



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: February 14, 2014

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 19, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your sixth Advisory Committee meeting next Wednesday, February 19th. 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 February 5, 2014.
3. Public communications received by staff including February 6th, 2014 open house
4. Sound Transit presentation from February 5th CAC meeting
5. Sound Transit East Main segment materials

We will have hard copies of all electronic packet materials for you on February 19th. 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 19, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|------------------|---|
| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of February 5th Meeting Minutes
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:10 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:30 p.m. | 3. CAC review of public feedback on South Bellevue Segment (I-90 to SE 4th Street, including South Bellevue Station)
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 4:00 p.m. | 4. Presentation of East Main Segment (SE 4th Street to Main Street, including East Main Station)
<i>Sound Transit</i> |
| 4:50 p.m. | 5. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

February 5, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Marcelle Lynde, Doug Mathews, Susan Rakow
Anderson, Ming-Fang Chang, Siona van Dijk

MEMBERS ABSENT: Erin Derrington, Joel Glass, Richard Line, Don
Miles

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Lynde called the meeting to order at 3:11 p.m. All members were present with the exception of Erin Derrington, Joel Glass, Richard Line and Don Miles.

The agenda was approved by consensus.

Mr. Chang called attention to the fourth paragraph on page 3 and asked that the first sentence be revised to read "...for the public to meet, relax, and enjoy the city environment." He also noted that in the second sentence the Pioneer Square referenced is in Portland rather than Seattle.

The revised minutes were approved by consensus.

2. PUBLIC COMMENT

Mr. Joe Rosmann, co-chair of Building a Better Bellevue (BBB), introduced Bill Popp and Al Cecil and said the three of them have done the heavy lifting on a lot of the technical work the organization has done over the last three years to address the concerns and interests of thousands of property owners and businesses in the south Bellevue communities. The organization's supporters have concerns regarding the environmental and neighborhood impacts of the B light rail segment and the southern portion of the C segment. The issues have been extensively documented. In June 2007, then Deputy Mayor Balducci and Mayor Degginger gave assurances that extraordinary mitigation would be made for any impacts associated with the placement of light rail along 112th Avenue SE or Bellevue Way. That route was ultimately selected and the citizens now

expect the city to make good on its promises. The main concerns are noise, visual blight, neighborhood preservation, and preservation of the unique character of the Mercer Slough environment. It has been well documented that Sound Transit has struggled to meet its federal requirements for noise mitigation in Seattle. Bellevue's noise standards are even more stringent and protective, yet to date there has been no information from Sound Transit regarding how they intend to accomplish meeting the city standards. It is the belief of BBB that in fact the city's noise standards cannot be met by Sound Transit given its current technology and design approaches elsewhere. The issue of visual blight will involve the removal of many hundreds of mature trees, and there is no plan for replanting with comparable vegetation in the near term. There are still many unanswered questions about how the unique character of the south Bellevue communities can be protected given the dramatic changes in use, loss of trees, noise exposure, and other concerns associated with the coming of light rail. The loss of trees will trigger significant water problems for Mercer Slough. A document produced by CH2MHill and published by Sound Transit in 2010 states that the dewatering of Mercer Slough is a major concern. With respect to noise, Sound Transit has replaced windows, installed new insulation in walls, and installed new ventilation systems in homes along the light rail route in south Seattle, all just to meet the federal standard; more will need to be done to meet the city's standard. BBB commissioned a noise study that shows south Bellevue residents will be hearing the light rail trains pass by their homes even though Sound Transit intends to provide noise mitigation. Approximately 80 percent of the residents evaluated in the SEPA addendum noise study will end up with interior maximum train noise levels above the World Health Organization's recommended guidelines. It is virtually certain that residences with exterior noise levels above 70dB will not meet the 40 dB interior noise limits specified in the Bellevue noise ordinance. A mitigated train noise level that meets the Federal Transportation Administration's no impact criteria does not mean that the noise will be inaudible. BBB has done a major study on an alternative that could solve almost all of the problems, namely a tunnel in south Bellevue. The approach could save Sound Transit as much as \$400 million, and their own experts have agreed and recommended the approach to Sound Transit management.

