



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: January 16, 2015

To: Light Rail Permitting Advisory Committee

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

Subject: January 21st, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-fifth Advisory Committee meeting next Wednesday, January 21st. 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 Van Houten.

This packet includes:

1. Agenda
2. December 17th Meeting Minutes
3. City PowerPoint Presentation from December 17th
4. Sound Transit CAC Pre-Development Advisory Document Response

We will have hard copies of all electronic packet materials for you on January 21st. 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 21st, 2015
3:00 p.m. – 5:00 pm • Room 1E-113
Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|------------------|--|
| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of December 17th Meeting Minutes
<i>Committee Co-Chairs Mathews and Van Houten</i> |
| 3:10 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:20 p.m. | 3. South Bellevue Segment Update
<i>Mathews Jackson and Sound Transit</i> |
| 4:00 p.m. | 4. Sound Wall Finish Examples and CAC Pre-Development Advisory Document Response
<i>Sound Transit</i> |
| 4:50 p.m. | 5. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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) or Carol Helland (425-452-2724, 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 17, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Doug Mathews, Susan Rakow Anderson, Erin Derrington, Joel Glass, Wendy Jones

MEMBERS ABSENT: Marcelle Van Houten, Ming-Fang Chang, Don Miles, Siona van Dijk

OTHERS PRESENT: Matthews Jackson, 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

The meeting was called to order at 3:10 p.m. by Co-Chair Mathews who presided.

The agenda was approved by consensus.

A motion to approve the November 19, 2014, meeting minutes was made by Ms. Jones. The motion was seconded by Mr. Glass and it carried unanimously.

Planning Manager Matthews Jackson called attention to the first paragraph on page 6 of the December 3, 2014, meeting minutes and noted that the word "lower" should be changed to "higher."

A motion to approve the December 3, 2014, meeting minutes as amended was made by Ms. Derrington. The motion was seconded by Mr. Glass and it carried unanimously.

2. PUBLIC COMMENT - None

3. CONTINUED DISCUSSION OF SOUTH BELLEVUE SEGMENT

Mr. Jackson noted that during the last couple of meetings members of the public provided testimony that triggered discussions about what is in the purview of the Committee and what is not. He took a moment to reiterate the duties of the Committee as directed by the City Council. With regard to the use of city row, a topic that arose relative to potential construction impacts, it was noted that the Land Use Code simply states that no at-grade facility shall be permitted within city of Bellevue rights-of-way without prior city approval. Approval to use city rights-of-way comes about through right-of-way use

permits, and the permits speak specifically to haul routes, loading and unloading zones, construction fencing, hours of construction requirements for leasing the rights-of-way and pedestrian easements, street sweeping, excavation and construction, the locating of construction signing, pedestrian detour routes, and all other construction activities as they affect the public streets. The applicant is responsible for planning for pedestrian access during construction. The Committee does not have a role relative to use of the rights-of-way during construction.

Mr. Glass pointed out that in a letter from Councilmember Robertson the implication is made that the Committee is to fully vet the project and apply all mitigation requirements to ensure the project meets Bellevue standards. He suggested that position appears to contradict what the Land Use Code says. Mr. Jackson said the mitigation contemplated in the Land Use Code for light rail is related to context setting and design. He said he could not speak to the letter from Councilmember Robertson.

Mr. Jackson said the attorneys have yet to come to a meeting of the minds concerning noise, so nothing had been included in the packet.

Ms. Derrington commented that the discussions to date regarding the design of the South Bellevue station and ways to soften its impact had been in-depth and to the point. With regard to context, the fact that the station is in an ecologically sensitive area by a park, it would be a good show of faith on the part of Sound Transit if they would include a composting facility as part of their waste management plan. John Walser, senior architect with Sound Transit, said he would take that under advisement. He noted that Sound Transit in general is focused on having a robust sustainability program, including recycling and composting programs.

Co-Chair Mathews added his support for the suggestion, as did Ms. Jones.

Mr. Jackson asked the Committee members to give Sound Transit specific recommendations regarding colors and other means to help soften the guideway and the station.

