



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: February 13, 2015

To: Light Rail Permitting Advisory Committee

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

Subject: February 18th, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-seventh Advisory Committee meeting next Wednesday, February 18th. We will begin at 3:00 p.m. in Room 1E-113 at Bellevue City Hall. The meeting will be chaired by Doug Mathews and Marcelle Van Houten.

This packet includes:

1. Agenda
2. February 4th Meeting Minutes
3. City PowerPoint Presentation from February 4th
4. Sound Transit Open House Browse Graphics
5. Round and H OCS Poles and Garage Deck Light Fixture Graphics
6. 112th Avenue SE Median Graphic Zoom

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

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



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, February 18th, 2015
3:00 p.m. – 5:00 pm • Room 1E-113
Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
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| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of February 4th Meeting Minutes <i>Committee Co-Chairs Mathews and Van Houten</i> |
| 3:10 p.m. | 2. Public Comment <i>Limit to 3 minutes per person</i> |
| 3:20 p.m. | 3. Operational Noise Update <i>City of Bellevue</i> |
| 4:20 p.m. | 4. Design and Mitigation Permit South Bellevue Advisory Document Items <i>Matthews Jackson and Sound Transit</i> |
| 4:50 p.m. | 5. Public Comment <i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

February 4, 2015
3:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Doug Mathews, Marcelle Van Houten, Joel Glass,
Don Miles

MEMBERS ABSENT: Susan Rakow Anderson, Ming-Fang Chang, Siona
van Dijk, Wendy Jones

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

RECORDING SECRETARY: Gerry Lindsay

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

The meeting began without a quorum 3:09 p.m. Co-Chair Van Houten presided.

The agenda was approved by consensus.

Approval of the minutes was postponed to the next meeting due to a lack of quorum.

2. PUBLIC COMMENT

Mr. Geoff Bidwell, 1600 109th Avenue SE, referred to a meeting between (inaudible) on June 29, 2011, where the B7R and the A2 station were discussed. He said following the presentation the public was allowed to make comments or ask questions, but the meeting was terminated before everyone had the opportunity to speak. Those not able to speak were asked to submit their comments in writing. He said he submitted five questions, none of which yet have been answered. His questions included: Can the park and ride on Bellevue Way be returned to a vegetative condition to add to the Mercer Slough Nature Park; and Will the concept A2 station with transit and park and ride essentially make the existing park and ride on Bellevue Way redundant. He submitted his five questions in writing to the Committee.

Mr. Joe Rossman, 921 109th Avenue SE, said the subject of noise has always been addressed solely from the perspective of the federal regulatory standards and the city's noise code limits beyond which mitigation must be provided before construction can proceed. There is a more important issue behind the standards that is not on the table. Over the last 20 years or so there has been a large number of clinical and scientific research projects all over the world that have been published in leading medical and

scientific publications that have shown direct links to human exposure to excessive noise over significant time periods. The Federal Transit Authority and Sound Transit believe that the standard by which allowable noise should be measured is one that is based on taking an average overall calculation of total noise exposure over a 24-hour period. That method is particularly advantageous to rail projects. The World Health Organization and medical researchers focused on noise come at the issue from a completely different perspective to look at the effects on human behavior, health, and child learning. The conclusion is that the standard should be 50 dBs or lower. The research links dramatic human health effects to intermittent noise having high spikes. Sound Transit's noise levels in many places throughout the system will be in the 80 to 100 dBs level within a reasonable distance of the train tracks and the stations.

Mr. Miles said he had read through the materials produced by the Better Bellevue organization and had not found anything about what other than light rail should be done to serve the city's dynamic population increases and the need to move people from place to place. Mr. Rossman said he was willing to provide information responsive to that question.

3. SOUTH BELLEVUE SEGMENT OPEN HOUSE BROWSE

Planning Manager Matthews Jackson presented graphics provided largely by Sound Transit as well as graphics that were presented to and discussed by the City Council depicting the full alignment within the city, with notations as to where different types of mitigation will occur.

John Walser, senior architect with Sound Transit, briefly explained the various graphics on display. He clarified that the lighting standards on the top deck of the South Bellevue parking garage, which he previously indicated will be spaced roughly 32 feet apart, will in fact be spaced 51 feet apart.

The Committee members took a few minutes to review the graphics.

4. CONTINUED SOUTH BELLEVUE SEGMENT DISCUSSION

Mr. Jackson briefly reviewed the comments made by the Committee to date with regard to the South Bellevue segment.

Co-Chair Van Houten said she was unclear as to whether or not there will be planters on the roof of the parking garage with plant material hanging down over the side. Mr. Jackson said Sound Transit has not proposed any landscaping on the garage, either planters or a living wall. The Committee has talked about having landscaping incorporated into the plans and it is within the purview of the Committee to include the approach in the advisory document.

Mr. Glass pointed out that the Committee has not yet sought a consensus or taken a vote relative to that issue. Mr. Jackson said that will be the goal for the next Committee

meeting.

Mr. Miles suggested that for the person standing on the sidewalk on Bellevue Way it will be very hard to see the parking garage, and even if it could be seen it would be far enough away as to not be able to clearly discern anything like a two-inch pipe rail or even a living wall. Those close enough to see those things will be running to catch a train. Mr. Jackson reminded the group that there had been previous discussions about what can be seen from where. The renderings have not included anything that would obstruct views from various locations, but in the real world there will be factors that will change the views of the garage. The question is whether or not planters or living walls associated with the garage would in fact add value. If the answer is yes, the advisory document should say so.

Mr. Walser said the vantage point at which someone will really have the opportunity to stand and look at the garage will be at ground level at the bus platform, which is equivalent to the third floor of the garage. They will be looking across roughly 50 feet of distance in which there will be the bus lanes and a planter strip with low level plantings in front of the garage. The next opportunity to stand and look across at the garage will be from up on the train platform. With a train coming every eight minutes or so, persons standing there may have some time to look across at the garage. From there they will be roughly at the same height as the garage and will be looking across the tracks, the guardrail on the opposite side of the tracks and the guardrail on the garage. Given that the garage guardrail is about the same height as a car hood, the viewer will see windshields and car tops, the light standards, and the tall cottonwood trees beyond the garage. Sound Transit has not recommending any landscaping on the top deck for a variety of reasons.

Co-Chair Mathews suggested that those actually using the stations will pay the most attention to what they see. They will want the ride to be comfortable and visually pleasant and they will benefit the most from having landscaping color on the top of the garage.

Mr. Glass agreed and suggested landscaping on top of the garage will help to soften the edges a bit. Co-Chair Van Houten concurred.

Mr. Glass commented that the Committee had received conflicting information with regard to the median between the neighborhood and southbound lanes on 112th Avenue SE. Mr. Walser said the Sound Transit drawings do not include any work in the median. However, there is a utility project that will be coming through that will impact the median. Mr. Jackson said the majority of the median will be there after the project is completed. Typically along a street like 112th Avenue SE the street tree requirement is for trees planted 30 feet on center, but the light rail overlay reduced that to 25 feet. In places there is a lack of land that is not critical area and the multipurpose path must compete for space, so Sound Transit is being required to address an alternative landscape option that is equal to or better than the normal requirement. Opportunities concerning the median are being sought and the current plan is to preserve the existing trees and to

augment them with the Sound Transit pallet. There are areas where there will not be sufficient space to allow for a planter strip in front of a wall but those areas will include vegetation.

Mr. Glass suggested that four lanes of traffic, a concrete wall and a train on the other side of the wall will not result in the path being pleasant, especially compared to the current ground cover all the way down to the Slough.

Answering a question asked by Mr. Glass, Mr. Walser said the near the Y there are trees on the steep hillside. The work will remove those trees, and the widening of the walk to a multipurpose path will push out into the hillside to the point where there will be no shelf on which to plant trees. There is a small creek there, and the hillside will have critical area mitigation planting with various types of vegetation. Mr. Glass said the location is quite prominent and warrants more substantial than just the critical area mitigation plants. The grade represents a challenge but one that can be overcome.