Mr. Al Cecil said he was involved in the tunnel study. He noted that it would work with the current alignment, though the South Bellevue station would need to have the boarding platform lowered to slightly below grade. Entrance to the parking structure would be from the third level, and pedestrian traffic would board the trains from the lower level. The option would solve the visual blight problems associated with an elevated station and the need to screen the parking garage. Access to the boat ramp would be maintained by having the train pass over the top of it.

Mr. Bill Popp said he has been a transportation engineer for 50 years with a focus on multimodal transportation system planning and design. He said he was with the Puget Sound Regional Council when King County Metro was established as the transit operator, then went into private consulting that has involved a number of highway and transit projects. The BBB trench station plan avoids the substantial problem of visual blight. As proposed by Sound Transit, the height of the South Bellevue station exceeds the city's height limit in the Land Use Code; the BBB solution eliminates that issue. The

112th Avenue SE overcrossing is also problematic. The raised facility approach proposed by Sound Transit is a good engineering solution for the problem of separating the train from the roadway. The ideal solution would be to put the tracks below the grade of the road, but because of the wet terrain that is not feasible. The result will be a massive change to the aesthetic environment that currently exists, and vehicular traffic at that elevation will propagate noise into the community.

Ms. Wendy Jones, president of the Enatai Neighborhood Association, said the quiet Enatai neighborhood is home to 900 residences, parks and an elementary school. She said the East Link alignment abuts Enatai on the south and the east and as such the neighborhood has closely followed the planning process. The neighborhood is looking to the CAC to evaluate the permits in light of the needs and concerns of the Enatai neighborhood. Noise is a great concern, both from construction and operations, and from the additional traffic once the capacity of the park and ride is tripled. The only mitigation efforts Sound Transit has promised are noise walls along the elevated tracks. The neighborhood is hoping the CAC will thoroughly evaluate the permitted hours of construction, and additional noise walls where they can be effective. The neighborhood already experiences cut-through traffic when Bellevue Way backs up, and that needs to be recognized in light of the fact that construction of the rail line and the park and ride will cause delays on Bellevue Way. The neighborhood is also concerned about the safety needs of the pedestrians and schoolchildren who walk along the neighborhood's streets, many of which do not have sidewalks. The character of the neighborhood is largely defined by its arboreal nature and the construction of the East Link line will precipitate the loss of many trees. The city should require the replacement of the lost greenery as quickly as possible. The sidewalk along Bellevue Way will be removed to accommodate the rail alignment and in its place a 12-foot multimodal path with a landscaping buffer is needed to offer both safety and greenery. Some have proposed a green roof on the parking facility as partial restitution for the impacts on Mercer Slough, and that option should be thoroughly evaluated and possibly incorporated into the design. The homes along Bellevue Way to the north of I-90 will face an elevated rail line directly across the street. The homes all along Bellevue Way, including those on the hillside, will face visual change and challenges as the elevated rail line, station and park and ride replace views of Mt. Rainier and Mercer Slough. Acceptable mitigation must be identified for all residents who will be impacted. Many details remain unknown, including when construction will start along Bellevue Way, how long it will last, how the alignment will appear from a variety of perspectives, how high the elevated portions will be, and what materials will be used. The neighborhood is relying on the CAC to obtain the promised exceptional mitigation where needed.

Mr. John King, a homeowner in the Surrey Downs neighborhood, noted that in the latest schematic for the Surrey Downs Park the proposed retaining wall is quite low. The lower wall will permit greater noise levels in the park and the homes beyond it. Serious consideration should be given to requiring a substantial noise abatement wall at the park.

There was consensus to move agenda item 4 ahead of item 3.