Ms. Jones said she recently gave to Sound Transit staff a picture of an alteration of a color pallet that had been given to her by a resident. She said she would like to see it incorporated into artist Vicki Scuri's work. Mr. Walser said it was forwarded to Barbara Luecke, Sound Transit public art program manager, and it has been shared with the artists. Any changes they make will not be evident for a couple of months.

Ms. Derrington said she liked the idea of incorporating more color into the concrete of the garage.

Ms. Jones noted that in the pre-advisory document submitted to Sound Transit by the Committee the suggestion was made that the color pallet should include earth tones. She said the greens and yellows used in the materials to date are not her definition of earth tones. Much richer tones tending toward the browns and reds should be incorporated.

She asked how the statement that the artists will need a couple of months to effect revisions fits with the Committee's timeline for giving its final input. Mr. Jackson said the timing will be off until the issues around noise are settled. He allowed, however, that two months is quite a long time. One option would be for the Committee to make a recommendation that the color pallet be incorporated into the plan, and then to have the Committee review Sound Transit's submittal after the advisory document is completed to see if things align. If there is a disparity, the Director will need to decide whether or not to deviate from the Committee's recommendation.

Co-Chair Mathews said using a variety of colors on the guideway could help to reflect the change of seasons.

Answering a question asked by Ms. Derrington, Mr. Walser said the artists have the opportunity to tone down the colors. Clearly what has been seen by the Committee to date represents the artists' first choice. He noted that initially the artist started with a set pattern that translated across three panels or so with the intent of flipping and reversing them to create a larger pattern for the entire 600-foot length of the station front. Given the input received to date, Sound Transit would like to see the artist explore translating the six-panel patterns into a greater variety of colors that transition and morph across the front.

Mr. Glass commented that much of the proposed mitigation is the minimum necessary to meet the code requirements; it is not exceptional mitigation. Thousands of trees will be removed and they will be replaced with exactly what the code calls for, which cannot be interpreted as being exceptional mitigation. Additionally, the suggestions of the Committee are being incorporated into the art, but artwork is something that would have been included with or without the Committee calling for it. Mr. Jackson countered that no light rail station located in Seattle looks anything like what is being proposed for the South Bellevue station. The 130th station with the addition of accent lighting is above and beyond what Sound Transit would have done on its own. The city's code is set up with requirements for mitigation that is above and beyond what a typical project would have. That is particularly true relative to landscaping, and Sound Transit will be planting far more trees than what is normally the minimum that will in the long run result in a broader tree canopy. The art associated with the South Bellevue station would not have look like the current proposal had the Committee not made the suggestions it has made.

Mr. Glass said his take on the Committee's direction was that the colors should be a bit more subtle and blend in more with the natural surroundings. He also commented that currently 112th Avenue SE is a beautiful boulevard with wide lanes and a wide median; that whole experience will change and mitigation is needed in terms of landscaping. The proposed concrete sound walls with a form liner will be alright provided they are shielded by plants. In some sections there will not be sufficient room to accommodate the landscaping, the walls, the trains and the people, and in those cases it would be good to have something more attractive in keeping with the residential, park-like feel. Brick or rock would be a good fit. Mr. Jackson noted that the code calls for walls to be screened with landscape elements.

Mr. Walser commented that form liners on concrete walls, unless they have extreme depth, are easy to mix and match. Sound Transit will want to shy away from changing patterns every 50 to 100 feet. The sound walls along 148th Avenue are for the most part set back behind the sidewalks and a landscape zone and the walls can only be glimpsed where the landscaping thins out. That approach takes the focus away from the walls themselves. It is true that along 112th Avenue SE there are places with not enough room to accommodate everything.

Ms. Derrington said the approach used for the sound walls along NE 8th Street is unnatural and would not be a good fit in south Bellevue. Additionally, the reed pattern is not something that would be seen in the natural environment; a tree, bark or leaf pattern would be more appropriate. Mr. Walser said the preference of Sound Transit is for sound walls with textured patterns over actual images. Over time sound walls do fade into the background as the landscaping fills out.

Answering a question asked by Mr. Glass, Mr. Walser commented that where the sound wall is a retaining wall, the potential for stepping it exists. However, where the wall serves to attenuate sound a single wall is needed.