Mr. Glass said the Committee has heard testimony about temporary erosion control areas but pointed out that such areas have not been shown on any of the maps. Mr. Jackson said temporary erosion sedimentation control plans are subject to a series of best management practices. Given that the alignment runs past Mercer Slough, limits of disturbance will be clearly drawn and silt fencing will be put up. The water that is collected is treated in accordance with the city's stormwater code. Using the example of the Winters House, Mr. Walser said there will be a new retaining wall built to hold and create a shelf for the parking and future retail facility. The landscape drawings for that area include the landscape mitigation zone and show where drain pipes will channel the stormwater out into the Slough. Mr. Jackson added that the erosion prevention elements must remain in place until the project is completed and the city verifies the areas are restored and stabilized.

Mr. Jackson said he hoped to have more information regarding noise ready to share at the Committee's meeting on February 18. The Committee should at that meeting also give direction to Sound Transit on the look of the noise walls and provide consensus regarding details for the South Bellevue segment.

5. PUBLIC COMMENT

Mr. Bill Popp, a resident of Enatai, asked if there will be a possibility for the public to see the 90 percent plans. Mr. Jackson explained that land use approvals are typically based on 60 percent plans. Any changes made based on feedback from the land use approval and based on advice from the Committee will need to be shown on the construction plans, which are based on the 90 percent plans.

Mr. Popp said he was concerned by the fact that the drawings do not show the extent of the construction activity zone. Mr. Jackson said there has been a lot of discussion about the amount of area Sound Transit will have to disturb. The Committee has not discussed construction staging because it is not part of the Committee's purview. Mr. Popp

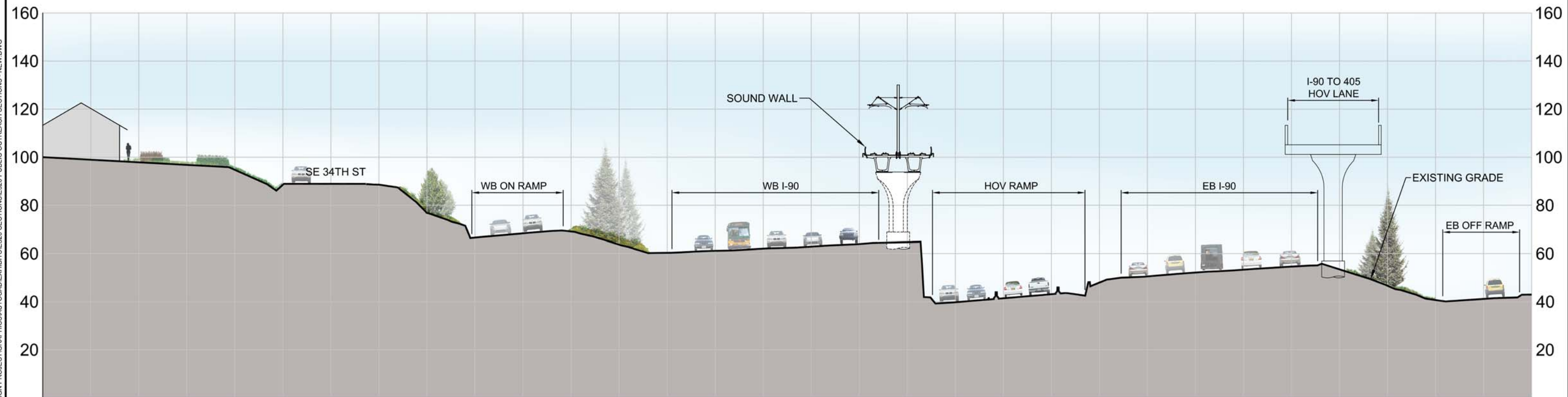
observed that the construction impact extends well beyond the 30- to 40-foot zone on either side of the alignment. Essentially all of the land between the edge of the wetland and Bellevue Way will be part of the construction work zone, which added up comes to about 15 acres. The Final Environmental Impact Statement indicates there will only be something on the order of four acres of temporary construction easement needed. The Committee should seek to clarify that and weigh in on it. The greatest number of people who will be viewing the light rail line will be motorists, and the Committee should ask for views from the centerline of Bellevue Way in different locations.

Mr. Joe Rossman, 921 109th Avenue SE, said city development staff are exploring how to accommodate the fact that the city's noise code cannot be accomplished in terms of protection through mitigation by Sound Transit given the current plans. A member of a city commission, who is very knowledgeable about such things, recently commented that the fundamental disconnect lies in the fact that the city's noise code requires new residential developments to incorporate noise mitigation if existing ambient conditions would subject the future residents to interior and exterior noise levels above the code's thresholds. That includes noise associated with rights-of-way which are the primary sources of high ambient noise levels. Perplexingly, the code is being construed by staff and Sound Transit to allow increases in ambient noise levels to existing residential developments that are already at or above the thresholds without mitigation, specifically site-specific mitigation like sound insulation. Given that new residential development must incorporate noise mitigation, existing residential development is not being protected to the same degree from new noise generated by new projects. That does not square with the light rail best practices report or the city's Comprehensive Plan, each of which provides a substantive basis to require additional mitigation regardless of what the noise control code says. The Committee is authorized to make recommendations for conditions on that very basis. It is also the reason for substantive SEPA authority to mitigate impacts not fully addressed by compliance with city codes.

6. ADJOURN

Co-Chair Van Houten adjourned the meeting at 4:45 p.m.


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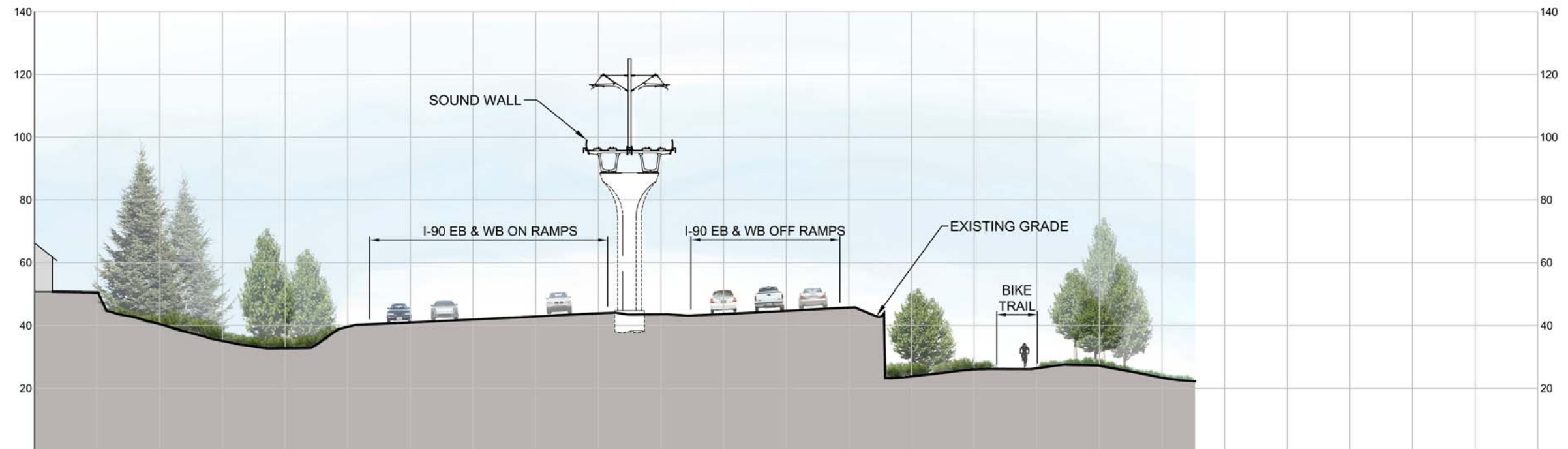
SECTION A

