



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** January 30, 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:** February 5, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your fifth Advisory Committee meeting next Wednesday, February 5th. 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 January 15, 2014.
3. Public communications received by staff
4. Final Context Setting Advisory Document
5. Sound Transit presentation from January 15<sup>th</sup> CAC meeting
6. South Bellevue Final Design Public Involvement Summary
7. Sound Transit South Bellevue segment materials
8. Updated First Quarter 2014 Schedule including Open Houses

We will have hard copies of all electronic packet materials for you on February 5<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.

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

January 15, 2014  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

MEMBERS PRESENT: Marcelle Lynde, Doug Mathews, Susan Rakow  
Anderson, Ming-Fang Chang, Erin Derrington,  
Siona van Dijk, Joel Glass, Richard Line

MEMBERS ABSENT: Don Miles

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Mathews called the meeting to order at 3:08 p.m.

Ms. Derrington called attention to the last paragraph on page 3 and noted that "Mr. Derrington" should read "Ms. Derrington." She also referred to paragraphs one and five on page 7 and noted that the statements shown as having been made by her were in fact made by Ms. van Dijk.

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

2. PUBLIC COMMENT - None

3. LIGHT TRAIL CONTEXT SETTING ADVISORY DOCUMENT

Land Use Director Carol Helland reminded the Committee that the light rail overlay calls for the creation of several work products, including a context-setting advisory document. Referring to the draft, she noted that the document addresses the work done by the Committee relative to context sensitivity; describes the preparation the Committee went through to build knowledge about the issue; and was informed through receiving updated information regarding focus group interactions. The draft is organized by subarea and focuses on the Committee's conversation regarding the augmenting of material in the overlay itself. Ultimately, the advisory document will be forwarded to other groups that may find the information useful to their work, including the Arts Commission and any future CACs appointed for the purpose of conducting station-area planning.



Ms. Lynde called attention to paragraph 1.a relative to the Southwest Bellevue subarea and pointed out that in addition to being a gateway for transit riders, vehicles, residents, bicyclists and fish, it is an access point for kayakers and canoers. Ms. Helland saying "visitors to the Mercer Slough Nature Park" and her suggestion was accepted.

There was agreement to add language indicating that the East Main station is welcoming to students who may be accessing Bellevue High School.

Ms. Derrington emphasized the opportunity to highlight the ecological connection to the Mercer Slough area. She said that element is an important feature of the station that should be mentioned. Ms. Helland proposed "All facilities should express a strong ecological connection to the Mercer Slough Nature Park," and the Committee agreed.

Answering a question asked by Ms. Lynde, Ms. Helland said the East Main station is in the Southwest Bellevue subarea and is not called out separately.

Ms. Lynde proposed adding something in the Downtown subarea section regarding the fact that Downtown station will be immediately adjacent to the seat of municipal government. Ms. Helland said Attachment A includes much of what is adopted in the Land Use Code. She said the advisory document is intended to be additive to what is already said in the Land Use Code. Attachment A contains a lot of language that is specific to each subarea.

Mr. Glass asked how the advisory document will be used. Ms. Helland said the overlay illustrates the Committee's process, which has the intent of a CAC review. The first piece of the CAC review is to develop context setting, an exercise with a twofold purpose: to inform the design work of Sound Transit, and to bring a citizen's eye to the process to see if the Land Use Code missed anything. The document will be used predominantly by Sound Transit but it will also serve as the written compendium of the end of the context setting process. The document will be forwarded to the Arts Commission so their process and that of the Committee will be complementary. The station-area planning CACs will rely on the document as well as they look at the areas outside the alignment. Finally, the Council and the public will be audiences for the document as well. With that understanding, Mr. Glass suggested the document would be easier to use if drafted in a more cohesive fashion rather than containing essentially separate documents focused on the three subareas. Ms. Helland agreed it would be more penetrable to take that approach, though the document might ultimately be somewhat longer. The document could begin by noting that the starting point is the Land Use Code, and the meat of the document could be focus on what the Committee had to say about each of the specific subareas. There was consensus to format the document in that manner.

There were no comments made regarding the Downtown subarea section.

With regard to the Wilburton/NE 8th Street subarea, Ms. Lynde asked about the reference to the Wilburton Village and Ms. Helland explained it involves the area roughly bounded

by NE 8th Street, 120th Avenue NE, 116th Avenue NE and just to the south of Home Depot. In the long run the area is envisioned as having a more granular treatment. NE 4th Street is to be extended from 116th Avenue NE to 120th Avenue NE, and farther out in time NE 6th Street will be extended to 120th Avenue NE as well. That will break up the lot sizes and allow for interior roads that will facilitate a more vibrant zoning picture somewhat akin to the Bel-Red corridor. Wilburton Village is essentially the future vision for the area. Station-area planning is the vehicle that will delve specifically into how the Wilburton Village area will access and use the hospital station.

Ms. Derrington said she would like to see paragraph 3.e expanded to include a reference to the rail-to-trail system. Ms. Helland agreed to do that.

Ms. Helland commented that the Committee's discussion regarding the Bel-Red subarea was limited because the zoning for the corridor was effectively developed with light rail in mind.

Mr. Line agreed with the need to ensure pedestrians will be able to easily locate the station within the larger Spring District complex, but suggested that particular issue is beyond the reach of the Committee and in the hands of the developer. Ms. Helland agreed and pointed out that the station will be largely subterranean. The Committee did voice some concerns about wayfinding in the Spring District. She added that in the next steps the information should be forwarded to Wright Runstad for consideration in developing the area around the station.

Returning to the Downtown subarea, Mr. Chang said he would like to see a gathering place just outside the station for the public to get in out of the rain. There is something similar in Pioneer Square in Seattle next to the light rail station. Functions are occasionally scheduled to occur there as well and that seems to attract people. Ms. Helland said property owners along the length of the light rail line through Bellevue will be impacted, and the city itself will be impacted in the area of the City Hall plaza. The Council is considering changes to the plaza to respond to the station, but the Committee could raise the issues of connectivity, accessibility and wayfinding between the downtown station, the bus transit center and the City Hall site. The baseline attachment information does talk about the relationship between City Hall and the alignment.

The Committee directed staff to finalize the document and move it forward.

#### 4. BEL-RED SEGMENT FROM 124TH TO NE 20TH INCLUDING 130TH STATION

Paul Cornish with Sound Transit said an animation for the entire corridor is being put together. He shared with the Committee the segment focused on the area from 124th Avenue NE to NE 20th Street. He also noted that two public open house events focused on the segment have been conducted, one on March 28, 2013, and one on September 10, 2013. Open houses are a great tool to help foster the evolution of designs, and the 130th station has in fact evolved based on feedback from the public and from the Committee.

The next open house, slated for February 6, will focus on the South Bellevue station.

John Wasler with Sound Transit stressed that while the South Bellevue area is well established, the Bel-Red corridor is only at the beginning of becoming something new. The properties underneath the guideway will be turned back over to the adjacent property owners who will have say regarding how to redevelopment after the alignment is constructed. The same was done by the Mt. Baker station in Seattle where there are now parking lots used by nearby businesses.

Mr. Wasler said Sound Transit designers look at the entire alignment, not just individual segments. They seek elements of continuity and in the case of the Bel-Red area they found none that relate to other areas along the alignment.

With regard to the stretch between 120th Avenue NE and 130th Avenue NE, Mr. Wasler noted that no landscaping is contemplated as part of the restoration. Private property will be redeveloped by individual owners. The city has plans for completing the Bel-Red roadway system and the city is working on getting into its CIP the westbound lane between the station and the park and ride that will terminate at 130th Avenue NE. The continuation of the westbound lane, as well as construction of the eastbound lane, are future elements, but the planning for the 130th station will accommodate the city's vision for the area. The utility bungalows along the tracks will lie between the future road and the trackway. A grade crossing signal house will be constructed to handle the controls for the crossing gates at the intersection, and a communications bungalow will be built that will house the communications for the station and the relay of signals throughout the alignment, as well as electrical meter boxes and transformers. The architects are proposing a screening system that alternates between precast concrete panels, perforated cor-ten steel panels, and corrugated perforated cor-ten steel panels.

Mr. Wasler said Sound Transit has been working with the Department of Parks and Community Services as well as the Department of Transportation on the desired character Bellevue has for the road in the area and the type of landscaping. Instead of having a marching row of the same trees going on block after block, there will be a variation of tree types and groundcover plant materials in the planters. The artistic team is looking to create a major art element in the station area to serve as a landmark or focal point for the proposed arts district.

Mr. Line asked who will ultimately be responsible for maintaining the landscaping along the roadway. Mr. Wasler said it will be maintained by the city. Parks staff have been instrumental in identifying preferences for the types of landscaping materials. The city's input is ongoing.

Ms. Derrington noted that there has been a lot of support voiced by Bellevue residents for native vegetation, particularly evergreen trees. Mr. Wasler said the planter strips along the street sides will not provide opportunity for evergreen-type trees, though they could be included in the station area landscaping. The door to deciding vegetation types and location has not been closed.

Answering a question asked by Ms. Anderson, Mr. Wasler said the at-grade crossings will include crossing gates with audible warning devices. Acknowledging a comment from Ms. Derrington that the community has expressed some concern about the crossing bells, Mr. Wasler said the requirements from the state and the federal railroad commission mandates audio warning devices. The numbers of at-grade crossings in the full alignment have been minimized, but some could not be avoided and those living in proximity to the crossings will be the most affected by the audible warnings.

Answering a question asked by Mr. Glass, Mr. Wasler said the paved trackway area will sit up on a six-inch raised curb down the middle of the street. Sound Transit is working with city staff on a 24-inch high metal fence railing at the edge of the planter strip on the sidewalk side to discourage pedestrians from running across the tracks to get to the other side of the street. Cars and pedestrians will be permitted to cross the tracks only at official intersections. U-turn movements will be facilitated at the intersections as well.

Mr. Glass asked what led to the decision not to put any plantings on the back side of the station. Mr. Wasler said the idea is to maximize the use of the properties by the property owners. In the future the roadway will take up that space. The sidewalk will be located along the curb line for the future street and the landscaping to be put in will be removed when the street is constructed. Debates are under way with regard to whether or not larger and more mature trees should be planted rather than smaller trees.

Planning Manager Matthews Jackson said a permit submittal for the segment has been received by the city in electronic format. It is being reviewed for completeness but it will be shared with the Committee to facilitate conversations about the specific details, including the landscaping particulars.

Chad Zettle with Sound Transit located the 130th station on the map between Bel-Red Road, NE 20th Street, 130th Avenue NE and 132nd Avenue NE. He noted that the vision for the neighborhood is for a type of Main Street with a retail core. Goff Creek lies to the east of the station and to the west of 132nd Avenue NE; an off-street path will be constructed along the daylighted stream. While the current development pattern includes low-scale buildings, ultimately buildings in the area could reach 150 feet in height.

The Committee was shown an artist's depiction of the station looking east from 130th Avenue NE showing landscaping along what will become NE 16th Street. It was noted that the city is working to have the westbound portion of the future roadway in place at the time the station is built.

Materials in the submitted permit application include cor-ten steel. The public feedback has generally been supportive of using cor-ten, but some have suggested the aged steel looks too aged, and others have called for the use of more color. Backlit translucent glazing around the station ticketing area will be used along with glazed canopies overtop the entries. Cor-ten has been proposed to evoke the light industrial history of the corridor and because it juxtaposes well with the natural environment given its soft brown tones.

Sound Transit has had success with the product in several art installations. The Committee previously raised questions about the cor-ten steel staining concrete and about graffiti removal, but Sound Transit believes those issues can be addressed.

Mr. Zettle said the city has a requirement for Type 5 plantings within the park and ride area, and for a 10-foot buffer between adjacent parcels with specific types of vegetation. Questions have been raised relative to the inclusion of more evergreen trees in the vegetation plan, but deciduous trees will be used primarily for security reasons; security staff need a clear view. A natural drainage component will be utilized to minimize the amount of underground vaults needed to deal with stormwater runoff. In addition, pervious pavement will be used in the plaza areas and for the NE 16th Street sidewalk to answer the call to utilize sustainable design. The city's requirement for screen walls around parking lots will be met through the use of a gabion wall structure. If NE 16th Street is not in place by the time the station is built, the landscaping used will be of a type that can easily be removed.

Mr. Zettle shared with the Committee members an artist's drawing of the station entrance from 132nd Avenue NE. He noted that comments from the public have been both supportive and opposed to the utilitarian look. Additionally, some have liked the use of yellow on the fascia while others have not. He explained that Sound Transit has a standard set of colors from which to choose to allow each station to have its own identity.

Referring to a drawing showing the station platform looking toward the west, Mr. Zettle said the design team is using a standard design for center platform canopies and windscreens. The expressive nature of the various neighborhoods will be reflected in the entry panels.

Mr. Zettle showed the Committee drawings depicting an alternative entry cladding using precast concrete instead of cor-ten steel. He noted that an organic pattern can be used in the form that would tie into the vision of the neighborhood for a natural environment. Because the station will be in the arts district, including an artistic touch in the cladding makes sense. The alternative included black instead of yellow, and painted steel railings instead of cor-ten railings.

Mr. Wasler said Sound Transit intends to move ahead with the alternative design in line with comments made by the public.

Mr. Line asked how well sculptured precast concrete panels stand up against graffiti. Mr. Zettle said concrete surfaces can be treated with a sacrificial sealer. The graffiti along with the waxy sealer can be water blasted off, and then the sealer is simply reapplied. Mr. Wasler commented that patterned concrete walls get tagged less often than blank concrete walls.

Mr. Glass asked if the concrete panels would include color. Mr. Zettle answered that the design team has expressed a preference for the natural concrete color, but is open to suggestions. Mr. Glass said he would prefer something other than beige.

Ms. Derrington said she liked the yellow accents included in the first proposal. Its brightness would offset the dreary winter months during which time there will not be much color in the form of landscaping.

Co-Chair Mathews asked if color could be used in the translucent glass in and around the ticket areas. Mr. Wasler said at the Mt. Baker station the wall behind the glass is painted with colors that glow through the glass. That option could be used for the 130th station.

Co-Chair Mathews voiced support for the textured concrete walls and a color scheme that will not make the station look like a gas station.

Mr. Line asked if the wall behind the glass would be appropriate for an artistic design. Mr. Zettle said the artist selection panel met earlier in the day and the discussion focused on choosing an artist to work on the railing, not the wall. Mr. Wasler added that it is not unusual for the architects to be inspired by what the artist is doing. At Mt. Baker the architects ultimately chose the color scheme that was used by the artist on the underside of the overhead guideway and used them in a rainbow pattern behind the glass block. At the Sodo station the architects kibitzed with the artist who had no interest in creating a colonnade of light fixtures down the entry plaza and followed through with special light fixtures.

Ms. Derrington voiced support for the idea of having more color and more light. She said if only gray concrete is used the overall effect could be somewhat drab and uninviting.

Ms. Anderson and Ms. van Dijk noted their preference for the gray precast concrete panels used in conjunction with black accents.

With regard to materials, Mr. Line indicated his preference for the precast panel. He suggested that the appearance of the cor-ten steel will prove to be difficult to maintain over time. He said he also would like to see bright colors used in both the concrete and the trim work.

Ms. van Dijk asked if colored lights could be used rather than colored panels to brighten things up. Mr. Wasler said every attempt will be made to address the needs of all users. Lighting has been found to be a very key issue in terms of light levels, uniformity, direction and color. He allowed that there may be opportunities to incorporate colored lighting to accent elements of the design provided it does not impact the paths of travel used by riders. Angled lighting along the back of the station could be used to make the gray concrete appear to be a different color.

There was agreement to move agenda item 6 ahead of item 5.

## 6. PUBLIC COMMENT

Mr. Mike Flemming, a resident of Redmond, said colors are used on the walls of I-10 in

Tucson, Arizona. The Northwest has uses drab gray colors far too much. He suggested the yellow accent option appeared too yellow to him. He said he preferred the cor-ten steel will rust over time and stain the surrounding cement sidewalks. If precast concrete is used, they should include color. He also pointed out the need to include security cameras as part of the station design to help cut down on crime.

## 5. FIRST QUARTER 2014 SCHEDULE INCLUDING OPEN HOUSE

East Link Outreach Lead Kate March allowed that the public outreach schedule for the next couple of months is fairly aggressive. She proposed that rather than holding its own open house events, the Committee should join with Sound Transit's 60 percent design timeline. The approach would also benefit the public by affording them the opportunity to address both groups simultaneously. The Committee will benefit from seeing Sound Transit's presentation, hearing the comments of the public, and then discussing the issues before making a recommendation to Sound Transit.

Ms. March said the Committee is slated to meet for its regular meeting on February 5, and then on February 6 the open house focused on the South Bellevue station will be held at Enatai elementary school. The Committee's second regular meeting in February will be on the 19th, and then the open house on the East Main station will be conducted on February 25 at the Red Lion hotel. The Committee will hold its regular meetings on the first and third Wednesdays in March, and an open house on the Downtown and Hospital stations are scheduled for March 25 at City Hall. The open house events will all occur from 5:00 p.m. to 7:00 p.m.

The Committee members were informed that at its open house events Sound Transit typically provides a presentation explaining the designs. The Committee has the option of playing a role by involving the co-chairs or city staff in asking questions. As many Committee members as possible should attend the open house events to hear the comments made by the public. The open houses will be noticed as official Committee meetings and as such there will be minutes kept.

Mr. Wasler added that Sound Transit always has a lot of graphics displayed at the open houses, more than can be shared with the Committee. The events will allow the Committee members to delve more deeply into the various details.

Ms. Derrington asked if it would be possible to podcast the presentations for those who cannot attend. Ms. March said staff has been talking to Sound Transit about doing that.

## 7. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:18 p.m.

## Jackson, Matthews

---

**From:** RH Line <r.line@comcast.net>  
**Sent:** Monday, November 18, 2013 10:23 AM  
**To:** Jackson, Matthews  
**Subject:** Re: Agenda Packet for 11-20-2013

Matthews,

Here are a few comments, questions, requests for the upcoming meeting. They primarily apply to ST and are asking for additional information.

### Notes / Comments / Questions - 130<sup>th</sup> Ave. Station Permitting ST Package

1. Request ST provide a track schematic for entire East Link route, showing locations of all special trackwork, sidings, pocket tracks, etc. and passenger stations located by mile post or stationing. If not currently available, then at a later date also provide locations of the following elements: catenary tensioning sections, traction power substations, street crossing guard gates. This information helps to keep the entire location scheme for the various elements in perspective as we look at individual stations or sections.
2. Please have ST provide a site map that accurately locates the elements under consideration. The Neighborhood Context Plan provided is too small a scale and at least one element (ancillary structures) is probably not accurately located as it appears to be on the sidewalk. Its small scale also does not allow us to understand the size of many of the elements and features. The Landscaping Plans are closer to what is needed, but they need to include all the elements of the area's work. For example, they do not include the Utility Enclosure, nor do they include dimensions.
3. The Enlarged Platform Elevations call out some Corten Steel panels. I have had some experience with corten steel features. Once they have weathered in, they are quite nice in appearance. However, they can have some problems – during the initial weathering in rust can run off them and stain pavement below them; if they are situated such that people will lean or rub against them, they can transfer rust stains to people's clothes and hands, and prolong the weathering in. How will these panels be protected against these problems. Similar panels may also be used on the Utility Enclosure and elsewhere. Please note that my direct experience with corten issues is quite a few years old and means to control the above problems may now exist.

Regards,  
Dick Line

On 15-Nov-2013 4:56 PM, [MJackson@bellevuewa.gov](mailto:MJackson@bellevuewa.gov) wrote:

Please find the attached packet materials for our second Light Rail Permitting CAC meeting on Wednesday, November 20th. We will have hard copies for you to put in your binders at the meeting. Please let me know if you have any questions about the agenda or other items related to the CAC.

**MATTHEWS JACKSON**  
**NEIGHBORHOOD DEVELOPMENT PLANNING MANAGER**  
**CITY OF BELLEVUE DEVELOPMENT SERVICES DEPARTMENT**



## Jackson, Matthews

---

**From:** Kattermann, Michael  
**Sent:** Tuesday, December 03, 2013 2:14 PM  
**To:** CAC\_comments  
**Subject:** Oct 10th S Bellevue SAP Comments

Kate & Matthews:

Following is a list of comments that came out of the brainstorming workshop we held for the South Bellevue station area plan on Oct. 10<sup>th</sup> of this year. These are comments that potentially fall within the purview of the permit CAC and we informed participants we would forward these comments and ideas to the CAC. I anticipate there will be additional comments from future station area planning events for this neighborhood and others that I will also forward to you as we receive them. Please let me know if you have any questions. Thanx.

### Comments/Ideas forwarded to Light Rail Permitting Advisory Committee

#### Access to station via bike, bus, foot or car

- Improve pedestrian access to station
- Bike access to station

#### Aesthetics and identity

- Bellevue gateway aesthetics
- Wayfinding signs on Bellevue Way to Winter's House and Blueberry farm

#### General

- ST provide mitigation, not the city

#### Mercer Slough Nature Park

- Maintain identity and visibility of Mercer Slough Park
- Environmental protection of slough (no run off)
- Maintain and protect Mercer Slough

**Michael Kattermann, AICP**

Senior Planner -- Planning & Community Development  
425-452-2042 [mkattermann@bellevuewa.gov](mailto:mkattermann@bellevuewa.gov)

18 Dec 2013

15817 Northup Way  
Bellevue, WA 98008

Mathew Jackson  
City of Bellevue  
Light Rail Review Permitting Advisor Committee

On the 3<sup>rd</sup> of Jan 2014 I have been given the opportunity to visit Palmer Station, Antarctica. At my age and physical ability I believe I should take the opportunity as it may not arise again. The trip is a challenge and will take some time. Time I will miss CAC meetings in the review of the Light rail in Bellevue, WA.

Travel is to Santiago, Chile and then by local airlines to Punta Arenas, Chile. From there it is by the station supply boat Gould, a 3 or 4 day trip, along Argentina, the Straits of Magellan, past Cape Horn, across Drake Passage to Anvers Island, Antarctica. If you are interested in the my involvement you may visit the Palmer Station, Antarctic site and find some info.

Station Detail

The 3 day trip

Pier Reconstruction Project

Volunteer Opportunities (Cost & Expertise Desired)

As an Engineer I have driven the Light Rail route twice and have gone through the provided detail many times. As a Civil/Structural Engr I think the alignment is well thought-out and should be approved. Past Light Rails development has consider the public and I believe They will use their best practices to accomplish this in the future. Citizens are always affected with transportation expansion.

An interesting action on the use of public money for art on projects.

3

**December 27, 2013**

## A legislative wish list

**One overpass, hold the art:** There's a move afoot to end the prettification of bridges, overpasses, sound walls and off-ramps. House Bill 2092 would bar state transportation agencies from spending public funds to "acquire works of art" or make "decorative finishes or designs that are not integral to the function of a transportation structure."

## Jackson, Matthews

---

**From:** RH Line <r.line@comcast.net>  
**Sent:** Wednesday, December 18, 2013 10:06 AM  
**To:** Jackson, Matthews  
**Subject:** Re: Packet Materials for 12-18-13 Light Rail Permitting CAC

Matthews,

I noticed references to 'Bellevue branding' several places, including in the material just sent. However, I have not found any information describing what is, or examples of 'Bellevue branding'. Would it be possible to present some descriptions at tonight's meeting.

See you tonight.

Dick

On 13-Dec-2013 5:44 PM, [MJackson@bellevuewa.gov](mailto:MJackson@bellevuewa.gov) wrote:

Please find the attached packet materials for our third Light Rail Permitting CAC meeting on Wednesday, December 18th. We will have hard copies for you to put in your binders at the meeting. We look forward to taking action on context setting considerations and the existing Land Use Code context considerations are again included in your packets with some specific highlights. Please let me know if you have any questions about the agenda or other items related to the CAC.

Matthews

**MATTHEWS JACKSON**  
**NEIGHBORHOOD DEVELOPMENT PLANNING MANAGER**  
**CITY OF BELLEVUE DEVELOPMENT SERVICES DEPARTMENT**  
[mjackson@bellevuewa.gov](mailto:mjackson@bellevuewa.gov)  
425-452-2729  
[www.bellevuewa.gov](http://www.bellevuewa.gov)

12-18-13  
12/18/13

Dear Citizens Advisory Committee,

My name is Bill Hirt and I have lived at 2615 170<sup>th</sup> SE in the Lake Hills area for more than 45 years. I'm here today to urge you in the strongest possible terms not to approve the 10 permits Sound Transit needs for East Link.

