



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** January 30, 2015

**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:** February 4<sup>th</sup>, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-sixth Advisory Committee meeting next Wednesday, February 4<sup>th</sup>. 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. January 21<sup>st</sup> Meeting Minutes
3. City PowerPoint Presentation from January 21<sup>st</sup>
4. Sound Transit PowerPoint Presentation from January 21<sup>st</sup>

We will have hard copies of all electronic packet materials for you on February 4<sup>th</sup>. 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 21<sup>st</sup>, 2015

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |                  |   |
|------------------|---|
| <b>3:00 p.m.</b> | <b>1. Call to Order, Approval of Agenda, Approval of January 21<sup>st</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Van Houten</i> |
| <b>3:10 p.m.</b> | <b>2. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>3:20 p.m.</b> | <b>3. South Bellevue Segment Open House Browse</b><br><i>City of Bellevue and Sound Transit</i>   |
| <b>4:20 p.m.</b> | <b>4. Continued South Bellevue Segment Discussion</b><br><i>Sound Transit</i>   |
| <b>4:50 p.m.</b> | <b>5. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>5:00 p.m.</b> | <b>6. 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

January 21, 2015  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

MEMBERS PRESENT: Doug Mathews, Susan Rakow Anderson, Joel Glass, Wendy Jones, Ming-Fang Chang, Don Miles,

MEMBERS ABSENT: Marcelle Van Houten, Erin Derrington, 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 3:04 p.m. by Co-Chair Mathews who presided. All Committee members were present with the exception of Co-Chair Van Houten, Ms. van Dijk and Ms. Derrington, all of whom were excused.

The agenda was approved by consensus.

With regard to the December 17 minutes, Mr. Miles said they should reflect that he was present for the meeting.

Referring to the third paragraph on page 5 of the minutes, John Walser, senior architect with Sound Transit, noted that "...no more than 10 dBa... should be changed to read "...a minimum of 10 dBa..." He also referred to the third paragraph on page 6 and pointed out that "...round or egg shaped..." should read "...round or H shaped...."

A motion to approve the minutes as amended was made by Mr. Glass. The motion was seconded by Ms. Jones and it carried unanimously.

2. PUBLIC COMMENT

Mr. Geoff Bidwell, 1600 109th Avenue SE, called attention to a memo from Councilmember Robertson regarding the authority granted to the Committee by the Council. He noted the Committee's authority goes beyond choosing paint colors for the new South Bellevue park and ride and he art designs and textures on the noise walls. The neighborhoods are relying on the Committee to identify permit conditions for the light rail project. The Committee's authority is codified in LUC 20.25M.030.c, LUC 20.25M

.035.c, and LUC 20.25M .035.d.3; should the Committee be provided contrary information from the staff, the members should request a legal response from the City Attorney clarifying the specific authority. If the Committee reaches the conclusion that the loss of significant trees along the alignment cannot be mitigated, the Committee should so state. If after applying all aesthetic mitigation to the five-story parking facility the Committee concludes the project will not compliment the Mercer Slough Nature Park, the Committee should so state. If the Committee concludes the elevated rail alignment will result in visual blight to the Mercer Slough Nature Park and to the gateway of the city, the Committee should so state. If the Committee agrees that the trench along and in front of Winters House, and the six-foot chain link fence, will not compliment the historical building, the Committee should so state. If the Committee feels it has not been provided with adequate lighting and noise analyses for impacts to the Mercer Slough Nature Park or the surrounding neighborhoods, the Committee should so state. The Committee has the authority to recommend traffic and noise mitigation prior to commencement of construction, and if the Committee believes such recommendations should be made, the Committee should so state. The recommendations of the Committee will be part of the permit conditioning for the project.

Mr. Joe Rossman spoke representing Building a Better Bellevue. He noted that a group of Bellevue citizens, including the organization Building a Better Bellevue, former Mayor Don Davidson, Kemper Development Company, and Geoff Bidwell who was instrumental in the creation of the Mercer Slough Nature Park, has joined together in seeking a petition before the Shorelines Hearings Board for a review of the variance and the permit issued by the city to Sound Transit. The petition asks the Board to direct the city to reconsider the granting of the variance and the permit. The documentation identifies practices with regard to the determination of the granting of the variance and permit, as well as significant problems with respect to the actual disclosure of impacts to the Mercer Slough Nature Park environment that were never properly and timely made by Sound Transit and which were not adequately considered by the city in granting the variance and permit. The Committee was asked to examine the case as it has been developed. The Mercer Slough Nature Park should be treated with the same consideration and equitable practices employed by other cities and jurisdictions in the region. In 1972 the citizens of Seattle were finally provided the opportunity to render an opinion as to whether a freeway should be run alongside and through the Arboretum and through neighborhoods to the north and south. Civic leaders were strongly advocating for something that the citizens by more than a two-thirds margin said was not appropriate in keeping with the nature and historical significance of the Arboretum or the neighborhoods. The same considerations given to that project should be given to the East Link project as it relates to the Mercer Slough Nature Park.

Mr. Scott Lampe, 212 109th Avenue SE, agreed with the comment made at the December 17 Committee meeting that a gray sound wall along the Surrey Downs neighborhood would evoke an industrial and commercial look. Something with earth tones and greenery would be far more soothing and appropriate. Surrey Downs residents believe that Surrey Downs Park should be listed as a sensitive sound receptor; the park is set to be reclassified from a community park to a neighborhood park and there will no longer

be ball fields there. The Committee was urged to make sure all of the city's sound limits are adhered to in the sound analysis.

### 3. SOUTH BELLEVUE SEGMENT UPDATE

Planning Manager Matthews Jackson reported that Sound Transit's plan relative to art and color for the South Bellevue station are continuing to evolve. Opportunities for art along the alignment are under consideration but there are as yet no updates to share. He stressed that artistic touches are intended to be something extra rather than the fix that will satisfy design concerns.

With regard to the noise study, Mr. Jackson said the city and Sound Transit are in agreement that the city's noise ordinance was not written with a linear light rail system in mind. The consultants have been working on ways to measure sound; there have been differences of opinion between Sound Transit's consultant and the city's consultant and both are currently working toward agreement on a methodology that makes the most sense. The noise report includes the ambient sound level readings and the levels expected once the trains are operational and the sound walls are deployed. The chart indicates only a few lots for which the ambient noise sound is less than what is expected with the trains and the mitigation; the Sound Transit consultant has been asked to go back and look at additional measures to bring the sound after train operations start to a level that is equal to or less than the ambient level.

Mr. Miles pointed out that concrete sound walls do little more than reflect the sound to some other location. What is needed is a design that will in fact absorb the sound. Mr. Jackson said he was not able to speak to the methodology specifically used by the consultant. He pointed out that the panels Sound Transit will be deployed on the elevated sections will have sound absorption panels. There are also ways to treat walls in a way that will increase sound absorption, though mostly to a nominal degree. Concrete walls have been shown to be the most effective in mitigating sound at the property line of the receiving properties. For the South Bellevue segment, most of the impacts on residential properties will be on one side of the street. Any deflection of noise will be reflected on the opposite side of the street. Sound Transit has been asked to take another look at its original data to identify potential impacts on the opposite side, including whether or not putting a sound barrier on the elevated guideway on the side of Mercer Slough would actually attenuate sound for recreational users of the nature park.

Answering a question asked by Ms. Jones, Mr. Jackson noted that along 112th Avenue SE there is a retaining wall in front of the park and the balance of the walls are concrete sound walls.

Mr. Jackson informed the Committee that the Central Bellevue Segment permit documents have been submitted. The segment includes the East Main, Downtown and Hospital stations. Once the 28-day completeness review is completed, the city will put out a public notice and the documents will be made available to the public and the Committee.

Mr. Jackson reported that Ms. Derrington had accepted a job out of the country and would no longer be part of the Committee. He also noted that Mr. Miles would be out of the country for a period of time, and that Co-Chair Van Houten had recently encountered challenges that made it impossible for her to attend the meetings. He said, if needed, he would be discussing with the Council whether or not they should add new members to the Committee.

#### 4. SOUND WALL FINISH EXAMPLES AND CAC PRE-DEVELOPMENT ADVISORY DOCUMENT RESPONSE

Beginning with the corridor walls, Mr. Walser shared with the Committee the pattern originally proposed. He also shared formliner patterns that could be used for either precast or poured-in-place concrete walls; the patterns shown were layered stone, ashlar stone, dry stack, and splitface. He noted that regardless of the pattern, the sealer used on the concrete can be pigmented to achieve warmer colors.

Ms. Jones said the formliner patterns that present more of a residential look and feel are to be preferred to what was originally presented. She asked if any of them are more or less acoustically effective, or if any of them involve more maintenance. Mr. Walser said the walls are intended to block the passage of sound from the light rail guideway to the adjacent residential properties. The passage of sound is blocked through the use of a dense, solid material such as concrete or masonry that has no gaps. Concrete in and of itself will reflect noise but will not absorb it. However, noise as it travels and reflects off of surfaces begins to lose intensity, and ultimately noise diminishes to an acceptable level.

Answering a question asked by Ms. Jones, Mr. Jackson said the technical analysis showed several different examples of materials, ranging from natural vegetation to wood fences and concrete fences. The analysis concluded that there is very little sound attenuation resulting from vegetation or wood fences. Concrete walls were found to do the best job of mitigating for sound.

Co-Chair Mathews said it was his understanding that textured surfaces tend to diffuse sound better than flat surfaces by reflecting it off in multiple directions.

Mr. Glass thanked Mr. Walser for sharing the additional form liner options and said they are definitely an improvement over what was originally presented. He said his concern, however, is that some of the aesthetic could be lost where there are long or very high sound walls. Breaking up the length with perpendicular columns certainly would help break up the long runs, and treating the tall sections with artistic touches would help. Mr. Walser said the opportunity exists to create a visual divider as the wall transitions from one type of wall to another by using a different texture for the taller wall.

Mr. Walser said an example of pigmented sealer is what the Washington State Department of Transportation typically uses on its facilities. From a distance it looks like

gray concrete but from up close one can see it is a uniform application as opposed to a stain. Sound Transit uses a sealer on its concrete walls to among other things facilitate the removal of graffiti.

With regard to lighting at the South Bellevue station, Mr. Walser stated that the light fixtures on top of the parking garage will be 11 feet tall and roughly 32 feet apart. The fixtures will be spaced out on both the front and back edges of the garage as well as in the middle. The fixtures will have occupancy sensors that will dim to 50 percent when no one is present. The LED lights can be directed exactly where it is supposed to go.

With regard to the Committee's discussion regarding living walls on the garage, a living roof on the garage deck, and a living wall alternative, Mr. Walser pointed out where Sound Transit will be retaining the existing landscaping around the south, east and west sides of the garage site, and noted that Sound Transit will be inserting new evergreen trees into the perimeter, and will be adding additional landscaping on the west side of the garage to the south of the main entrance in the plaza area. Sound Transit has acknowledged the strong desire of the Committee to add planter boxes or some other method for growing plant material on the west side of the garage where it will be visible, but no steps have been taken in that direction given the structural redesign work that would be necessary.

Mr. Jackson reminded the Committee that the final advisory document will be submitted to the department director. A process has been written into code for how the director is to evaluate the Committee's recommendations, and where the director deviates from the Committee's advice, his decisions must be formally expressed.

Co-Chair Mathews said Schmitz Hall at the University of Washington has planters that have vegetation year round. The plants are switched out every few months to keep them green and colorful, and they really dress up the area. He said he would like to see the same done at the South Bellevue park and ride garage. He said a living wall would be more difficult to make happen, but planters with spot color would be easily doable.

Ms. Jones noted that the Committee had previously discussed the notion of a living treatment on the station columns, and that it would be appropriate to have living plants on the station platform.

Ms. Anderson suggested the Committee would benefit from having a large landscape plan for the station itself and a west elevation showing the garage behind the station to help in identifying where planters would be appropriate.

Mr. Glass said it would be helpful to see the landscaping plan for guideway as well. Where the guideway is at its highest elevation landscaping around it will be less critical, but when it gets closer to the surface it will be. Mr. Jackson said the permit booklet includes the landscaping plan sheets. He said he would be happy to work with Sound Transit in getting a much larger version for the next meeting. He added that Sound Transit will be making a presentation to the City Council on January 26. At that meeting

Sound Transit will work through the full vegetation mitigation plan and will indicate the various city, state and federal requirements. He suggested the Committee members would benefit from attending the meeting.

With regard to guideway screening, Mr. Walser said the tree clear zone around the guideway precludes having any landscape screening that hides the guideway. Where the guideway comes off of I-90 and heads northbound it is some 40 feet in the air, so those driving or walking along it will be looking under it to the views beyond.

Ms. Jones asked what the Washington State Department of Transportation (WSDOT) plans for the segment of the guideway that will be in their right-of-way. Mr. Walser said the guideway coming off of I-90 and continuing through the South Bellevue station will have the standard WSDOT gray pigmented sealer.

Mr. Walser said he recently sat down with the engineers to discuss the clearance zone and what can be done to save trees that are up to six feet inside that zone, such as near the drainage detention pond. They are taking a look at whether or not some small retaining walls can be created into the berm of the backside of the pond in order to save some of the trees. The pros and cons of planting taller more mature trees have been discussed along with the notion of identifying a few specific areas where there would be advantages associated with having a strong signature-type of tree.

Mr. Walser said the only lighting associated with the alignment will be at the stations and the TPSS and signal bungalow facilities.

Answering a question asked by Co-Chair Mathews, Mr. Jackson said Sound Transit is reviewing the plans relative to tree removal with an eye on keeping as many mature trees as possible. He said that Sound Transit will be asked to provide more information about what people can expect to see when the clearing first happens, what things will look like in five or ten years, and what things will look like when the vegetation reaches maturity. Mr. Walser added that the consultant conducted a tree survey that identified all of the trees within a 50-foot zone of the guideway. That information, which includes tree type, size and health, is being relied on by the design team.

Mr. Jackson said Sound Transit will be asked to consider repurposing the trees that must be removed in a way that will provide some habitat function, particularly in the nature park.

Mr. Walser said certified wildlife officers will be going out a year prior to the onset of construction activities and outside of the nesting season to identify and move nests within the construction path. He also said the Environmental Impact Statement includes an assessment of light impacts on wildlife.

As for having the South Bellevue site relate to the vision of Bellevue as a city in a park, Mr. Walser commented that the landscape plan includes far more landscaping than is required by the code. The result will be far more park-like than what currently exists on

the site. He said it should be recognized that the facility will never be perceived as having a residential park scale, so the best approach will be to provide surface treatments that add landscaping color.

Mr. Glass noted that the best practices report calls for exceptional mitigation, something that can take a number of forms, one of which is landscaping. It would be helpful if "exceptional mitigation" could be quantified. Trees will be removed and some formula will be used to determine how many new trees will need to be planted as mitigation. The Committee would be in a better position to say whether the proposed approach represents exceptional mitigation if it could see the calculations used to develop the mitigation plan. It is possible the landscaping for the South Bellevue station as proposed is exceptional, but there is also the issue of the guideway, the area in front of the Winters House, and the area along 112th Avenue SE that the Committee has not spent as much time on. In additional landscaping, there will be mitigation for wildlife, but again it is difficult to determine whether or not it will be exceptional. The Committee also has insufficient information to know whether or not the noise mitigation will be exceptional.

Mr. Jackson said there are set standards that must be followed in determining mitigation for critical areas. It is far more challenging and discretionary regarding mitigation for non-critical areas where there are no specific standards or templates to follow. The intent of the light rail overlay is to establish the light rail use in Bellevue and to allow for a higher level of mitigation, landscape requirements, the inclusion of public art, and review by the Committee. In meeting the minimum intent of the overlay, all mitigation will be at a higher level than what otherwise would be required. He agreed the Committee would benefit from seeing the standard requirements compared to the overlay requirements. He said he would also ask Sound Transit to demonstrate both what the federal minimum noise standards are and what they have done to go beyond the minimum in applying the Bellevue standards.

Mr. Walser allowed that he had a hard time wrapping his mind around exactly what a gateway is. The term is used in many different ways. As commonly used, a gateway is a demarcation between places, and in the context of the South Bellevue station the landscaping will reflect a change from the freeway system to a city in a park. He said if his definition differs from that of the Committee, what the Committee thinks a gateway is should be made clear.

Ms. Jones asked if the multiuse path starts at I-90 or at the station. Mr. Walser said it starts at the intersection of Bellevue Way and SE 30th Street and continues on up to Main Street. The existing split rail fence will be replaced. The grassy meadow will in the interim be used for parking for those seeking to access the park, then it will be fully restored.

Co-Chair Mathews said the South Bellevue gateway will certainly be evident by the enhanced landscaping. The gateway will also transition from the park and ride into the Mercer Slough Nature Park.

Mr. Walser said the call by the Committee for fewer hard edges in the station design is more difficult to achieve considering the guideway and the nature of the parking garage. However, artist Katy Stone's designs will be incorporated into the perforate panels, and color will be added to the metal of the screens. The preliminary design from artist Vicki Scurry for the sound panels on the guideway that was shared previously with the Committee is in the process of being refined.

Mr. Walser said the design team has expanded the use of color as requested by the Committee.