Mr. Jackson said there was pushback from the neighbors regarding the sound wall when the city was making improvements to 140th Avenue. They wanted something in keeping with the residential character of the area. The product ultimately selected is called fence stone and it was installed in conjunction with a higher standard of landscaping to the satisfaction of all.

Mr. Glass said he would favor seeing an expanded pallet of options brought before the Committee.

Ms. Derrington suggested the Committee should remove the emphasis in its recommendation regarding the garage at the South Bellevue station site and expand it to address the station at large, especially the areas that will be particularly visible. The public has been particularly concerned about having large unbroken masses of concrete. Updated visualizations would be very helpful. Mr. Walser said there is no funding left to produce additional images. The work to update the landscape site plan has led to a better understanding of what materials will be used between the street and the station and the density that will be achieved.

Ms. Derrington pointed out that the plan relies on the existing cottonwood trees to provide screening but given their age it can be assumed they will not be there for a long time. There could be much of the structure exposed to view as the cottonwoods go away and before the new trees mature.

Having been shown a photo of the fence stone along 140th Avenue, the Committee members showed strong support for it, in part because of its softer and warmer color.

Mr. Glass asked how much of the boulevard treatment will remain on 112th Avenue SE to the south of SE 4th Street. Mr. Walser said the raised roadway crossing over the rail does not have a median. There will continue to be sidewalks on both sides of the roadway and the lid over the tracks will include some landscaping. There will be an earth-filled ramp up to the bridge on either side and the embankments will be landscaped. The typical clearance for light rail passing under a structure is in the 16- to 18-foot range so the top deck will be roughly 20 feet high.

Ms. Jones voiced support for including plantings at the columns is' the station. She allowed that while there might be challenges encountered, the option should be given serious consideration.

Answering a question asked by Ms. Jones, Mr. Walser said by code the PA system is required to be no more than 10 dBA above ambient noise levels, which during the evening hours makes it possible to turn down the announcements sound levels on the platform. Paul Cornish with Sound Transit said any sounds having to do with safety, including the bells, operate at a set noise level and do not change based on time of day. Train operators ring a bell when entering a station and at pedestrian and vehicular crossings. Where an operator deems someone is not reacting to a bell, they ring it more to get their attention.

Ms. Anderson asked if the noise study assess the ambient noise levels for various times of the day, including early in the morning. Mr. Jackson allowed that it does.

Mr. Miles pointed out that the way the rail is constructed can reduce train noise levels. Continuous weld rails are much quieter than rails that are jointed or spliced.

Mr. Jackson reminded Ms. Jones that there have been negotiations with Sound Transit about going beyond what is required in the code relative to the size of trees at the time of planting. He pointed out that the parks department had previously indicated that smaller trees often do better because they grow faster and are healthier over time in the way they acclimate to their environment. Smaller trees are usually used in mitigating environmental impacts, but where the South Bellevue segment is concerned there are environmental and aesthetic issues as well as tree canopy, so there will be a range of tree types and sizes. Mr. Walser added that tree height can be very subjective and caliper size is generally a better measurement of tree maturity.

Ms. Jones said her concern relates to the area on Bellevue Way where the transition is made to 112th Avenue SE. She said there are currently a lot of very tall trees close to the sidewalk. Their removal will dramatically change that area and something should be done to preserve the look and feel to the degree possible. Mr. Walser said there have been intense discussions between Sound Transit and the city's parks department regarding that particular area. The area is technically a mitigation area because of the stream that runs through there. The details are still being worked out. The area is challenging because it is set down below the level of the roadway.

Mr. Jackson pointed out that many of the trees in that area are cottonwoods that are nearing the end of their lifespan; many are leaning and are not in the best of health. The current thinking is that they will be replaced with conifers. The fact is that there will be no getting around the fact that it takes replanted trees time to grow to maturity. Ms. Jones suggested the area would be appropriate for planting trees taller than 12 feet tall at the outset. Mr. Jackson said a number of factors must be taken into consideration, including amount and type of soil.