Contrary to what you may have thought, Bellevue is under no legal obligation to allow light rail through our city. State regulation RCW 36.70A.200 stipulates that the permitting process cannot be used to prevent the siting of essential public facilities such as high capacity transportation systems. RCW 81.104.015, defines the "high capacity transportation systems" (HCT). They include "rail fixed guideway systems" that are hereby defined as a "light, heavy, or rapid rail system." However, it also allows "high occupancy vehicle lanes". Thus there is nothing in any regulation that prevents Bellevue from selecting bus rapid transit or BRT as its preferred HCT system.

The entire east side would benefit if Bellevue disallowed the permits. Those living along the route would no longer fear having their lives devastated by several years of light rail construction and a lifetime of noise from light rail train operation. Also cross-lake commuters from both sides of the lake would no longer face the congestion from light rail confiscation of the center roadway.

Sound Transit could use the East Link funds to add 4th lanes to the I-90 Bridge outer roadways for non-transit HOV and initiate two-way BRT on the center roadway. It could be operating in 2015, not 2023; with 10 times light rail capacity at a fraction of its cost. BRT could provide I-90 commuters access to express connections into Seattle from every eastside P&R rather than just East Link's South Bellevue light rail station. Allowing commuters to leave their car at a P&R near where the live would reduce congestion throughout east side.

In conclusion, I'm not sure your committee's recommendation could stop East Link. However I'm absolutely certain 5 years from now the resulting congestion on I-90 and devastation along the route into Bellevue will make you regret not trying to do so. I urge you to visit my blog [stopeastlinknow.blogspot.com](http://stopeastlinknow.blogspot.com) for more on why it's so important to try.

(1) "High capacity transportation corridor area" means a quasi-municipal corporation and independent taxing authority within the meaning of Article VII, section 1 of the state Constitution, and a taxing district within the meaning of Article VII, section 2 of the state Constitution, created by a transit agency governing body.

(2) "High capacity transportation system" means a system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.

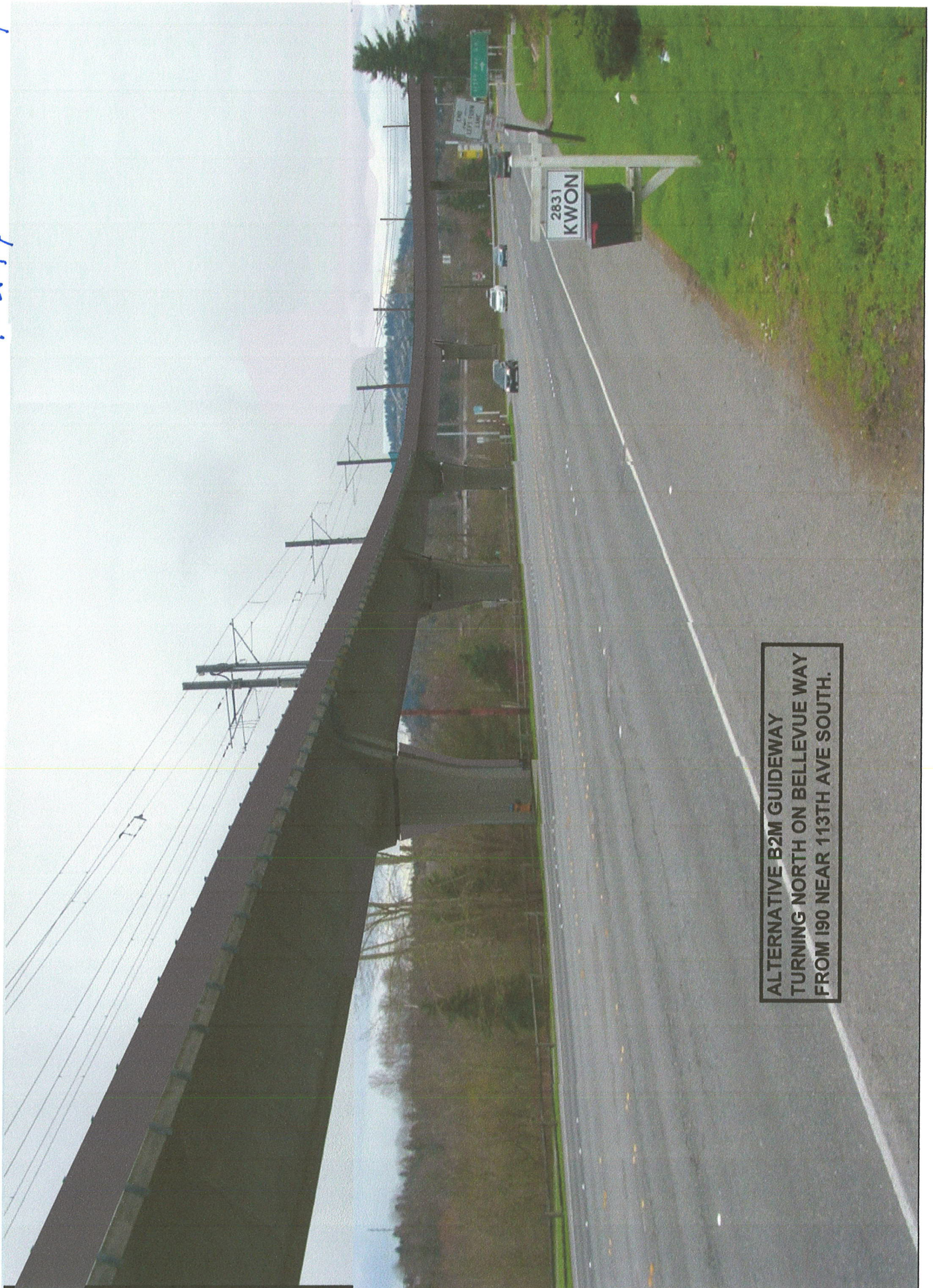
(3) "Rail fixed guideway system" means a light, heavy, or rapid rail system, monorail, inclined plane, funicular, trolley, or other fixed rail guideway component of a high capacity transportation system that is not regulated by the Federal Railroad Administration, or its successor. "Rail fixed guideway system" does not mean elevators, moving sidewalks or stairs, and vehicles suspended from aerial cables, unless they are an integral component of a station served by a rail fixed guideway system.

**Notes:**

**Effective date -- 1999 c 202:** See note following RCW 35.21.228.



1-2-14



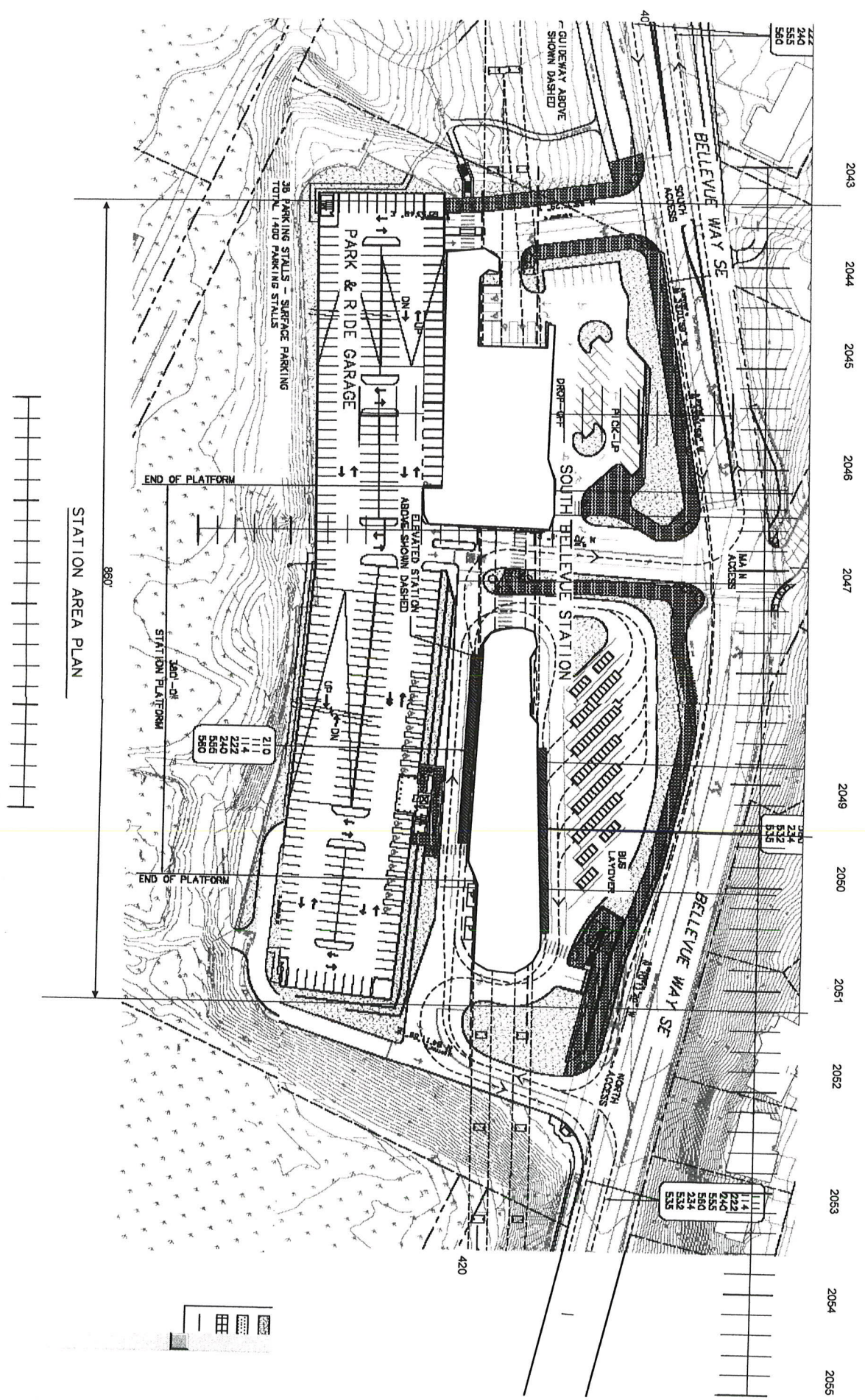




1-2-14 2



41-2-1



2046

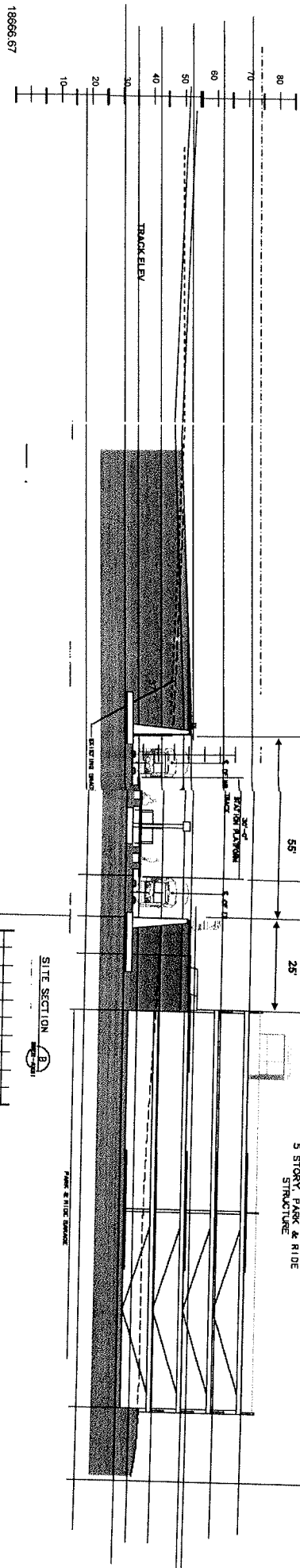
2047

2048

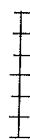
HORIZ SCALE- FT

2049

2050



SITE SECTION  
SCALE- FT





15 Jan 2014

Please share your comments with the Light Rail Permitting CAC in the space provided below, or email [CAC\\_Comments@bellevuewa.gov](mailto:CAC_Comments@bellevuewa.gov). Copies of all comments submitted to the CAC will also be forwarded to Sound Transit.

① Publish (& provide at the CAC meetings) a list of the CAC members names. Accompany the list with a <sup>city</sup> map that shows the approximate location of each member's home address

② Require the CAC members to use the microphones so that the members of the audience can hear/understand their comments

DAVID PLUMMER  
14414 NE 14<sup>TH</sup> PL  
BELLEVUE, 98007

If you would like to be contacted about your comment, please leave your name and the best method to reach you. [pdf3@comcast.net](mailto:pdf3@comcast.net)



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

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

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

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

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

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



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

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

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

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

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

- e. Height of the flyovers (freeway, 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.
- f. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.
- g. Clear connectivity, accessibility, and wayfinding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.
- h. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
- i. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
- j. Physical connections and clear wayfinding should be provided between the Hospital Station and the regional trail proposed for the old Burlington Northern Railroad right-of-way.
- k. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.

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

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

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

The CAC found the context and design considerations for the Bel-Red Subarea in LUC 20.25M.050.B.4 to be very thorough. The CAC advises that wayfinding to and from the 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. This advice should also be shared with the Arts Commission as they evaluate arts opportunities and commission art associated with the East Link project, and with Wright Runstad as the company progresses in the design and development of the Spring District project. Context setting completed by the Light Rail Permitting CAC may also help inform development of character profiles during future work undertaken as part of the Station Area planning program.



# **130<sup>th</sup> Station Design Citizen Advisory Committee Presentation January 15, 2014**

# 130th Station: Neighborhood context plan



## LEGEND

BUS ROUTE & NUMBER XXX

BICYCLE ROUTE

OFF STREET BICYCLE FACILITY

PROPOSED BICYCLE ROUTE

BICYCLE LANE

PROPOSED NEW  
BICYCLE LANE

BUFFERED BICYCLE LANE

OFF STREET PATH

OFF STREET PATH

SIDEWALKS

PROPOSED  
NEW SIDEWALKS

GOFF CREEK

LIGHT RAIL TRACKS

SHOPPING CORRIDOR  
- BEL-RED CORRIDOR  
2030 MASTER PLAN, COB

**B**  
CURRENT BUS STOP

ANCILLARY STRUCTURES

STATION

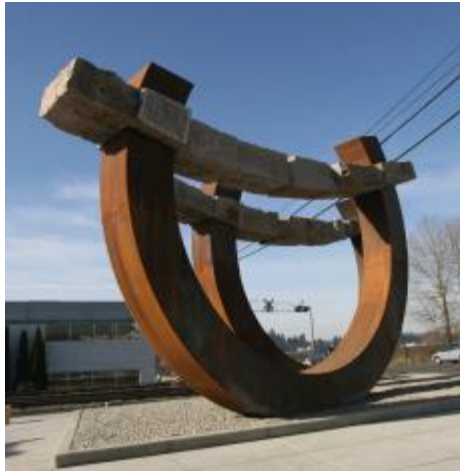
City of Bellevue and  
Sound Transit planned  
improvements



# Looking east from 130th Ave NE



# Cor-ten Steel: Built projects



# Landscaping plan (After NE 16th St. Extension)



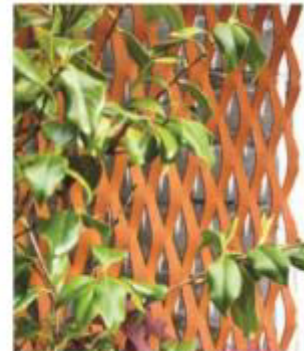
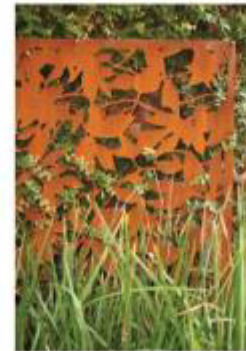
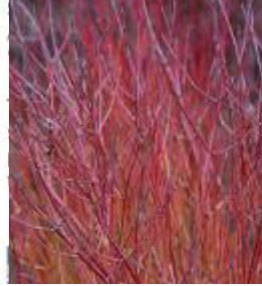


# Landscaping plan (Before NE 16th St. Extension)





# Station landscaping and design materials



# 130<sup>th</sup> Station Materials: Planting and Hardscape

## TREES - EVERGREEN



Weeping Yellow Cedar  
*Chamaecyparis nootkensis*

Screening evergreen tree proposed along the northwestern property boundary of the 130th Station parking lot.



Austrian Pine  
*Pinus nigra*

Screening evergreen tree proposed along the southern edge of the 130th Station parking lot.

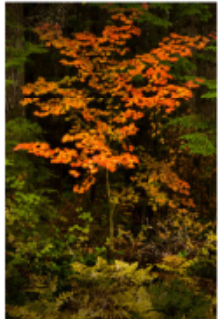


Mountain Hemlock  
*Tsuga mertensiana*

Screening evergreen tree proposed throughout the northern property boundary of the 130th Station parking lot.



## TREES - DECIDUOUS



Vine Maple  
*Acer circinatum*

Forest understory tree proposed for the north side of 130th Station and along the stream buffer in the northeastern corner of the site.  
photo by: Ed Book



Coral Bark Japanese Maple  
*Acer palmatum 'Sango Kaku'*

Ornamental tree proposed for the north side of 130th Station



Serviceberry  
*Amelanchier grandiflora 'Princess Diana'*

Tree proposed for the north side of 130th Station and in parking islands throughout the site.



Pacific Crabapple  
*Malus fusca*

Tree proposed for natural drainage areas throughout the parking lot.





# 130<sup>th</sup> Station Materials: Planting and Hardscape

## SHRUBS



Tall Oregon Grape  
*Mahonia aquifolium*

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.



Salal  
*Gaultheria shallon*

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.



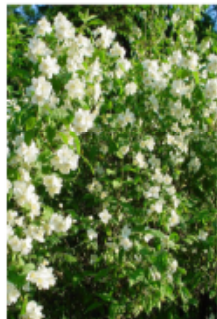
Kelsey Dogwood  
*Cornus stolonifera*  
'Kelsey'

Deciduous shrub proposed for natural drainage areas throughout the parking lot.



Birch Leaf Spirea  
*Spiraea betulifolia* 'Ior'

Deciduous shrub proposed for natural drainage areas throughout the parking lot.



Mock Orange  
*Philadelphus lewisii*

Deciduous shrub proposed throughout the northern property boundary of the 130th Station parking lot.



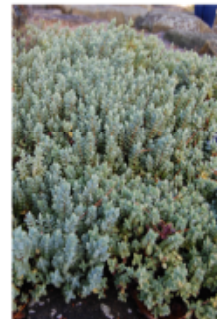
Evergreen Huckleberry  
*Vaccinium ovatum*

Evergreen shrub proposed throughout the 130th Station parking lot and surrounding areas.



Tangerine Cinquefoil  
*Potentilla fruticosa* 'Tangerine'

Deciduous shrub proposed as an accent plant at 130th Station.



Red Edge Hebe  
*Hebe* 'Red Edge'

Evergreen shrub proposed for 130th Station.

# 130<sup>th</sup> Station Materials: Planting and Hardscape

## GROUNDCOVERS & PERENNIALS



Kinnikinnick  
*Arctostaphylos uva-ursi*

Evergreen groundcover proposed throughout the 130th Station parking lot and surrounding areas.



Sword Fern  
*Polystichum munitum*

Fern proposed as an accent plant throughout the 130th Station parking lot and surrounding areas.



Douglas Iris  
*Iris douglasiana*

Flowering perennial proposed for natural drainage areas throughout the parking lot.



Natural Drainage System Mix  
*Carex obovata*  
*Juncus effusus* var. *Pacificus*  
*Juncus ensifolius*

A mixture of sedges and rushes proposed for natural drainage areas throughout the parking lot.

## HARDSCAPE



Gabion Walls

Proposed for screening along the southern and western perimeter of the 130th Station parking lot.

photo (left) by: Bangson Tree Design Studio



Basalt Pillar w/Slanted Concave Dish & Rainchain

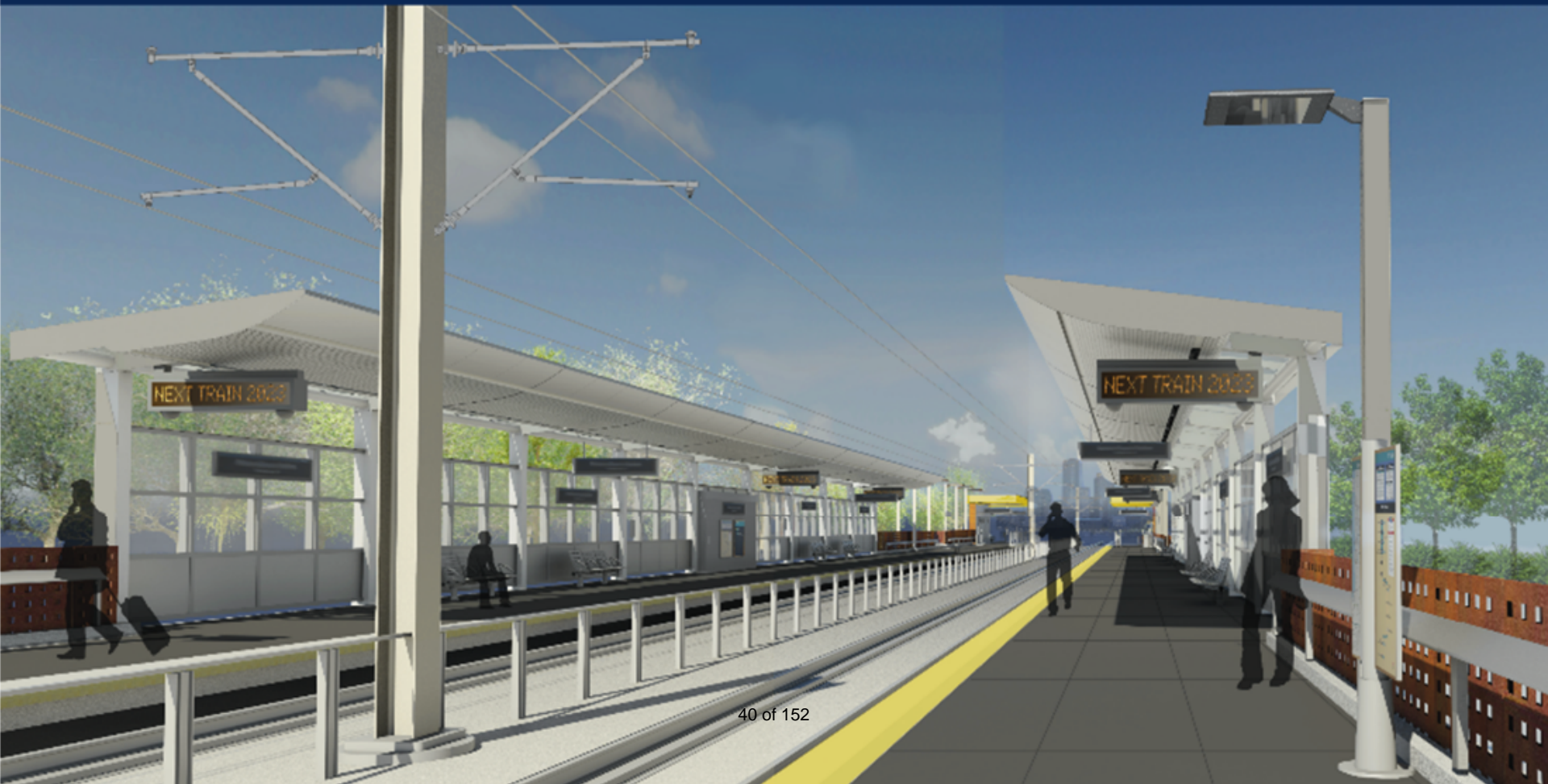
Proposed at the northwestern and northeastern ends of the 130th Station platform.