Ms. Jones said it would be helpful to see pictures of the two different possible profiles for the catenaries. Mr. Walser said the current design has round poles in the station area and the standard H-shaped poles running throughout the rest of the alignment. The same are used in and around the SODO station in Seattle. He said he would provide the Committee with photos.

5. PUBLIC COMMENT - None

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:07 p.m.



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING  
Jan. 21-3:00PM | ROOM 1E-113



# Agenda

- **3:00**
  - Call to Order, Approval of Agenda, Approval of December 17<sup>th</sup> Meeting Minutes – Co-Chair Mathews and Van Houten
  - Public Comment
- **3:20**
  - South Bellevue Segment Update – Sound Transit and Matthews Jackson
- **4:00**
  - Noise Wall Finish Examples and CAC Pre-Development Advisory Document Response – 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.



# CAC in 2015

## **South Bellevue Segment Design and Mitigation Advisory Document**

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

## **Central Bellevue Design and Mitigation Permit Submittal**

- Central Bellevue Design and Mitigation Permit submitted on January 5, 2015.
- The Central Bellevue Permit includes the East Main, Downtown, and Hospital Stations.
- The permit is currently under 28 day completeness review.

## **CAC Meeting Dates**

- The CAC voted to continue the 1<sup>st</sup> and 3<sup>rd</sup> Wednesday schedule.

## **CAC Membership**

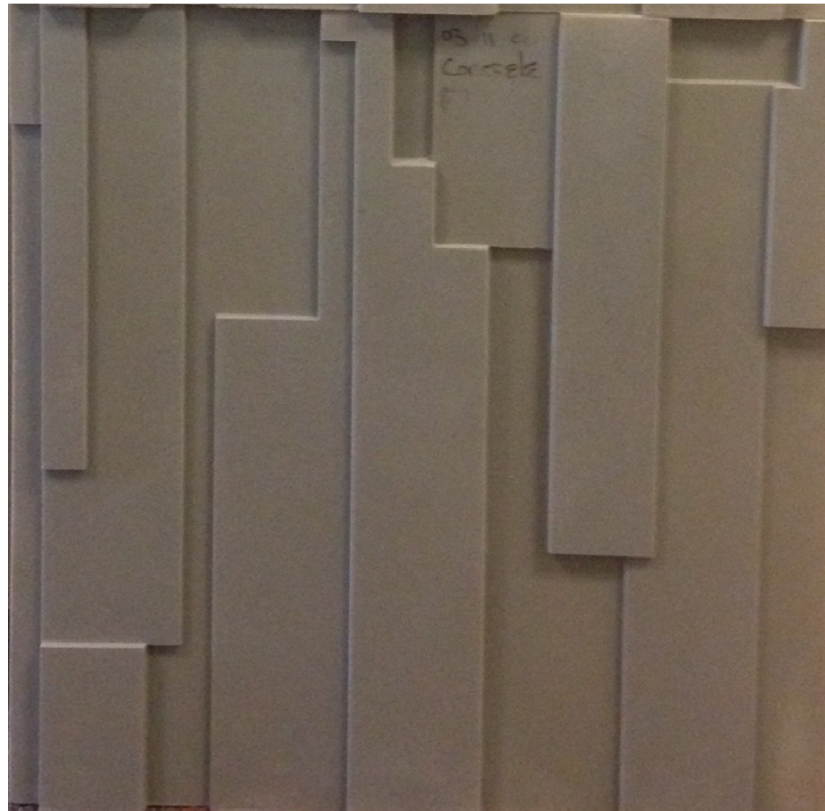
- Current status



# South Bellevue CAC Pre-Development Advisory Document Advice

- Landscape Development
  - Living wall on garage
  - Living roof on garage deck
  - Living wall alternative such as another landscape feature
  - Guideway screening
  - Mature landscaping
- Light and Glare
  - Avoidance of light spillover into neighborhoods
- Critical Areas
  - Bird management
  - Light impacts on wildlife
- Design Guidelines
  - South Bellevue garage and site should relate to city in a park vision
  - Less hard edges in station design
  - Artist design for garage screening
  - Art to screen guideway
  - Expanded use of color

# Corridor Walls





# 112<sup>th</sup> Ave. Retaining Wall



# Corridor Walls – Stone Patterns



Layered Stone

Ashlar Stone





# Corridor Walls – Stone Patterns



Ashlar Stone

Dry Stack



# Corridor Walls – Splitface Patterns



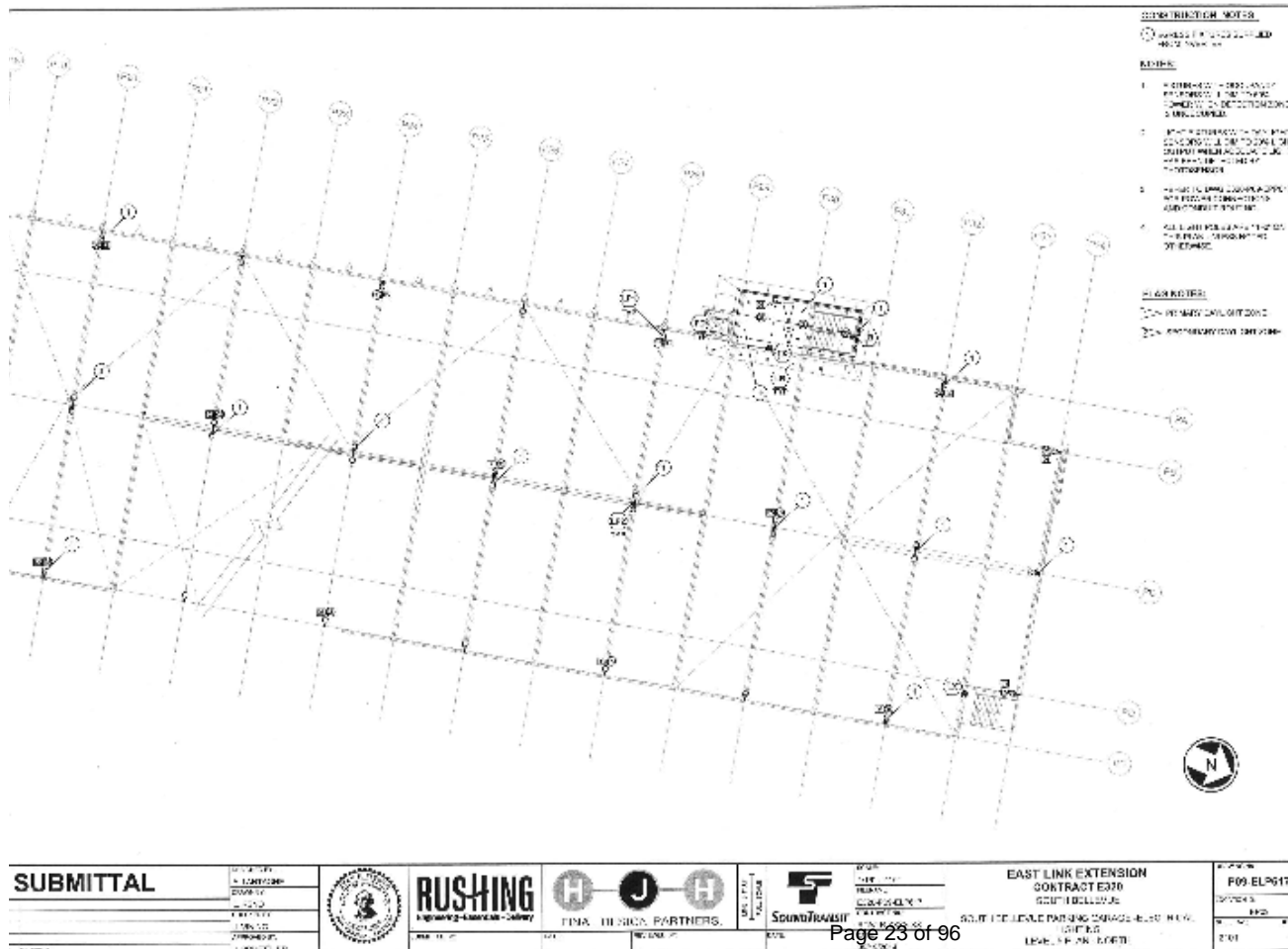


# Corridor Walls – High Wall



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# S Bellevue Garage - Lighting



Light poles 11 ft

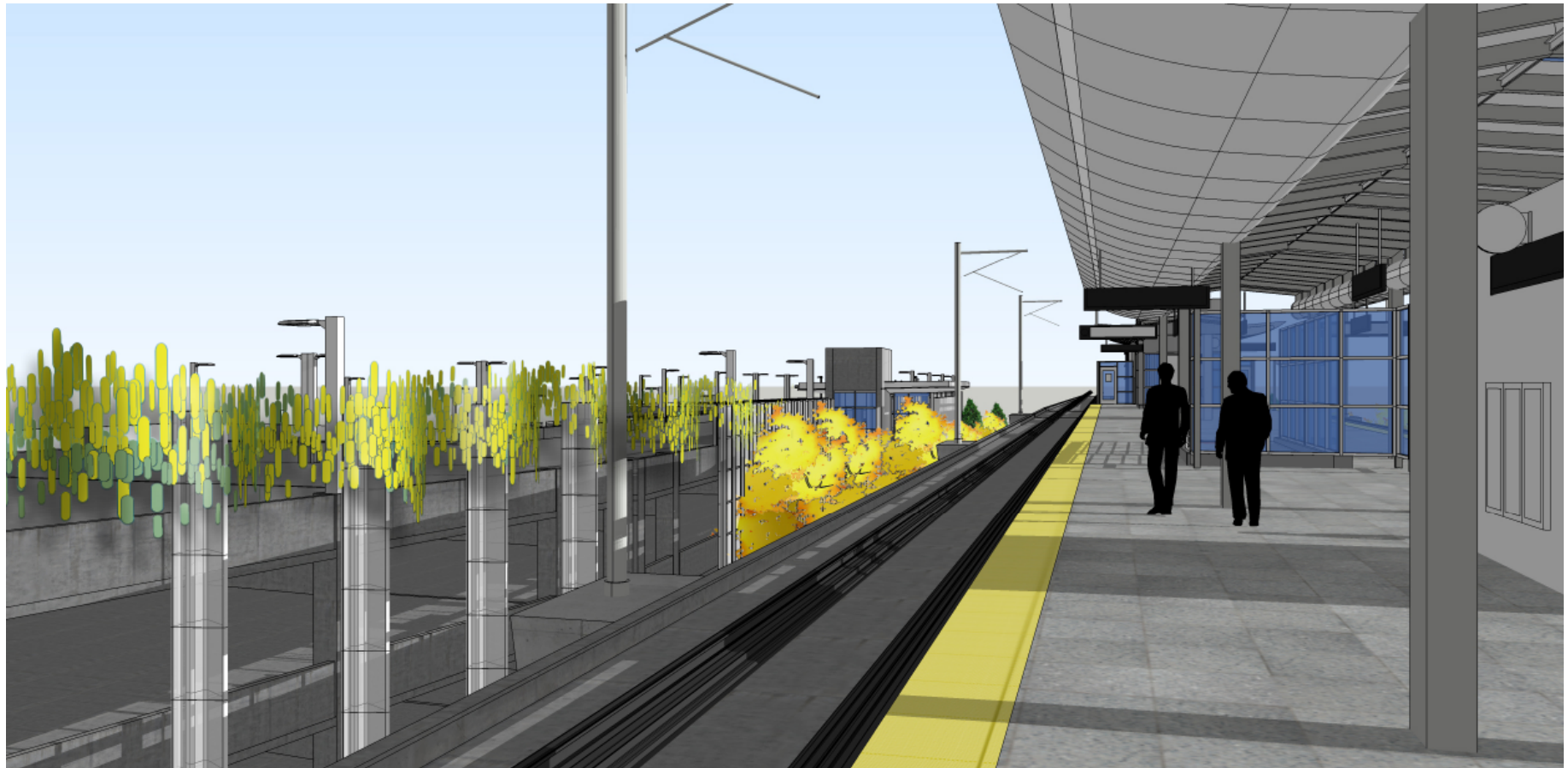
Fixtures on occupancy sensor to dim to 50% power when sensor zone unoccupied



# Katy Stone – Perf. Screen



# Katy Stone – Garage Front



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# **East Link Extension South Bellevue 90% Station Design**