I-90 @ 112TH AVE SE

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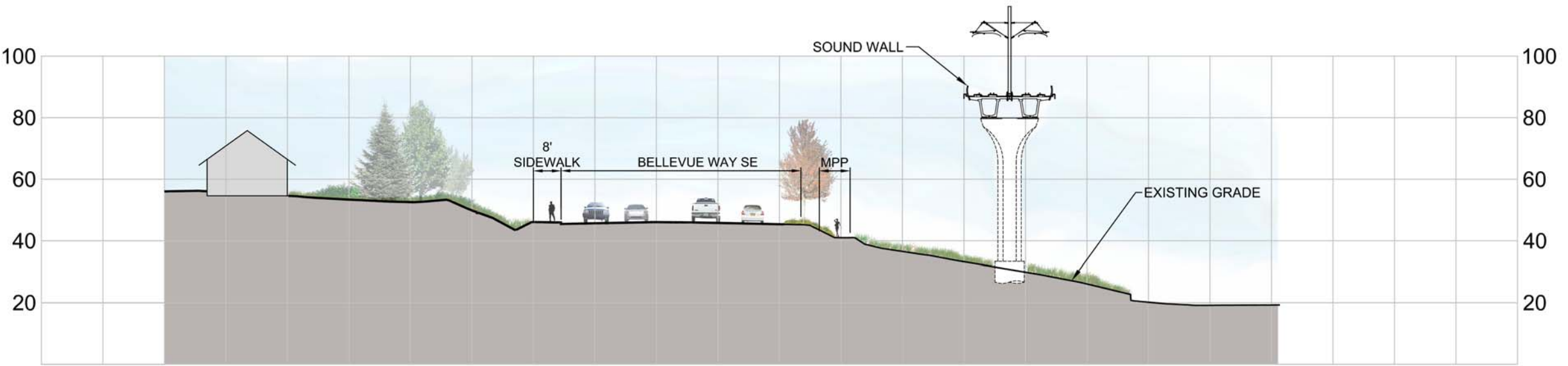


SECTION B

BELLEVUE WAY @ SWEYOLOCKEN-BOAT LAUNCH

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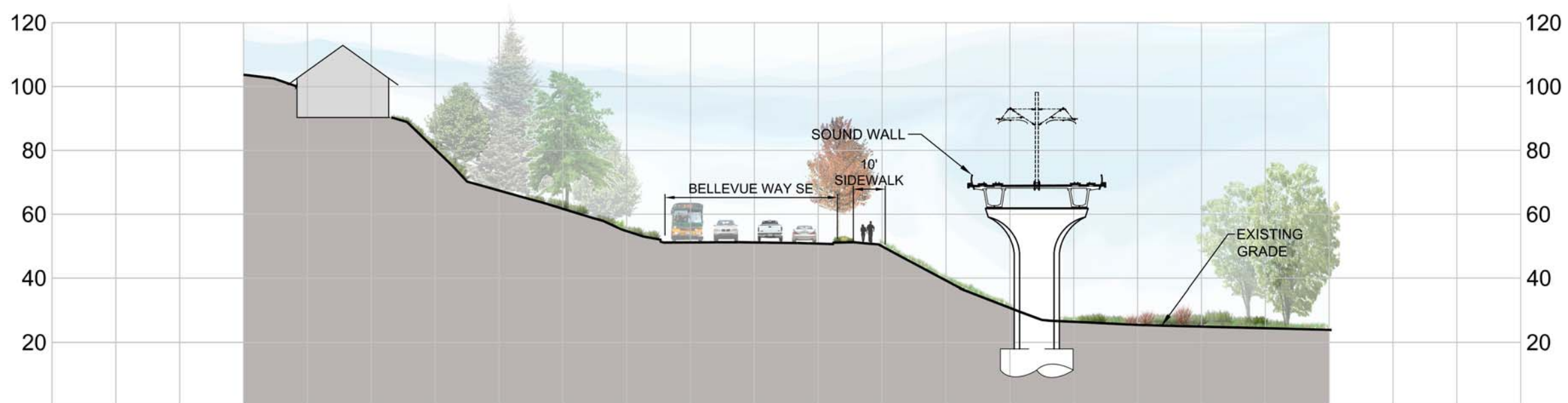
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ELEVATED GUIDEWAY SOUTH OF STATION

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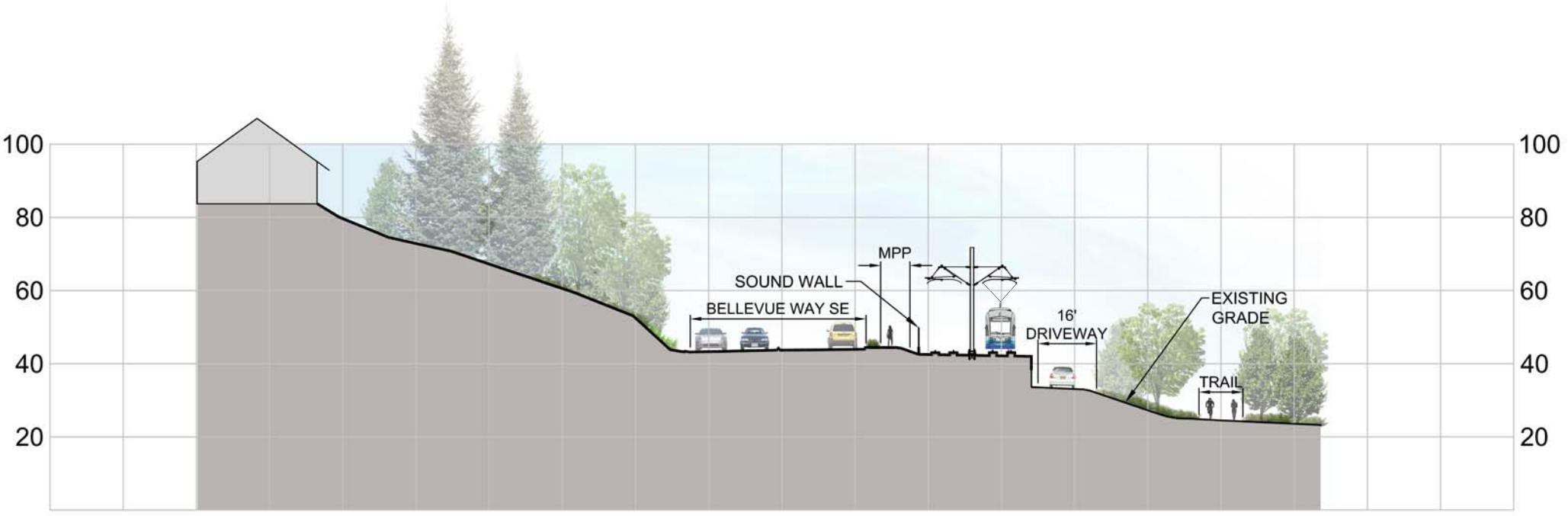
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BELLEVUE WAY SE