# Station entrance from 132nd Ave NE

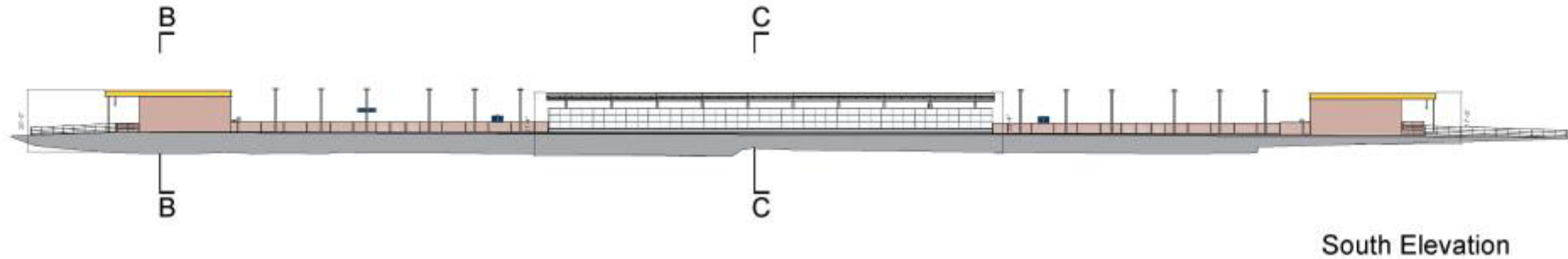
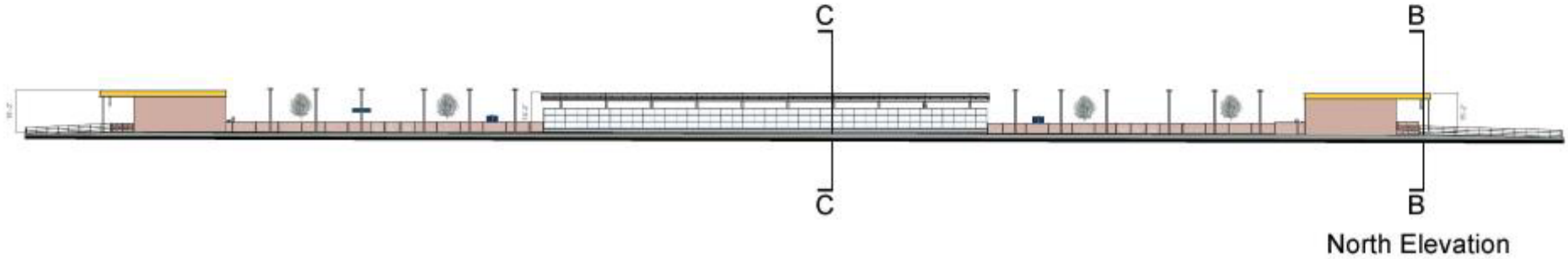




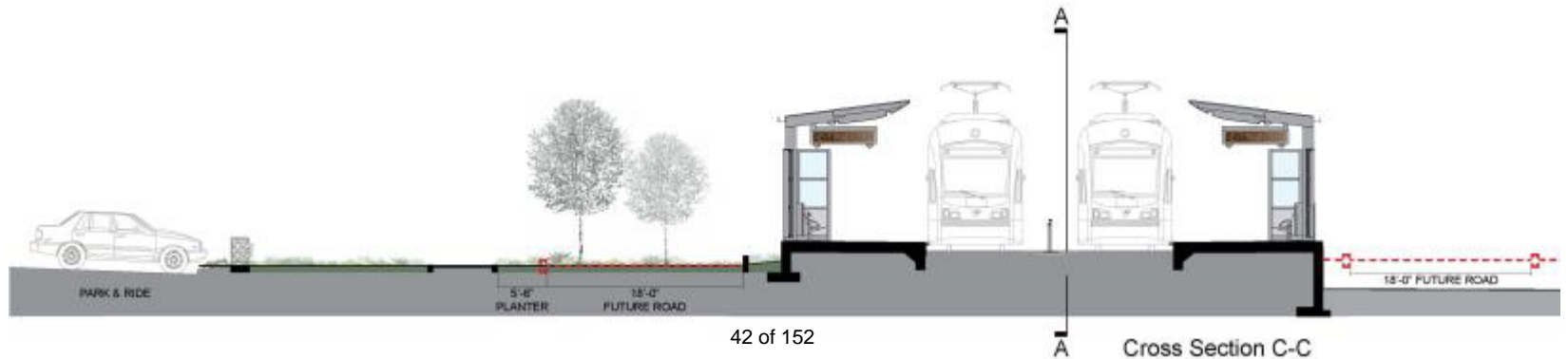
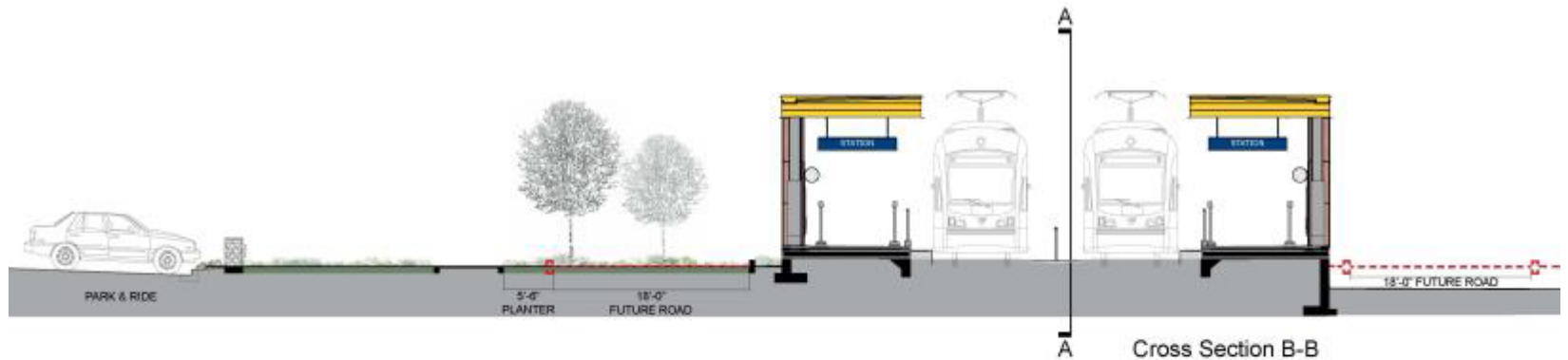
# Platform view looking west



# Station Longitudinal Elevations



# Station cross sections

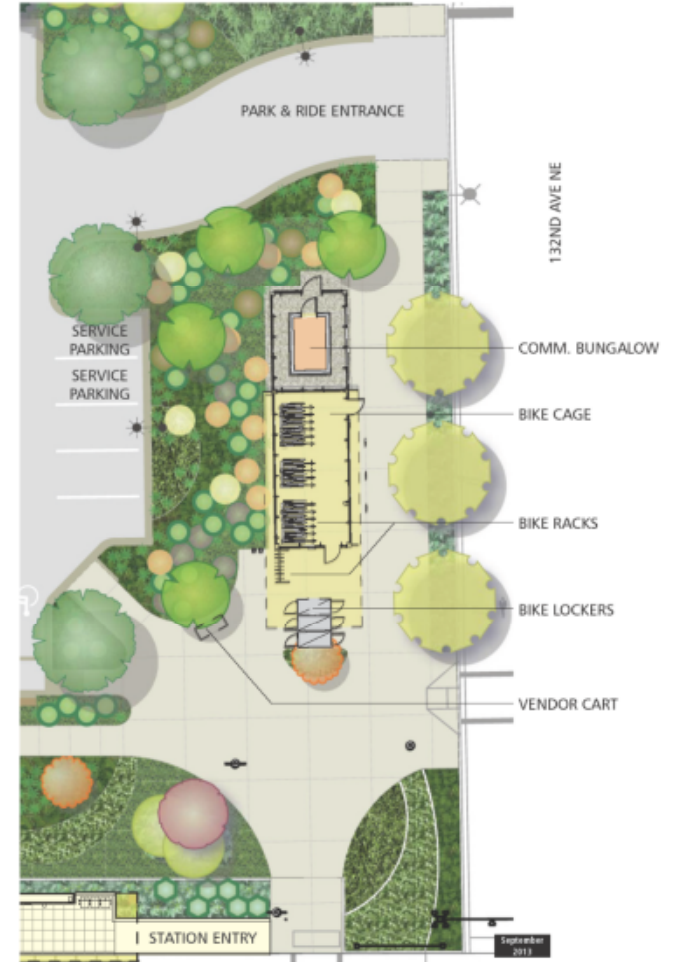




# Bicycle Facility



View of bike plaza from 132nd Avenue NE



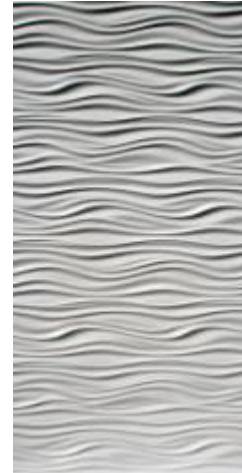
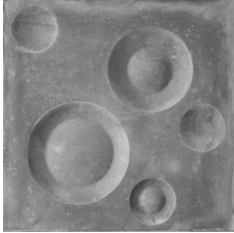
# Color studies



# Alternative Entry Cladding: Precast Concrete



# Precast Concrete Panels – Organic Patterns





# Comments or Questions



# What's next?

- Identify permanent station names
- Hire station artists
- Advance design and permitting
- Construction planning
- Purchase right-of-way

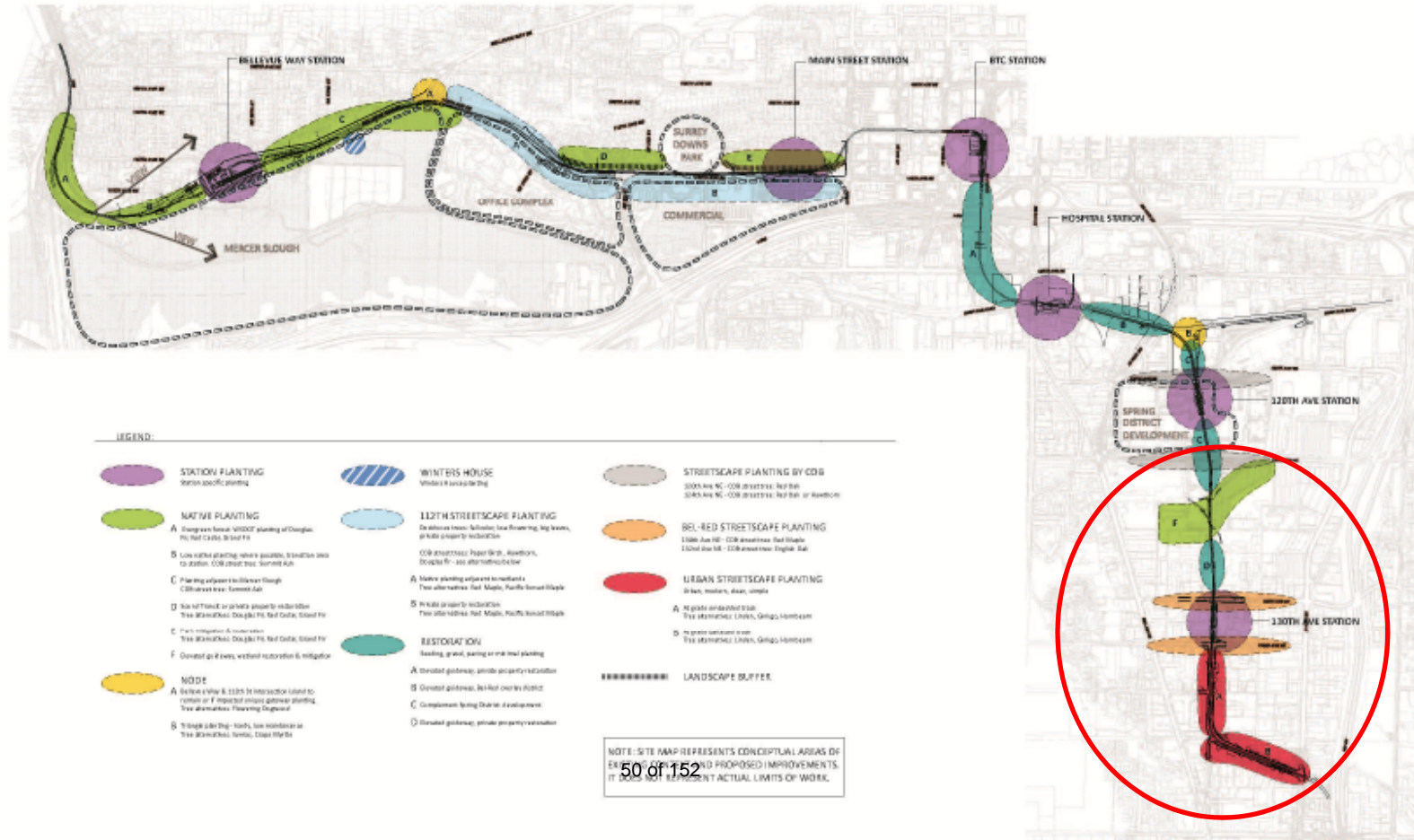




# **E340 Contract - Corridor Landscape Design Citizen Advisory Committee Presentation January 15, 2014**

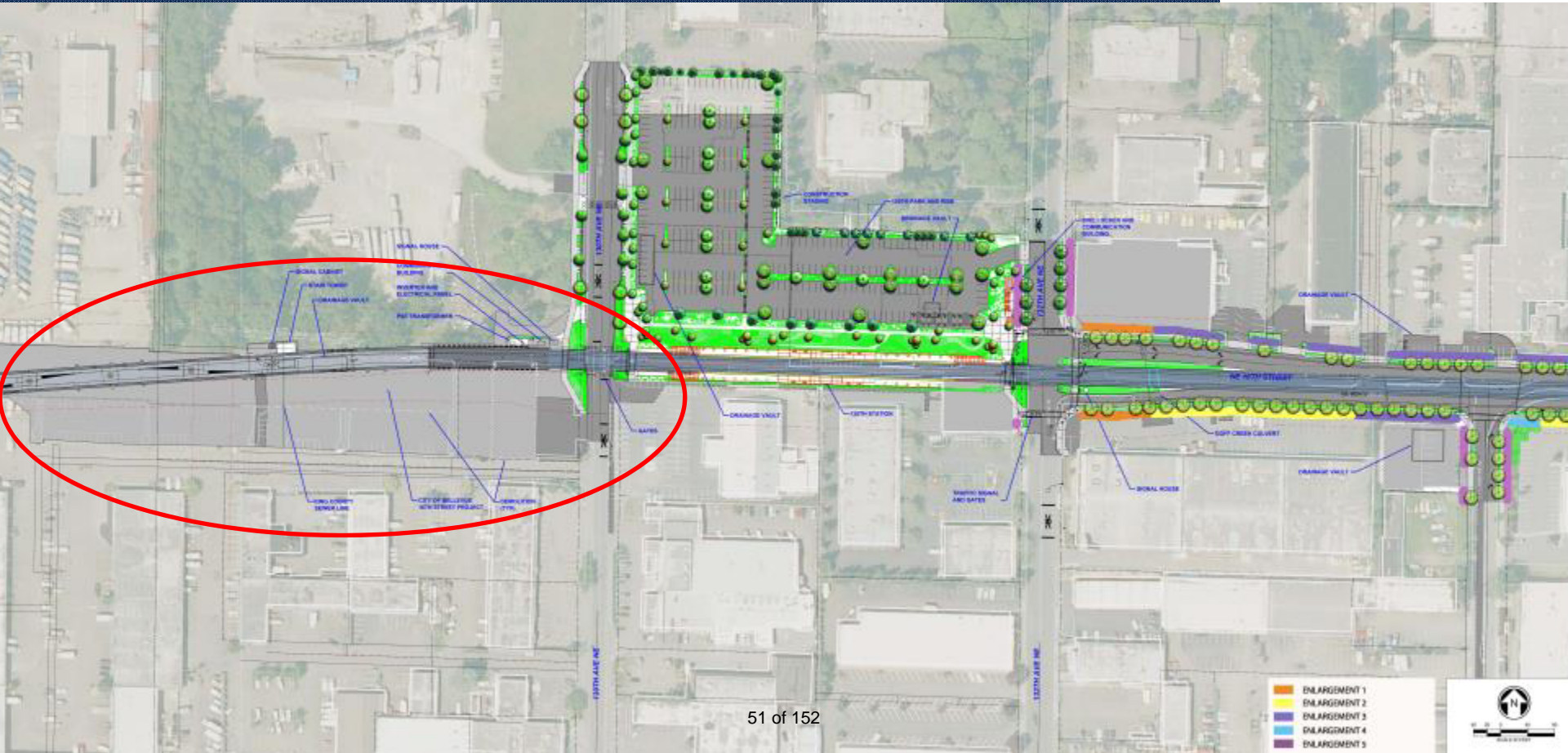


# East Link Landscape - South Bellevue to NE 20<sup>th</sup> Street





# E340 Contract – Corridor Landscape Plan



# Future City of Bellevue NE 16<sup>th</sup> Street





# Bird's eye view of utility enclosure



# 130th Ave NE utility enclosure





[illegible]





# Planting Enlargement 1

## Ruby Stella Daylily

*Heimericallie Ruby Stella*

Height 12" - 18"

Spread 18" - 24"



## Kinnikinnick

*Archioleptocyon sive-una Vancouver Jade*

Height 6" - 8"

Spread 6" - 8"

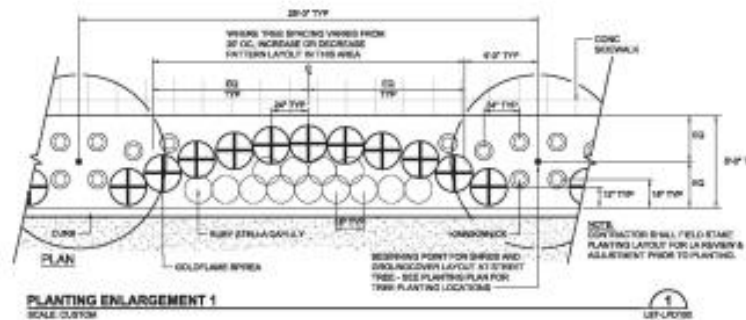


## Goldflame Spirea

*Spiraea japonica Goldflame*

Height 2.5 - 4'

Spread 2.5 - 4'



## Planting Enlargement 2

### Sulphureum Barrenwort

*Epimedium x versicolor 'Sulphureum'*

Height 12" - 18"

Spread 18" - 24"

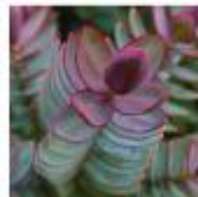


### Red Edge Hebe

*Hebe x 'Red Edge'*

Height 18"

Spread 24"

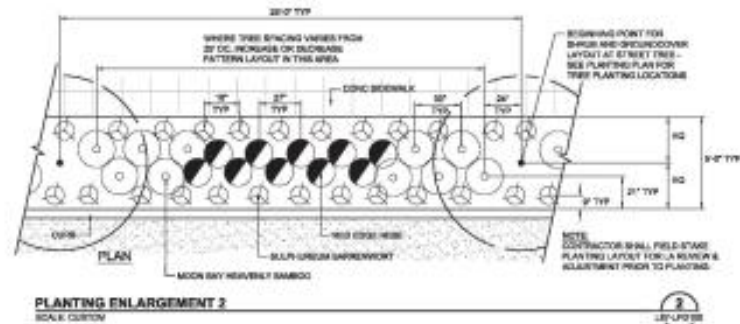
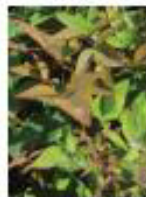


### Moon Bay Heavenly Bamboo

*Nandina domestica 'Moon Bay'*

Height 2' - 3'

Spread 2' - 3'





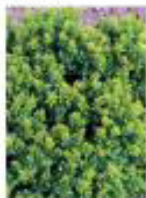
### Planting Enlargement 3

### Green Hornet Barberry

*Bacteriostreptococcus*

Height: 28" - 24"

Speed: 38"



Cranesbill

### Scenario reconstruction

Height 12' - 18'

Spread: 24" - 30"

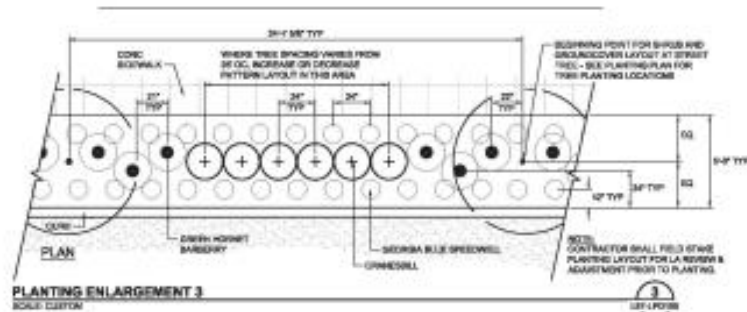


Georgia Blue Speedwell

*Veronica peduncularis* George Blue

Height: 5' - 8'

Spread: 3 - 4





### Planting Enlargement 4

Little Bunny Fountain Grass

*Pennisetum alopecuroides* (Little Blume)

Height 12' - 15'

Spread 12" - 18"



## Kinnikinnick

*Actinostaphylos* and the 'Veruculose Jade'

Height 5' - 5"

Speed: 6' - 8'

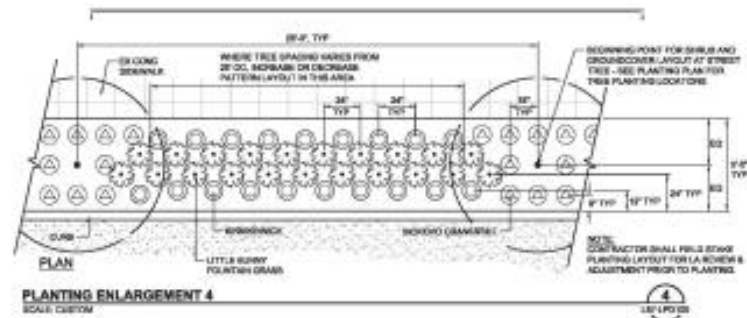


## Biokovo Cranesbill

*Gemmarina x cantabrigiensis* Bickford

Height 6' - 8'

Spread: 12' - 24'



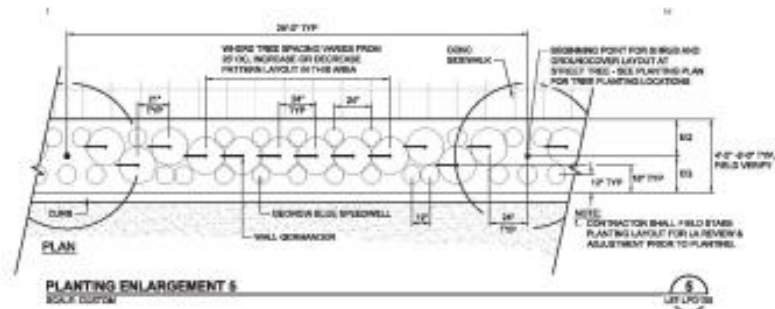
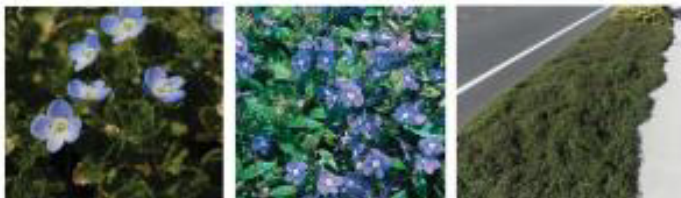
\_\_\_\_\_

*Testiculus charadrius*

Street 2-3

*Veronica pedunculate* 'George Blue'

Screen: 3 - 4



## Individual Shrub Hatches

### Sea Thrift

*Armeria maritima*

Height: 6" - 10"

Spread: 12"



### Kinnikinnick

*Arctostaphylos uva-ursi* 'Vancouver Jade'

Height: 6" - 8"

Spread: 6" - 8"



### Kelsey Dogwood

*Cornus sericea* 'Kelsey'

Height: 24" - 30"

Spread: 24" - 30"



### Boxleaf Euonymus

*Euonymus japonicus* 'Microphyllus'

Height: 15" - 24"

Spread: 18" - 24"



### Beach Strawberry

*Fragaria chiloensis*

Height: 4" - 6"

Spread: 2" - 3"



### Salal

*Gaultheria shallon*

Height: 3' - 4'

Spread: 5' - 12'



## Individual Shrub Hatches

### Red Edge Hebe

*Hebe x Red Edge*

Height: 18"

Spread: 24"



### Lemon Daylily

*Hemerocallis flava*

Height: 18" - 30"

Spread: 18" - 30"

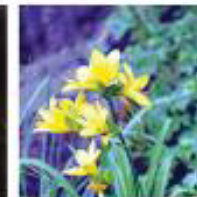


### Stella De Oro Daylily

*Hemerocallis Stella De Oro*

Height: 18" - 24"

Spread: 18" - 24"





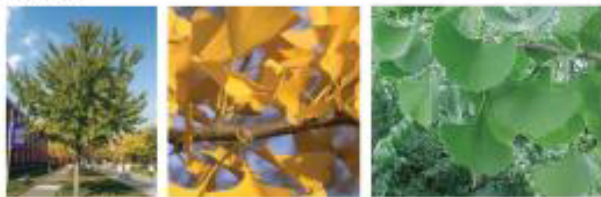
## Trees

### Ginkgo Tree

*Ginkgo biloba*

Height: 40' - 50'

Spread: 15' - 20'



### Summit Ash

*Fraxinus pennsylvanica 'Saxenii'*

Height: 40' - 50'

Spread: 20' - 25'



### English Oak

*Quercus robur*

Height: 60' - 80'

Spread: 50' - 60'



### Greenspire Littleleaf Linden

*Tilia cordata 'Greenspire'*

Height: 50' - 60'

Spread: 25' - 35'



# Comments or Questions







## East Link Extension



June 28, 2013

## South Bellevue Final Design Open House Public Involvement Summary

# Table of Contents

1	Background
2	Overview
2	Notification
3	Open House Overview
4	Comment Summary
4	South Bellevue
5	South Bellevue Station
6	East Main Station
7	Permanent Station Naming
7	South Bellevue Station
7	East Main Station
8	Next steps
9	South Bellevue Segment
	Renderings



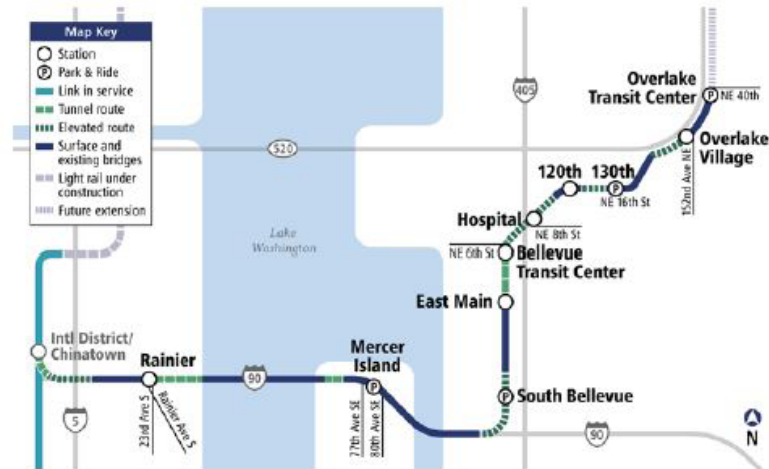
# Background

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 and South 200th Link Extensions which are 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, 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.