February 6, 2014

# S. BELLEVUE STATION - LANDSCAPE PLAN

## EAST LINK EXTENSION





# 1 Existing Trees – SE End





## 4 Existing Trees – South, From Park





## 7 Existing Trees – East, From Park

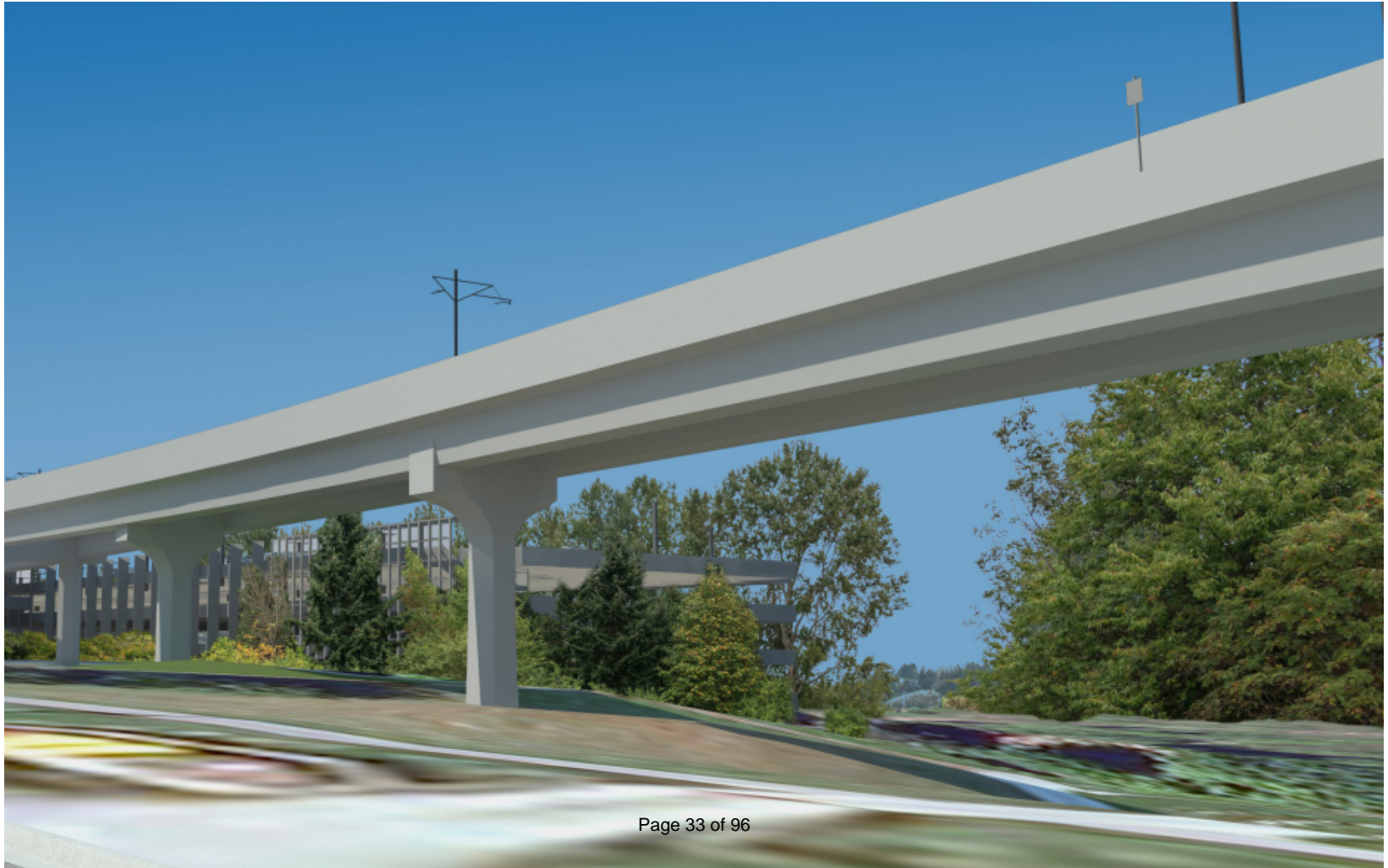




## 8 Existing Trees – East, From Park



# 10 Existing Trees – With Guideway & Garage





# SOUTH BELLEVUE STATION - LANDSCAPE PLAN

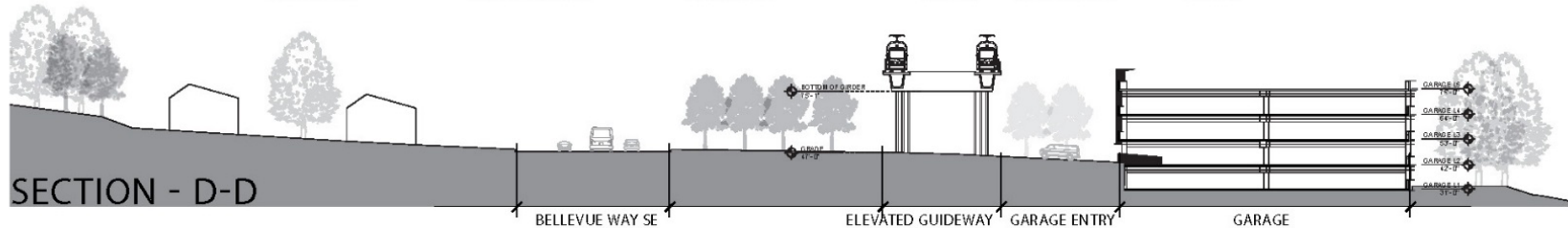
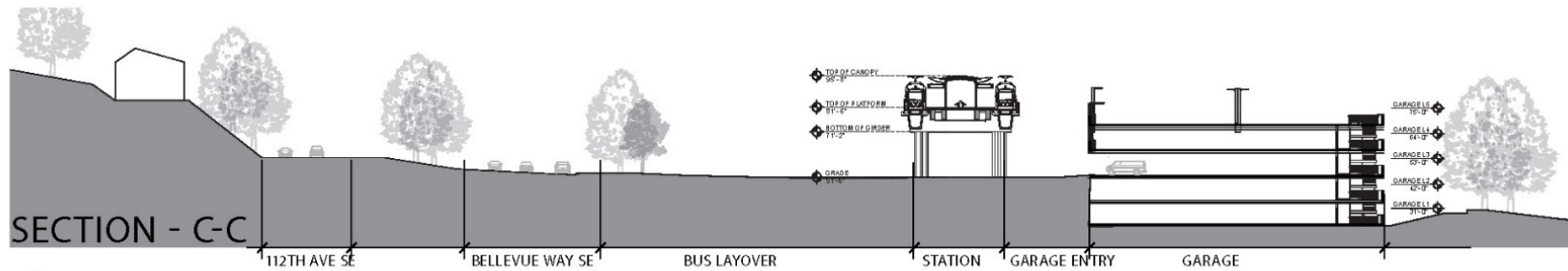
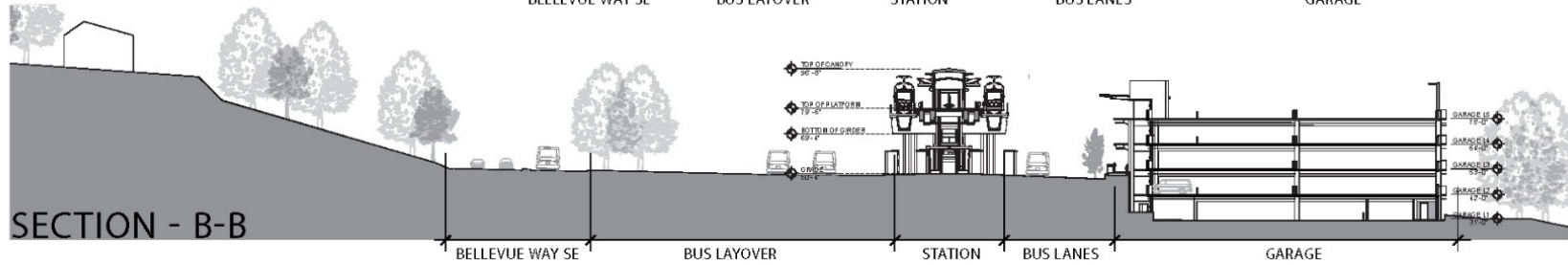
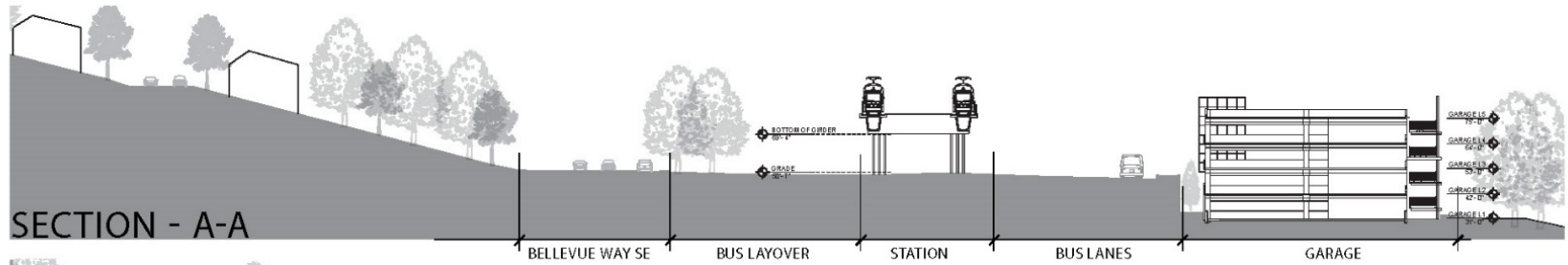
## EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - OVERALL SITE SECTIONS

## EAST LINK EXTENSION



# View From House #1





## View From House #4





# View From House #9



# S. BELLEVUE STATION - LANDSCAPE PLAN

## EAST LINK EXTENSION

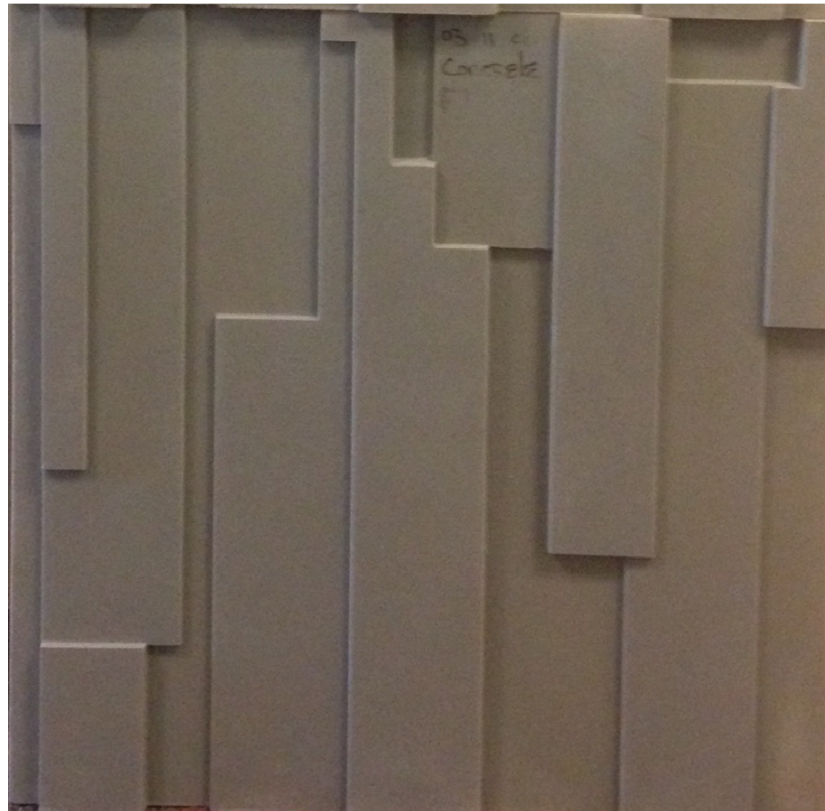




# 112<sup>th</sup> Ave. Signal House



# Corridor Walls



# S. BELLEVUE STATION - LANDSCAPE PLAN

## EAST LINK EXTENSION





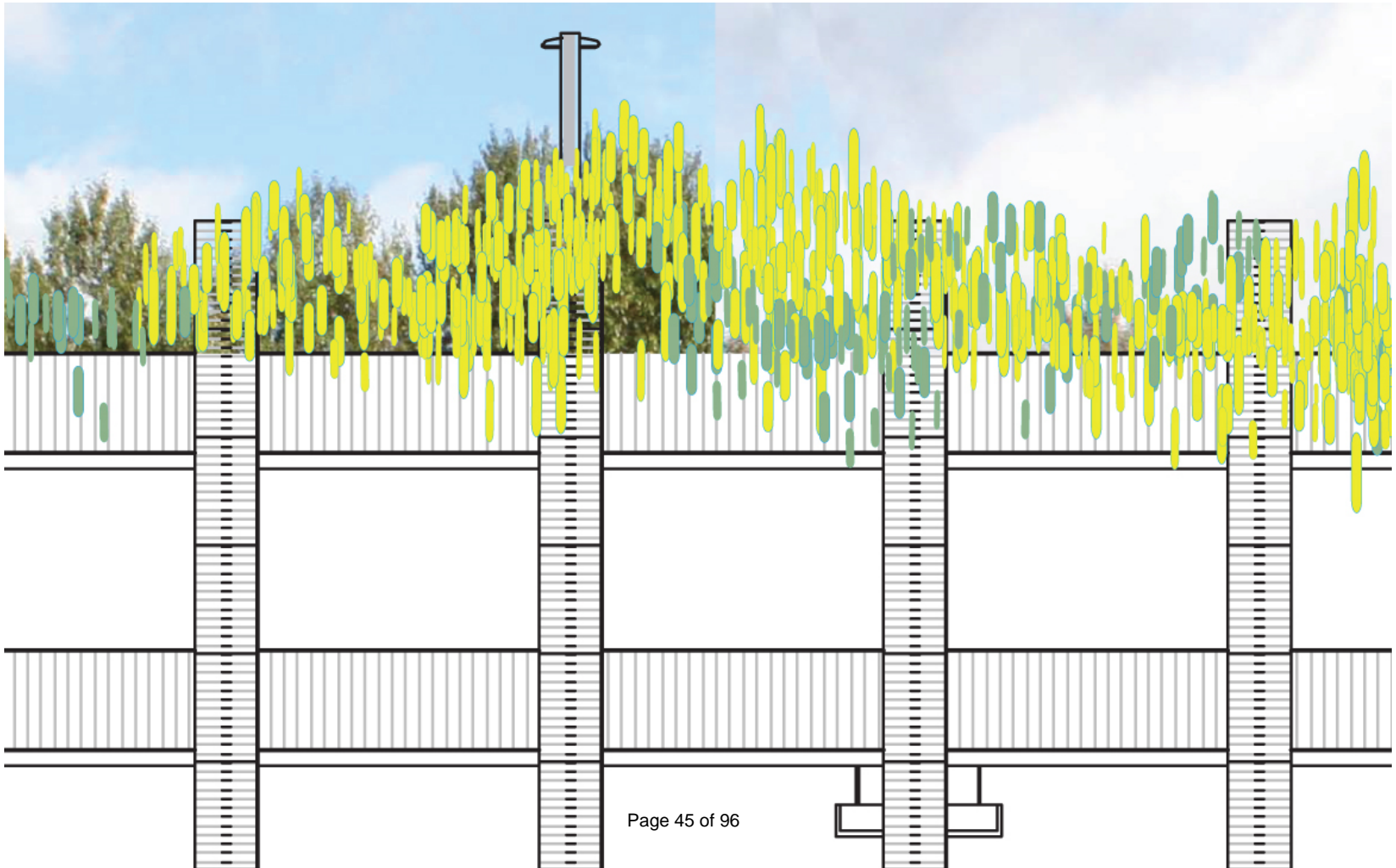




# Katy Stone – Garage Front Inspiration

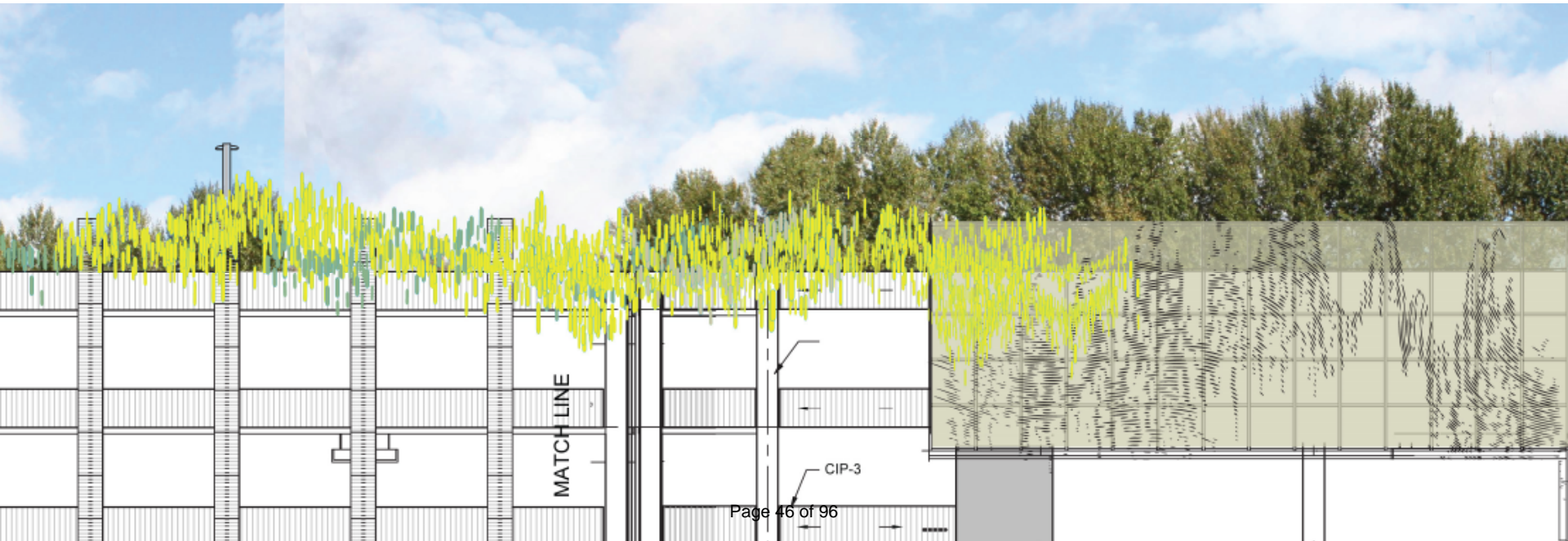
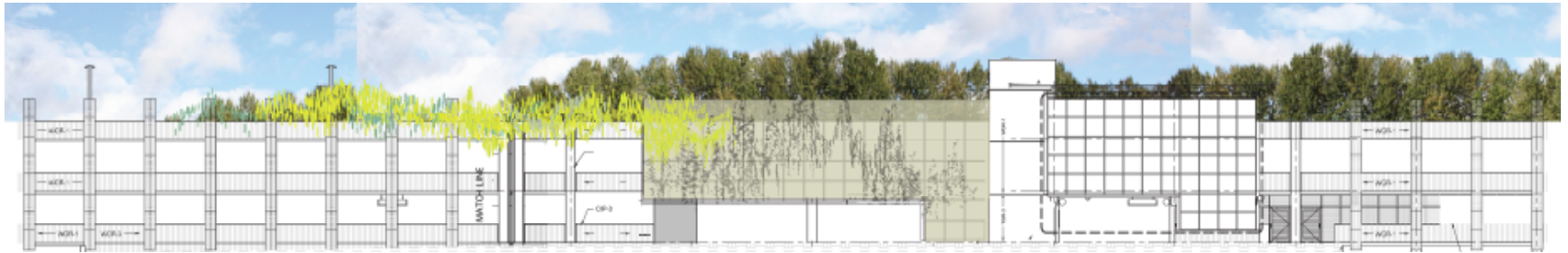