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SECTION E

BLUEBERRY FARM ACCESS

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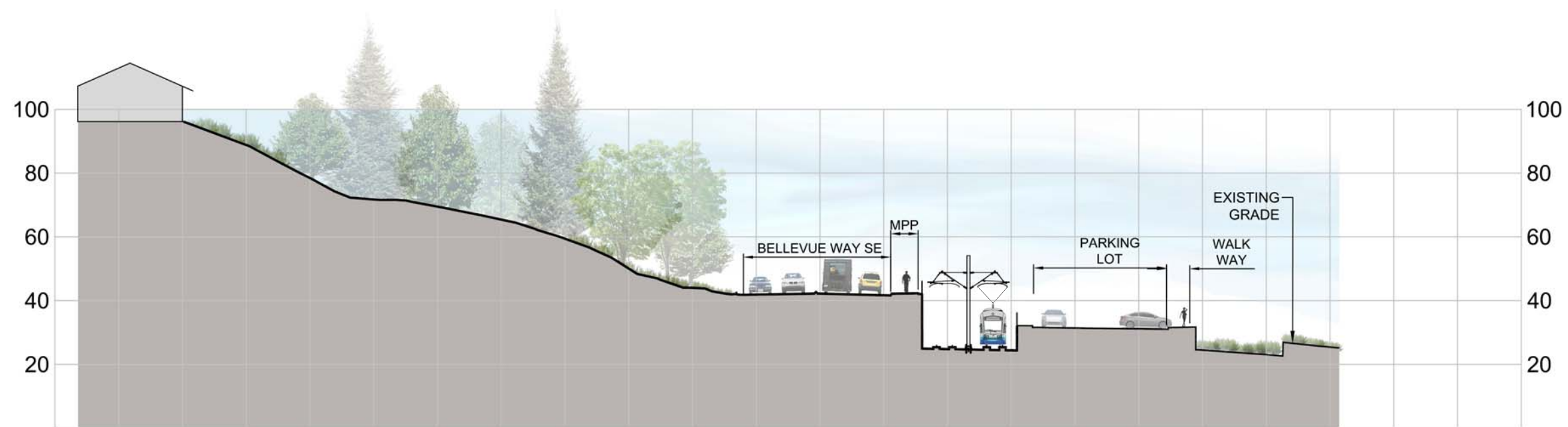

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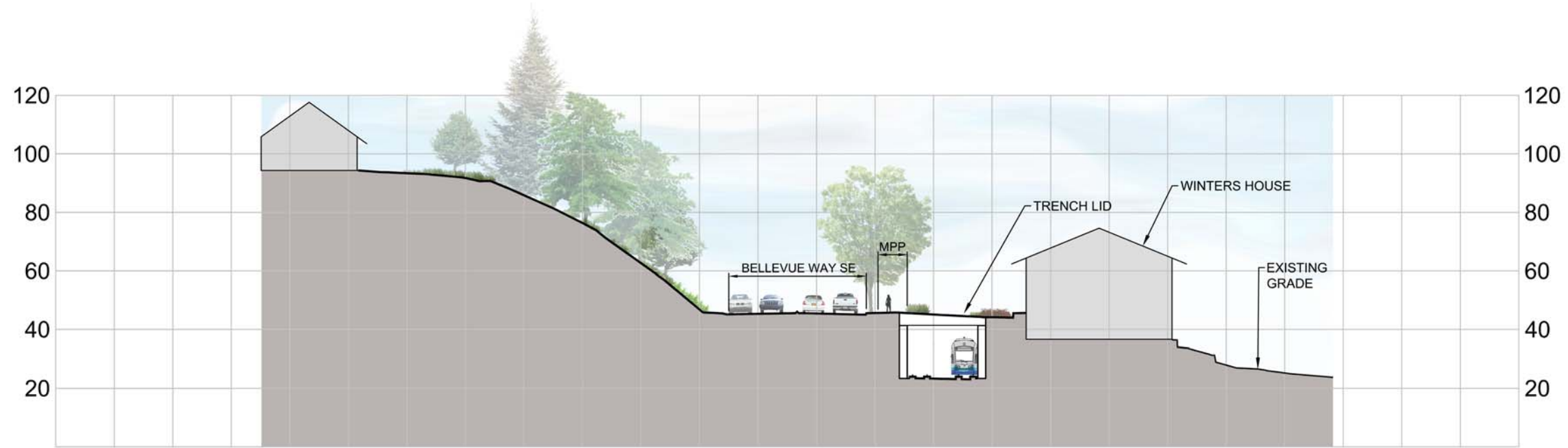
TRENCH SOUTH OF WINTERS HOUSE

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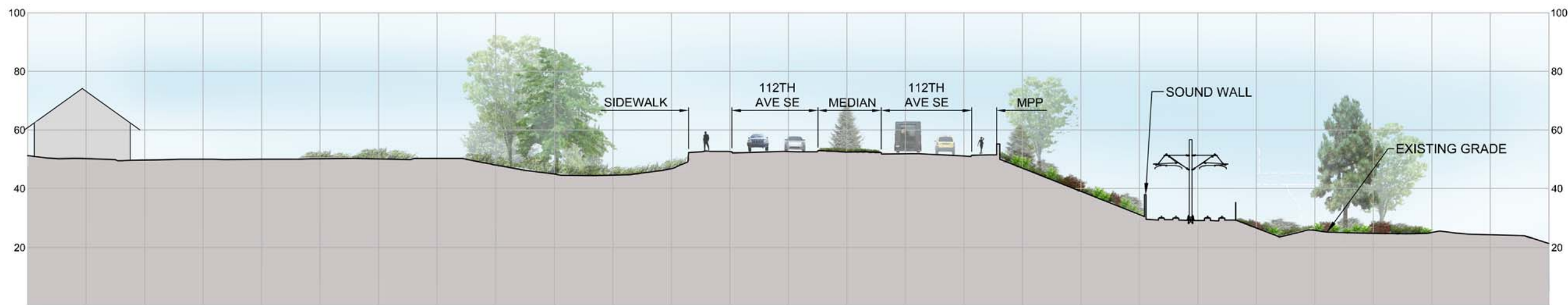


SECTION G

LIDDED STRUCTURE @ WINTERS HOUSE

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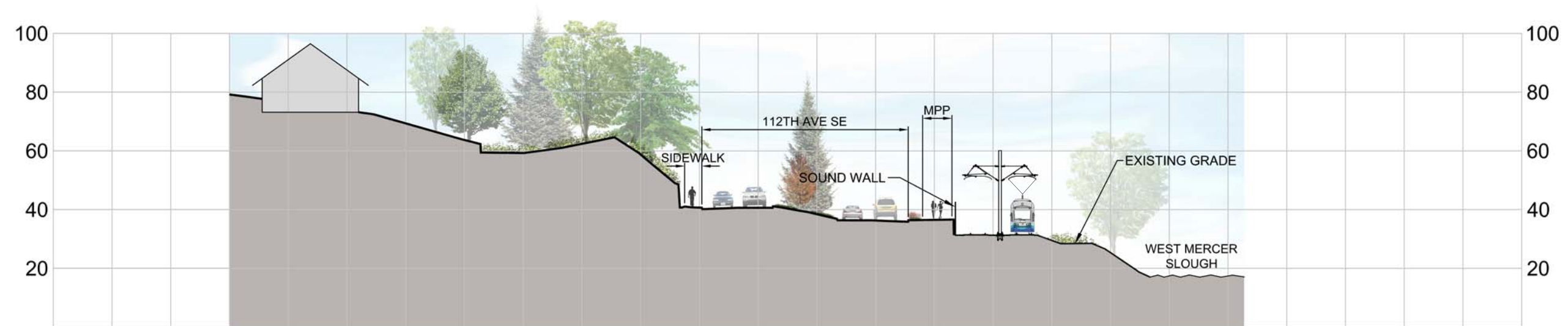
SECTION H
BELLEVUE WAY SE AND 112TH AVE SE WYE