4. PRESENTATION OF SOUTH BELLEVUE SEGMENT (I-90 TO SE 4TH STREET, INCLUDING SOUTH BELLEVUE STATION)

Paul Cornish with Sound Transit shared with the committee an animation of the South Bellevue segment of the light rail line depicting the design elements at the 60 percent design stage. He reminded them that South Bellevue is a working name but may not be the name ultimately chosen for the station.

The open house held on May 30 generated some 50 comments. Some general themes contained within those comments were: incorporation of the natural setting of Mercer Slough into the station design; not creating a connection between the Bellefield Park and Surrey Downs neighborhoods; incorporating access for all modes of travel; and the need for noise mitigation in line with both the federal and City of Bellevue guidelines.

John Walser, an architect with Sound Transit, said the built facilities of the parking garage and the station itself all fit within the existing footprint of the South Bellevue park and ride, except that at the south end the entrance drive comes out more perpendicular to Bellevue Way. The facility is in the middle of the Mercer Slough nature park and the design consultants have confirmed that construction of the parking garage will not disturb the stand of tall trees along the east side of the existing park and ride. It will be necessary to remove some evergreen trees that were planted with the construction of the park and ride closer to the pavement, but Sound Transit plans to plant new evergreen trees on the far side of the tall stand of trees in an undisturbed area as soon as construction begins, and to add to the existing evergreen trees at the south end of the parking garage as a screening buffer.

Mr. Walser briefly described the layout of the park and ride site and noted that the prominent view from along Bellevue Way will be the guideway and the station. He noted that the zoning requirements relative to height for the site allow for a 30-foot flat roof structure; for pitched roof structures, height up to 35 feet to the peak is permitted. From Bellevue Way there is a three-foot drop into the site to the location under the station platform. As currently designed, the height of the station platform from the plaza level below is 30 feet, and the height of the canopy on top of the platform is an additional 14 feet, for a total height of 44 feet. The height of the top deck of the garage as measured from Bellevue Way is 20 feet, as measured from the entrance to the garage at the third level is 23 feet, and as measured from the Mercer Slough side is 41 feet. Under the code requirements, Sound Transit must demonstrate that it has taken all reasonable measures to keep the height of the facility as low as practical. The height of the guideway itself is driven largely by the need to enable the buses to pass underneath the structure, and the 30-foot height is the lowest practical height.

Mr. Walser explained that the Swayolocken traction power substation will be located within the Washington State Department of Transportation right-of-way. The off-ramp from I-90 will be at an elevation of about 12 feet higher than the grade on which the substation will sit adjacent to SE 30th Street. A screen wall will be constructed to contain the substation and a signal house.

With regard to the Winters House area, the city has plans to construct a future blueberry farm retail center to the east of where visitors will enter the parking lot from Bellevue Way. Sound Transit will construct the pad for the facility and will rework the parking lot on either side to serve the new retail center, Winters House, and the park users seeking to access the trail system.

Mr. Walser said the design for the signal house in front of Surrey Downs Park shows retaining walls to contain the existing grade. Landscape designers with the parks department have been meeting with the community to discuss a variety of proposals. To date Sound Transit has not received a final word from the city with regard to what will happen with the park, so no changes have been made to the plans for the retaining wall.

The emergency crossing at SE 4th Street will not include a public crossing. There will be gates and a track fence on the street side, and a gate in the sound wall on the residential side that will be activated by fire, police and emergency vehicles needing to enter the neighborhood from 112th Avenue SE. The landscape plan includes a 30-foot buffer and addresses the issue of keeping the branches of mature trees from coming within 11 feet of the overhead contact wire system.

A concrete form liner pattern will be used on all retaining walls along the alignment that are greater than four feet in height. The pattern is very similar to the new SR-520 project form liner system.

Co-Chair Lynde asked Mr. Walser to comment on the proposal to lower the South Bellevue station elevation. He said during the pre-design phase a variety of at-grade, trench and elevated options were reviewed. The alignment decision ultimately made was to go with the elevated option. Early in final design an exercise was undertaken looking at cost-saving ideas. That included consideration of putting the alignment north of the station and along 112th Avenue SE in a trench, and the exercise results favored the current design proposal. The site design layout necessary to accommodate layover bus turning movements also came down on the side of the proposed elevated station design.