# Katy Stone – Garage Front

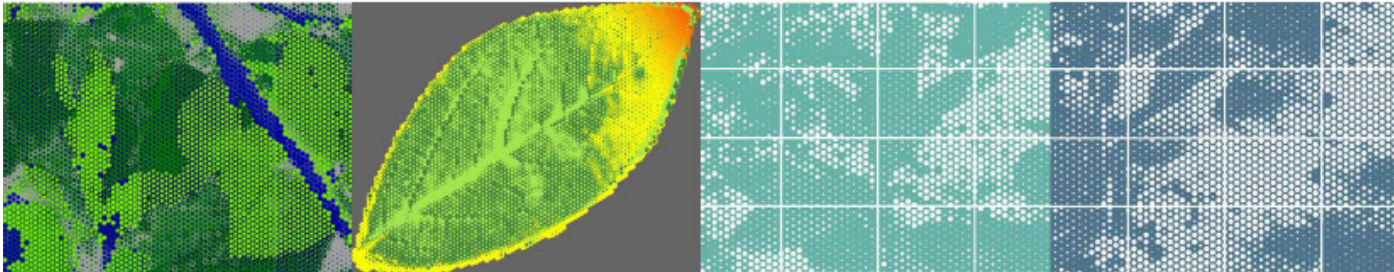




# Katy Stone – Garage Front



## V. Scuri - Station Art



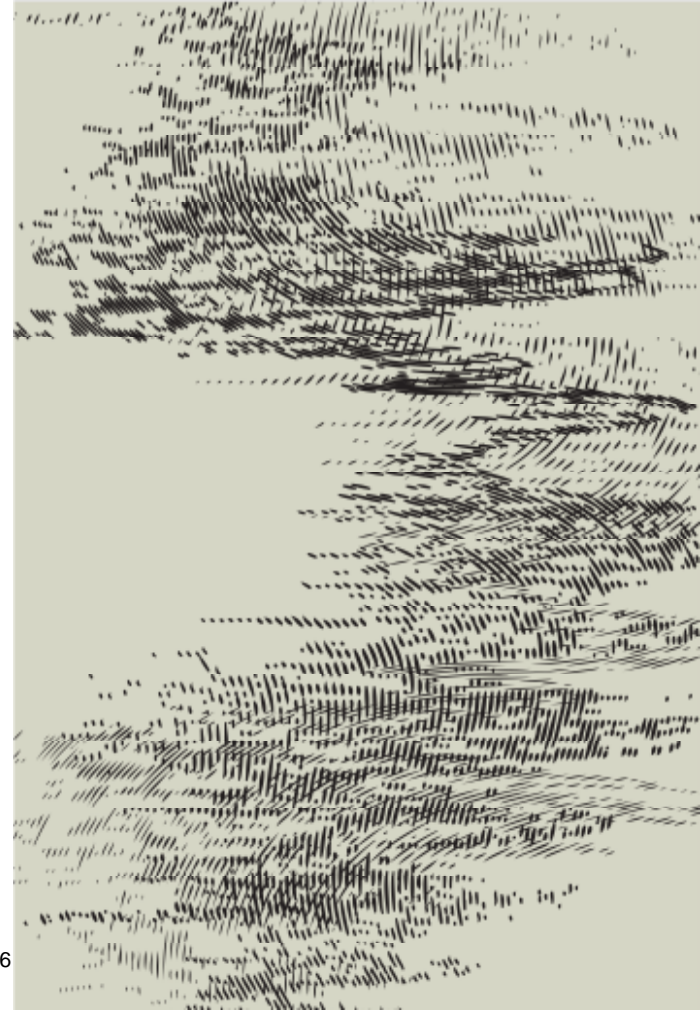
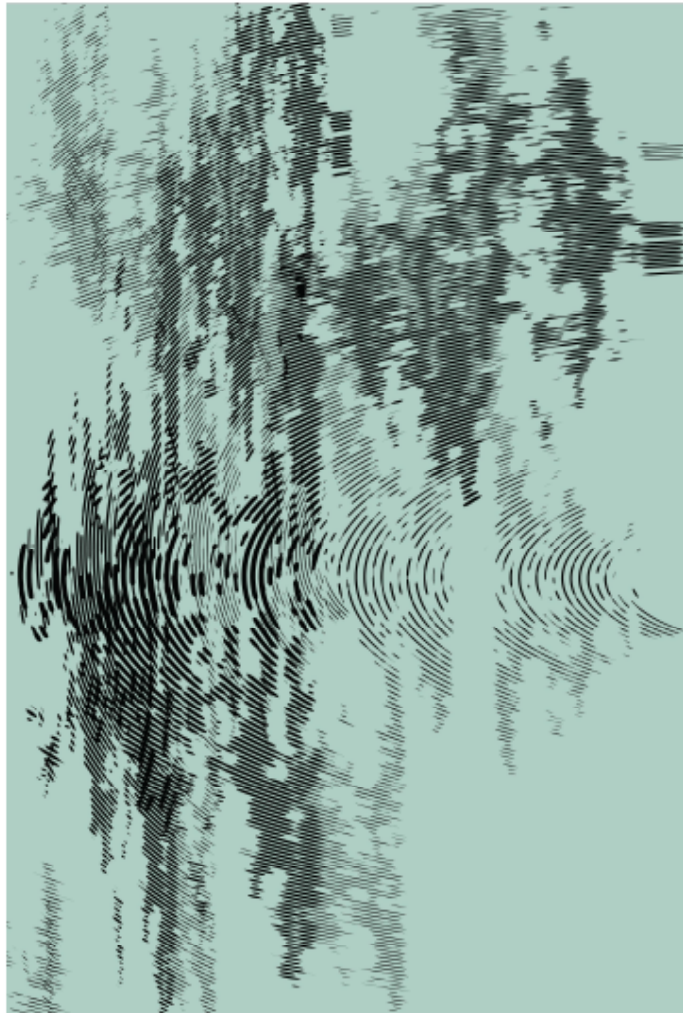


# Katy Stone – Perf. Screen Inspiration



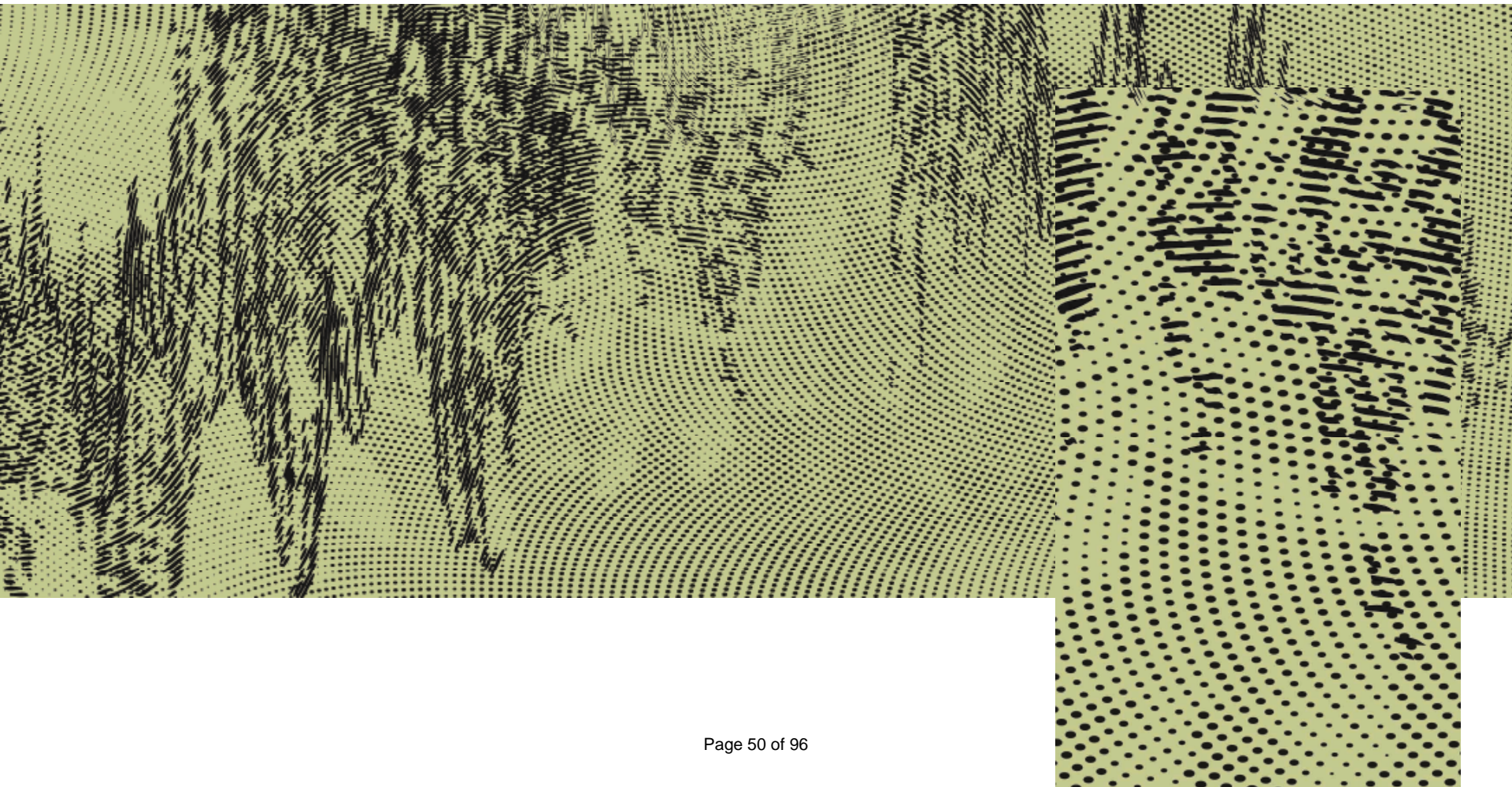


# Katy Stone – Perf. Screen / Conc. Relief





# Katy Stone – Perf. Screen





# Katy Stone – Perf. Screen

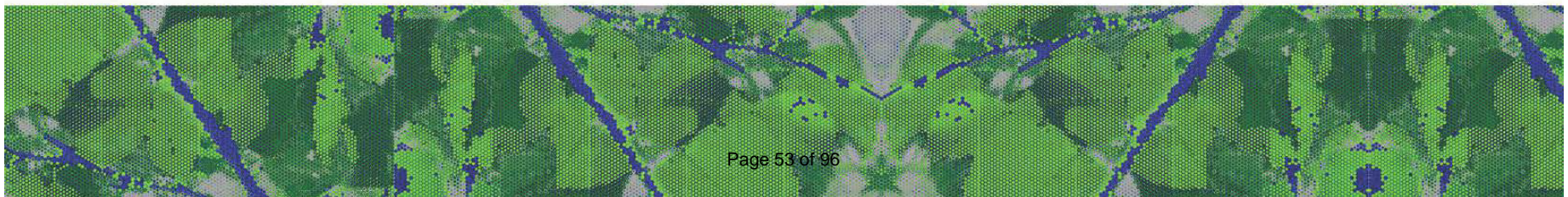
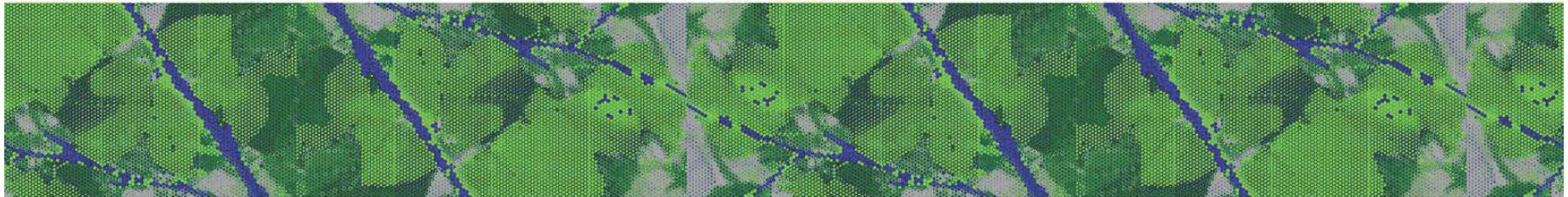
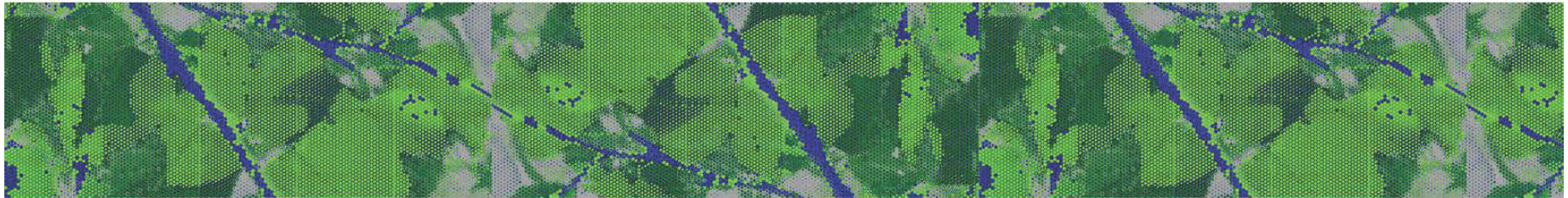


## V. Scuri – Acoustic Panel Inspiration





## V. Scuri – Acoustic Panel Patterns





# SOUTH BELLEVUE STATION - GARAGE AND STATION PLATFORM RENDERINGS

EAST LINK EXTENSION



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SOUTH ENTRY VIEW

# Garage Walls





# SOUTH BELLEVUE STATION - PERSPECTIVE SOUTH ENTRY

EAST LINK EXTENSION

## 60 % Design, Feb. 2014





# SOUTH BELLEVUE STATION - GARAGE AND STATION PLATFORM RENDERINGS

EAST LINK EXTENSION





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# S. BELLEVUE STATION MATERIALS - PLANTINGS & HARDSCAPE

## EAST LINK EXTENSION

### TREES - EVERGREEN



**Shore Pine**  
*Pinus contorta var. contorta*

Screening evergreen tree proposed for around the station perimeter.



**Western Hemlock**  
*Tsuga hereophylla*

Screening evergreen tree proposed for the station perimeter.



**Western Red Cedar**  
*Thuja plicata*

Screening evergreen tree proposed for around the station perimeter.



**Mountain Hemlock**  
*Tsuga mertensiana*

Evergreen tree proposed for screening the station perimeter and the west side of the parking garage.



### TREES - DECIDUOUS



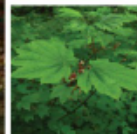
**Pyramidal European Hornbeam**  
*Carpinus betulus 'Fastigiata'*

Proposed street tree for along Bellevue Way SE in front of the station.



**Vine Maple**  
*Acer circinatum*

Small, native, understory tree proposed for around the parking garage. photo by Ed Bock



**Maidenhair Tree**  
*Ginkgo biloba 'fastigiata'*

Deciduous tree proposed for along entryways to the station.



**Tuscarora Crape Myrtle**  
*Lagerstroemia indica 'Tuscarora'*

Small deciduous tree proposed for west side of station plazas.

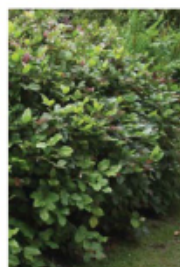


### SHRUBS



**Mugo Pine**  
*Pinus mugo 'Mugo'*

Large evergreen shrub proposed for screening.



**Salal**  
*Gaultheria shallon*

Evergreen shrub proposed for use throughout the station landscape.



**American Cranberry Bush**  
*Viburnum opulus var. americanum*

Large, deciduous, flowering shrub proposed for under the guideway at the station.



**Western Azalea**  
*Rhododendron occidentale*

Large, deciduous, flowering shrub proposed for the west side of the parking garage.



# S. BELLEVUE STATION MATERIALS - PLANTINGS & HARDSCAPE

## EAST LINK EXTENSION

### SHRUBS (CONT.)



**Sunshine Blueberry**  
*Vaccinium 'Sunshine Blue'*

Deciduous shrub with edible berries proposed for near the sidewalk along Bellevue Way SE.



**Birch Leaf Spirea**  
*Spiraea betulifolia 'Tor'*

Deciduous shrub proposed for bioretention areas and along entryways to the station.



**Evergreen Huckleberry**  
*Vaccinium ovatum*

Evergreen shrub proposed throughout the station landscape.



**Gold Star Cinquefoil**  
*Potentilla fruticosa 'Gold Star'*

Deciduous shrub proposed for the right-of-way along Bellevue Way SE and for the west side of the parking garage.

### GROUNDCOVERS & PERENNIALS



**Slough Sedge**  
*Carex obnupta*

A wetland sedge proposed for bioretention areas.



**Western Wild Ginger**  
*Asarum caudatum*

Evergreen, native, groundcover proposed around the station plazas and in the air well landscaping on the west side of the parking garage.



**New Zealand Sedge**  
*Carex testacea*

Ornamental evergreen sedge proposed for used throughout the station landscape.



**Blueberry and Sedum Mix**  
*Camas, Vacciniums, and Sedums*

A mixture of flowering camas, sedums, and low-growing blueberry shrubs proposed for areas near sidewalks leading to the station.

### HARDSCAPE



#### Bioretention

Planters and areas proposed to receive rainwater collected from overhead platform and guideway and to receive stormwater runoff from surface parking areas.