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SECTION I

112TH AVE SE NORTH OF WYE

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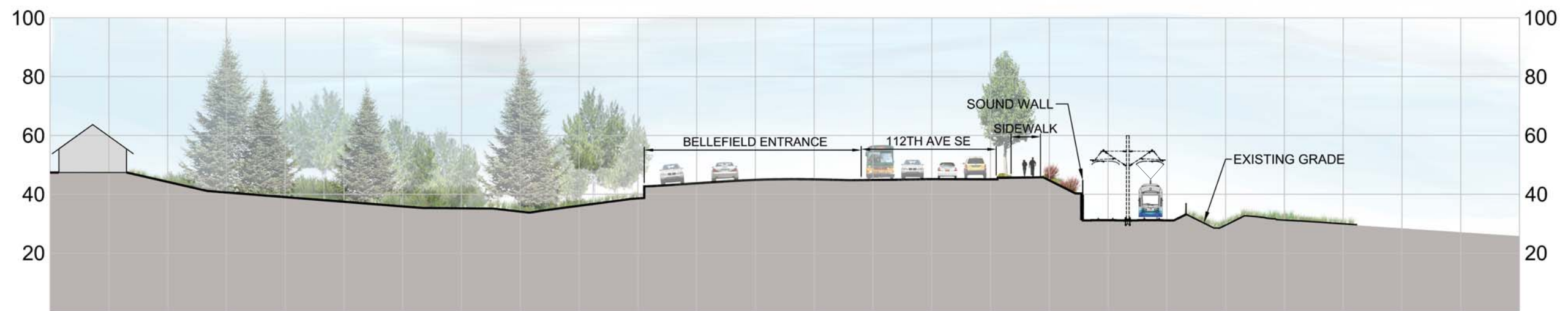
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| SCALE: 1" = 20' |
| FILENAME: |
| CONTRACT No.: RTA/LR XXXX-XX |
| DATE: 10/04/2013 |

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| EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL |
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| LOCATION ID: |
| SHEET No.: |
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SECTION J

112TH AVE SE

SCALE: H 1"=40' V 1"=40'

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| | | | | | | DESIGNED BY: | <div><div><div>H</div><div>J</div><div>H</div></div><div>FINAL DESIGN PARTNERS.</div></div> <div>LINE IS 1" AT FULL SCALE</div> <div>SOUNDTRANSIT</div> | SCALE: 1" = 20' | EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL | DRAWING No.: | |
| | | | | | | DRAWN BY: | | FILENAME: | | LOCATION ID: | |
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| | | | | | | APPROVED BY: | | DATE: 10/04/2013 | | | |
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SECTION K

ROAD OVER RAIL STRUCTURE

SCALE: H 1"=40' V 1"=40'

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| CONTRACT No.: RTA/LR XXXX-XX |
| DATE: 10/04/2013 |

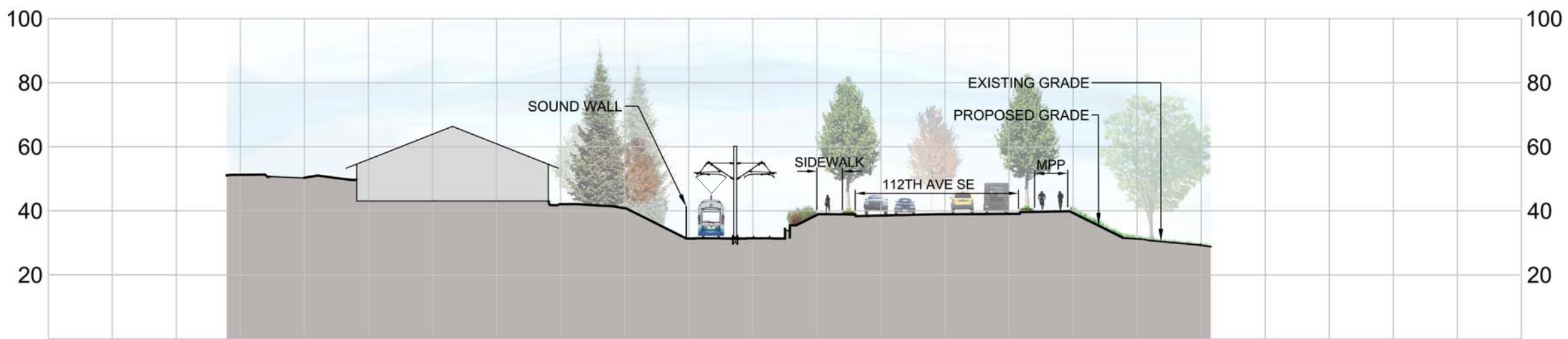
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| DRAWING No.: |
| LOCATION ID: |
| SHEET No.: |
| REV: |



LINE IS 1" AT
FULL SCALE





SECTION L

112TH AVE SE SOUTH OF SE 8TH ST

SCALE: H 1"=40' V 1"=40'

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LINE IS 1" AT FULL SCALE


SOUNDTRANSIT

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| SCALE: 1" = 20' |
| FILENAME: |
| CONTRACT No.: RTA/LR XXXX-XX |
| DATE: 10/04/2013 |

EAST LINK EXTENSION
CONTRACT E320
SOUTH BELLEVUE
CIVIL

DRAWING No.:
LOCATION ID:
SHEET No.: REV:


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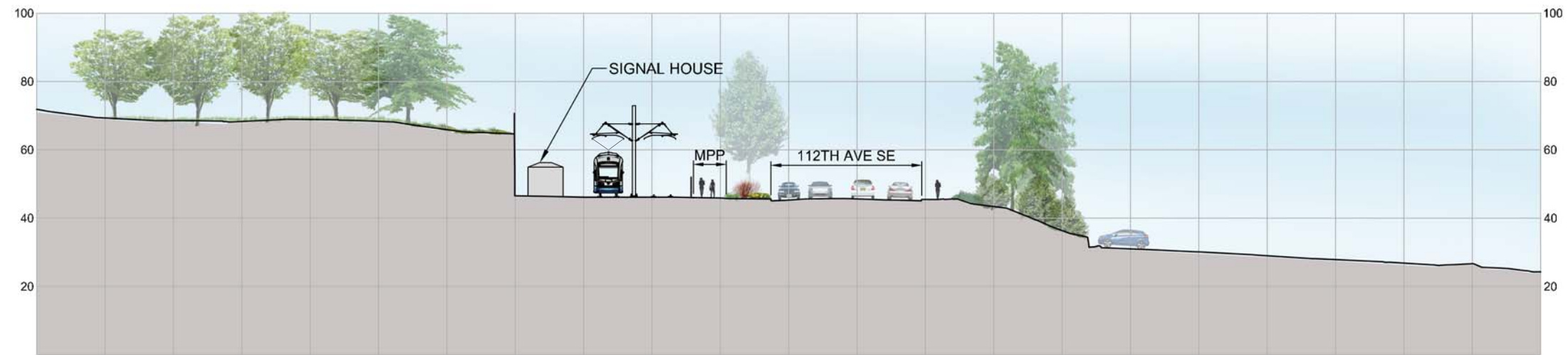


SECTION M

112TH AVE SE @ SE 8TH ST

SCALE: H 1"=40' V 1"=40'

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|-----|------|-----|-----|-----|----------|--------------|--|---------------------------------|---|--------------|-------|--------------|------|--|
| | | | | | | DESIGNED BY: | <div><div><div>H</div><div>J</div><div>H</div></div><div>FINAL DESIGN PARTNERS.</div></div> <div>LINE IS 1" AT FULL SCALE</div> <div>SOUNDTRANSIT</div> | SCALE: 1" = 20' | EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL | | | DRAWING No.: | | |
| | | | | | | DRAWN BY: | | FILENAME: | | | | LOCATION ID: | | |
| | | | | | | CHECKED BY: | | CONTRACT No.: RTA/LR XXXX-XX | | | | SHEET No.: | REV: | |
| | | | | | | APPROVED BY: | | DATE: 10/04/2013 | | | | | | |
| No. | DATE | DSN | CHK | APP | REVISION | | | SUBMITTED BY: | DATE: | REVIEWED BY: | DATE: | | | |
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SECTION N

112TH AVE SURREY DOWNS PARK

SCALE: H 1"=40' V 1"=40'

