Lemon Daylily

*Hemerocallis flava*

Height: 18" – 30"  
Spread: 18" – 30"



### Stella De Oro Daylily

*Hemerocallis Stella De Oro*

Height: 18" – 24"  
Spread: 18" – 24"



## Trees

### Ginkgo Tree

*Ginkgo biloba*

Height: 40' - 50'

Spread: 15' - 20'



### Greenspire Littleleaf Linden

*Tilia cordata 'Greenspire'*

Height: 50' - 60'

Spread: 25' - 35'



### Summit Ash

*Fraxinus pennsylvanica 'Summit'*

Height: 40' - 50'

Spread: 20' - 25'



### English Oak

*Quercus robur*

Height: 50' - 80'

Spread: 50' - 60'



JANUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1 NEW YEAR'S	2	3	4
5	6	7	8	9	10	11
12	13	14	15 ST presents 130 <sup>th</sup> Station to CAC (meeting 1A & 2)	16	17	18
19	20 MLK DAY	21	22	23	24	25
26	27	28	29	30	31	1

## FEBRUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5 CAC provides feedback on 130 <sup>th</sup> station (3)  Sound Transit presents South Bellevue Station to CAC (1A)	6 CAC/ST Open house on South Bellevue Station (1B—Enatai Elementary)	7	8
9	10	11	12	13	14	15
16	17 PRESIDENT'S DAY	18	19 CAC reviews public feedback on South Bellevue Station (2)  Sound Transit presents East Main Station to CAC (1A)	20	21	22
23	24	25 CAC/ST Open house on East Main Station (1B—Red Lion)	26	27	28	1

## MARCH

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5 CAC gives ST feedback on South Bellevue (3)  CAC reviews public feedback on East Main Station (2)	6	7	8
9	10	11	12	13	14	15
16	17	18	19 CAC gives ST feedback on East Main (3)  Sound Transit presents Downtown and Hospital Station (1A)	20	21	22
23	24	25  CAC/Sound Transit open house for Downtown and Hospital Station (1B)	26	27	28	29

## APRIL

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
30	31	1	2 CAC reviews public feedback on Downtown and Hospital Station (2)	3	4	5
6	7	8	9	10	11	12
13	14	15	16 CAC provides feedback to ST on Downtown and Hospital stations (3)	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3