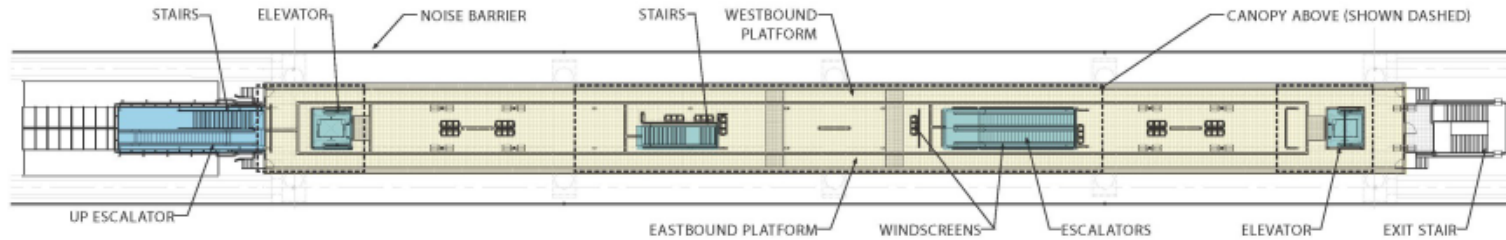


#### Boardwalk Paving

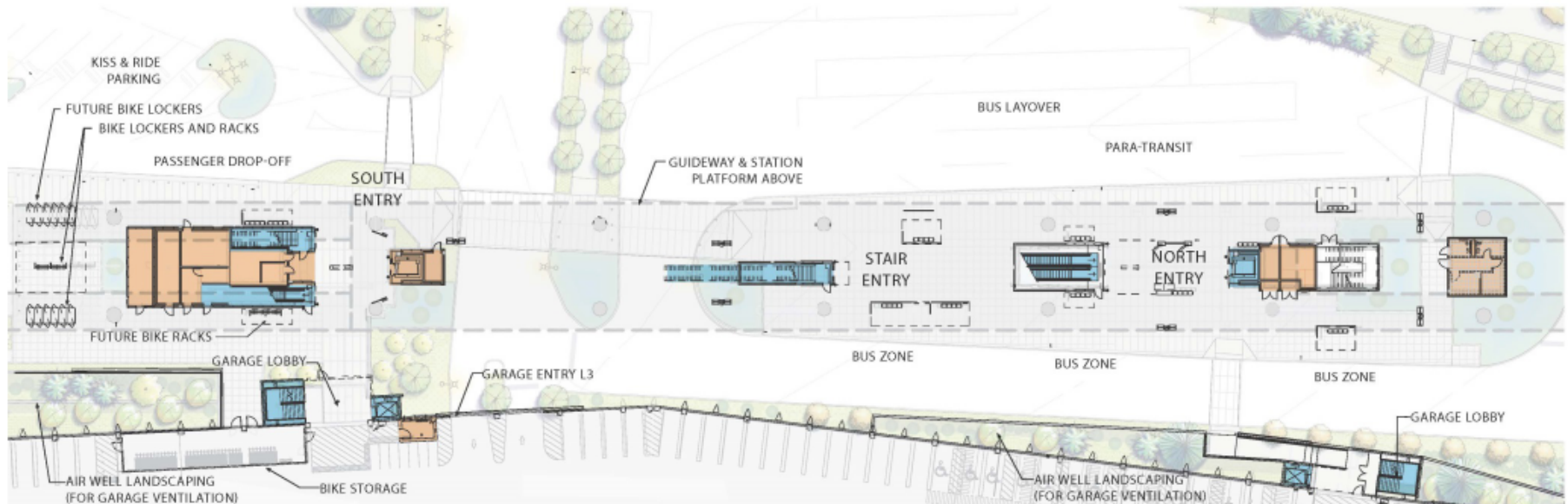
A sawcut boardwalk pattern with integral color is proposed for station paving to delineate the main circulation routes. A complimentary scoring pattern consists of 3'x3' squares in standard grey concrete. Boardwalk inspired curbs are used at selected planting beds.