Mr. Walser commented that after leaving the South Bellevue station, the alignment will be fenced and there will be no crossings until the emergency crossing at SE 4th Street, which is also closed at all times except to accommodate emergency access. The trains will have no reason to ring their bells between the South Bellevue station and the East Main station.

Ms. Jones said she would like to see images of what the catenary poles will look like, and what the lights on top of the parking garage will look like. Mr. Walser said the catenary poles will either be round or egg shaped, and the lights will be the standard fixtures Sound Transit uses. Mr. Jackson added that the standard light fixture is depicted by drawing in the permit document.

Ms. Derrington asked what steps will be taken to reduce light glare at the South Bellevue station and parking garage. Mr. Walser said there are light cutoffs built into light fixtures that are particularly effective in association with LED fixtures. The lighting engineers will take into consideration the lighting criteria for safety and security, will position the light standards appropriately, and will utilize the cutoff technology to prevent light spillage.

With regard to the grand entry idea, Ms. Derrington asked if that will be the station itself. Mr. Walser said the enhanced landscaping at the station will become the actual gateway. The guideway itself will be fairly constant along the alignment and will not at any one point make a gateway statement, but the landscaping will. He added that anyone passing the elevated guideway between I-90 and the station will have a clear view under it to the views beyond; the main focus will not be the guideway itself. The columns certainly will be visible. The elevation of the guideway will be much lower where it enters and leaves the station and will be more visible, thus the stronger need to deal with the sound panels and everything associated with the structure.

4. CAC IN 2015 - WHAT'S AHEAD

Mr. Jackson noted that the Committee had met 24 times in 2014. He said a total of 61 public comments were made during those meetings, and an additional 22 comments were submitted via written form. The three joint open house events garnered 202 comments from members of the public. There is a lot of work to be done in 2015. Early in the year the design and mitigation advisory document will be issued. The Committee will review the city's assessment of Sound Transit's noise study for South Bellevue. The anticipation is that Sound Transit will finish its noise study for the central Bellevue segment in

January and the Committee will be seeing the permit for the East Main station, the downtown station, and the hospital station.

The projection is that the Committee will need another year to complete its work. It is possible the workload could be ramped back to only one meeting per month.

Mr. Miles asked if the next stations to be studied will be taken one at a time or collectively. Mr. Jackson said the next three stations, East Main, downtown, and the hospital, are all very different. The pre-advisory documents include very few CAC comments about the East Main station. There are comments about the relationship between the downtown station and City Hall, and about the need for additional weather protection, but few comments about the need to make significant changes. With regard to the hospital station, much of the discussion was about weather protection and Lake Bellevue rather than design issues.

Co-Chair Mathews asked if going to one meeting per month would mean each meeting would be longer. Mr. Jackson said his recommendation would be to go an extra hour as needed. Co-Chair Mathews said his preference would be to keep the schedule with two meetings per month and to allow for canceling meetings where appropriate. Ms. Jones concurred. Mr. Glass said his first choice would be to have fewer meetings but agreed that it might be better to keep the discussion flowing with meetings twice a month. Mr. Miles said he could see no reason to change from having two meetings per month.

There was general consensus to continue having two meetings per month. Mr. Jackson noted that the first meeting in January will be on the third Wednesday.

5. PUBLIC COMMENT

Mr. Geoff Bidwell, 1600 109th Avenue SE, focused on the intersection of Bellevue Way and 112th Avenue SE. He explained that a major sewer line on the east side of 112th Avenue SE will soon be moved to accommodate the light rail project. Traffic will be impacted by that project for between four and five months. Traffic will be relegated to only one lane in each direction, and part of the island at the intersection will need to be removed. Trees will be removed in addition to those the light rail project will remove, making the vegetation picture much worse.

Mr. John King, 217 110th Place SE, said his home in Surrey Downs is near where the East Main station will be located. He noted that he had previously addressed the Committee to voice concerns about noise associated with the East Main station. The train will ring its bell three times, twice for crosswalks and once at the station. He thanked the Committee members for their work and for paying close attention to the design of the sound walls and for wanting to make them as attractive as possible. The wall on 140th Avenue is attractive and should be considered for the area near the East Main station. At the Committee's November 19 noise was the subject of several public comments; the Committee should review and pay close attention to what was said.