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 2011. 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



## South Bellevue segment

East Link Extension enters the South Bellevue segment on an elevated alignment from I-90. Light rail serves the South Bellevue Station, located at the current South Bellevue Park & Ride. Upon leaving the elevated station, it transitions to a trench along the east side of Bellevue Way SE in front of the historic Winters House and then returns to the surface on the east side of 112th Ave SE. East Link then traverses to the west side of 112th Ave SE under a new 112th Ave SE overpass near SE 15th St. and then north to an at-grade East Main Station located south of the intersection of 112th Ave SE and Main St.

## Cost savings update

In April 2013, Sound Transit and the City of Bellevue approved \$30-\$53 million in cost-savings measures, finalizing the East Link Extension alignment. This decision reflects 16 months of collaboration between Sound Transit and the City of Bellevue, and extensive community input on the Cost Savings Ideas. Sound Transit and the City of Bellevue will continue to collaborate on the design of East Link. Per a City of Bellevue resolution, up to \$5 million of the cost savings from the NE 6th St. Station Option should be used to enhance weather protection at the station and pedestrian access around the station.

## Approved cost savings decisions

- **Bellevue Way:** Light rail will remain in a trench along Bellevue Way SE, in front of the historic Winters House
- **112th Ave. SE:** Light rail will run under a new 112th Ave. SE overpass built near SE 15th St. and cross SE 4th St. at-grade providing access to emergency vehicles
- **Downtown station:** A downtown tunnel station is replaced with an above-grade station on NE 6th St.

# Overview

Sound Transit hosted an open house on May 30, 2013 to present final design concepts for the South Bellevue segment of East Link Extension. The meeting served to introduce Sound Transit's team of engineers, architects and community outreach staff to the Bellevue 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 South Bellevue segment. The open house was held at Bellevue Hilton from 5 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 25,000 eastside residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 5,500 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 announcement pushed out to 8,413 Twitter followers



## Open House Overview

Approximately 110 people attended the open house to learn about design plans for East Link in South Bellevue and provide comments. Attendees were greeted by project staff, asked to sign-in and were provided with a Community Guide to Final Design, South Bellevue Segment fact sheet, and comment forms. Display boards and roll plots featured information about East Link, the final design process and design plans for the South Bellevue segment including the South Bellevue and East Main 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 ([www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink)) 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 approximately 50 comments collected between May 30 and June 7, 2013. Transcribed comments are italicized below to highlight the tone of public feedback.

## South Bellevue Segment Design

- Support and concern about building an access road from Bellefield Residential Park to the Surrey Downs neighborhood:
  - *Access to Surrey Downs via Bellefield is essential. Otherwise there is not enough access to the neighborhood in case of downed trees, etc.*
  - *Bellefield Park – owners have responded to survey and majority do not want access road from Bellefield Park to Surrey Downs. And we would like left turns in + out of Bellefield Park at our South Entrance.*
  - *No Bellefield Surrey Downs variation access. Access is too limited & impacts too great.*
- Concerns about noise during construction and operations:
  - *Like to know construction schedule, wish not any after hour noisy construction work. What methods might be in place to mitigate construction noise?*
  - *...we would like the noise impact to the surrounding neighborhood to be mitigated.*
  - *Refine noise study now and tell us how close it is to Bellevue noise code limits.*
  - *Adding additional train, bus and car noise in the long term, and construction noise in the short term, will significantly impact us and our neighbors. The rail route runs very close to a residential neighborhood and effective mitigation is needed.*
  - *When this route was selected, the community was promised exceptional mitigation. As it would be prudent to begin planning that mitigation now as part of your design work, I have to assume some planning is underway. Shouldn't those plans be shared with the community that will be impacted so we can provide feedback?*
- *Since Sound Transit will be designing noise mitigation for the construction phase, it would be wise to design that mitigation as a permanent feature of the project so you won't have to do the work, and cover the expense, all over again to mitigate the increased noise from cars, buses and trains moving to and from the South Bellevue Station. Train noise and construction, while serious, are not the only direct impacts of East Link along Bellevue Way. Mitigation needs to be seen in that light.*
- *Concerned about noise, lack of sound barrier, rerouting of traffic through Enatai.*
- *Because noise walls will not mitigate noise to receivers along the Bellevue Way hillside, no noise variances should be sought / approved and / or Residential Sound Insulation Packages should be installed in all homes that will be impacted during construction.*
- *Construction activities should be limited to M-F, 8am-5pm, and no more than one lane of Bellevue Way / 112th Avenue should be closed or obstructed at any time. No noise variances should be sought or approved for the construction in South Bellevue, as the alignment borders on significant park properties and abuts residential neighborhoods.*
- *I enjoy outside activities @ The Bellevue Club in the summer. By putting a sound wall on the W. Side of 112th you will amplify the car noise. Then you add to that the train noise and the total sound will far exceed what we have at present. How are you going to mitigate the noise in that area?*



## South Bellevue Station Design

- Interest in incorporating elements of the area's natural environment into station design:
  - *Wooded residential. Trees, slough.*
  - *The station should highlight the Mercer Slough with artwork related to the natural surroundings, birds and wildlife that live in the park, and the showcase the importance of this wetland to Lake Washington.*
  - *Mercer slough is a vibrant native area with many species of birds, plants and other animals. Station design should reflect these natural elements.*
  - *First Nation People; Native Americans of the area; Salmon, trees; Birds; Water. Quality is everyone's responsibility.*
  - *The Mercer Slough, suggested birds are: Great Blue Heron, yellow warbler, common yellowthroat, marsh wren, American goldfinch, Mallard. We can work with the team on this.*
  - *The design could then have scenes from slough; birds; the slough itself, plants and trees.*
  - *I would like it to reflect the natural surroundings (birds, water, trees, etc.) that are a unique aspect of this part of Bellevue.*
  - *I really hope you design them to reflect the Mercer Slough with art and information related to the natural surroundings, birds and wildlife that live in the park, and the importance of this wetland to Lake Washington.*
  - *I think it would be very cool to incorporate some sort of viewing area on the top level for looking out over Mercer Slough and/or South to Mt Rainier. We should make it easy to appreciate what we have there with the eagles, herons, and other wildlife.*
  - *Nature, Birds, Plants of Mercer Slough Birds migrate from South American to nest in this park. Please include Eastside Audubon's input in design of art.*
  - *South Bellevue has an arboreal setting, so the station design should incorporate trees both natural and in the concrete / metal and art selected for the station. Water-themes would be appropriate, too. The station should also reflect that it is near a low-density, stable and well-kept single-family neighborhood, not an industrial or urban-core setting.*
- *The spaciousness of the mercer slough and the abundance of trees along Bellevue Way and the Bellevue Way hill can be preserved as much as possible with the minimalist design of the station. With art work, decoration, and lighting that blend seamlessly with the beautiful surrounding.*
- Concerns over visual impacts in surrounding neighborhoods and security at the station:
  - *It'd be great to learn more about security plan for the station. For homes west to the station at the hill side, please work with us on privacy aspect and impact of brightness of the station at night. The City and Sound Transit can help minimize the impact by building a good cluster trees around the station. And plant some privacy trees at the hill side providing year round privacy screen from the station. We will be very interested to work with the team especially the arborist for the project.*
  - *More trees and larger ones than the drawings show. We are losing a lot of mature trees and ST should replace them with equivalents. The structure at the Bellevue P&R looks like a graffiti palette waiting to happen, and I don't consider adding metals screens to poured cement to be much in the way of "softening" the look.*
  - *What is the security measure for the parking garage especially with the privacy screen, the metal mesh?*
  - *Please make sure it is well lit for evening and morning hours.*
  - *Questions about the height and visibility of the garage.*
  - *Concerns regarding the height of the guideway at the flyover, which blocks residents' view of the hill.*
  - *A question about the need for screening on the garage, and if there is really a benefit in trying to "hide" the fact that this is a large parking structure.*

- **Emphasis on convenient pedestrian access and safety:**

- *... maybe there could be a foot bridge between the station and parking structure so that people didn't have to go up and down so much. I'd also vote for ramps over elevators - less maintenance.*
- *Safe walking access is very important. I walk as much as I can, easy access that feels safe is crucial.*
- *Pedestrian bridge cross Bellevue way if possible.*
- *Bridge over Bellevue Way from 112th in Enatai?*
- *New signalized cross walk will help, but 112th is pretty busy, a pedestrian bridge might make for more safety and less traffic obstruction.*

- **Interest in bicycle access and amenities:**

- *Please have enough secure bike locking areas.*
- *Please make sure the trees and plantings along the trail near the bus entrance to the North do not obscure cyclists approaching from the south. Additionally, it would be a good idea to put texture strips on the trail warning of approaching cross traffic.*
- *I'm glad to see lots of bike storage. Will people be allowed to take bike on the train? If so, getting their bikes to the station platform may crowd the elevators.*

- **Interest in streamlined passenger drop-off access and bus access options promote the flow of traffic:**

- *The circular design of the platform slows down buses too much. It would be better if the bus platform ramps were designed in a similar way to the current South Bellevue P&R bus bays which allow the buses to move through the area without unnecessary delays. (This only applies to buses moving through the area like the 241, 555, 556, etc...) There does not appear to be any priority given to buses that need to exit the station heading south on Bellevue Way. This will be problematic, especially during the afternoon rush hour when cars will be leaving the station.*
- *Please streamline drop off access. Currently traffic on Bellevue Way slows significantly as people turn into the lot. An exit lane would help.*
- *Don't impede traffic - have drop-offs out of the regular flow.*
- *Don't let cars back up and block access, make it close but not too close.*

- **Questions and comments related to the parking garage:**

- *It will be needed as the bus system sucks and traffic is only going to increase.*
- *Lots and lots of parking please.....if you build it, they will come.*
- *Please consider charging for parking and reducing the size of the garage.*
- *Will parking design be improved in terms of aesthetics and access?*
- *I don't see any reference to clearance height in the parking structure. As Bellevue is full of SUV's with boxes on top, clearance will significantly effect use.*
- *God knows we need it. But it is ugly.*

## East Main Station Design

- **Interest in balancing urban, natural, and technologically advanced design features:**

- *Urban, nature, similar to SEATAC.*
- *The station should be technologically advanced where it displays real time when the next train is arrived to arrive/depart.*

- **Interest in pedestrian access, way finding, and station visibility:**

- *If making pedestrian access to station through Surrey Downs neighborhood add sidewalks (or at least an side of street sidewalk) – pedestrian walkway leading to street is dumb.*
- *Make sidewalks w/native landscape buffer.*
- *In general, make sure that any signage or paths to the station are really easy to find, since the station isn't as obvious as the other station.*
- *New signalized cross walk will help, but 112th is pretty busy, a pedestrian bridge might make for more safety and less traffic obstruction.*
- *Make residential and street access available.*

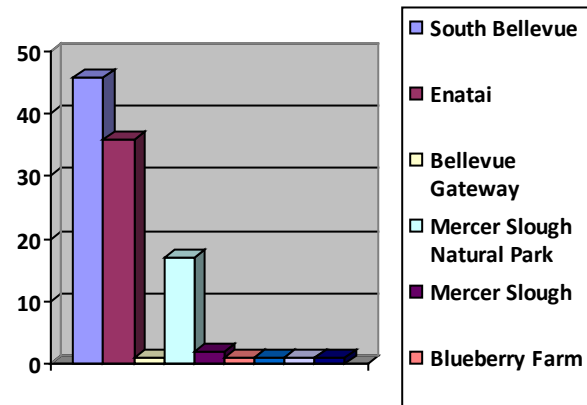
# Permanent Station Naming Comment Summary

## • General comments

- *Bellefield is in center between the two? – Could it be considered?*
- *Names should primarily assist riders understand where they are to enable easy on + off decisions.*
- *Enatai mostly for people who are not residents. Enatai is best...but would be hard for visitors.*
- *The Mercer Slough is such an important park in Bellevue and wetland on Lake Washington that it should be permanently recognized in the station name.*
- *Emphasize the importance of connectivity to nature by recognizing it in the naming of stations.*
- *Enatai means “across the water” and this station will be.*
- *I believe locals will understand Enatai, however, out of town guest will need a clear map reference. Bellevue removes any and all confusion.*
- *A name that applies to a specific location is probably the most helpful. I've been on light rail systems that use a name for a particular region vs a street or location known to local people but not to the tourists; this can be very confusing for those who don't know what Enatai or Surrey Downs is.*
- *The south Bellevue station is NOT in the Enatai neighborhood. The City defines the Enatai neighborhood as being bounded by Bellevue Way on the east. The station is actually in the Mercer Slough. Regardless, because the site has been called the South Bellevue Park 'n' Ride for 15 years+, for continuity and to avoid confusion for users, the name should not change.*
- *East Main is in Crossroads. The station is at the West end of Main Street. Everything in Bellevue is West on the County grid so Main Street Station would be better.*

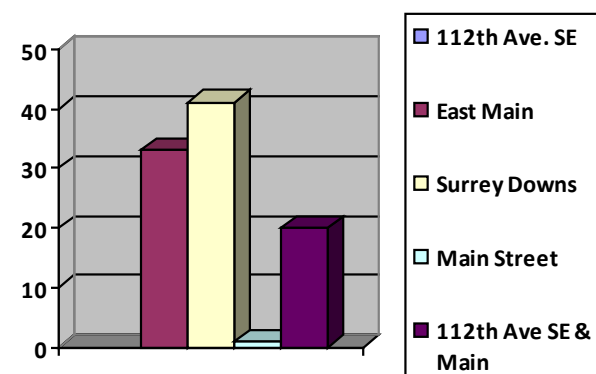
## What is your preference for the South Bellevue Station Name?

Out of 106 total respondents, a narrow majority (46 people) indicated South Bellevue as their preferred station name. The second most popular station name was Enatai (36). Other suggested names included Mercer Slough Natural Park and Mercer Slough.



## What is your preference for the East Main St. Station Name?

The majority of respondents who weighed in (41 of 95 total) listed Surrey Downs as their preferred station name. Other suggested names included 112th Ave SE & Main and East Main.

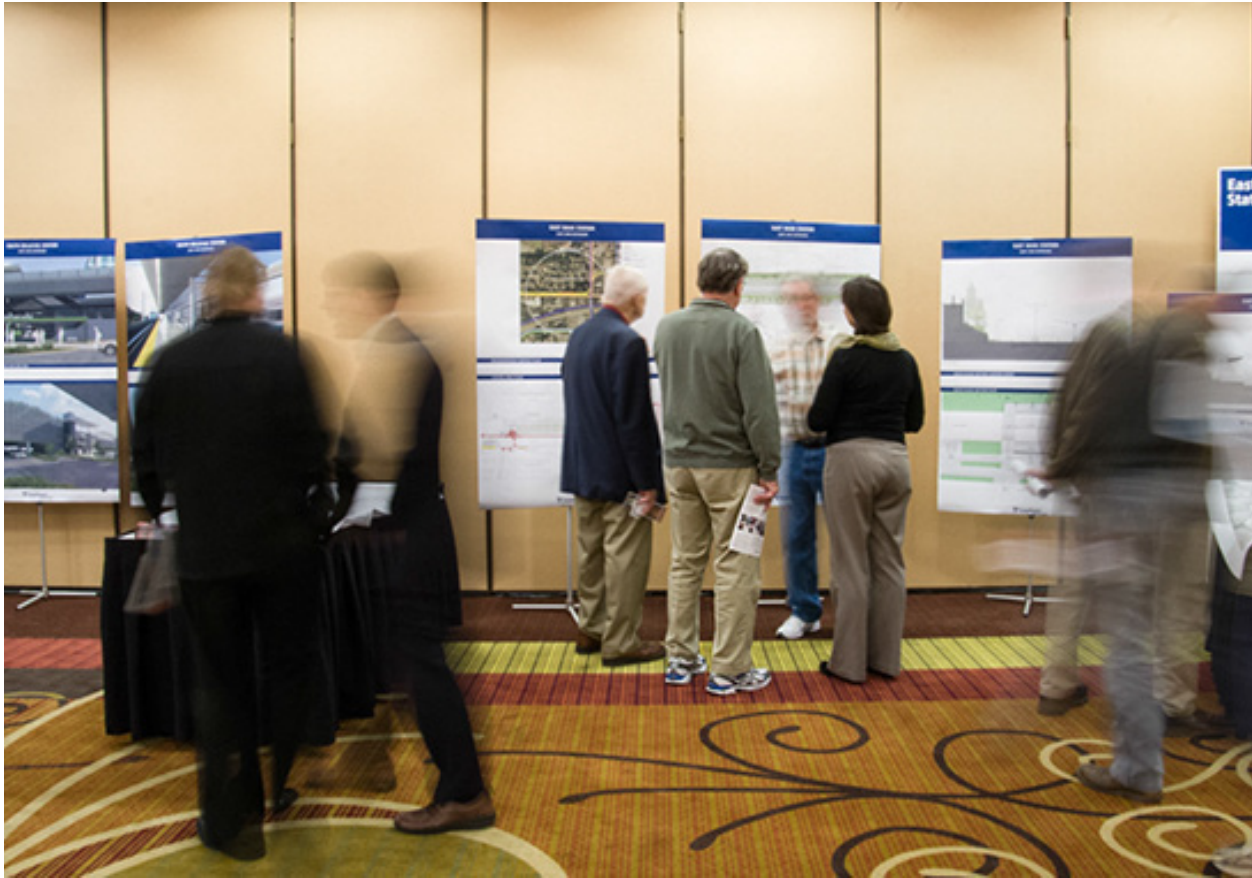


At approximately the 60% design milestone, the Sound Transit Board will make the final selection of the station names; taking in to consideration public, stakeholder and jurisdictional feedback.

## Next Steps

Sound Transit will incorporate public comments to the extent possible while working to advance design of the South Bellevue 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-LINK.





# East Link South Bellevue Segment Renderings

## South Bellevue Station

Located south of the intersection at 112th Ave. SE and Main Street, this at-grade station provides increased transit access to surrounding residences, neighborhoods and businesses as well as kiss-and-ride drop-off and pick-up.



## East Main Station

Located on Bellevue Way SE at the current South Bellevue Park-and-Ride site, this station includes bus and paratransit transfer facilities and approximately 1,500 parking stalls.