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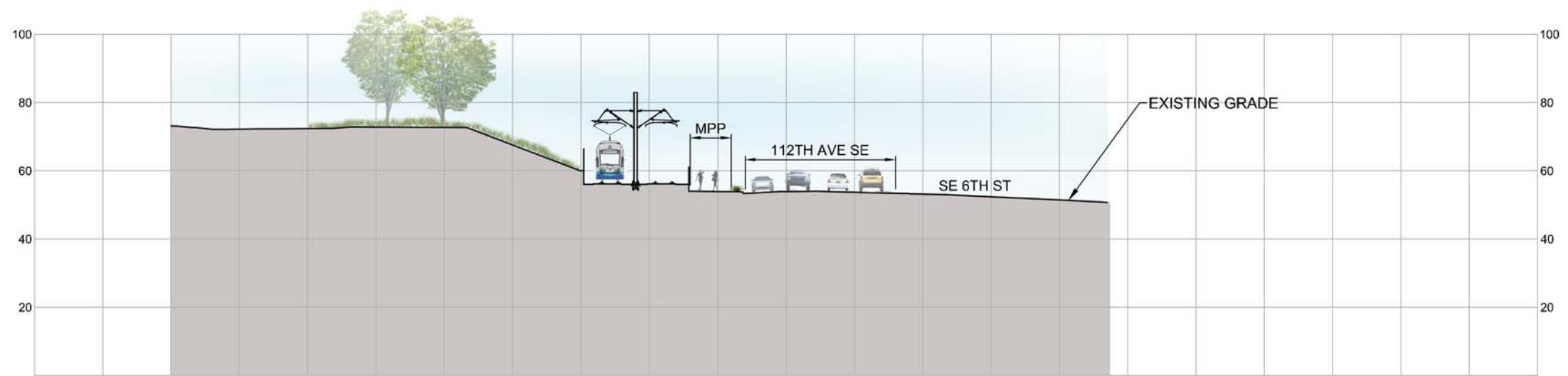
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SCALE:
1" = 20'
FILENAME:
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
11/06/2014

EAST LINK EXTENSION
CONTRACT E320
SOUTH BELLEVUE
CIVIL

DRAWING No.:
LOCATION ID:
SHEET No.:
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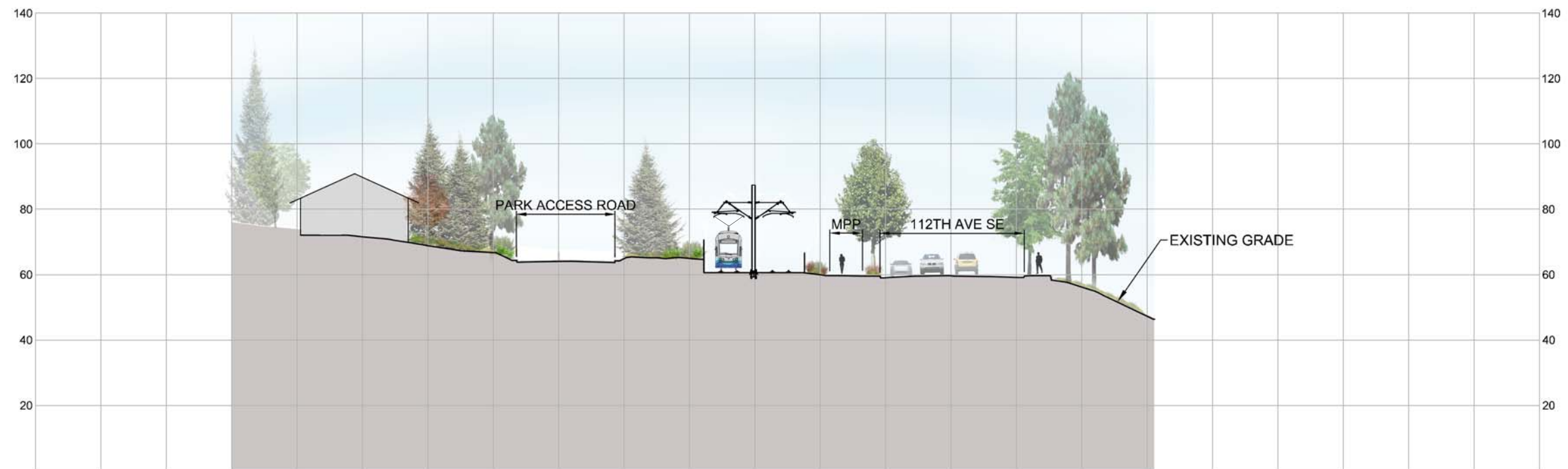
SECTION O

112TH AVE SE @ SE 6TH ST

SCALE: H 1"=40' V 1"=40'

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|-----|------|-----|-----|-----|----------|--------------|---|-------|--------------|-------|--------------------|--|--|--|--|--------------|--|
| | | | | | | DESIGNED BY: | <div><div><div>H</div><div>J</div><div>H</div></div><div>FINAL DESIGN PARTNERS.</div></div> <div>LINE IS 1" AT FULL SCALE</div> <div><div>SOUNDTRANSIT</div></div> | | | | SCALE: 1" = 20' | <div>EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL</div> | | | | DRAWING No.: | |
| | | | | | | DRAWN BY: | | | | | FILENAME: | | | | | LOCATION ID: | |
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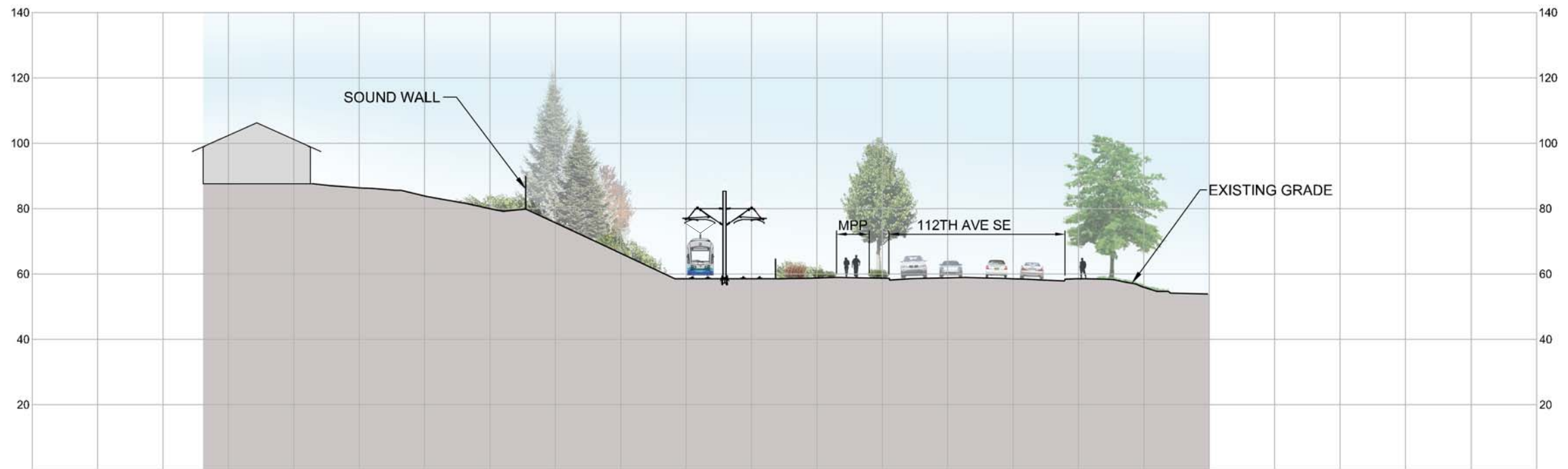


SECTION P

112TH AVE SE NORTH OF SE 4TH ST

SCALE: H 1"=40' V 1"=40'