Answering a question asked by Mr. Glass, Mr. Jackson said Sound Transit intends to submit an update to the tree mitigation plan very soon. That should help to clarify what will happen at the intersection of Bellevue Way and 112th Avenue SE.

Ms. Erin Powell, a resident of the Bellecrest neighborhood and a member of the Parks and Community Services Board, called attention to the fact that at a previous meeting the Committee asked about noise mitigation to prevent noise from going out into the Slough and that the answer given was that there will not be and that the Surrey Downs Park with its active ball field will not be considered as a sensitive receiver. She said the Parks and Community Services Board in cooperation with the Surrey Downs neighborhood has worked to reconfigure the master plan for the park. The active sports fields are to be removed, though there will be a small basketball court and creative playground. Overall the park will become generally more contemplative and passive. That begs the question of why the park is not going to be treated as a sensitive receiver area. Additionally, Mercer Slough itself is a nature park with environmentally sensitive areas and wildlife. The claim that there is no need to mitigate or in some way buffer noise from the train to protect the Slough is ludicrous. The Committee members were encouraged to remember that both people and wildlife in the Slough will be affected by the noise impacts. With regard to the elevated guideways and the vegetation underneath, she asked what maintenance actions will be taken to keep the vegetation from growing too tall, adding that if herbicides are used they will wash off into Mercer Slough with negative effects on wildlife and fauna.

Mr. Jackson clarified that Sound Transit's comments regarding sensitive receptors were in relation to Federal Transit Authority criteria, not the city's. He said the city believes Mercer Slough Nature Park and Surrey Downs Park are both sensitive receptors. The city is not bound by the federal criteria and additional conversations with Sound Transit are planned. Additionally, Land Use Code and critical areas ordinance includes performance standards for critical areas and wetlands that prohibit the use of herbicides.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:08 p.m.

LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING

Dec. 17, 2014 | 3:00PM -5:00PM | ROOM 1E-113



Agenda

- **3:00**
 - Call to Order, Approval of Agenda, Approval of November 19th and December 3rd Meeting Minutes – Co-Chair Mathews
 - Public Comment
- **3:20**
 - Continued Discussion of South Bellevue Segment – Sound Transit and Matthews Jackson
- **4:00**
 - CAC in 2015 – Matthews Jackson and Sound Transit
- **4:50**
 - Public Comment



CAC Scope of Work

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

The scope of work for the CAC is intended to support the CAC purpose described in subsection A of this section. 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.



Use of the ROW

20.25M.040.J Use of City Right-of-Way

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

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:

- Designated truck hauling routes.
- Truck loading/unloading activities.
- Location of construction fences.
- Hours of construction and hauling.
- Requirements for leasing of right of way or pedestrian easements.
- Provisions for street sweeping, excavation and construction.
- Location of construction signing and pedestrian detour routes.
- 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.



2014 CAC Outreach Statistics

- **24 Regular Meetings**
- **61 Public Comments During Public Comment Period**
- **22 Comments via Comment Forms**
- **202 Comments During Three Joint Open Houses**



CAC in 2015

South Bellevue Segment Design and Mitigation Advisory Document

- Complete review and make recommendations on the material reviewed to date.
- Review city review and assessment of Sound Transit Noise Study for South Bellevue.

Central Bellevue Design and Mitigation Permit Submittal

- Sound Transit anticipates submittal of the Central Bellevue Design and Mitigation Permit in January when the noise study is complete.
- The Central Bellevue Permit includes the East Main, Downtown, and Hospital Stations.

CAC Meeting Dates

- It's anticipated that there is likely to be another year of work to complete all the design and mitigation permits.
- Should the CAC maintain the current schedule of meeting on the 1st and 3rd Wednesday of the month or should we move to a once a month schedule?

CAC Membership

- Are there current CAC members who think they will have difficulty continuing in 2015?