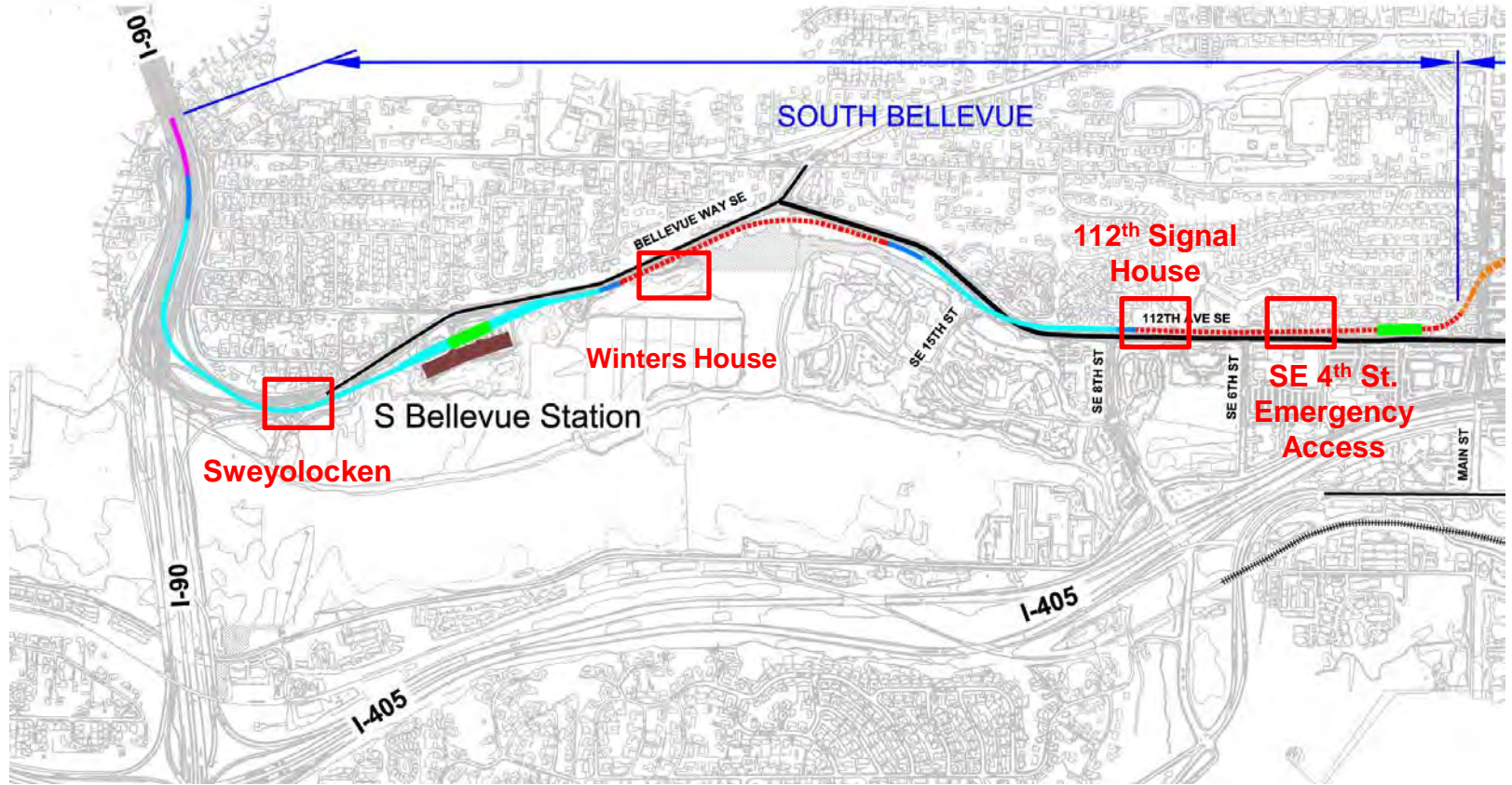




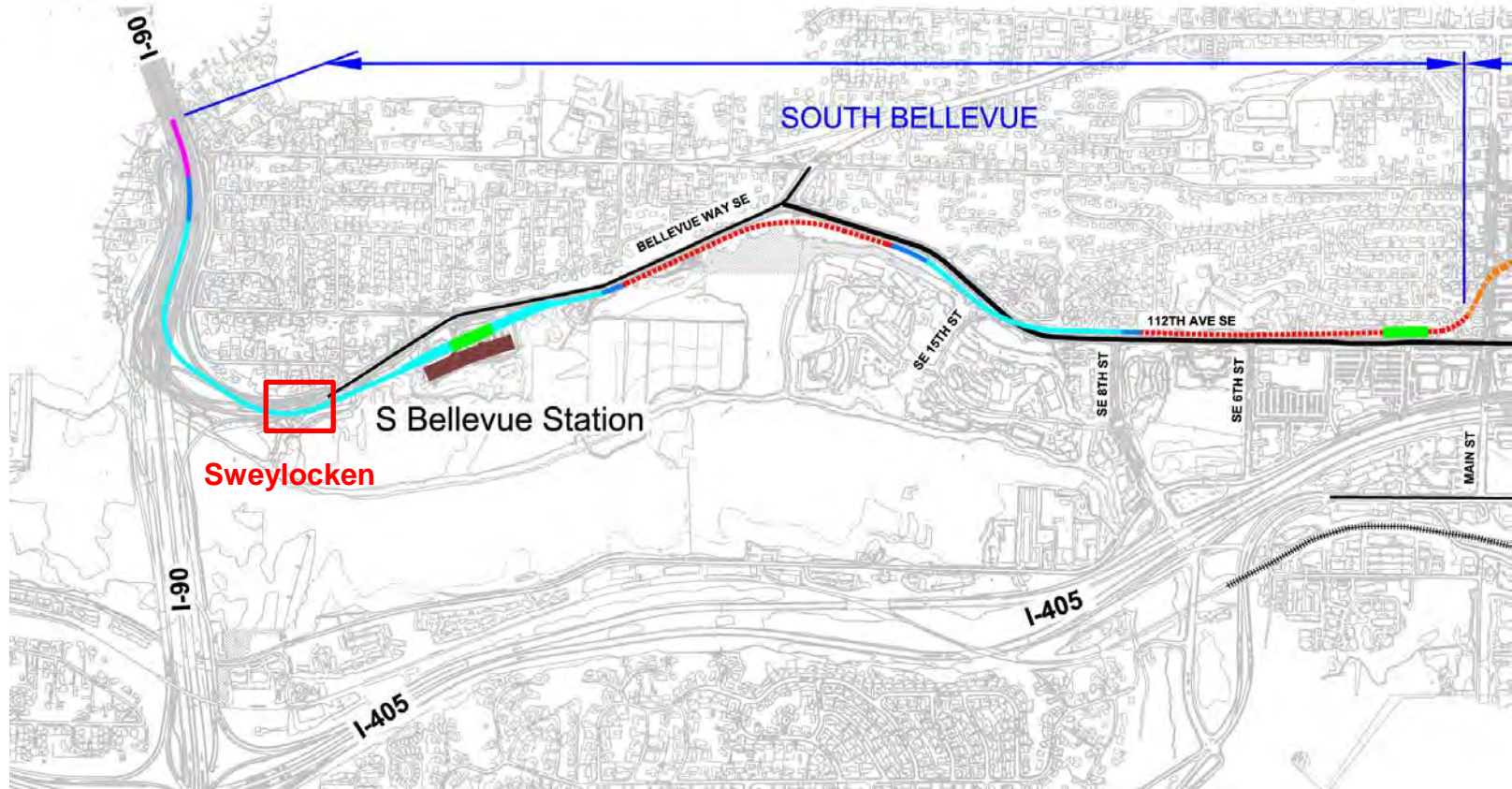




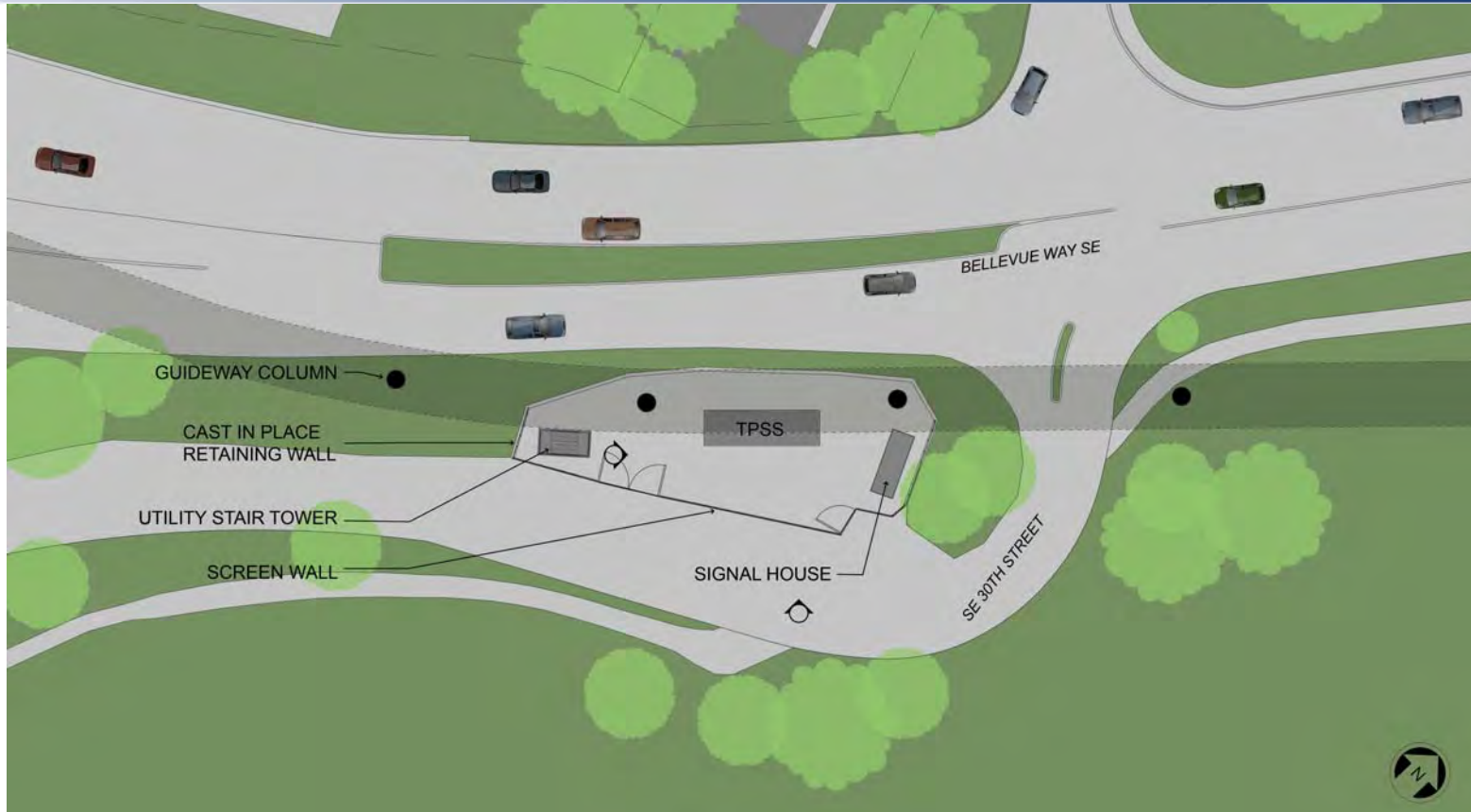
# South Bellevue Corridor Design



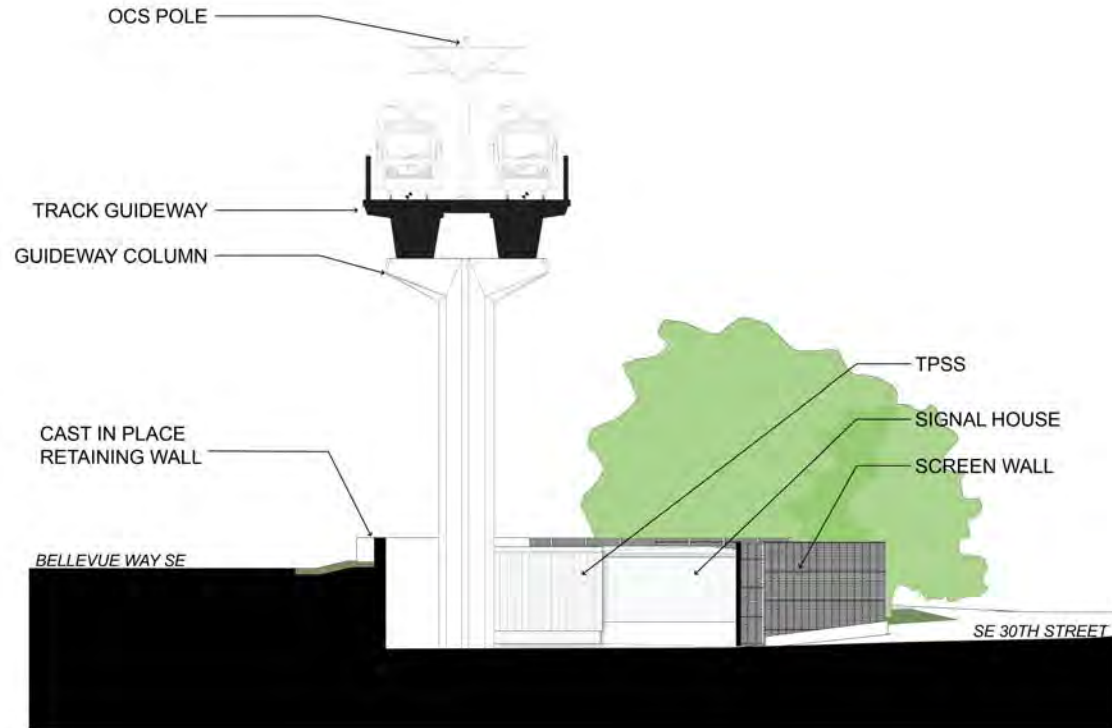




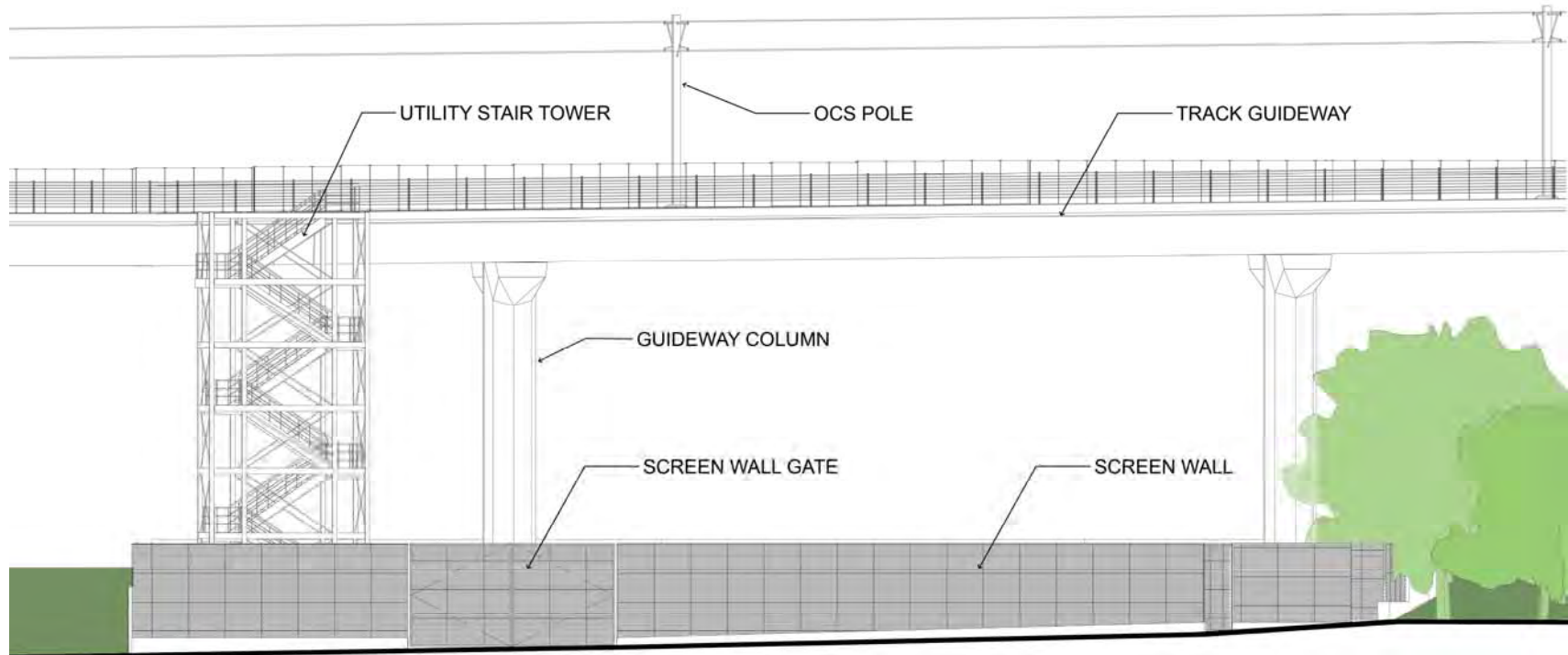
# Swaylocken – Site



# Sweyolocken – Plan



# Swayolocken – Cross Section

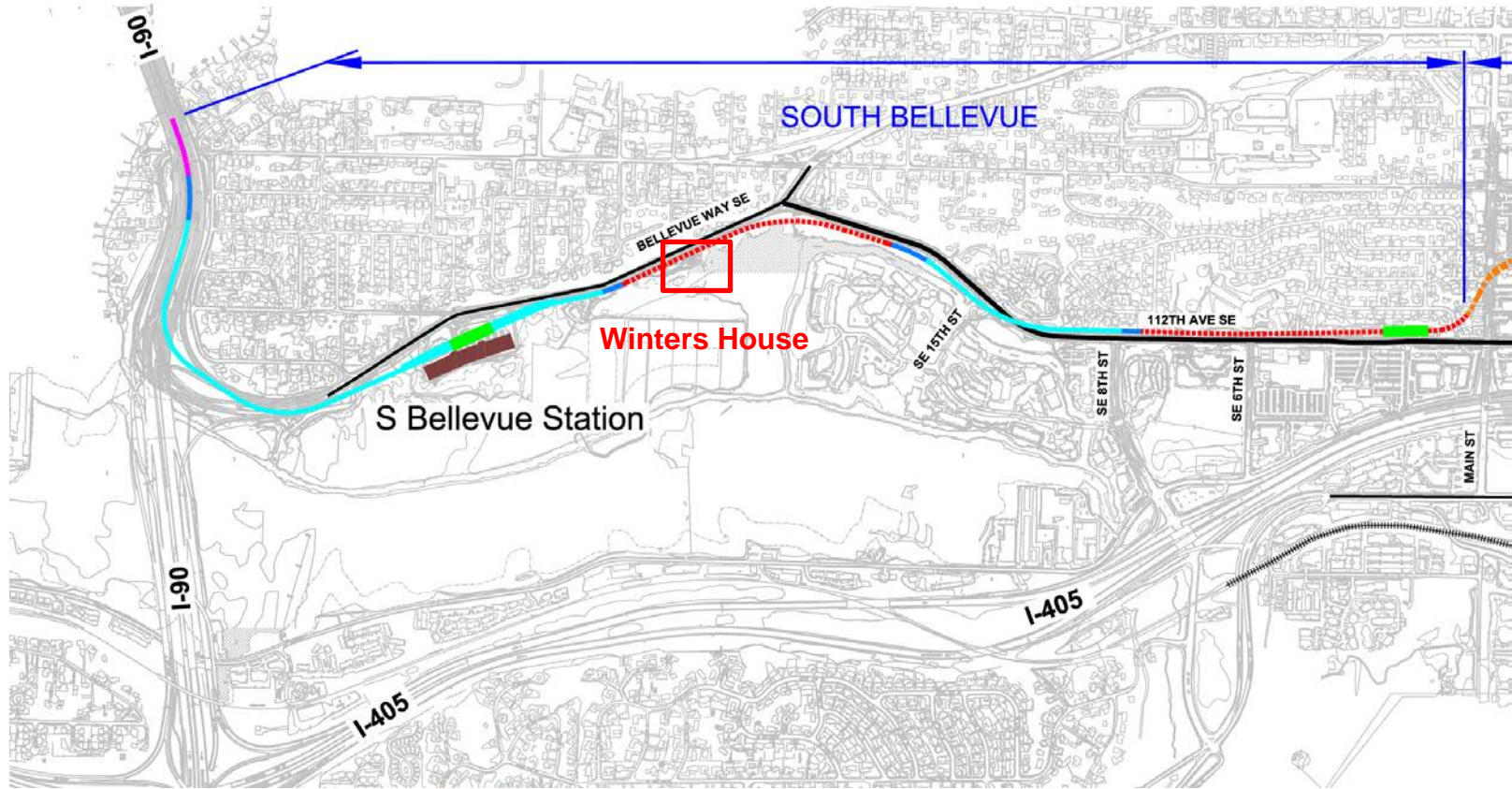


# Sveyolocken – East Elevation





# Swayolocken – Perspective





# S. BELLEVUE CORRIDOR - WINTERS HOUSE

## EAST LINK EXTENSION



# S. BELLEVUE CORRIDOR - WINTERS HOUSE PLANTINGS

## EAST LINK EXTENSION

### TREES - DECIDUOUS & EVERGREEN



**Tiny Tower Italian Cypress**  
*Cupressus sempervirens 'Tiny Tower'*

Ornamental evergreen tree proposed along the front of the Winters House.



**Mountain Hemlock**  
*Tsuga mertensiana*

Screening evergreen tree proposed at Winters House front gardens to screen track tunnel infrastructure.



**Sweetbay Magnolia**  
*Magnolia virginiana*

Ornamental evergreen tree throughout the front yard of the Winters House.



**Vine Maple**  
*Acer circinatum*

Forest understory tree proposed for the north side of the Winters House as it transitions to forest.



### SHRUBS



**'Fragrant Star' Azalea**  
*Azalea 'Fragrant Star'*

Ornamental deciduous shrub proposed throughout the front yard of the Winters House.



**Western Azalea**  
*Azalea occidentale*

Flowering deciduous shrub proposed throughout the front yard of the Winters House.



**Pacific Rhododendron**  
*Rhododendron macrophyllum*

Evergreen shrub proposed for screening and ornamental use in the front yard of the Winters House.



**'Soft Caress' Mahonia**  
*Mahonia eurybracteata 'Soft Caress'*

Evergreen shrub proposed throughout the front yard of the Winters House.

### GROUNDCOVERS & PERENNIALS



**Flowering Bulb Mixed Border**  
*Narcissus 'Erlicheer'*  
*Narcissus 'Tete a Tete'*  
*Tulipa turkistanica*  
*Blechnum penna-marina*  
*Sedum divergens*

Evergreen perennials and naturalized flowering bulbs proposed for edge of plantings.



**Mediterranean Spurge**  
*Euphorbia characias 'Wulfenii'*

Flowering perennial proposed for use in the front yard of the Winters House as an accent at the edge of planting beds.



**New Zealand Flax**  
*Phormium tenax*  
*'Atropurpureum'*

Perennial proposed as an accent plant in planting beds in the Winters House front yard.



**Sword Fern**  
*Polystichum munitum*

Fern proposed as an accent plant throughout planting beds in the Winters House front yard.

FEB 2014



# S. BELLEVUE CORRIDOR - 112TH AVE SE & WINTERS HOUSE PLANTINGS

## EAST LINK EXTENSION

### TREES - DECIDUOUS & EVERGREEN



**Incense Cedar**  
*Calocedrus decurrens*

Screening evergreen tree proposed along the eastern side of rail tracks along 112th Ave SE.



**Douglas Fir**  
*Pseudotsuga menziesii*

Screening evergreen tree proposed along the eastern side of rail tracks along 112th Ave SE.



**Western Red Cedar**  
*Thuja plicata*

Screening evergreen tree proposed along the eastern side of rail tracks along 112th Ave SE.



**Serviceberry**  
*Amelanchier grandiflora* 'Princess Diana'

Deciduous tree proposed along the eastern side of rail tracks along 112th Ave SE.



### SHRUBS



**Kelsey Dogwood**  
*Cornus stolonifera* 'Kelseyi'

Deciduous shrub proposed along the western side of rail tracks along 112th Ave SE.



**Red Flowering Currant**  
*Ribes sanguineum*

Deciduous shrub proposed along the western side of rail tracks along 112th Ave SE and in the Winters House parking lot.



**Coast Silk Tassel**  
*Garrya elliptica*

Evergreen shrub proposed along the eastern side of rail tracks along 112th Ave SE.



**Evergreen Huckleberry**  
*Vaccinium ovatum*

Evergreen shrub proposed along the eastern side of rail tracks along 112th Ave SE and in the Winters House parking lot.

### GROUNDCOVERS & PERENNIALS



**Kinnikinnick**  
*Arctostaphylos uva-ursi*

Evergreen groundcover proposed throughout the eastern side of rail tracks along 112th Ave SE.



**Blueberry/Sedum Mix**  
*Camas, Vaccinium, and Sedum*

A mix of blueberry groundcover, evergreen sedum and flowering bulbs proposed for the Winters House parking lot.



**Orange New Zealand Sedge**  
*Carex testacea*

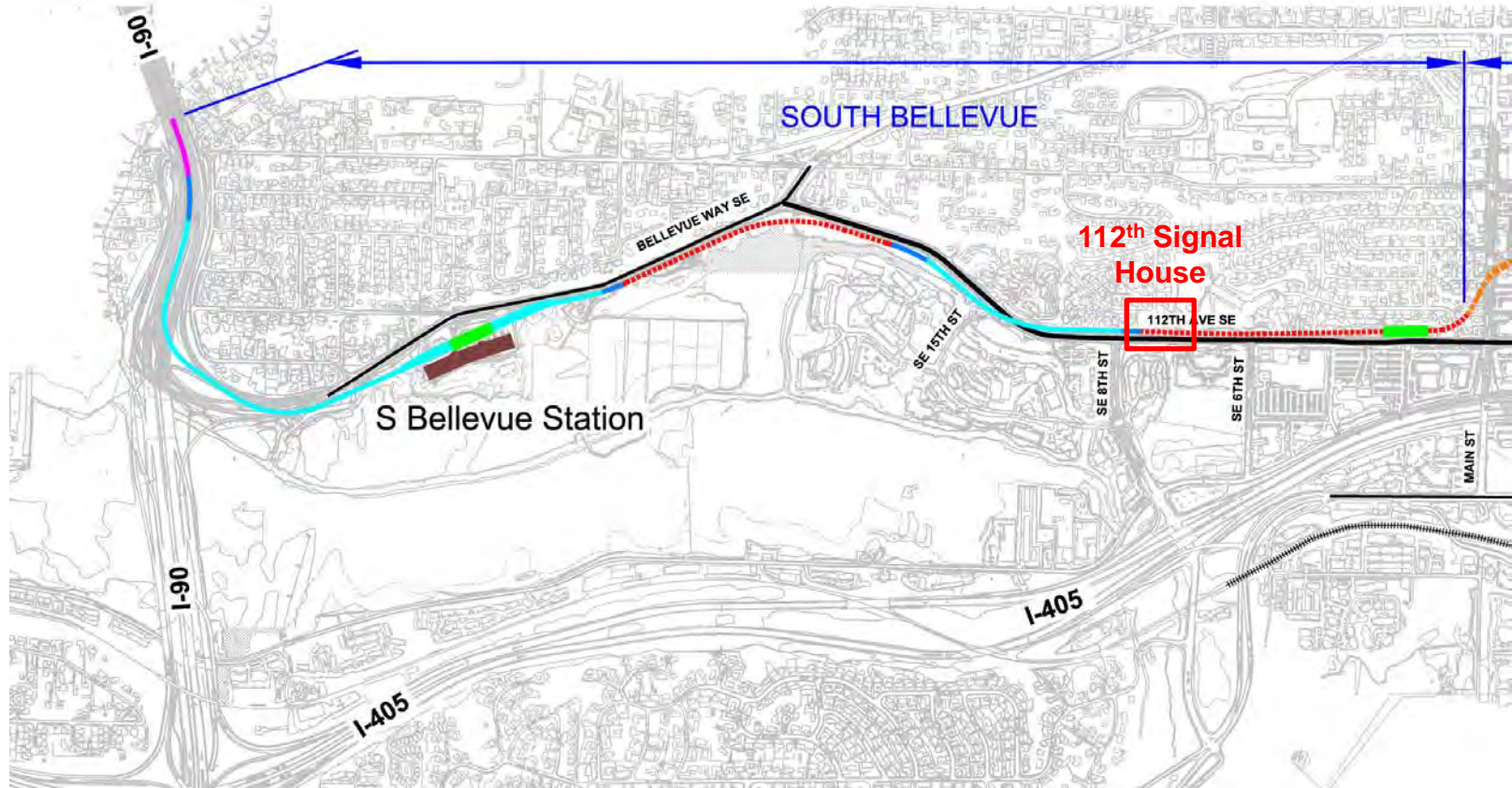
Ornamental grass proposed as an accent plant at the Winters House parking lot.