# SOUTH BELLEVUE STATION - PLATFORM AND GRADE LEVEL PLANS

## EAST LINK EXTENSION



PLATFORM LEVEL PLAN



GRADE LEVEL PLAN

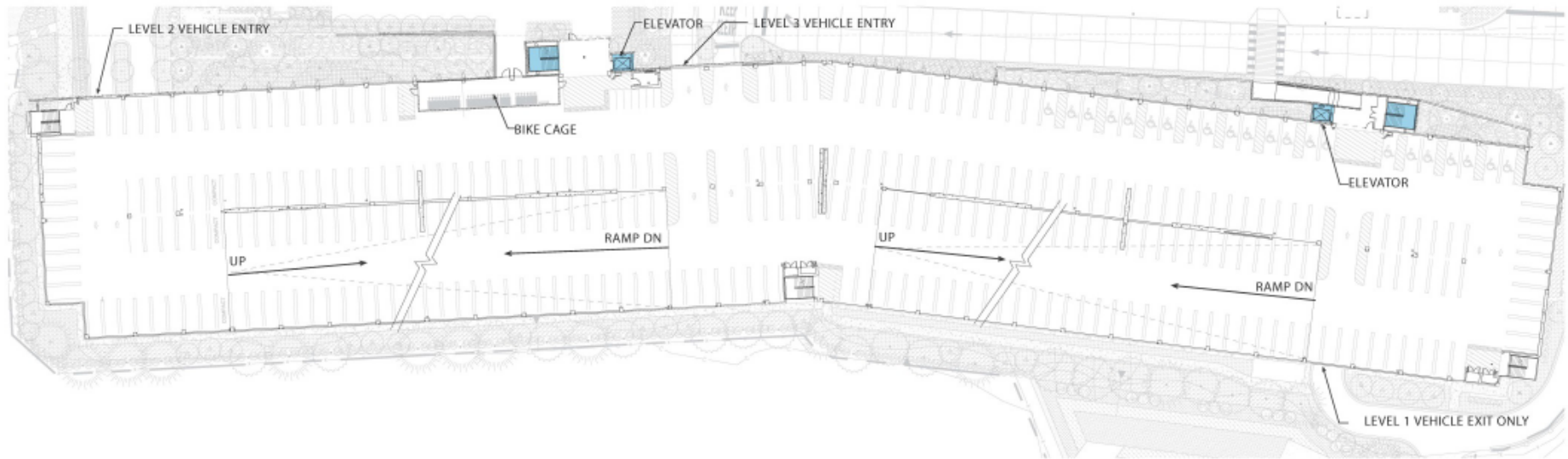
### LEGEND

PLATFORM	
SERVICE	
PUBLIC CIRCULATION	

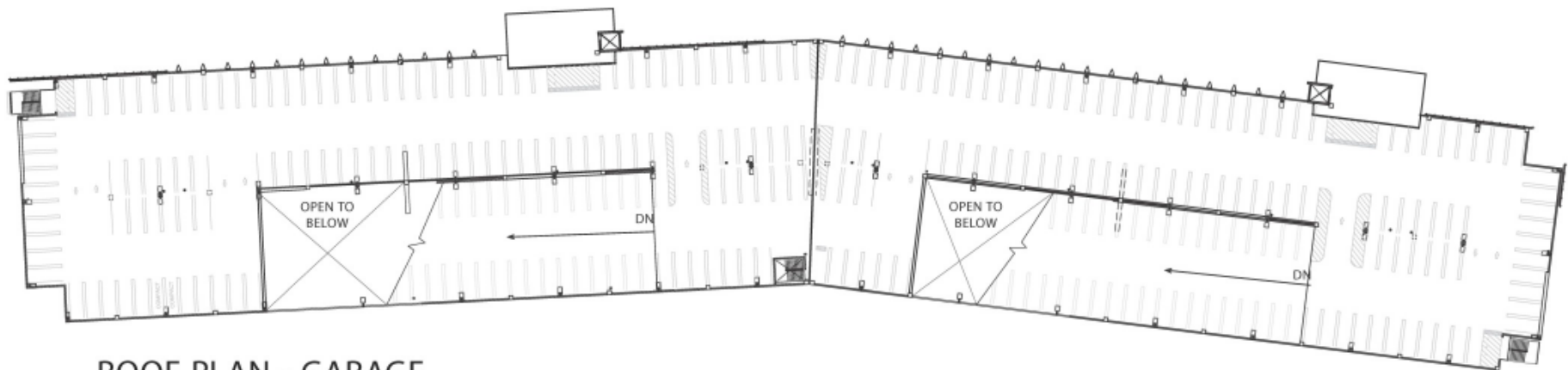


# SOUTH BELLEVUE STATION - STATION 3RD AND ROOF LEVEL PLANS

## EAST LINK EXTENSION

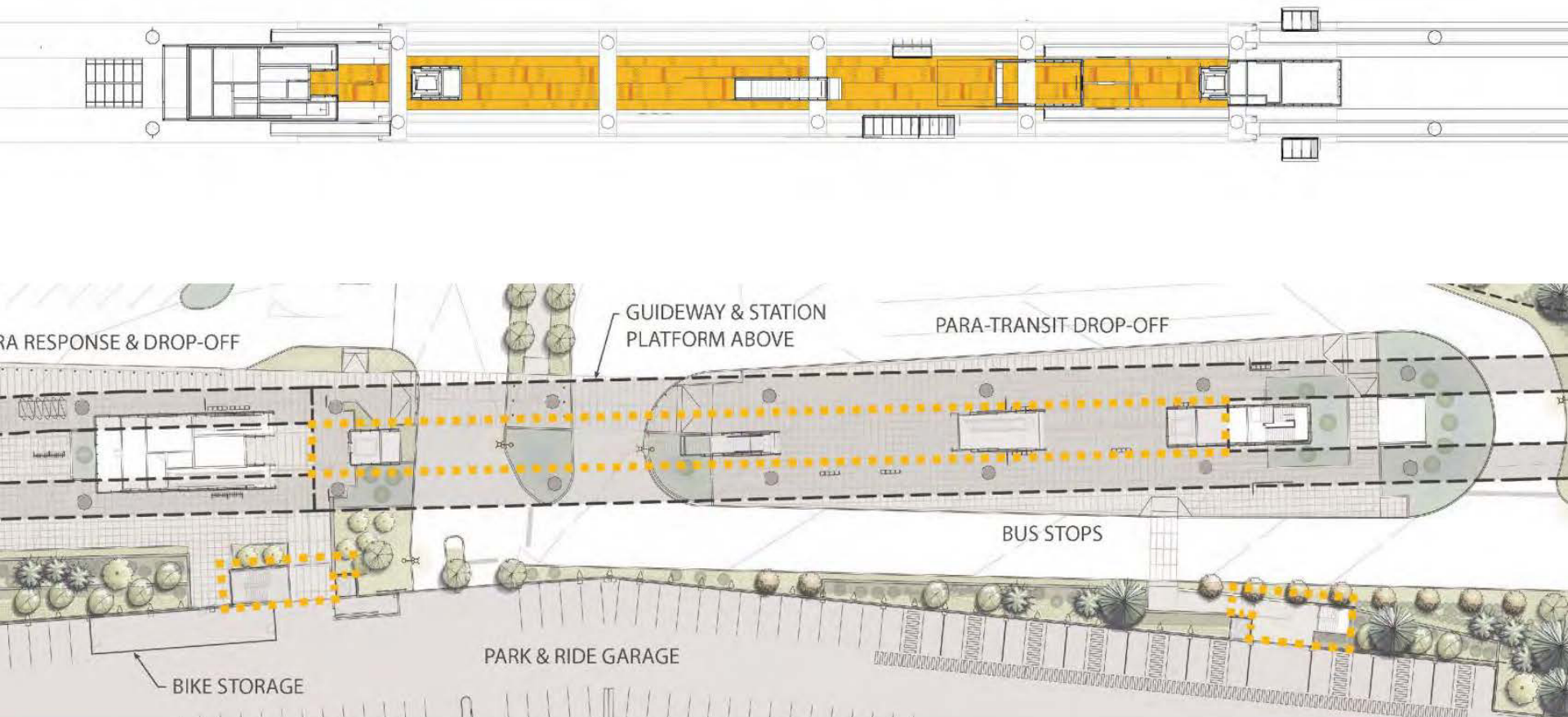


LEVEL 3 PLAN - GARAGE



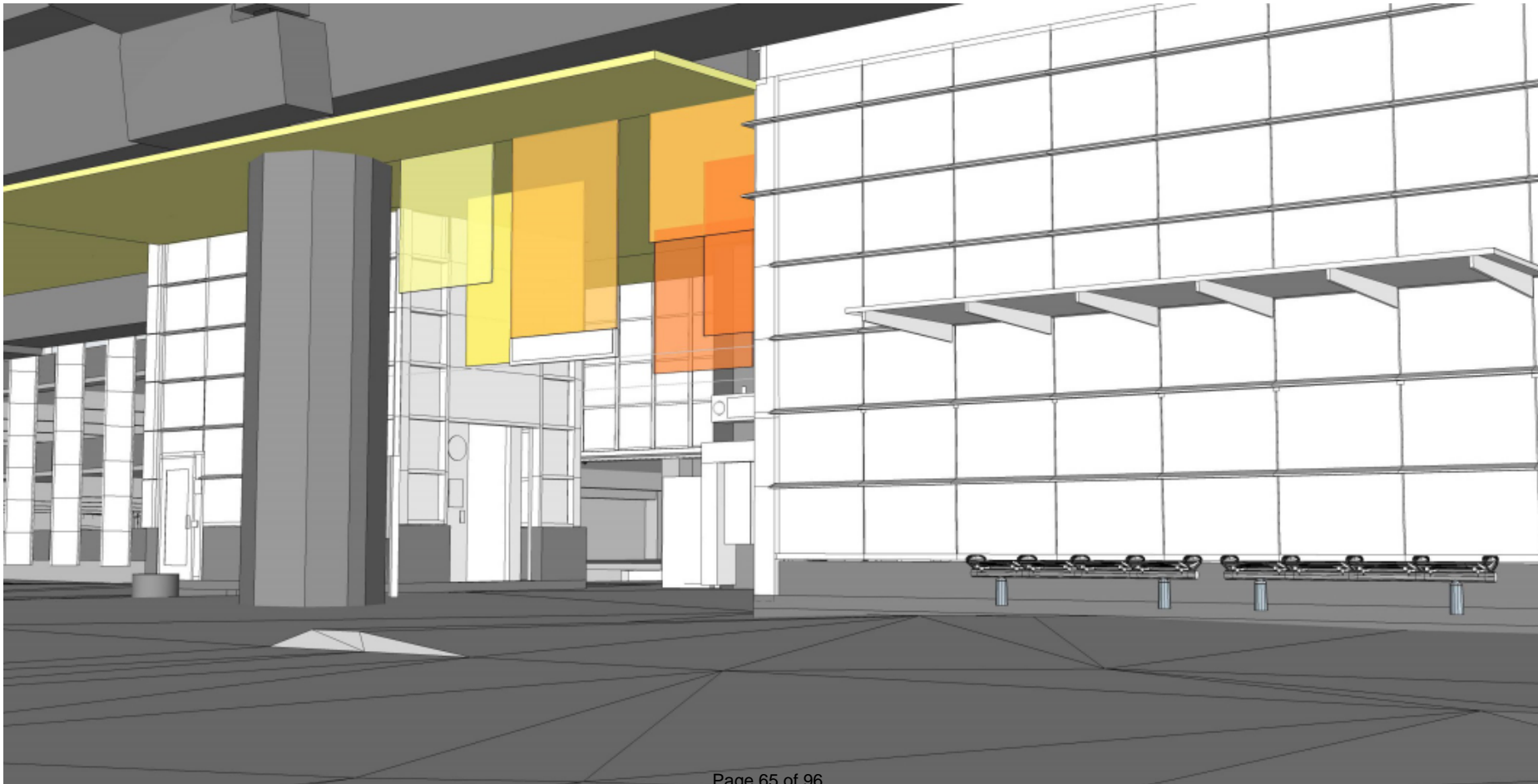
ROOF PLAN - GARAGE

# Station Ceiling Color Concept





## S. Entry “Banners”

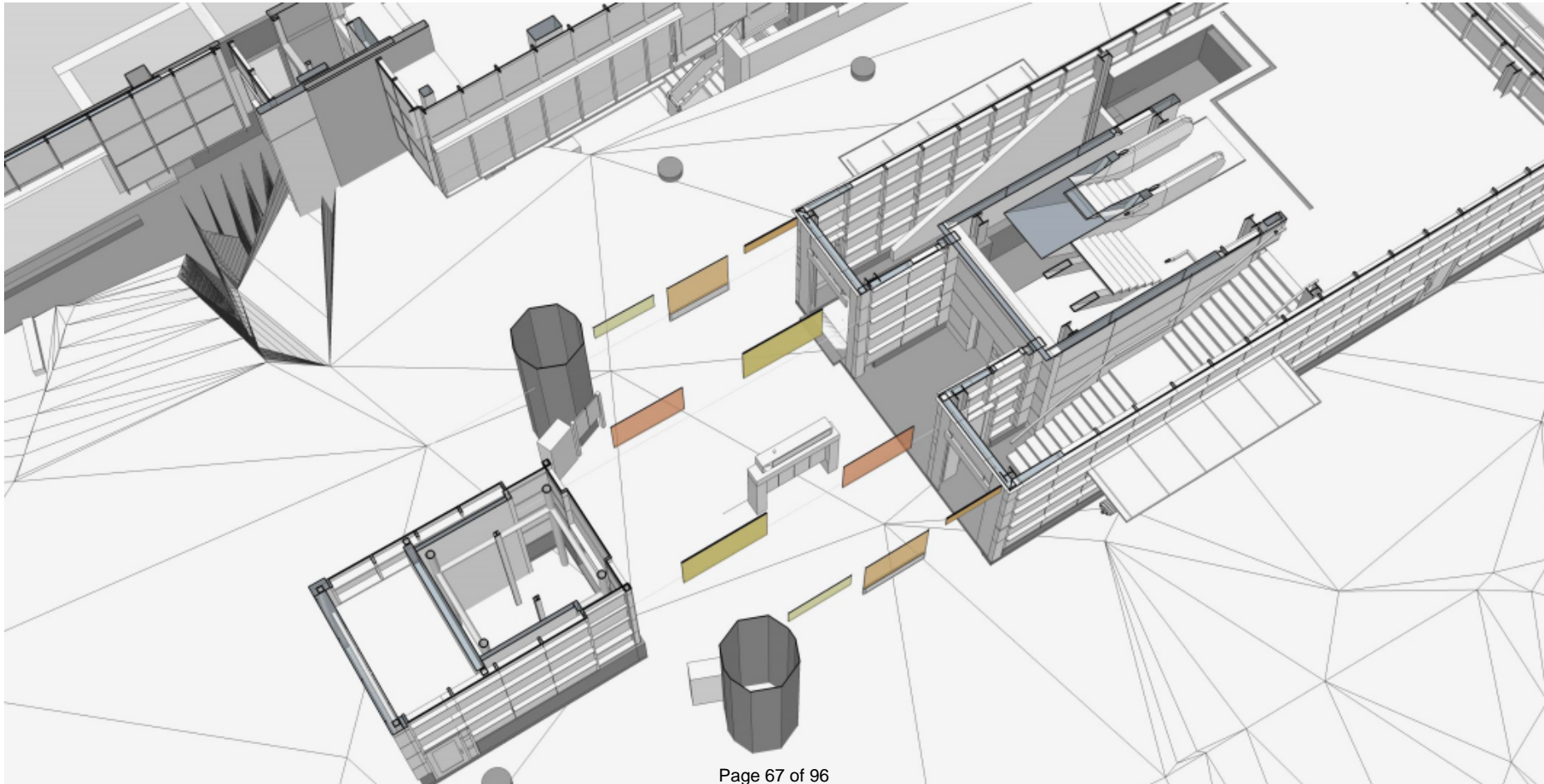


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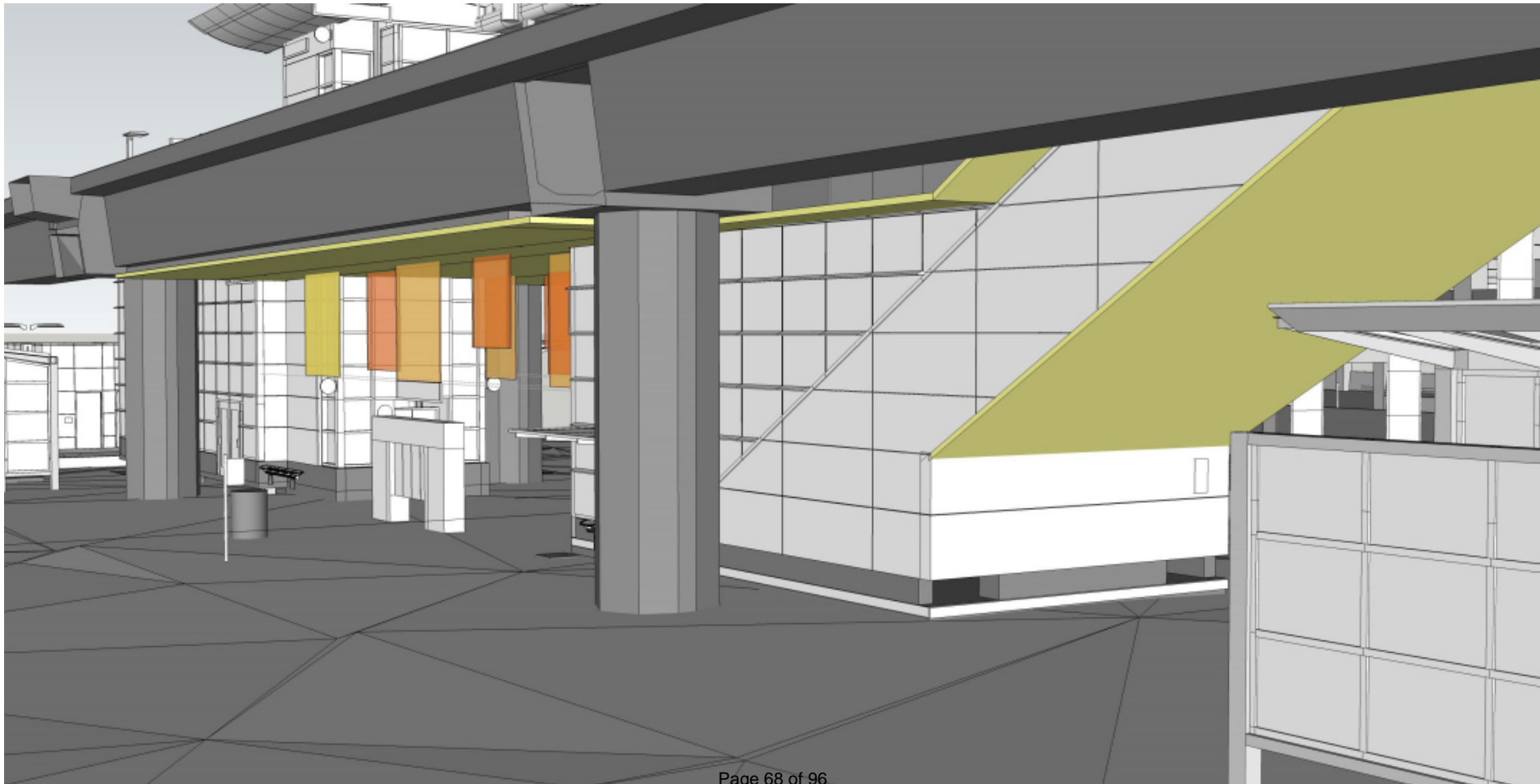




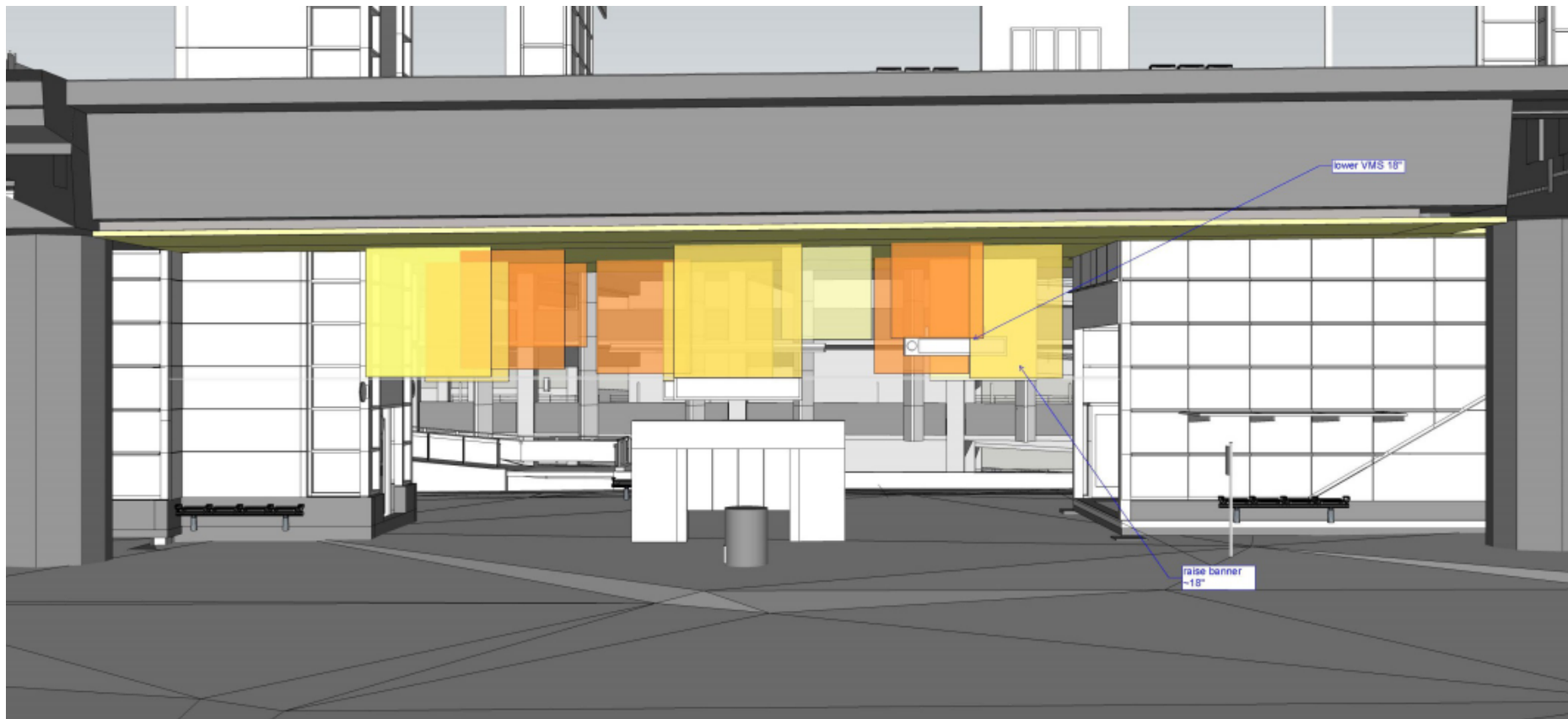
# S. Entry “Banners”



## N. Entry “Banners”

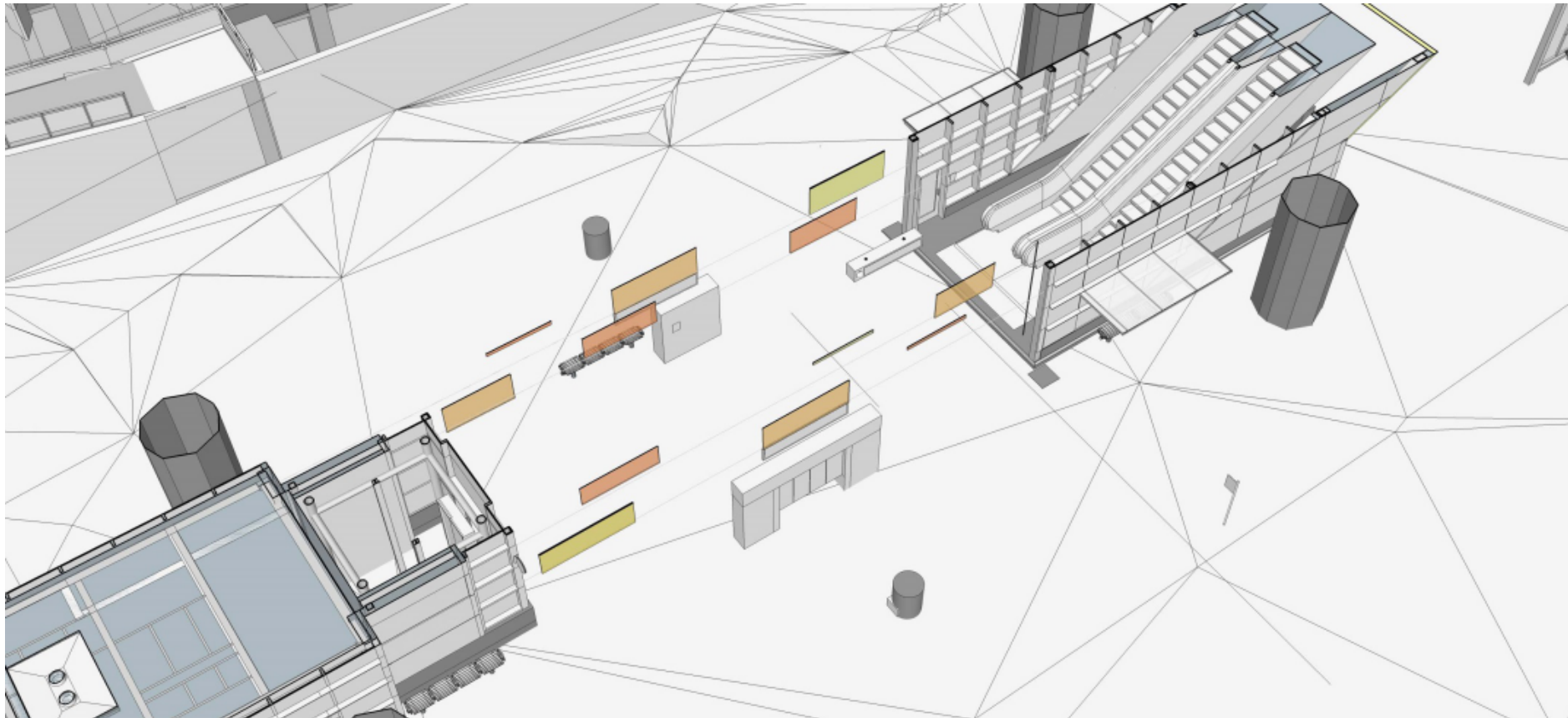


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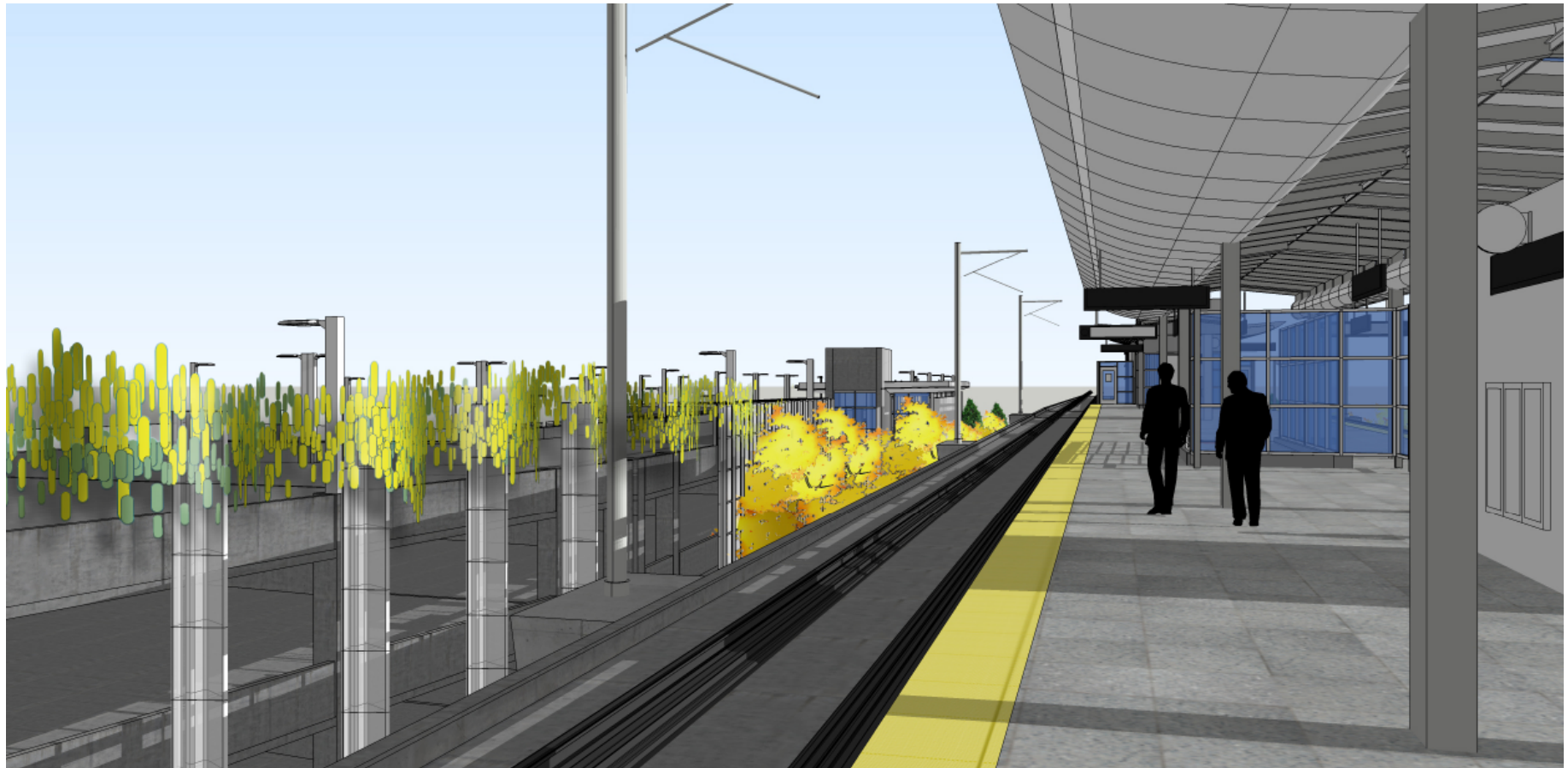




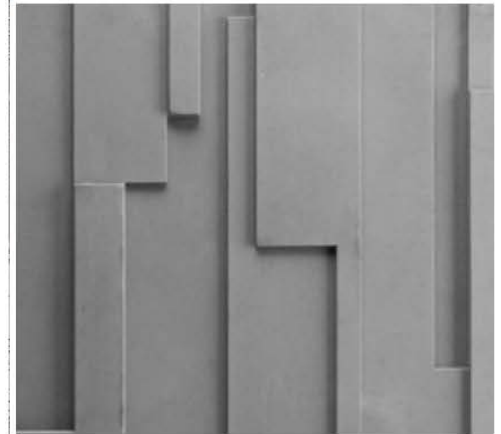
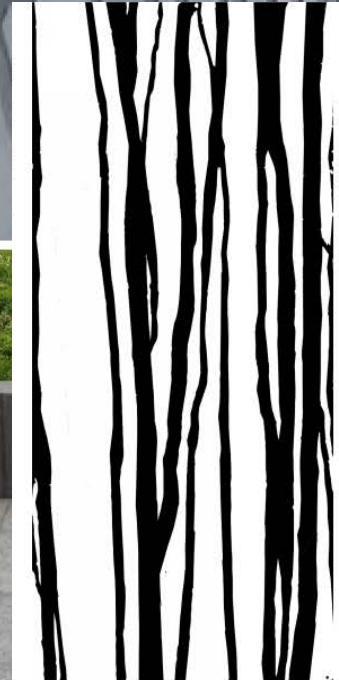
# N. Entry “Banners”