Sound Transit Responses to Bel-Red Segment CAC Pre-Development Review

March 19th, 2014

Received
JUL 10 2014
Permit Processing

20.25M.040 RLRT system and facilities development standards

1. Building Height - **No concerns were expressed by the CAC.**
2. Setbacks - **No concerns were expressed by the CAC.**
3. Landscape Development –
 - **The CAC would like to see more native vegetation incorporated in the overall landscape plans. This should particularly include more evergreen trees.**

ST Response: The selection of plant materials is made up of native and adaptive species (defined on ST acceptable plant list). Evergreen trees have been placed primarily around the perimeter of the Park and Ride in the buffer zones to adjacent parcels. For security and safety concerns evergreen trees are not grouped in front or in the middle areas of the property in order to allow maximum eye level visibility for security personnel. Austrian pines are scheduled for planting between the parking area and future street, but not as a “screening” element. Current landscape designs meet the requirements as stated in the applicable COB Land Use Code(s).

- **The CAC would like to know if there are opportunities to provide more mature landscaping with the initial planting.**

ST Response: Sound Transit has optimized the size of plant materials to be installed to ensure successful, healthy plant establishment and the fastest long term growth of the plant material. Larger, mature plants do not necessarily establish well.

- **Although the landscape around the 130th Station will be an interim condition, the CAC would like to see more landscaping on the back side of the station.**

ST Response: ST is maximizing planting wherever possible, including planting the entire width of the future NE 16th St (Spring Blvd) on the north side of the station. If by “back side of the station” the CAC means the south side of the station, there is no room for additional landscaping. Sound Transit is acquiring enough property to operate and maintain the station and still allow the adjacent property owner and established business continued access to their property until such time as the City is prepared to construct the eastbound traffic lanes.

4. Fencing – **No concerns were expressed by the CAC.**

5. Light and Glare -

- **Although the CAC had comments regarding the use of lighting within the station to accent the structure they want to ensure that no lighting is directed skyward and any accent lighting results in a reflective glow.**

ST Response: Sound Transit's lighting criteria prohibits up lighting directed skyward. The design does not include such lighting. Design revisions at the station entry concrete panels include penetrations that accent back lighting.

6. Mechanical Equipment – **No concerns were expressed by the CAC.**

7. Recycling and Solid Waste – **No concerns were expressed by the CAC.**

8. Critical Areas – **No concerns were expressed by the CAC.**

9. Use of City Right of Way – **No concerns were expressed by the CAC.**

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.

ST Response: Addressed in base DMP application.

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, business 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 prefers the proposed sculptured precast concrete panels proposed for the 130th Station over the original cor-ten design.**

ST Response: Sound Transit's design team is incorporating sculptured precast concrete panels instead of cor-ten steel at the entries. Updated design information will be available once the 90% Design level package for the Bel-Red segment is submitted to Sound Transit in late July, 2014.

- **The CAC prefers the opportunity to incorporate organic shapes into the concrete panels versus the cor-ten design.**

ST Response: The design team has modified the entry walls to create organic shapes in the design. .

- **The CAC would like to see more color options for the 130th Station than the standard Sound Transit colors that were presented in the renderings and at the CAC meetings.**

ST Response: The design team is exploring the use of additional colors for materials that are not painted steel. In order for ST to adequately maintain the stations, standard paint colors for the steel components are necessary.

- **The CAC would like Sound Transit to incorporate backlighting of the translucent panels and or the uses of colored lights on the exterior wall to create interesting shadows and forms.**

ST Response: We agree. The design has always included backlighting of the translucent glass at the entry areas. The design team has incorporated these ideas into the design of the entry areas.

- **The CAC would like to see more color incorporated into the 130th Station design; however, there is also the desire to maintain a classic appearance.**

ST Response: See response above regarding color options at the 130th Station.

- **The CAC wants to insure that the south end of the 130th Station including the retaining wall does not appear to be unfinished as an interim solution until such time the City completes the planned street.**

ST Response: The concrete wall will have a formliner with a pattern to provide a "finished" appearance. This wall finish will be shown on the graphics.

- **The CAC would like alignment and station design to reflect the concept of an arts district as expressed in the Bel Red Subarea in Policy S-BR-45.**

Sound Transit Response: The design team and selected artist have collaborated on the platform railings and the custom precast entry panels to reflect the concept of an active arts district as expressed in the Bel Red Subarea Policy S-BR-45.