**Blue Eyed Grass**  
*Sisyrinchium idahoense*

Flowering perennial proposed for use along the western side of rail tracks along 112th Ave SE.

FEB 2014



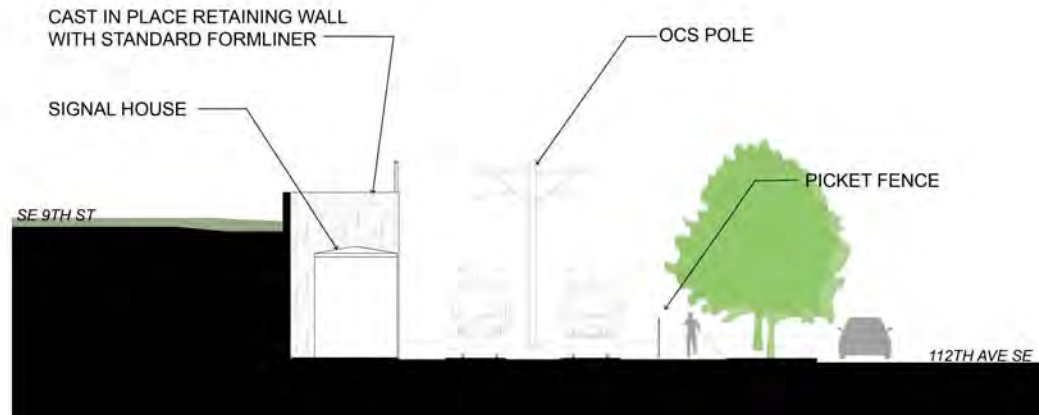
# SE 112<sup>th</sup> Signal House – Site



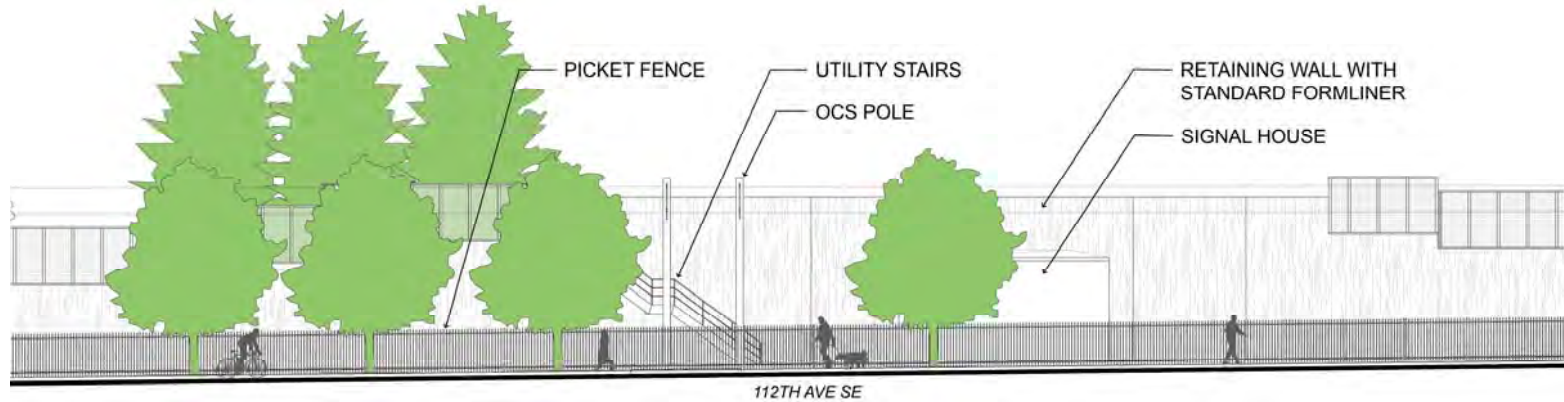


# SE 112<sup>th</sup> Signal House – Plan

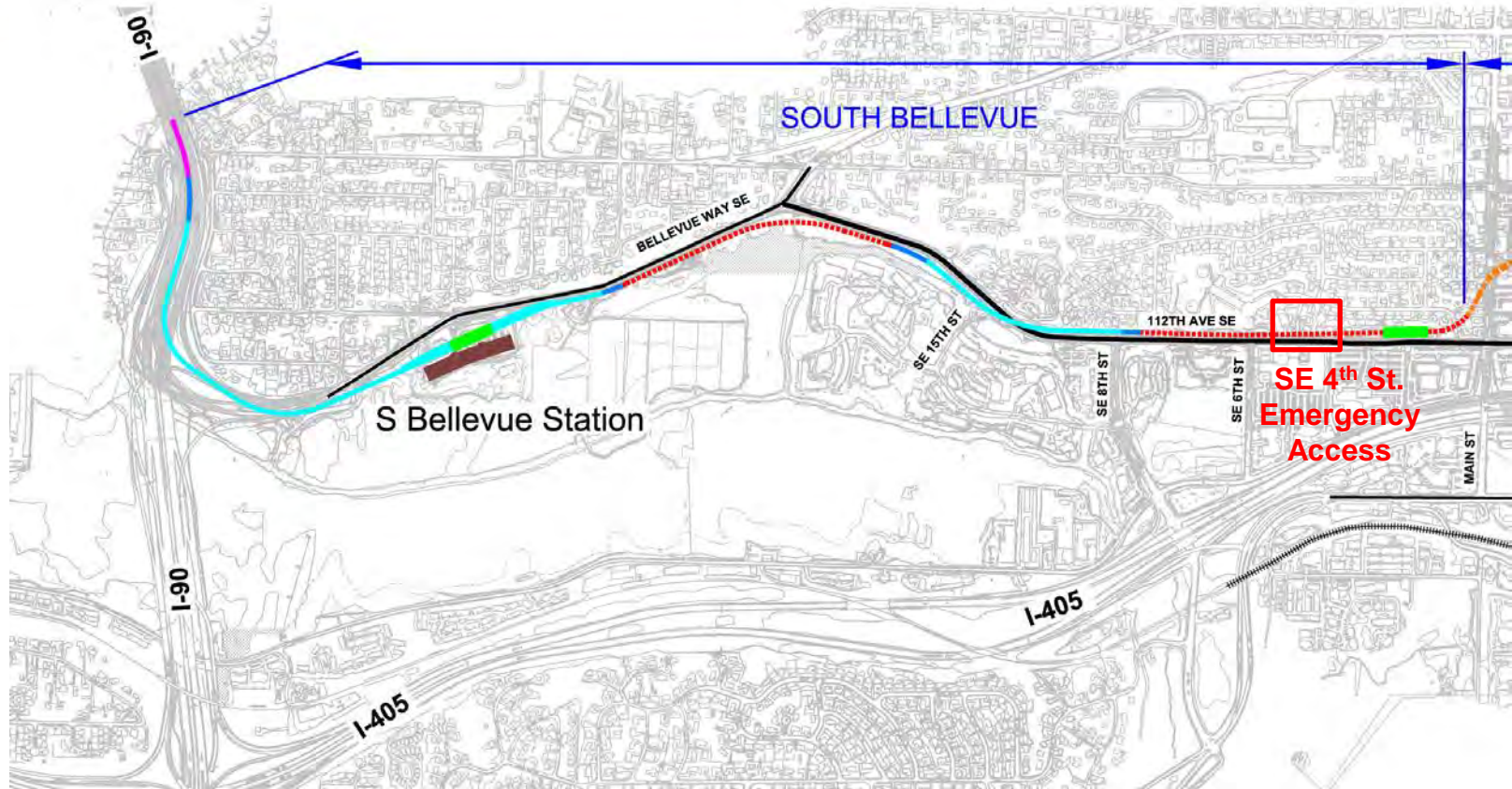




# SE 112<sup>th</sup> Signal House – Cross Section



# SE 112<sup>th</sup> Signal House – Elevation











# S. BELLEVUE CORRIDOR - 112TH AVE SE AT SE 4TH ST

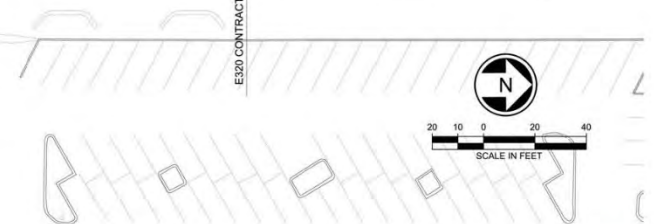
## EAST LINK EXTENSION



30' PLANTING BUFFER PER CITY OF BELLEVUE  
CODE REQUIREMENTS (LUC 20.25B.040C.2.c)



- Min. of 5 trees per 1,000 sq. ft. of buffer area
- 10' min. height for trees at time of planting
- Max. 40% of trees can be deciduous
- Trees must be set back from center of rail guideway by 34' minimum
- Evergreen shrubs must be min. 42" in height and spaced 3' on center at time of planting
- Mix of evergreen and deciduous shrubs



FEB 2014





# Concrete Form Liner



**Standard Track Fence**



## 99 of 152

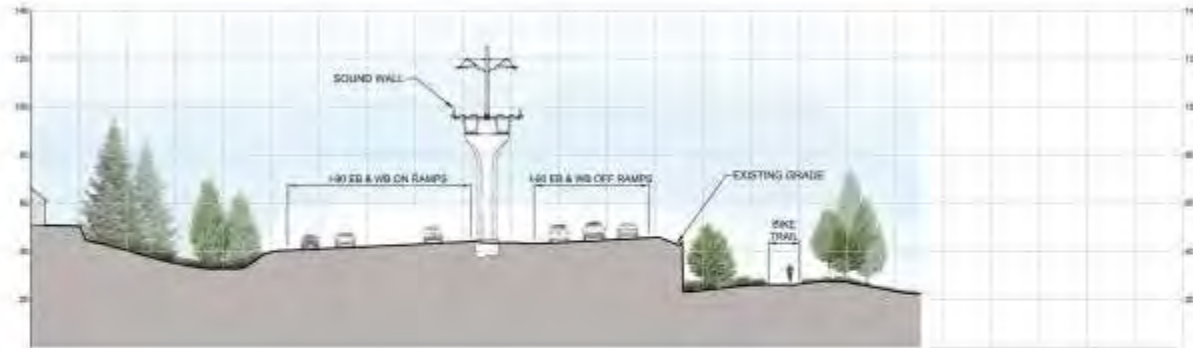




# E320 Roll Plot



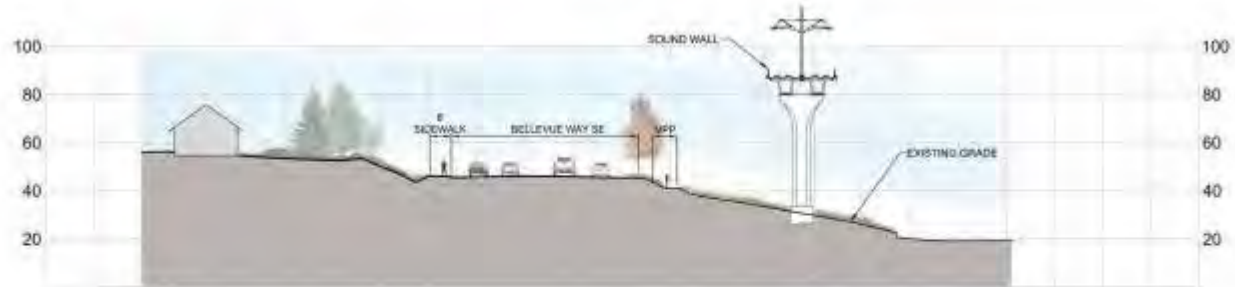
## E320 Site cross section



SECTION B  
BELLEVUE WAY @ SWEYOLOCKEN-BOAT LAUNCH

**E320 Site cross section**





**SECTION C**  
**ELEVATED GUIDEWAY SOUTH OF STATION**

**E320 Site cross section**



SECTION D  
BELLEVUE WAY SE

## E320 Site cross section



**SECTION E**  
**BLUEBERRY FARM ACCESS**

## E320 Site cross section





SECTION F  
TRENCH SOUTH OF WINTERS HOUSE

## E320 Site cross section



**SECTION G**  
**LIDDED STRUCTURE @ WINTERS HOUSE**

**E320 Site cross section**



# E320 Site cross section





## E320 Site cross section



## E320 Site cross section



**SECTION K**  
**ROAD OVER RAIL STRUCTURE**

**E320 Site cross section**





SECTION L  
112TH AVE SE SOUTH OF SE 8TH ST

## E320 Site cross section



SECTION M  
112TH AVE SE @ SE 8TH ST

## E320 Site cross section



SECTION N  
112TH AVE SE @ SE 6TH ST

## E320 Site cross section





SECTION O  
112TH AVE SE @ SE 4TH ST

**E320 Site cross section**



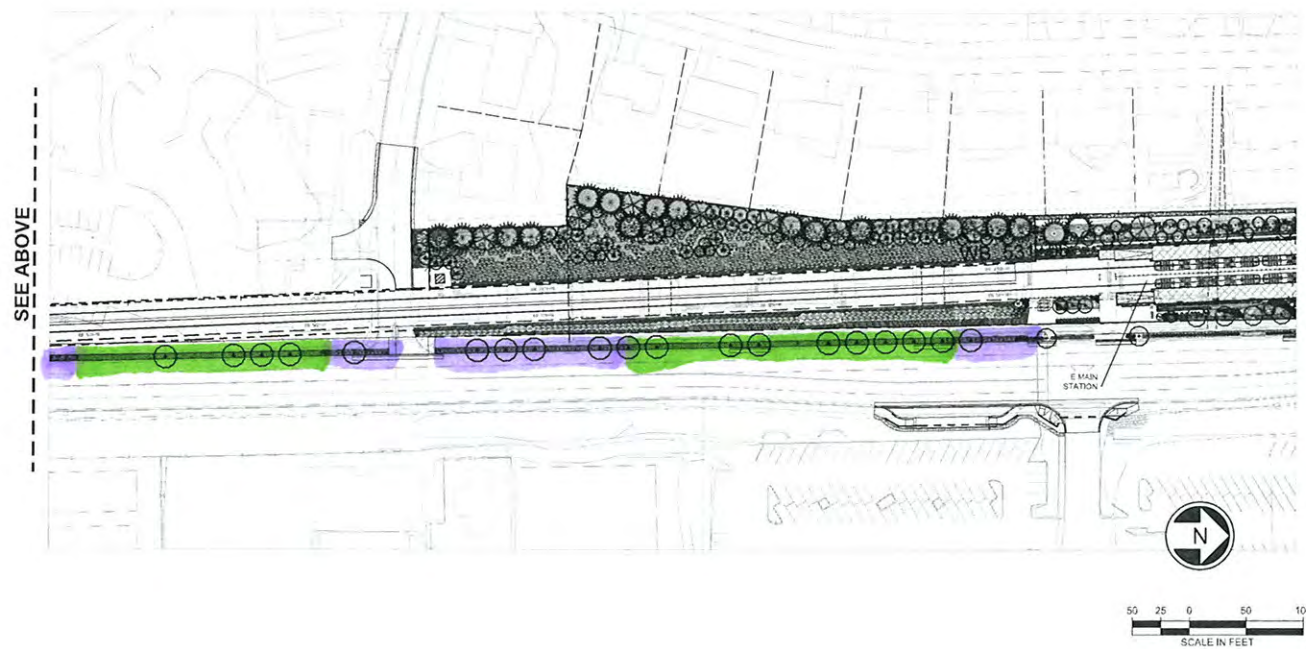
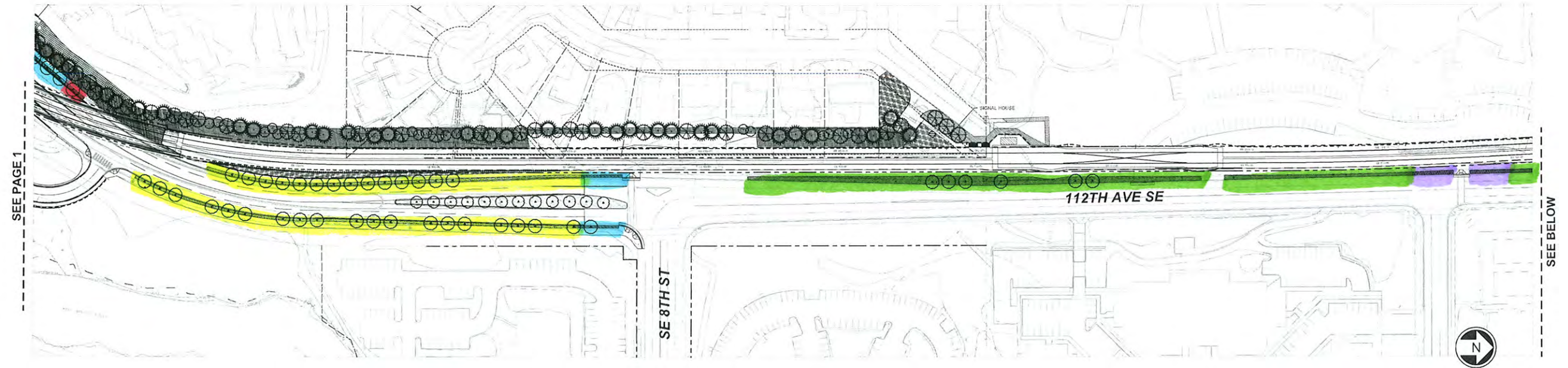
SECTION P  
112TH AVE SE NORTH OF SE 4TH ST

## E320 Site cross section

















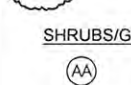













- ENLARGEMENT 1A
- ENLARGEMENT 1B
- ENLARGEMENT 2
- ENLARGEMENT 3
- ENLARGEMENT 4A
- ENLARGEMENT 4B
- ENLARGEMENT 5

























PAGE 2



LIST:  
08-1822234  
AL-BYB57

PLANT SCHEDULE & NOTES

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE / REMARKS
TREES				
	5	ACER CIRCINATUM	VINE MAPLE	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT
	10	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT
	38	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT
	2	BETULA PAPYRIFERA	PAPER BIRCH	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 7' BRANCHING HEIGHT
	4	CARPINUS BETULUS 'FASTIGIATA'	PYRAMIDAL EUROPEAN HORNBEAN	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 7' BRANCHING HEIGHT
	24	CORNUS KOUSA X NUTTALLII 'VENUS'	VENUS DOGWOOD	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 7' BRANCHING HEIGHT
	83	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT
	37	THUJA PLICATA	WESTERN RED CEDAR	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; MIN 7' BRANCHING HEIGHT
	188	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; MIN 7' BRANCHING HEIGHT
SHRUBS/GROUNDCOVERS				
	3	AMELANCHIER ALNIFOLIA	SERVICEBERRY	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 48" OC
	182	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	152	SPIRAEA BETULIFOLIA 'TOR'	BIRCHLEAF SPIREA	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	536 SF	CORNUS SERICEA 'KELSEYI'	KELSEYI DOGWOOD	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	260 SF	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	142 SF	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	484 SF	LIRIOPE SPICATA	CREEPING LILY TURF	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	1,299 SF	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC
	305 SF	MAHONIA REPENS	CREEPING MAHONIA	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC
	3,076 SF	ROSA RUGOSA 'PINK PAVEMENT'	PINK PAVEMENT ROSE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC
	1,000 SF	RUBUS CALYCINOIDES 'EMERALD CARPET'	BRAMBLE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC
	67,041 SF	MIX: NATIVE FOREST BUFFER ACER CIRCINATUM GAULTHERIA SHALLON POLYSTICHUM MUNITUM RIBES SANGUINEUM SPIRAEA BETULIFOLIA 'TOR' SYMPHORICARPOS ALBUS VACCINIUM OVATUM	VINE MAPLE SALAL WESTERN SWORD FERN RED FLOWERING CURRANT BIRCHLEAF SPIREA COMMON WHITE SNOWBERRY EVERGREEN HUCKLEBERRY	36" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED; OFFSET 5' FROM EDGE OF PAVING 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	18,028 SF	MIX: NATIVE BUFFER CORNUS SERICEA 'KELSEYI' GAULTHERIA SHALLON POLYSTICHUM MUNITUM RIBES SANGUINEUM SYMPHORICARPOS ALBUS	KELSEYI DOGWOOD SALAL WESTERN SWORD FERN RED FLOWERING CURRANT COMMON WHITE SNOWBERRY	36" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE / REMARKS
	3,280 SF	MIX: LOW SHRUB ARCTOSTAPHYLOS UVA-URSI MAHONIA REPENS SEDUM DIVERGENS	KINNIKINNICK CREEPING MAHONIA SPREADING STONECROP	24" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	3,196 SF	MIX: TPSS PLANTING 1 GAULTHERIA SHALLON SYMPHORICARPOS ALBUS	SALAL COMMON WHITE SNOWBERRY	36" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	1,059 SF	MIX: TPSS PLANTING 2 GAULTHERIA SHALLON MAHONIA AQUIFOLIUM MYRICA CALIFORNICA SYMPHORICARPOS ALBUS	SALAL OREGON GRAPE PACIFIC WAX MYRTLE COMMON WHITE SNOWBERRY	36" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	82,512 SF	MIX: WSDOT HIGH SHRUB ARBUTUS UNEDO 'COMPACTA' HOLODISCUS DISCOLOR SYMPHORICARPOS ALBUS	COMPACT STRAWBERRY BUSH OCEAN-SPRAY COMMON WHITE SNOWBERRY	48" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	7,585 SF	MIX: WSDOT LOW SHRUB GAULTHERIA SHALLON MAHONIA REPENS SYMPHORICARPOS ALBUS	SALAL CREEPING MAHONIA COMMON WHITE SNOWBERRY	48" OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	25,719 SF	MIX: WSDOT TREE ACER CIRCINATUM AMELANCHIER ALNIFOLIA PSEUDOTSUGA MENZIESII THUJA PLICATA 'STONEHAM GOLD'	VINE MAPLE SERVICEBERRY DOUGLAS FIR WESTERN RED CEDAR	10' OC TRIANGULAR SPACING; RANDOM AND EVEN DISTRIBUTION 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED 1 GAL CONT; FULL & WELL ROOTED
	8,664 SF	PRIVATE PROPERTY RESTORATION		TO BE DETERMINED - RESTORE PLANTING & IRRIGATION TO MATCH PRE-CONSTRUCTION CONDITIONS
	19,707 SF	SEED MIX		
	5,486 SF	MULCH ONLY		
	4,541 SF	QUARRY SPALLS		
PLANTING ENLARGEMENT 1A				
	5,837 SF	CORNUS SERICEA 'KELSEYI'	KELSEYI DOGWOOD	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
		FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
PLANTING ENLARGEMENT 1B				
	3,902 SF	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
		SPIRAEA BETULIFOLIA 'TOR'	BIRCHLEAF SPIREA	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
PLANTING ENLARGEMENT 2				
	4,857 SF	EPIMEDIUM X VERSICOLOR 'SULPHUREUM'	SULPHUREUM BARRENWORT	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 24" OC
		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
PLANTING ENLARGEMENT 3				
	10,552 SF	HAKONECHLOA MACRA 'AUREOLA'	GOLDEN JAPANESE FOREST GRASS	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 24" OC
		PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
PLANTING ENLARGEMENT 4A				
	2,700 SF	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 24" OC
		RUBUS CALYCINOIDES 'EMERALD CARPET'	BRAMBLE	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
PLANTING ENLARGEMENT 4B				
	1,598 SF	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
		HAKONECHLOA MACRA 'AUREOLA'	GOLDEN JAPANESE FOREST GRASS	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 24" OC
PLANTING ENLARGEMENT 5				
	3,304 SF	MAHONIA REPENS	CREEPING MAHONIA	1 GAL CONT; FULL & WELL ROOTED; SPACING @ 36" OC
		ROSA RUGOSA 'PINK PAVEMENT' OR SPIRAEA BETULIFOLIA 'TOR'	PINK PAVEMENT ROSE OR BIRCHLEAF SPIREA	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 36" OC

NOTE:

ALL PRIVATE PROPERTY RESTORATION AREAS SHALL RECEIVE TYPE 2 SOIL PREPARATION. SEE DETAIL 2 SHEET STD-LPD101.  
ALL CORRIDOR PLANTING AREAS SHALL RECEIVE TYPE 1 SOIL PREPARATION. SEE DETAIL 1 SHEET STD-LPD101.