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| | | | | | | DESIGNED BY: | <div>H—J—H</div> <div>FINAL DESIGN PARTNERS.</div> | | LINE IS 1" AT FULL SCALE | <div>SOUNDTRANSIT</div> | SCALE: | EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL | | DRAWING No.: | |
| | | | | | | DRAWN BY: | | | | | 1" = 20' | | | LOCATION ID: | |
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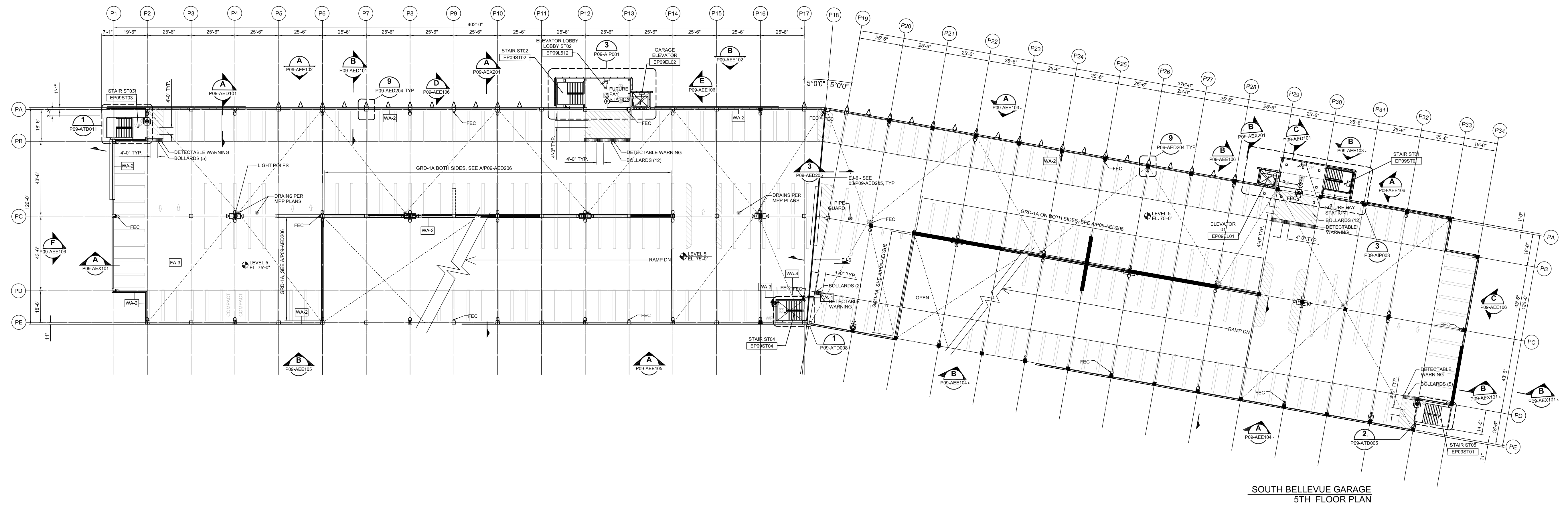
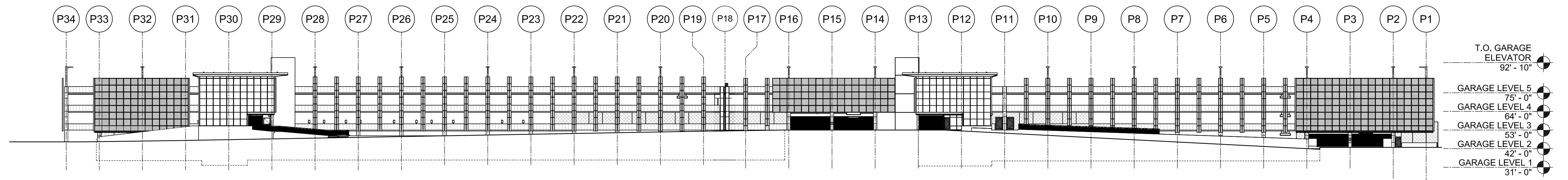
SECTION Q

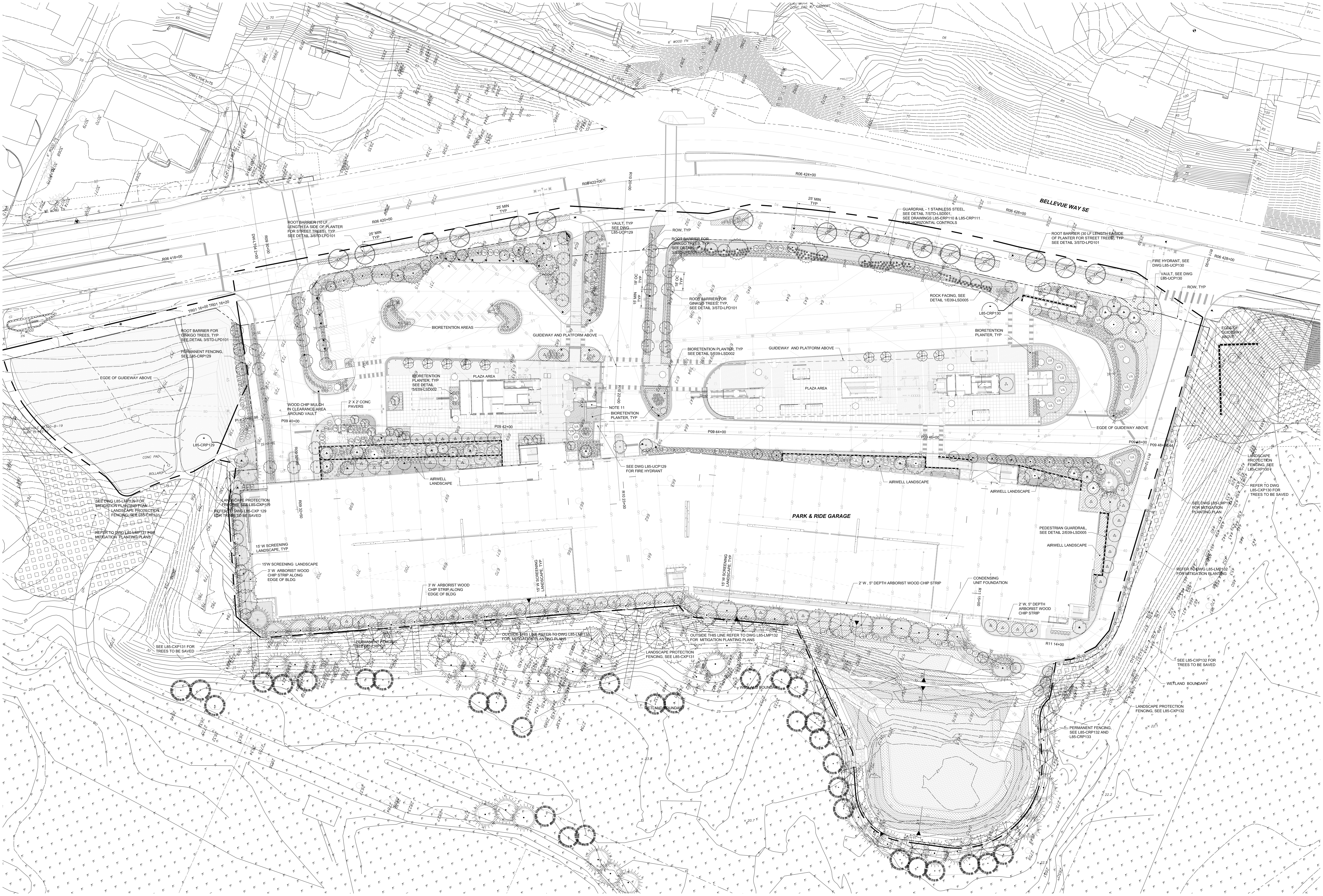
112TH AVE SE NORTH OF SE 4TH ST

SCALE: H 1"=40' V 1"=40'