# Katy Stone – Garage Front

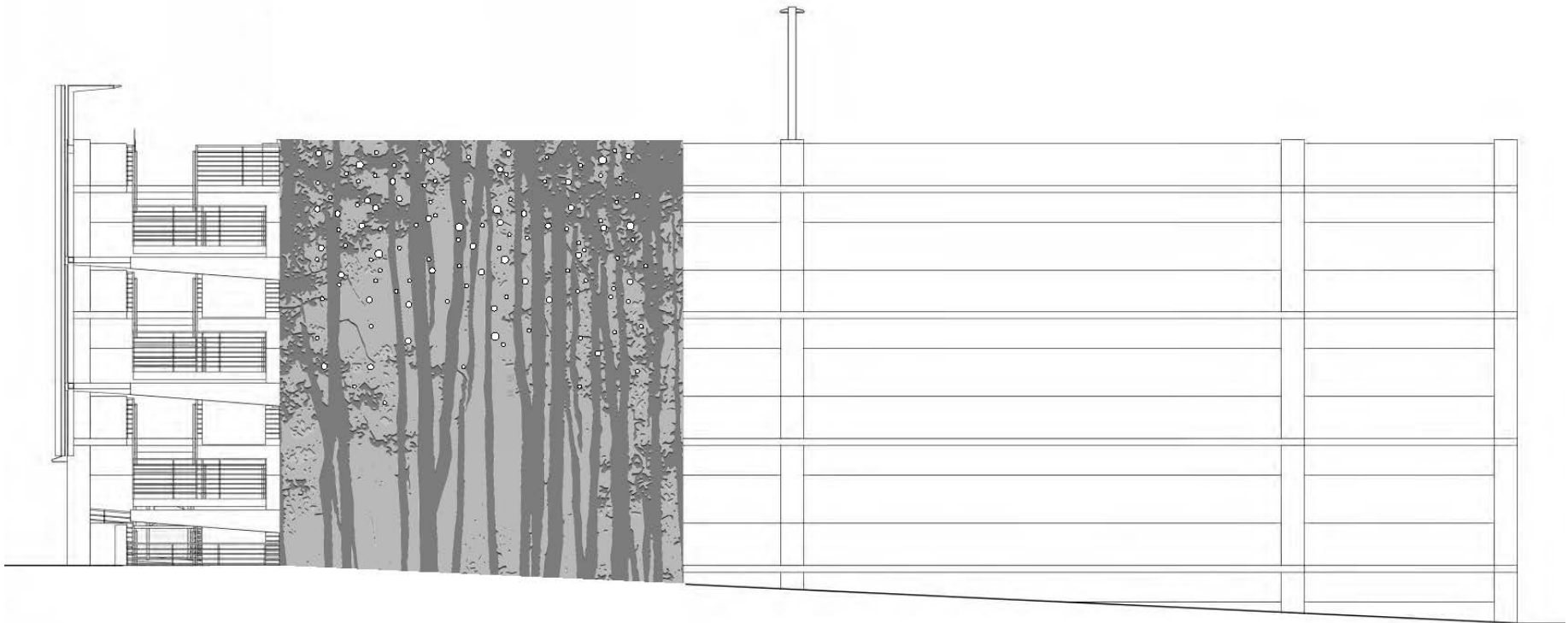


# Concrete Wall Formwork Concepts

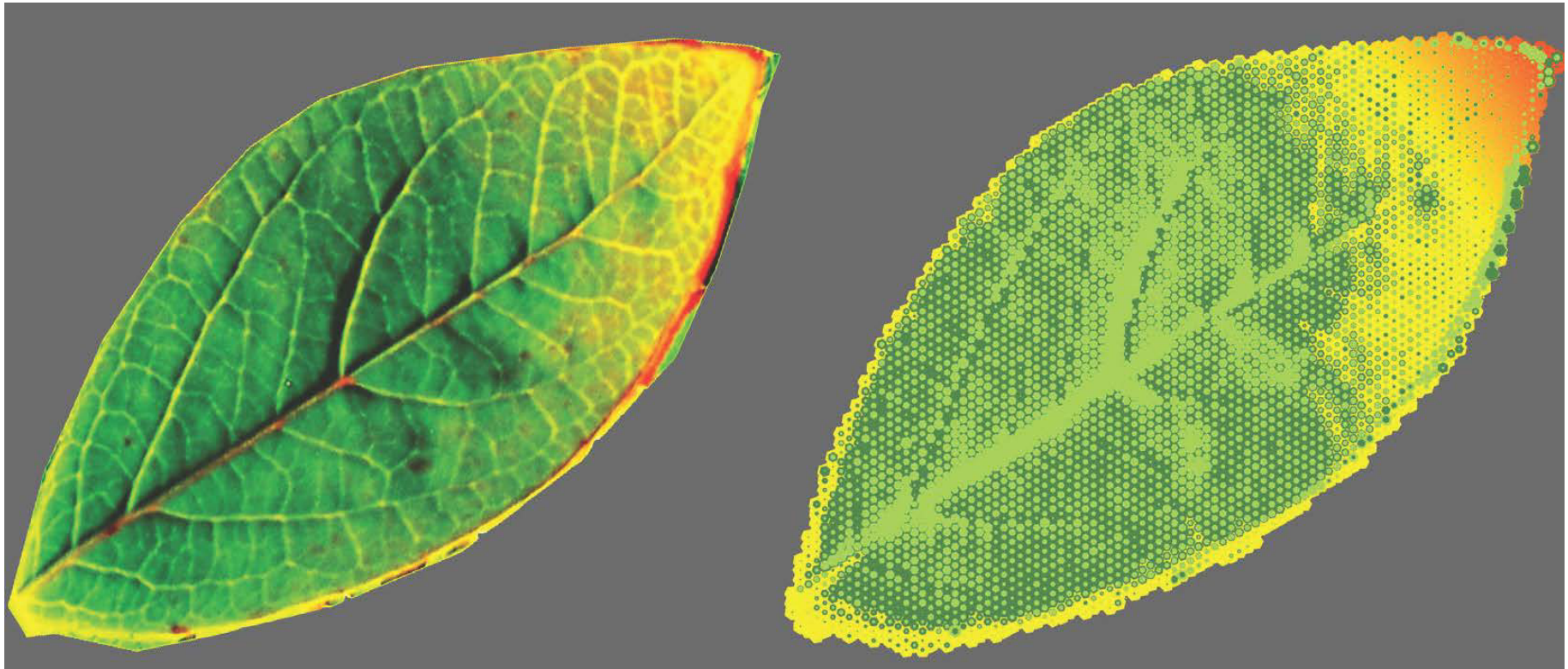




# Concrete Wall Formwork Concepts



## V. Scuri - Station Column Inspiration / Pattern

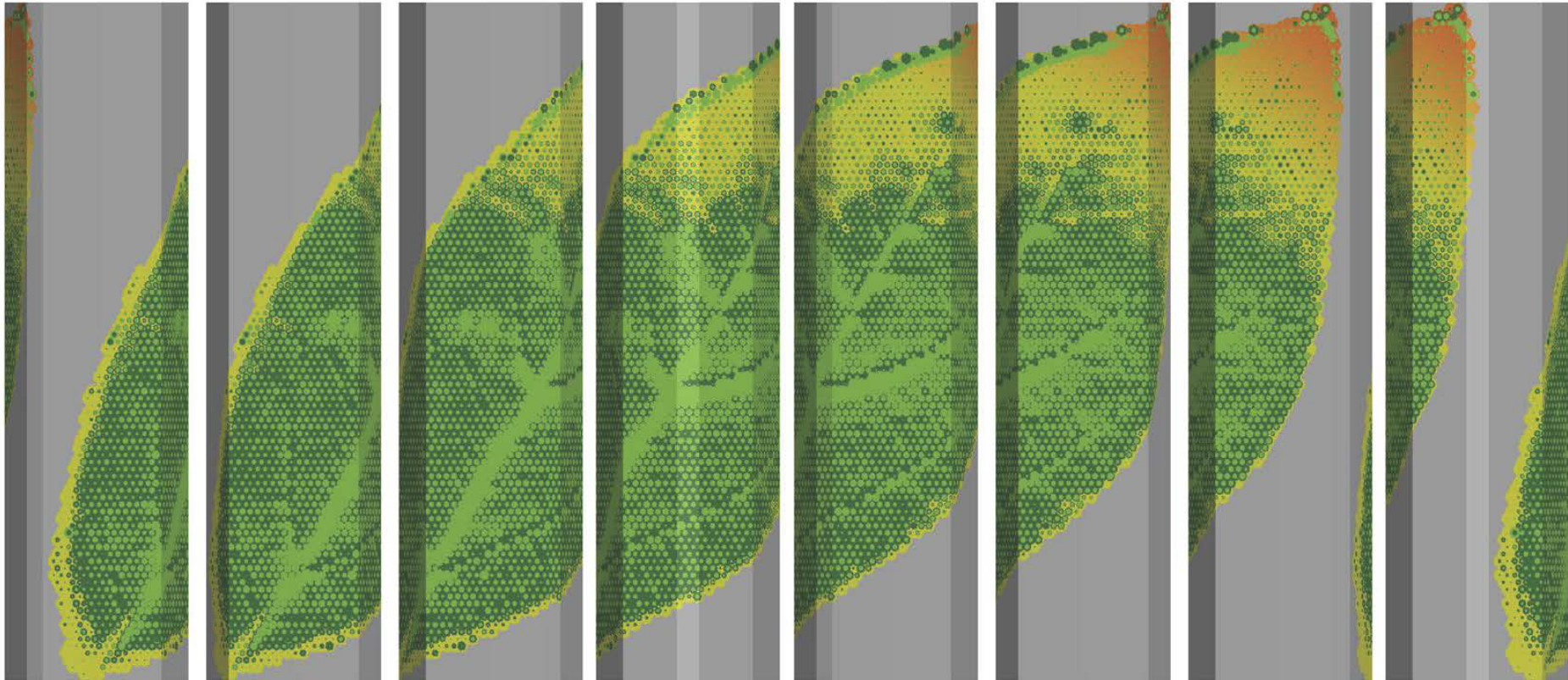


## V. Scuri - Station Columns

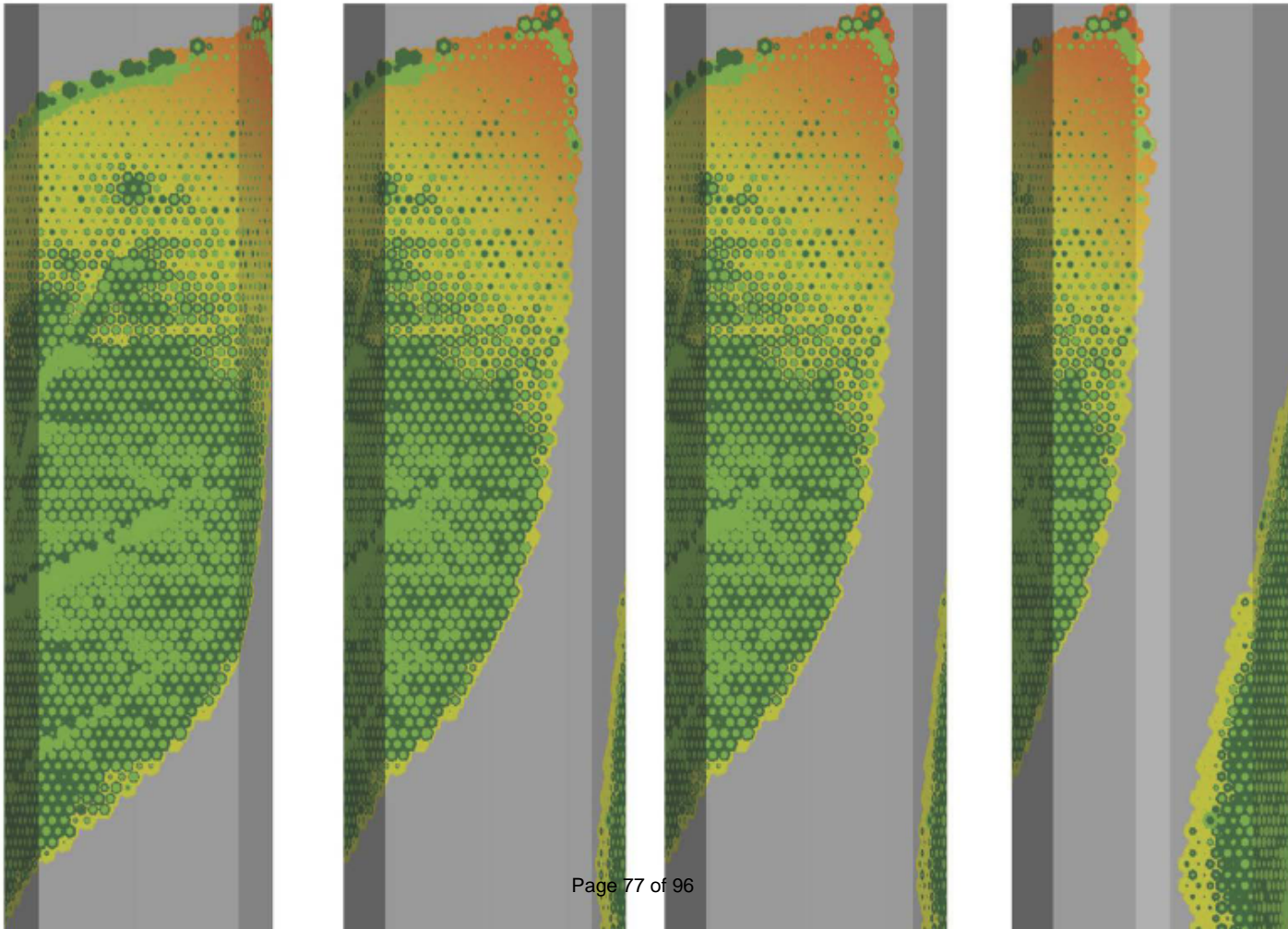




# V. Scuri - Station Column Wrap

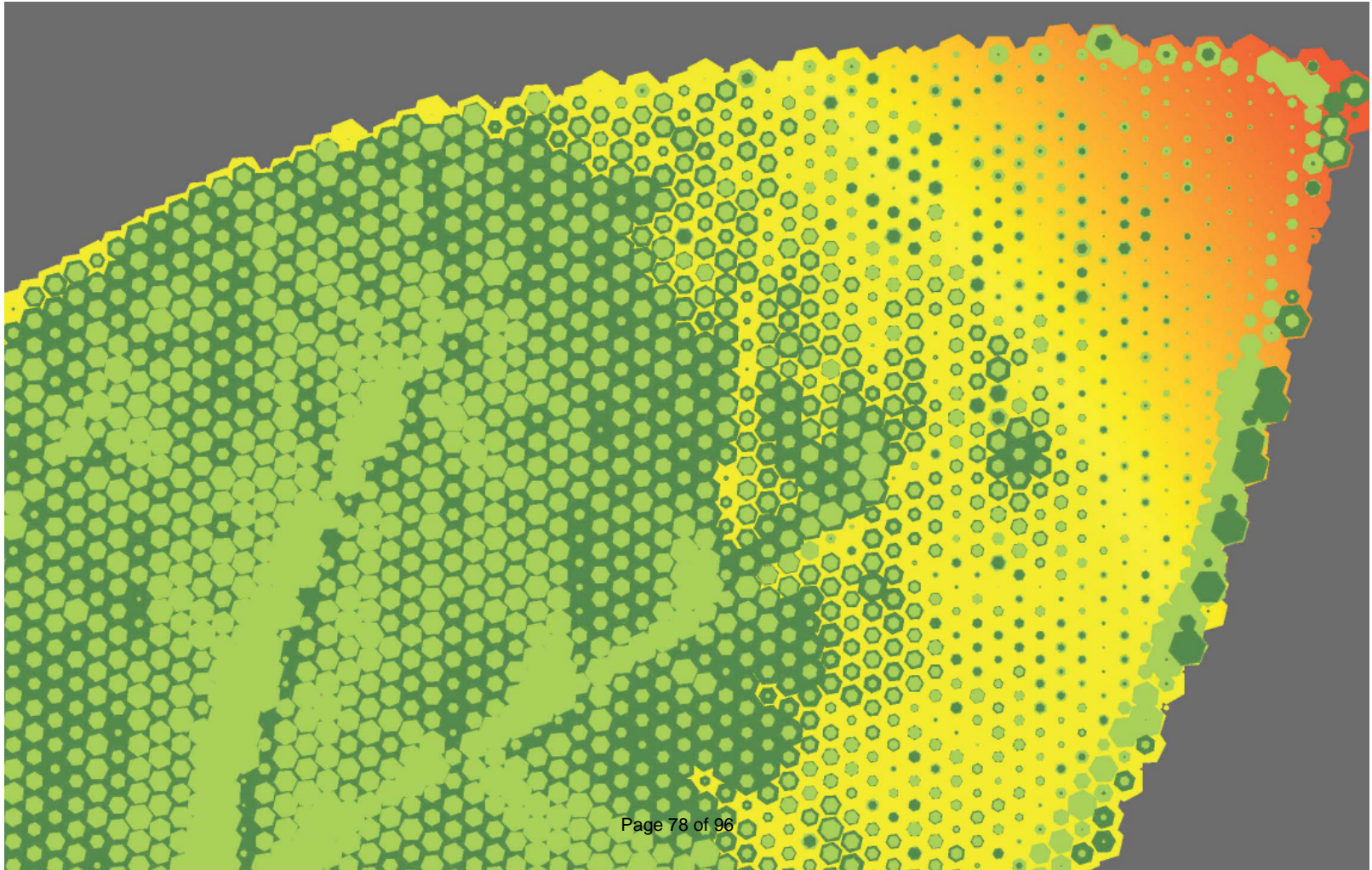


## V. Scuri - Station Column





## V. Scuri - Station Column Close Up





# SOUTH BELLEVUE STATION - GARAGE AND STATION PLATFORM RENDERINGS

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE NORTH ENTRY

EAST LINK EXTENSION

## 60 % Design, Feb. 2014





# SOUTH BELLEVUE STATION - GARAGE AND STATION PLATFORM RENDERINGS

EAST LINK EXTENSION



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BUS PLATFORM VIEW

NOV. 2014