ORIGINATED BY: / DATE: /  
CHECKED BY: / DATE: /  
BACK-CHECKED BY: / DATE: /  
09/25/13 1:48 AM | A.YOUNGERMAN  
P:\2012 PROJECTS\2012-27 EAST LINK - SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER FINAL DESIGN PROJECT\GRAPHICS\AUTOCAD\DWG FILES\E320\L85-LPS100.DWG

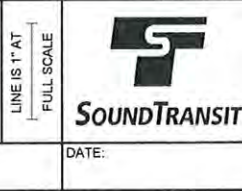
CORRECTED BY: / DATE: /  
VERIFIED BY: / DATE: /

60% IDR SUBMITTAL

DESIGNED BY:  
A. LUOMA  
DRAWN BY:  
M. OVIIR  
CHECKED BY:  
J. HOWARD  
APPROVED BY:  
J. SCHETTLER



HBB  
LANDSCAPE ARCHITECTURE  
210 WESTLAKE AVENUE, SUITE 200  
SEATTLE, WA 98108  
206.922.3200 phone  
206.922.3245 fax



SCALE:  
NTS  
FILENAME:  
E320-L85-LPS100  
CONTRACT No.:  
RTA/LR XXXX-XX  
DATE:  
09/10/2013

EAST LINK EXTENSION  
CONTRACT E320  
SOUTH BELLEVUE  
LANDSCAPE  
PLANTING SCHEDULE, NOTES & LEGEND  
CORRIDOR

DRAWING No.:  
L85-LPS100  
LOCATION ID:  
L85  
SHEET No.:  
REV:  
0



# Planting Enlargement 1A

## Kelseyi Dogwood

*Cornus sericea 'Kelseyi'*

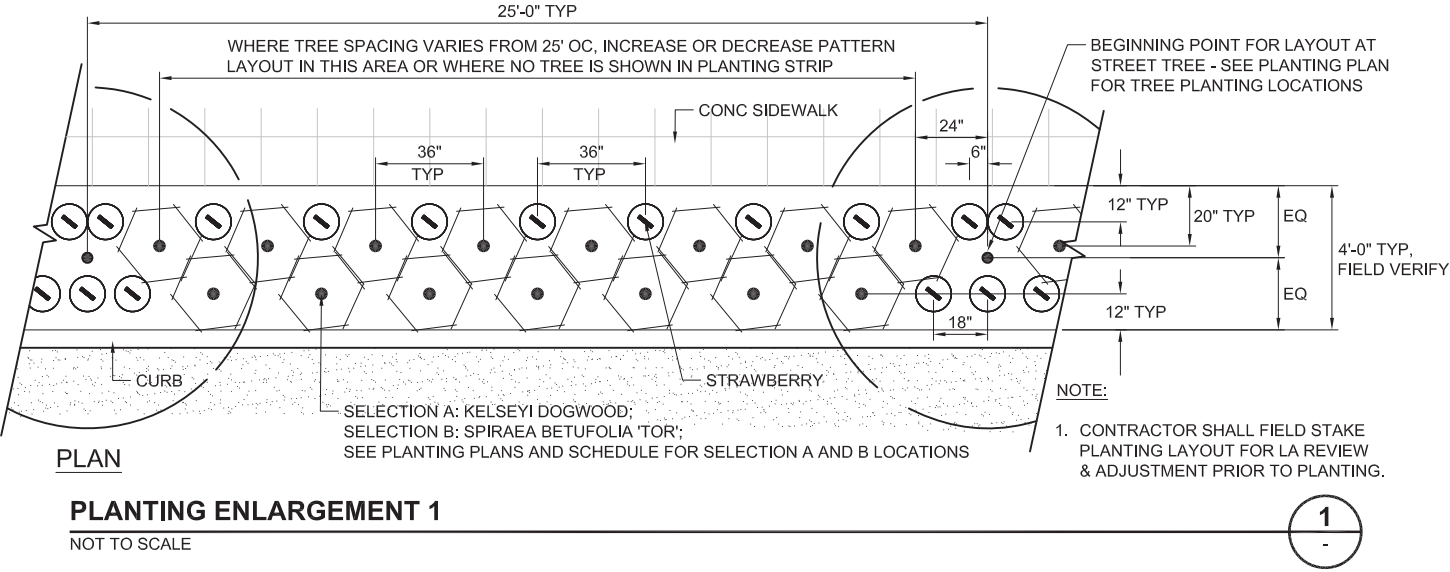
Height: 24" – 30"  
Spread: 24' – 30'



## Beach Strawberry

*Fragaria chiloensis*

Height: 4" – 6"  
Spread: 2' – 3'





# Planting Enlargement 1B

## Birchleaf Spiraea

*Spiraea betulifolia 'Tor'*

Height: 2'- 4'

Spread: 2'- 4'

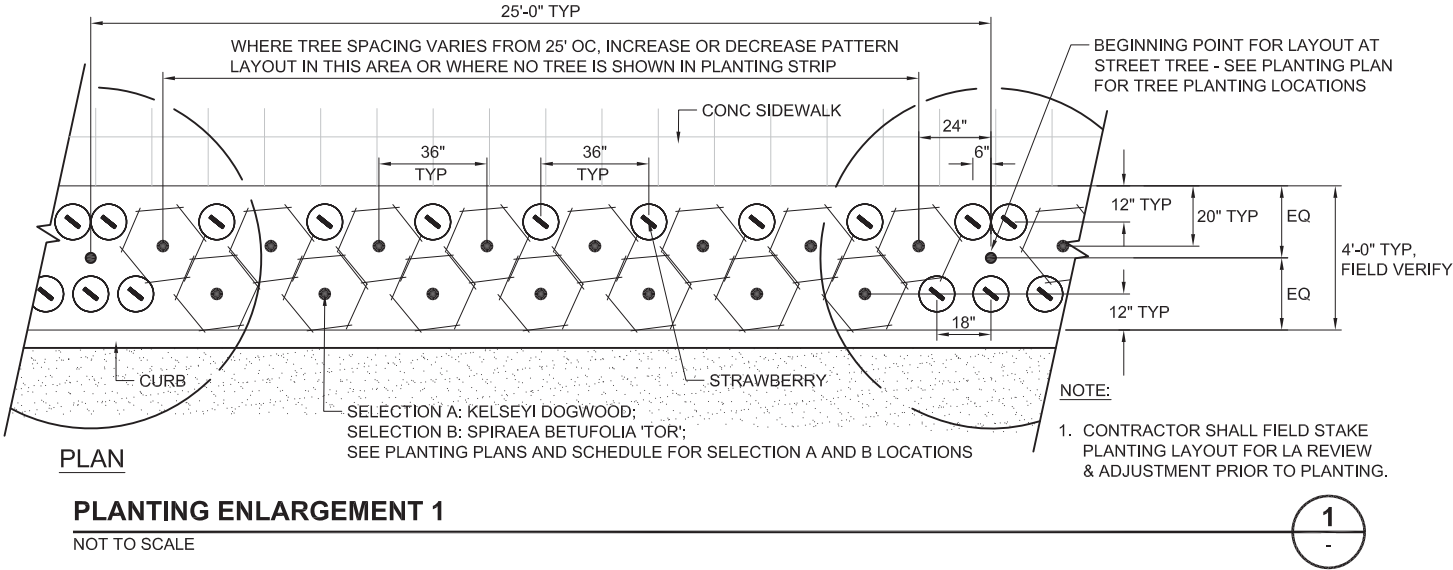


## Beach Strawberry

*Fragaria chiloensis*

Height: 4" – 6"

Spread: 2' – 3'





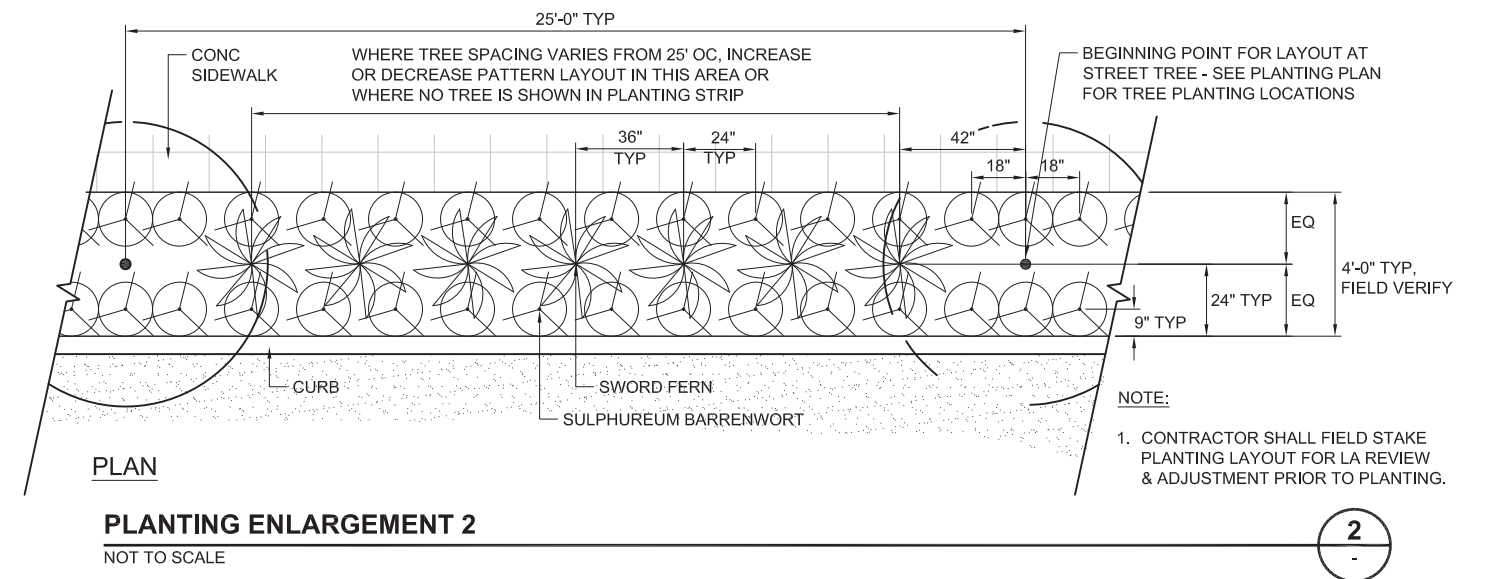
*Epimedium x versicolor* 'Sulphureum'

Height: 12" – 18"  
Spread: 18" – 24"



*Polystichum munitum*

Height: 2' - 4'  
Spread: 2' - 4'





# Planting Enlargement 3

## Golden Japanese Forest Grass

*Hakonechloa macra 'Aureola'*

Height: 12" – 16"

Spread: 24" - 36"

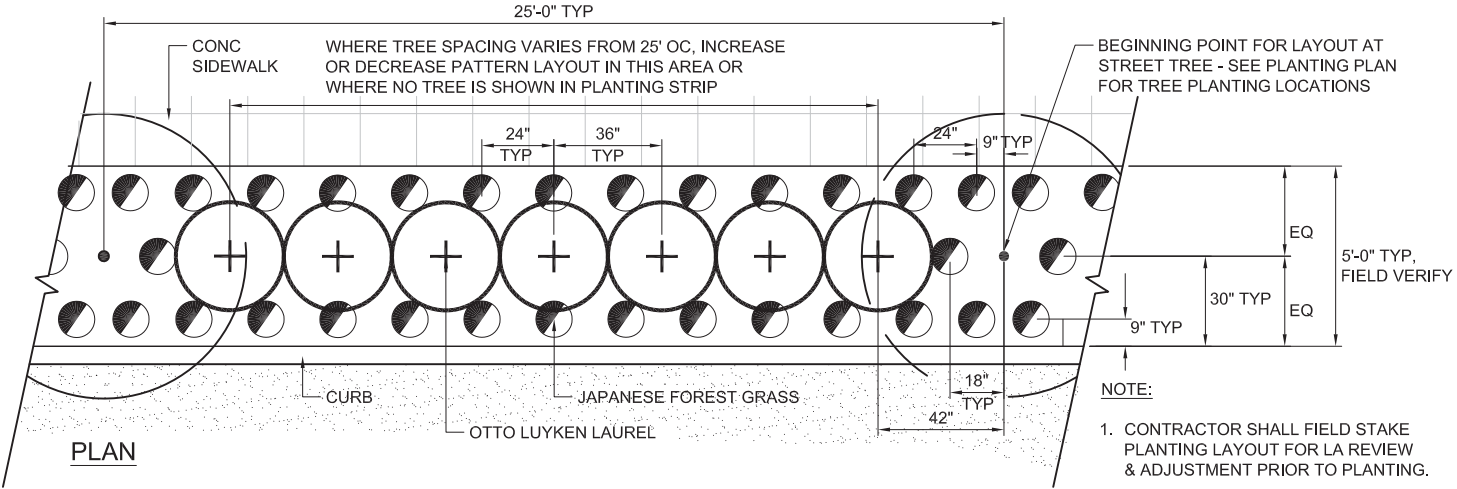


## Otto Luyken Laurel

*Prunus laurocerasus 'Otto Luyken'*

Height: 3' - 4'

Spread: 6' – 8'



PLANTING ENLARGEMENT 3



# Planting Enlargement 4A

## Little Bunny Fountain Grass

*Pennisetum alopecuroides 'Little Bunny'*

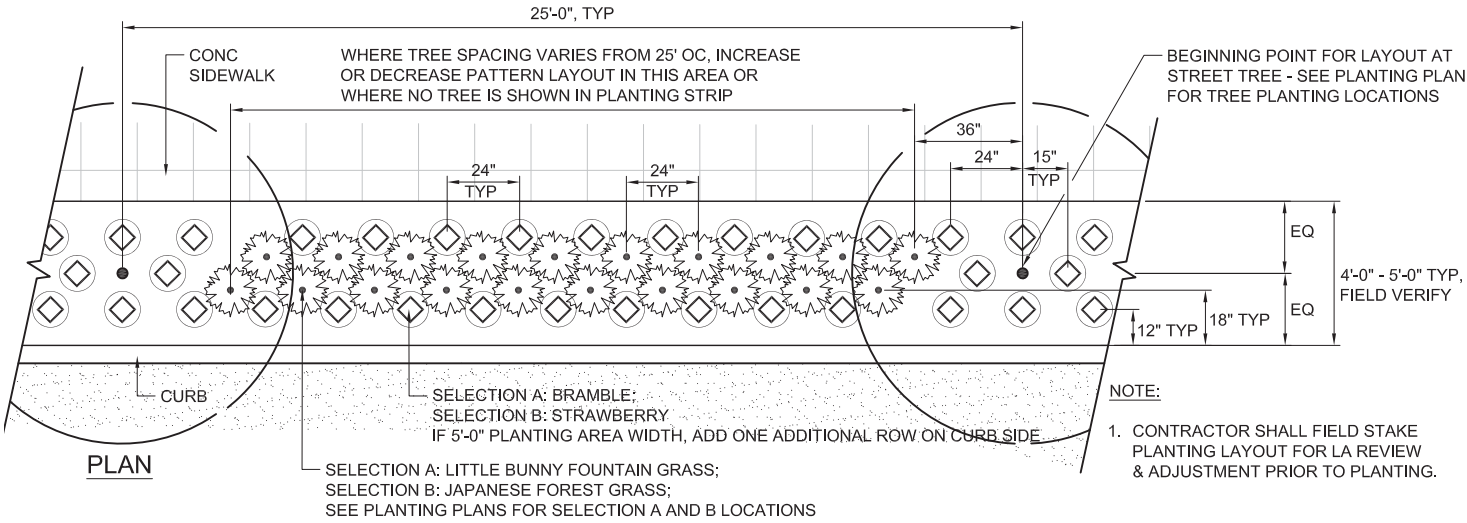
Height: 12" – 18"  
Spread: 12" – 18"



## Emerald Carpet Bramble

*Rubus calycinoides 'Emerald Carpet'*

Height: 2" – 6"  
Spread: 3' – 4'



### PLANTING ENLARGEMENT 4

NOT TO SCALE



# Planting Enlargement 4B

## Beach Strawberry

*Fragaria chiloensis*

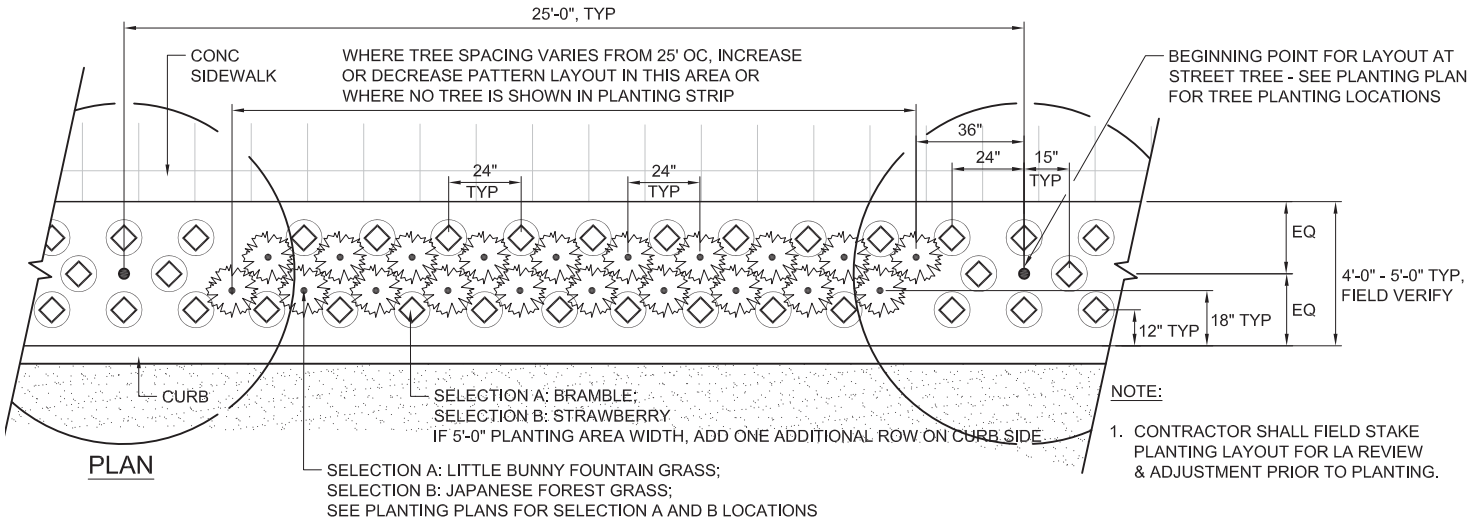
Height: 4" – 6"  
Spread: 2' – 3'



## Golden Japanese Forest Grass

*Hakonechloa macra 'Aureola'*

Height: 12" – 16"  
Spread: 24" - 36"



### PLANTING ENLARGEMENT 4

NOT TO SCALE



# Planting Enlargement 5

## Creeping Mahonia

*Mahonia repens*

Height: 12" – 24"

Spread: 3' - 4'



## Pink Pavement Rose

*Rosa rugosa 'Pink Pavement'*

Height: 2' - 4'

Spread: 4' - 6'

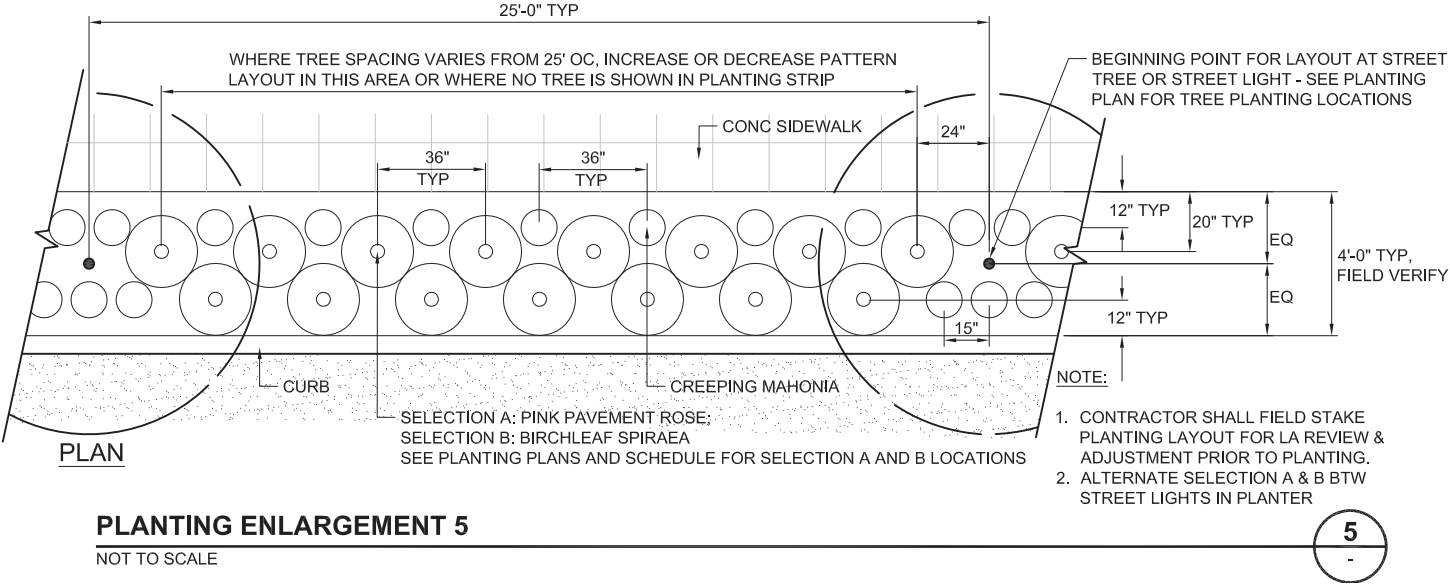


## Birchleaf Spiraea

*Spiraea betulifolia 'Tor'*

Height: 2' - 4'

Spread: 2' - 4'





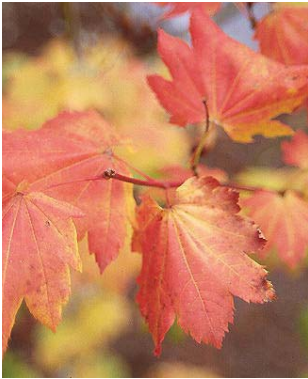
# Trees

## Vine Maple

*Acer circinatum*

Height: 15' - 35'

Spread: 15' - 20'

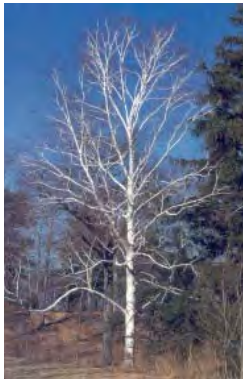


## Paper Birch

*Betula papyrifera*

Height: 50' - 80'

Spread: 35' - 50'



## Armstrong Maple

*Acer rubrum 'Armstrong'*

Height: 50' - 70'

Spread: 12' - 15'



## Pyramidal European Hornbeam

*Carpinus betulus 'Fastigata'*

Height: 30' - 40'

Spread: 15' - 20'



## Red Sunset Maple

*Acer rubrum 'Franksred'*

Height: 50' - 70'

Spread: 40' - 50'



## Venus Dogwood

*Cornus kousa x nuttallii 'Venus'*

Height: 20' - 25'

Spread: 15' - 20'





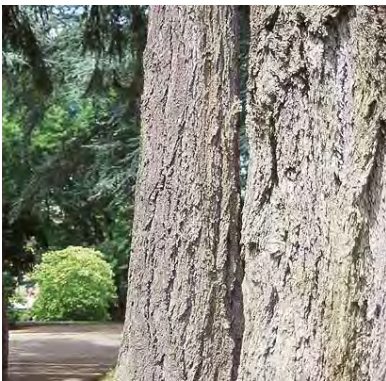
# Trees

## Douglas Fir

*Pseudotsuga menziesii*

Height: 50' - 60'

Spread: 25' - 35'



## Western Red Cedar

*Thuja plicata*

Height: 100' - 150'

Spread: 25' - 35'



## Greenspire Littleleaf Linden

*Tilia cordata 'Greenspire'*

Height: 50' - 60'