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| | | | | | | DESIGNED BY: | | |  FINAL DESIGN PARTNERS. | |  SOUNDTRANSIT | SCALE: 1" = 20' | EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE CIVIL | DRAWING No.: | |
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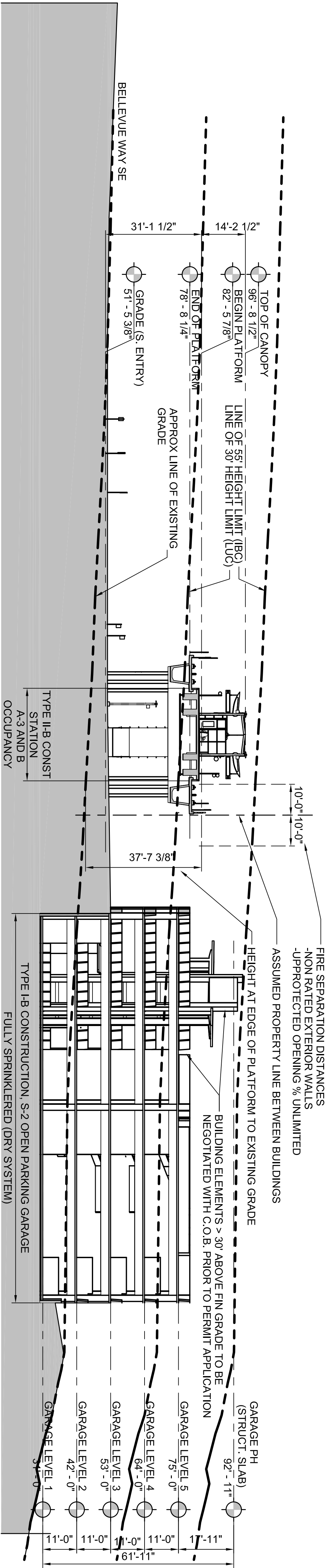


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E09-09-102204

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| | | | | | DESIGNED BY: | |
| | | | | | S. CHAN | |
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| | | | | | CHECKED BY: | |
| | | | | | L. LELAND | |
| | | | | | APPROVED BY: | |
| | | | | | J. SCHEITLER | |
| | | | | | 8153 REGISTERED ARCHITECT KAY KORNVOICH STATE OF WASHINGTON | |
| | | | | | PERKINS + WILLL | |
| | | | | | FINAL DESIGN PARTNERS. | |
| | | | | | LINE IS 1" AT FULL SCALE | |
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| | | | | | FILENAME: E320-E09-AAx001 | |
| | | | | | CONTRACT No.: RTA/LR XXXX-XX | |
| | | | | | DATE: 09/19/2014 | |
| | | | | | EAST LINK EXTENSION CONTRACT E320 SOUTH BELLEVUE | |
| | | | | | SOUTH BELLEVUE STATION - ARCHITECTURAL MUNICIPAL CODE INFORMATION SITE SECTION BUILDING HEIGHT | |
| | | | | | DRAWING No.: E09-AAx001 | |
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NOTES:

1. GARAGE LEVEL ELEVATIONS ARE TO PERIMETER OF SLAB
2. DISTANCE TO ASSUMED PROPERTY LINE IS MEASURED FROM NEAREST STATION AND GARAGE BUILDING ELEMENT



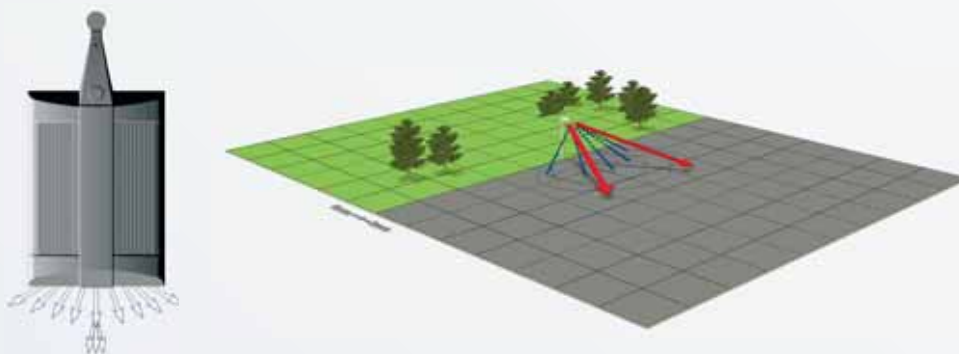
KIM LIGHTING

Kim Lighting is known throughout the world as the premier designer and manufacturer of quality, high performance, and architecturally relevant outdoor lighting solutions. Kim Lighting is a division of Hubbell Lighting, Inc.



respectful

TYPE IV - NFO



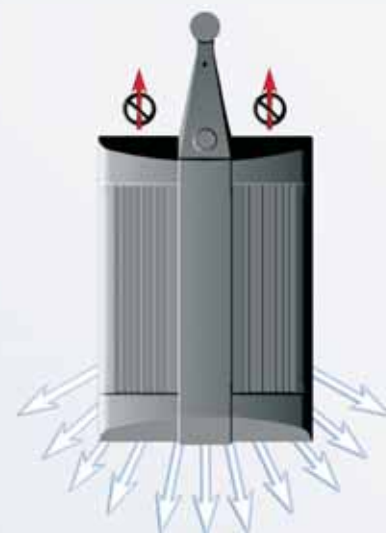
NEIGHBOR FRIENDLY OPTIC

The prevention of light spill or light trespass is an important design element of ALTITUDE™. PicoPrism™ optics are designed to solve light trespass issues by reducing the back light into neighboring yards or across property lines. The PicoPrism optic shapes, points and directs the beam of light where it is needed. If more shielding is required the Neighbor Friendly Optic option is used to further reduce the presence of light behind the pole. The no backlight configuration meets stringent LEED requirements in the areas of Light Pollution Reduction, Light Trespass and Energy Efficiency. The Neighbor Friendly Optic maintains the appearance and EPA of the luminaire.



The USGBC logo is a trademark owned by the U.S. Green Building Council.

Contact your Kim Lighting representative for additional details on creating custom distributions to meet city ordinances and strict illumination criteria.





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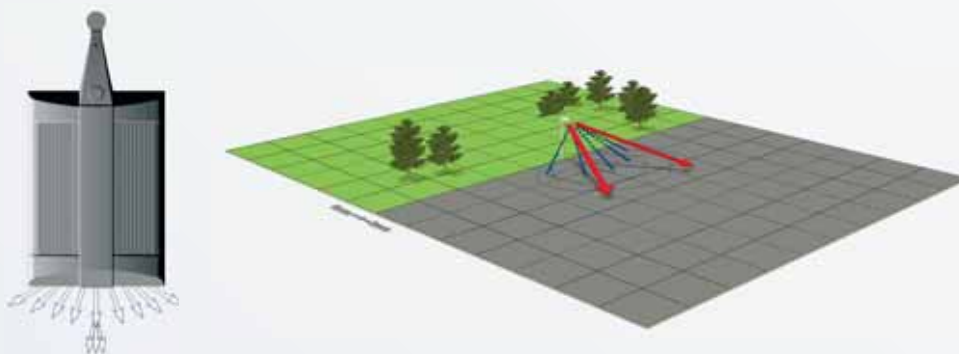
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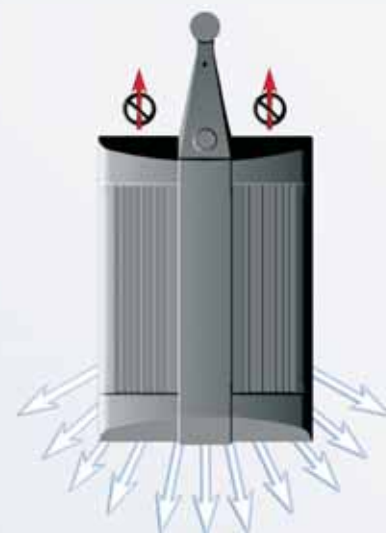
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