# SOUTH BELLEVUE STATION - GARAGE AND STATION PLATFORM RENDERINGS

EAST LINK EXTENSION



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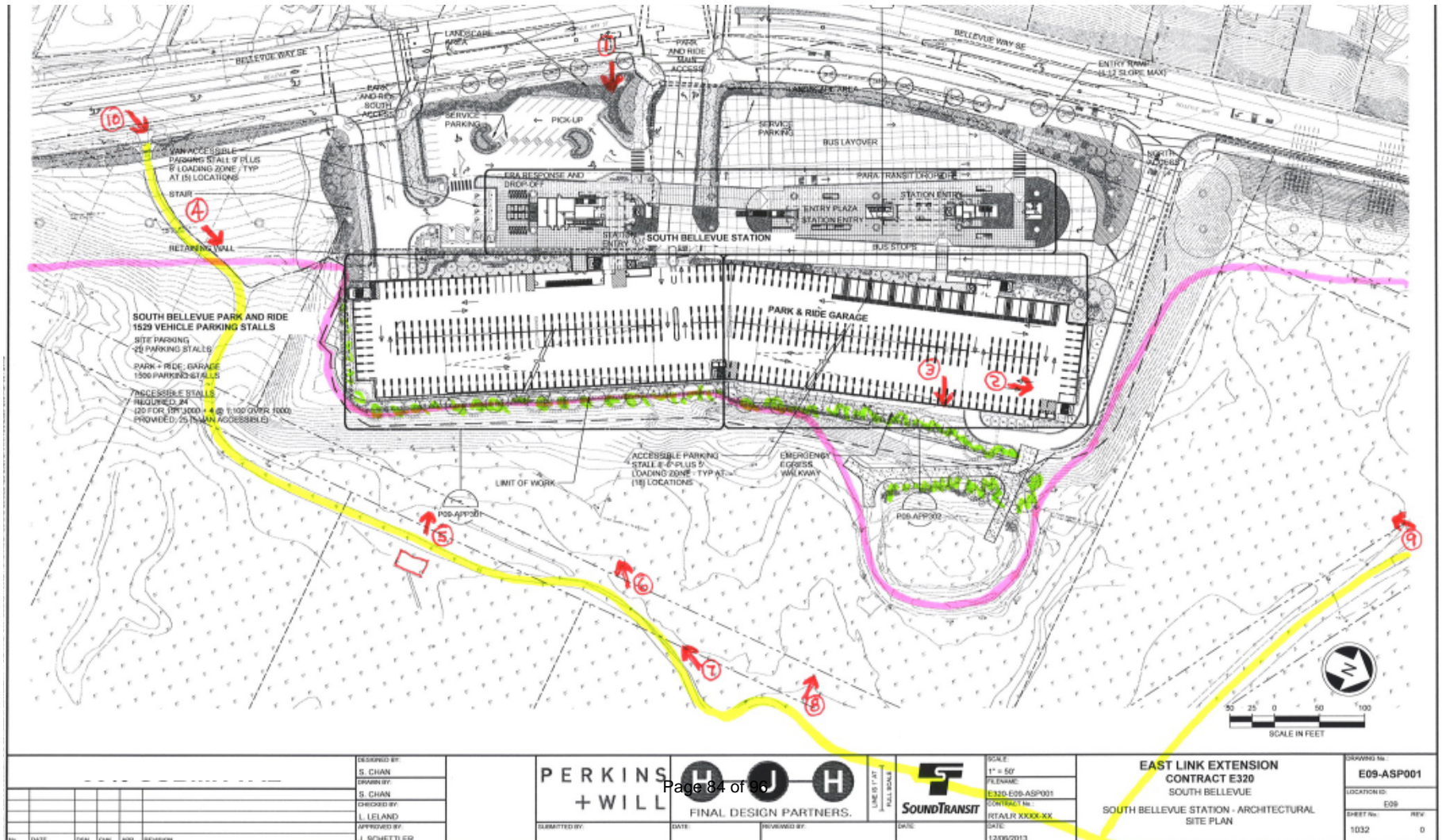


# S. Bellevue Construction Zone





# S. Bellevue Construction Zone





## 2 Existing Trees – NE Corner



## 3 Existing Trees – NE Drainage Detention





## 5 Existing Trees – East, From Park





## 6 Existing Trees – East, From Park





## 9 Existing Trees – North, From Park



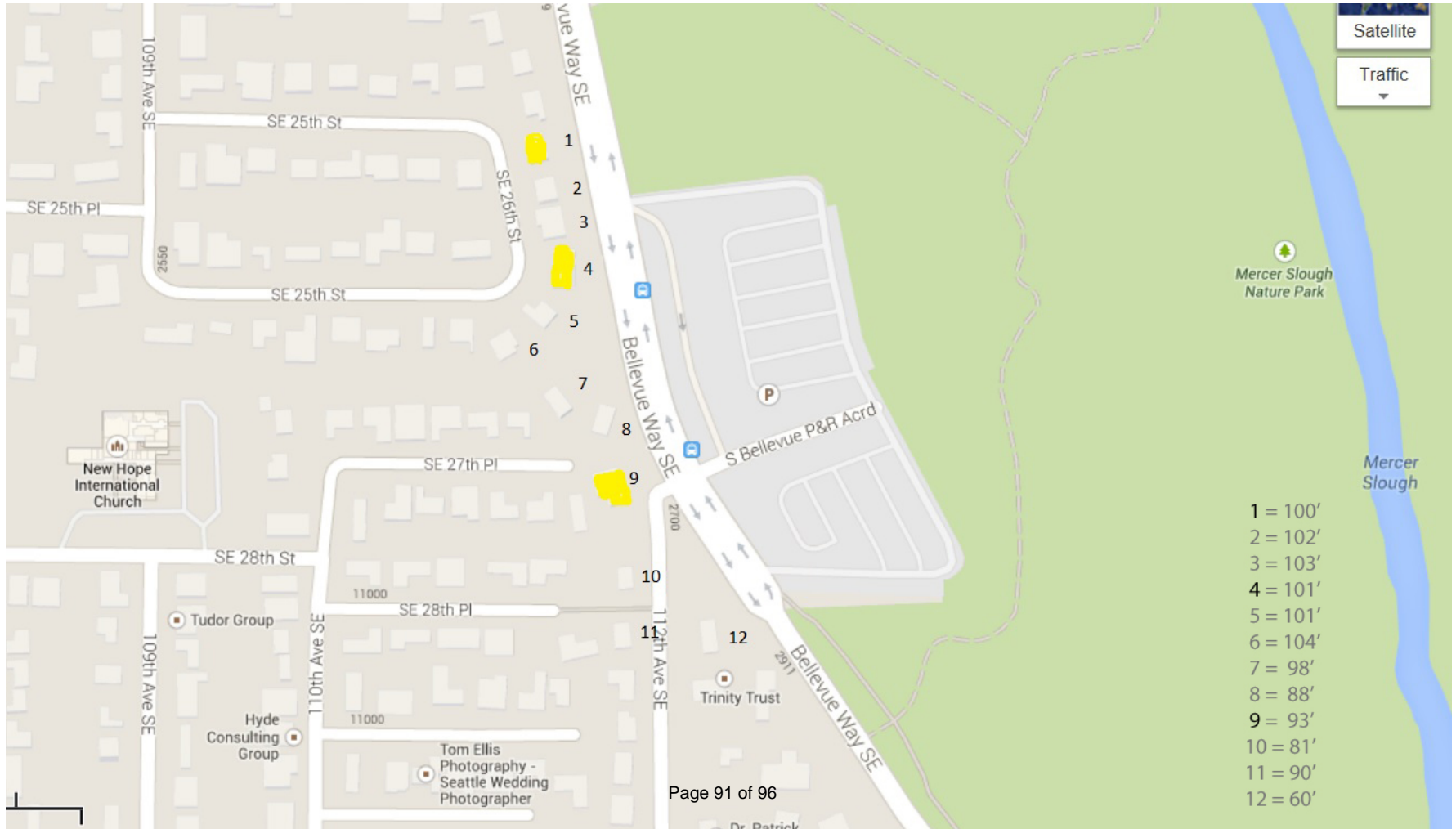


# 10 Existing Trees – South, From Street





# Hillside Houses View Map





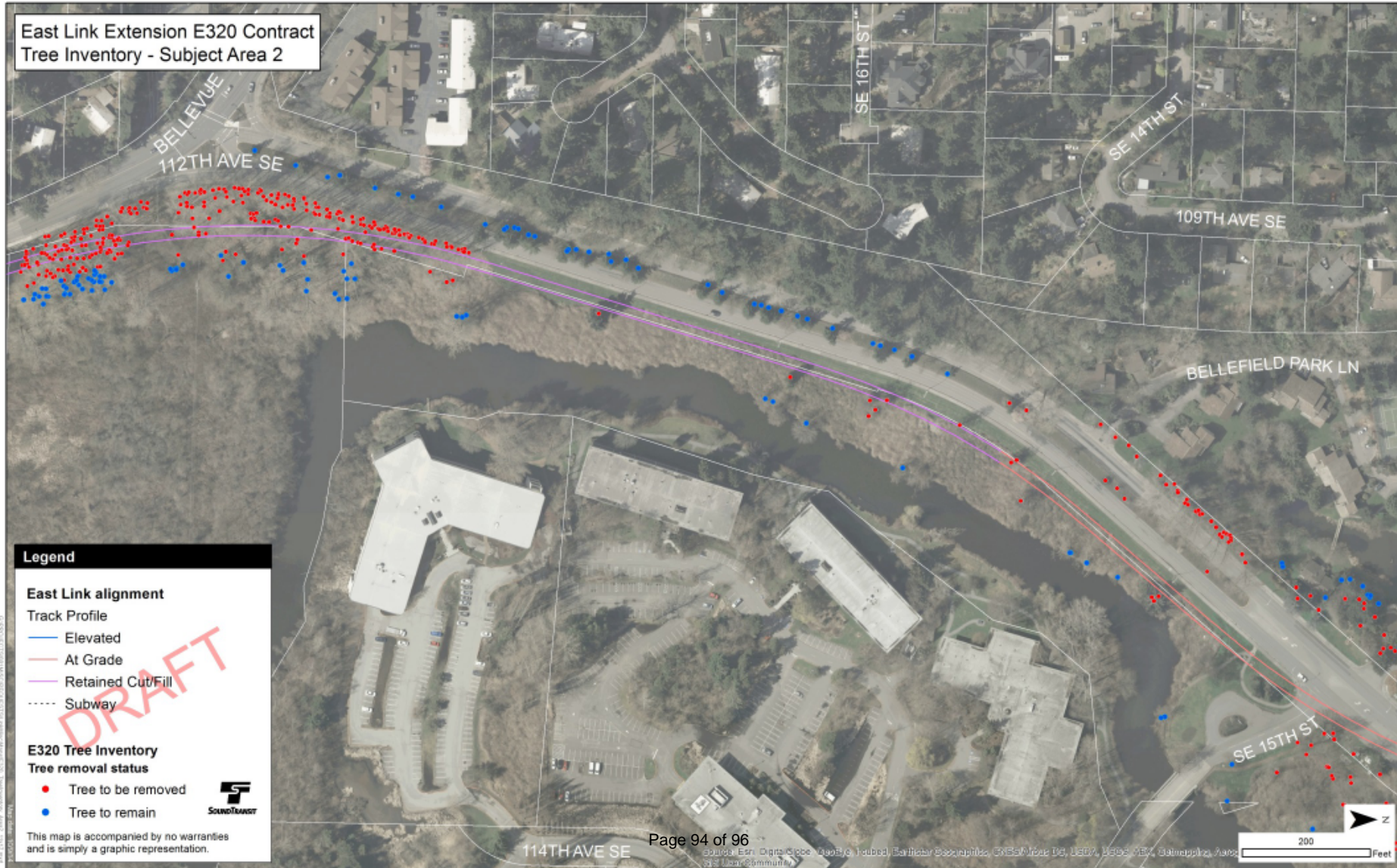


# South Bellevue Station

**DRAFT**

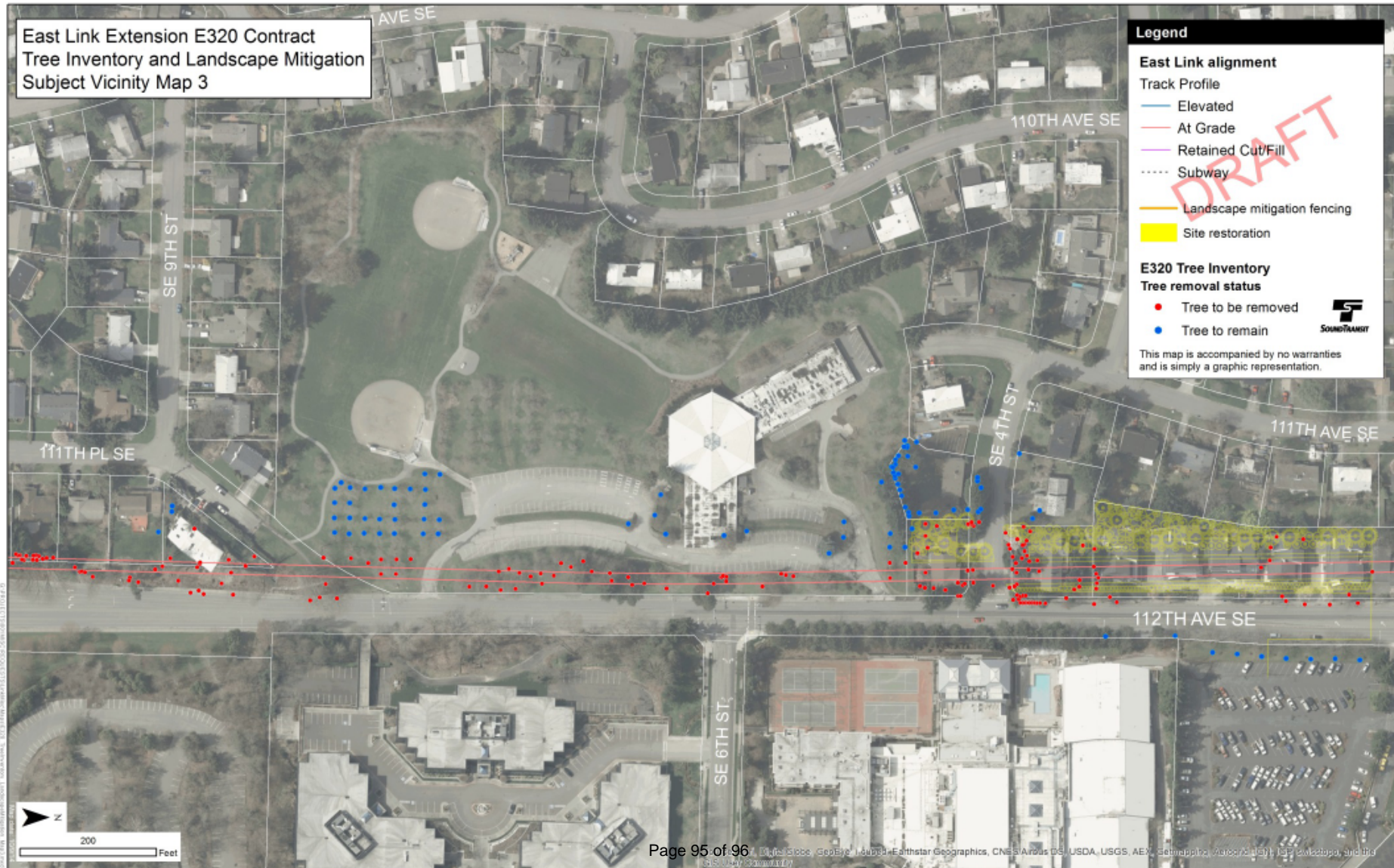


**East Link Extension E320 Contract  
Tree Inventory - Subject Area 2**





**East Link Extension E320 Contract  
Tree Inventory and Landscape Mitigation  
Subject Vicinity Map 3**



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