Spread: 25' - 35'





# Mix: Native Forest Buffer

Salal  
*Gaultheria Shallon*  
Height: 3' - 4'  
Spread: 5' - 10'



Western Sword Fern  
*Polystichum munitum*  
Height: 2' - 4'  
Spread: 2' - 4'



Red Flowering Currant  
*Ribes sanguineum*  
Height: 5' - 12'  
Spread: 5' - 12'



Birchleaf Spiraea  
*Spiraea betulifolia 'Tor'*  
Height: 2' - 4'  
Spread: 2' - 4'



White Snowberry  
*Symphoricarpos albus*  
Height: 4' - 6'  
Spread: 4' - 6'



Evergreen Huckleberry  
*Vaccinium ovatum*  
Height: 4' - 6'  
Spread: 4' - 6'





# Mix: Native Buffer

## Kelseyi Dogwood

*Cornus sericea 'Kelseyi'*

Height: 24" – 30"

Spread: 24' – 30'



## Red Flowering Currant

*Ribes sanguineum*

Height: 5' - 12'

Spread: 5' - 12'



## Salal

*Gaultheria Shallon*

Height: 3' - 4'

Spread: 5' - 10'



## White Snowberry

*Symphoricarpos albus*

Height: 4' - 6'

Spread: 4' - 6'



## Western Sword Fern

*Polystichum munitum*

Height: 2' - 4'

Spread: 2' - 4'





# Mix: Low Shrub

## Creeping Mahonia

*Mahonia repens*

Height: 24" – 30"

Spread: 24" – 30"



## Kinnickinnick

*Arctostaphylos uva-ursi*

Height: 6" - 8"

Spread: 6' - 8'



## Spreading Stonecrop

*Sedum divergens*

Height: 2" - 6"

Spread: 2' - 3'





# SOUTH BELLEVUE STATION - NEIGHBORHOOD CONTEXT PLAN

## EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE AERIAL VIEW

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE SOUTH ENTRY

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE NORTH ENTRY

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE PLATFORM

## EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE GARAGE SOUTH ENTRY

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - PERSPECTIVE GARAGE NORTH ENTRY

EAST LINK EXTENSION





# SOUTH BELLEVUE STATION - LANDSCAPE PLAN

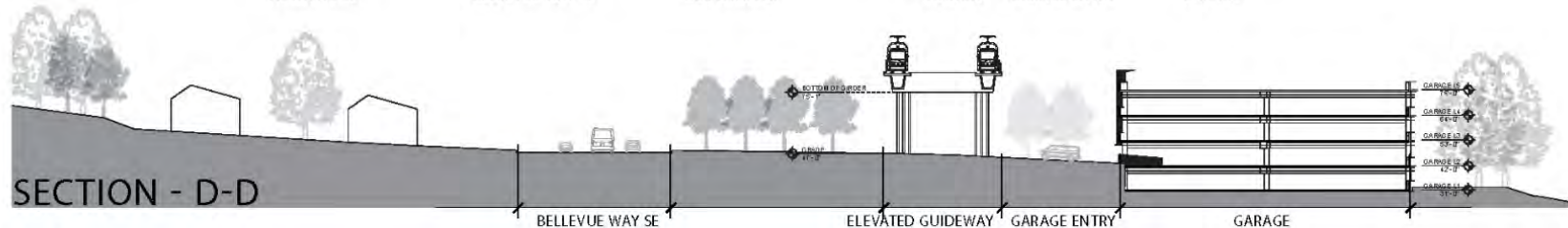
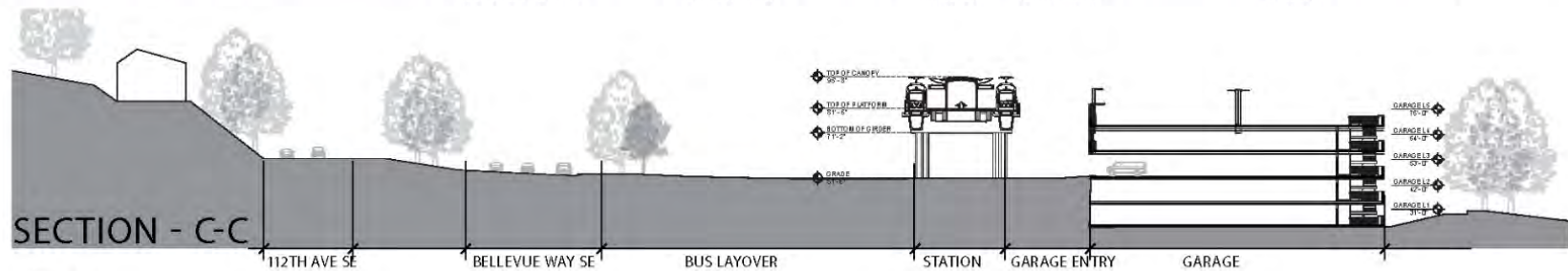
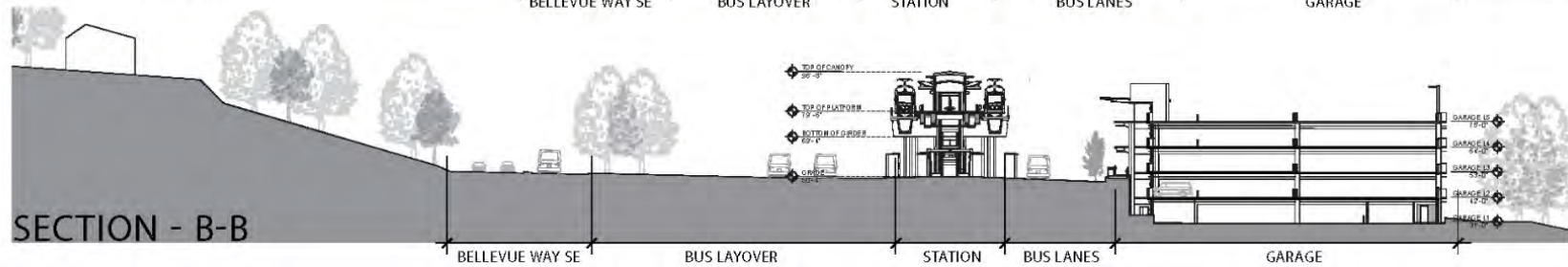
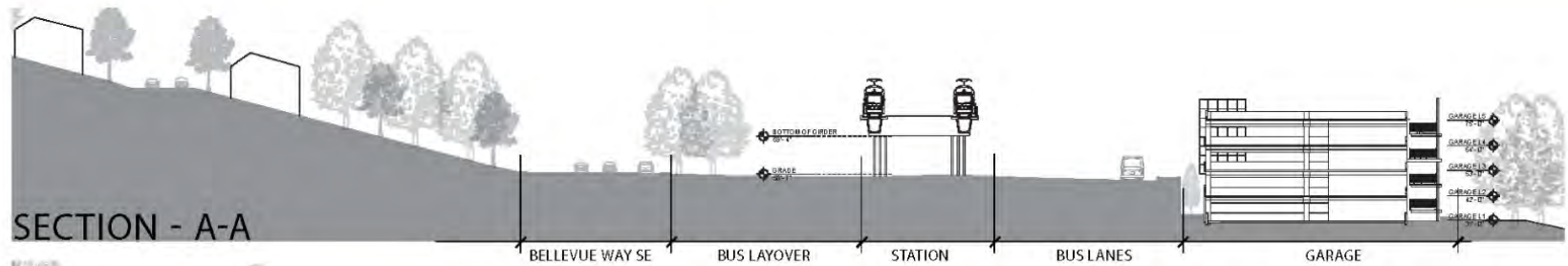
## EAST LINK EXTENSION





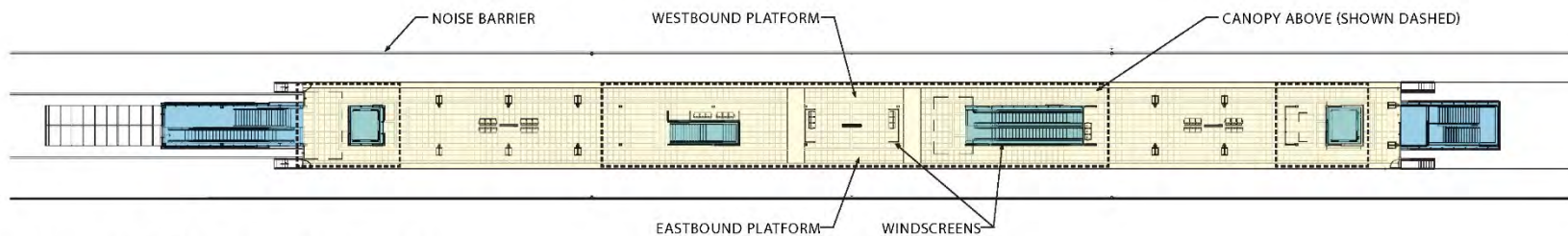
# SOUTH BELLEVUE STATION - OVERALL SITE SECTIONS

## EAST LINK EXTENSION

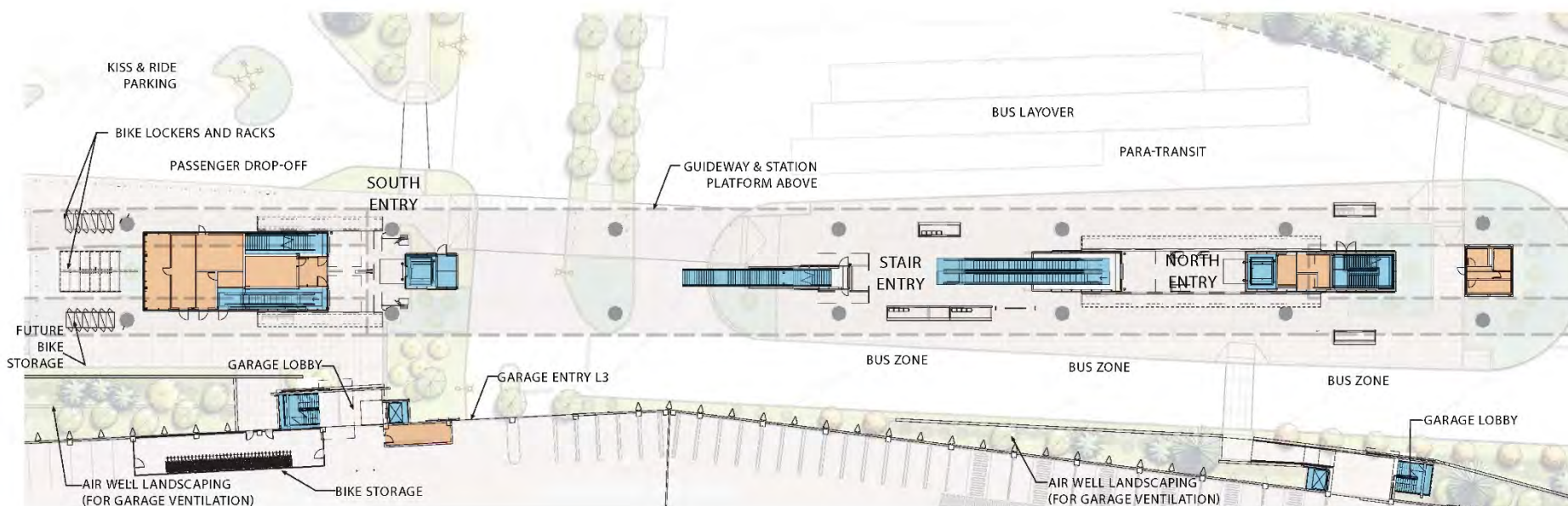


# SOUTH BELLEVUE STATION - PLATFORM AND GRADE LEVEL PLANS

## EAST LINK EXTENSION



PLATFORM LEVEL PLAN



GRADE LEVEL PLAN

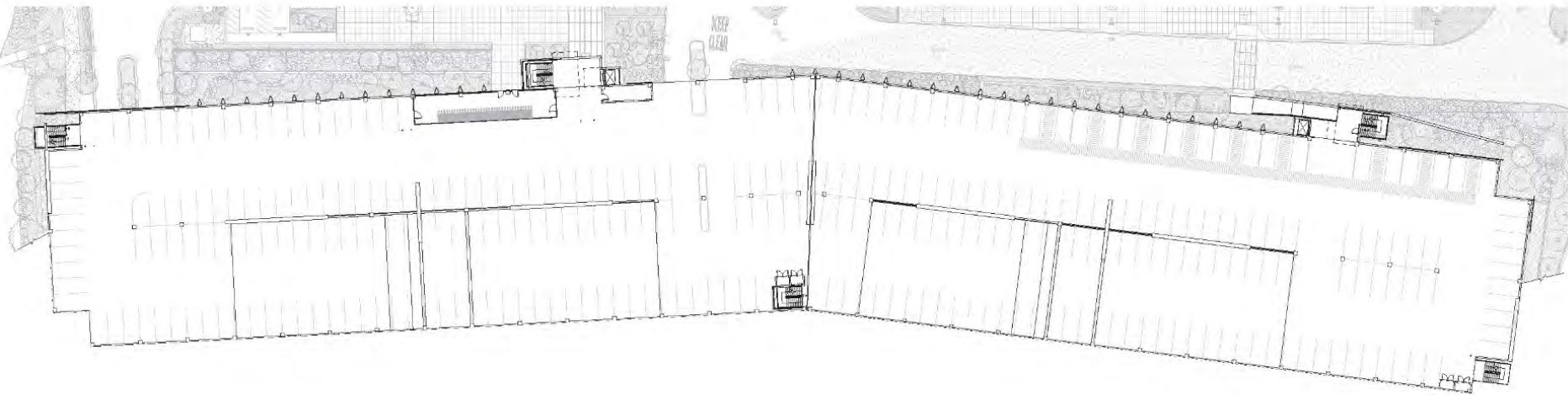
### LEGEND

PLATFORM	
SERVICE	
CIRCULATION	

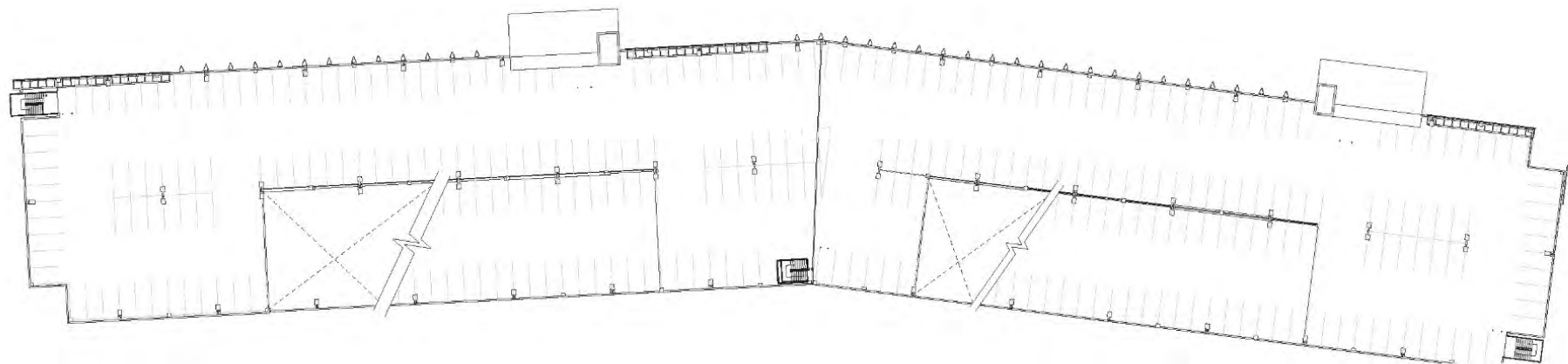


# SOUTH BELLEVUE STATION - STATION OVERALL ELEVATIONS

## EAST LINK EXTENSION



LEVEL 3 PLAN - GARAGE

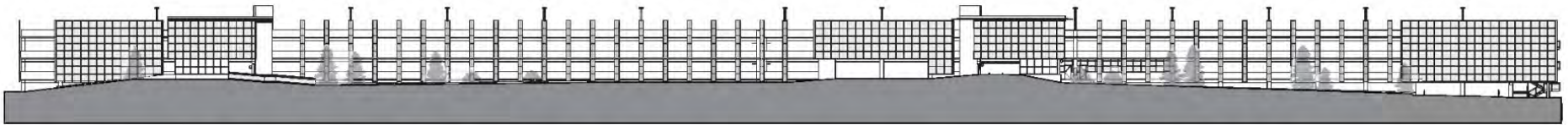


ROOF PLAN - GARAGE

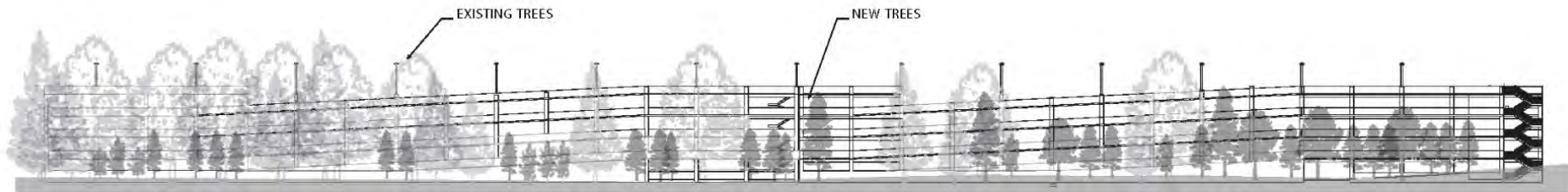


# SOUTH BELLEVUE STATION - GARAGE OVERALL ELEVATIONS

## EAST LINK EXTENSION



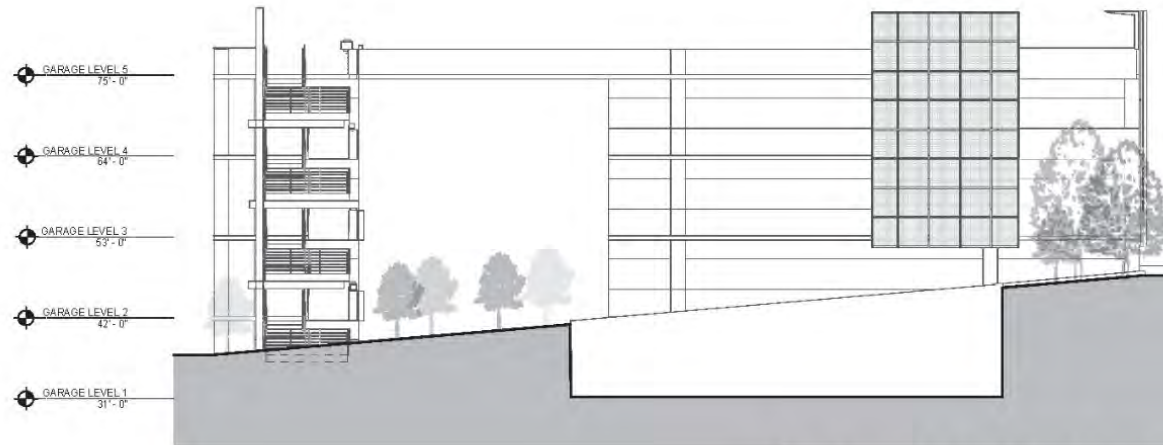
WEST ELEVATION - GARAGE



EAST ELEVATION - GARAGE

# SOUTH BELLEVUE STATION - GARAGE OVERALL ELEVATIONS

## EAST LINK EXTENSION



NORTH ELEVATION - GARAGE



SOUTH ELEVATION - GARAGE

# SOUTH BELLEVUE STATION - MATERIAL BOARD

## EAST LINK EXTENSION



ALUMINUM PANEL: MP-6



PERF ALUMINUM PANEL: MP-5



CANOPY : MP-2



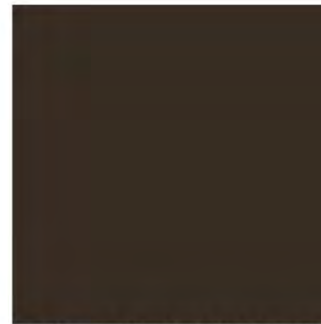
PAINTED STEEL STRUCTURE



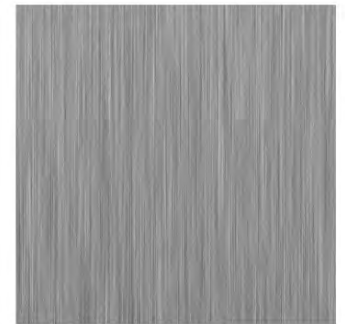
METAL CEILING: MP-7



LOUVERS : LVR-1



COPING FLASHING/ GENERAL TRIM



STAINLESS FLASHING

## METALS



# SOUTH BELLEVUE STATION - MATERIAL BOARD

## EAST LINK EXTENSION



GARAGE WALLS: CIP-1



PRECAST TREADS: PS-1



AIR WELL WALLS: CIP-4



SOUTH LANDING TILE: PT-4



BATHROOM TILE: PT-3

CONCRETE & TILE

# S. BELLEVUE STATION - LANDSCAPE PLAN

## EAST LINK EXTENSION





# 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.



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

Deciduous tree proposed for along entryways to the station.



**Jade Butterfly Ginkgo**  
*Ginkgo biloba* 'Jade Butterfly'

Small, multi-stem, deciduous tree proposed for under the guideway and around the 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.

FEB 2014



# 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



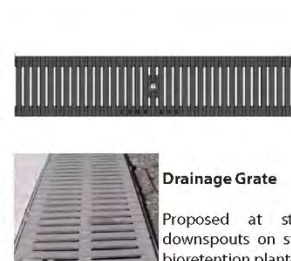
**Bioretention**

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



**Concrete Pavement**

Proposed for station paving with sawcut scoring patterns. Two different score patterns will delineate the main circulation routes.



**Drainage Grate**

Proposed at station to connect downspouts on structural columns to bioretention planters.

FEB 2014

## Light Rail Permitting CAC Calendar: February - April

Bel Red segment (124<sup>th</sup> Street to NE 20<sup>th</sup> Street, including 130<sup>th</sup> Station)

South Bellevue segment (I-90 to SE 4<sup>th</sup> Street, including South Bellevue Station)

East Main segment (SE 4<sup>th</sup> Street to Main Street, including East Main Station)

Downtown Bellevue segment (Main Street to 120<sup>th</sup> Ave NE, including Bellevue Transit Center Station and Hospital Station)

### FEBRUARY

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
3	4	5 CAC provides Sound Transit feedback on Bel Red Segment  Sound Transit presents South Bellevue Segment to CAC	6  CAC/ST Open house on South Bellevue Segment (Enatai Elementary)	7
10	11	12	13	14
17 <b>PRESIDENT'S DAY</b>	18	19  CAC reviews public feedback on South Bellevue Segment  Sound Transit presents East Main Segment to CAC	20	21
24	25  CAC/ST Open house on East Main Segment (Red Lion)	26	27	28

## Light Rail Permitting CAC Calendar: February - April

Bel Red segment (124<sup>th</sup> Street to NE 20<sup>th</sup> Street, including 130<sup>th</sup> Station)

South Bellevue segment (I-90 to SE 4<sup>th</sup> Street, including South Bellevue Station)

East Main segment (SE 4<sup>th</sup> Street to Main Street, including East Main Station)

Downtown Bellevue segment (Main Street to 120<sup>th</sup> Ave NE, including Bellevue Transit Center Station and Hospital Station)

### MARCH

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
3	4	5 CAC gives Sound Transit feedback on South Bellevue Segment  CAC reviews public feedback on East Main Segment	6	7
10	11	12	13	14
17	18	19 CAC gives Sound Transit feedback on East Main  Sound Transit presents Downtown Bellevue Segment to CAC	20	21
24	25 CAC/Sound Transit open house for Downtown Bellevue Segment (Bellevue City Hall)	26	27	28



## Light Rail Permitting CAC Calendar: February - April

Bel Red segment (124<sup>th</sup> Street to NE 20<sup>th</sup> Street, including 130<sup>th</sup> Station)

South Bellevue segment (I-90 to SE 4<sup>th</sup> Street, including South Bellevue Station)

East Main segment (SE 4<sup>th</sup> Street to Main Street, including East Main Station)

Downtown Bellevue segment (Main Street to 120<sup>th</sup> Ave NE, including Bellevue Transit Center Station and Hospital Station)

### APRIL

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
31	1	2 CAC reviews public feedback on Downtown Bellevue Segment	3	4
7	8	9	10	11
14	15	16 CAC provides feedback to Sound Transit on Downtown Bellevue Segment	17	18
21	22	23	24	25
28	29	30	1	2