Ms. Anderson noted there are currently no bus layovers at the South Bellevue park and ride. Mr. Walser said there is space in the off-street lanes sufficient to accommodate two buses, but there is always pressure on the bus system to find places for buses to layover. Cities and neighborhoods do not generally approve of empty buses sitting curbside along roadways.

Answering a question asked by Ms. Anderson, Mr. Cornish said the South Bellevue park and ride currently has 518 parking stalls. As designed, the capacity of the garage is projected to be 1514 stalls, not including the five van-accessible stalls at the south end, and not including the 20 stalls or so in the kiss-and-ride passenger drop-off area.

Co-Chair Lynde said there has been a call for the station to be more aesthetically integrated with Mercer Slough. What the architect has provided, however, is mesh metal

panels that essentially create a grid wall. Even the forms for the concrete have asymmetrical squares. Something more visually related to a park concept or a living wall should be used instead. Mr. Walser said the architect concluded that the best treatment for the garage is the planting of evergreen trees around the perimeter. The side of the garage facing the street is screened by the station and the guideway itself. At the people level the airwells and their landscaping materials will provide for green softening. The STart program is also in the process of procuring artists for the site to address the various art opportunities at the station. Co-Chair Lynde said what stood out to her most were all the hard edges in the design. There should be opportunities to incorporate bas relief images associated with the Slough.

Ms. van Dijk agreed an attempt should be made to soften the hard lines with organic shapes. Mr. Walser said he certainly would pass the suggestion on to the art team.

Mr. Jackson reminded the committee members that their work is confined by the limitations of the Land Use Code. Elements about the alignment that have been agreed to by the Sound Transit Board and the City Council fall outside of the committee's purview. Materials, art and landscaping are within the committee's scope. He said he met recently with the Bellevue Arts Commission and found them excited to come and talk with the committee. The Arts Commission is very involved with STart on all art opportunities associated with East Link.

Ms. van Dijk asked about the expectations regarding noise levels along the segment. Mr. Walser said the consultant team has an acoustic engineer that has been analyzing noise levels. He is putting together a report on where the noise levels will exceed the federal and City of Bellevue requirements. The report is intended to inform the engineers relative to where noise walls will need to be sited and how high they will need to be. Mr. Jackson added that the city has a third party consultant working on the issue as well.

Ms. Anderson said as a user of the South Bellevue park and ride she did not want to see the living roof option decrease the number of available parking stalls. Mr. Walser said the green roof elements could be confined to the tops of the elevators and stairwells. There is, however, a concern over the fact that maintenance of transit facilities does not occur at the same high level as private sector buildings. With that in mind, the design team is focused on making sure that what gets built will look just as good five or ten years after construction. Accordingly, there has been some foot-dragging from Sound Transit facilities staff to venture in the direction of green roofs. Some have said the garage roof would be the perfect place to locate an array of solar cells, but that would push the overall height even higher. All of those factors are being taken into consideration.

Mr. Jackson said there are specific references to green roofs and living walls in the Land Use Code requirements pertaining to light rail. He asked the committee members to review the requirements and keep them in mind in developing comments to be officially transmitted to Sound Transit. He pointed out that the code allows the Land Use Director to make decisions regarding heights exceeding the maximums. The shoreline variance

mentioned by the public is related only to the elevated guideway coming out of the South Bellevue station to the north as it will cross a wetland area associated with the shoreline. The shoreline variance does not have anything to do with the parking structure.

3. FURTHER CAC DISCUSSION AND FEEDBACK ON THE BEL-RED
SEGMENT FROM 124TH TO NE 20TH (INCLUDING THE 130TH STATION)

Mr. Cornish briefly reviewed the committee's previous discussion regarding the Bel-Red segment from 124th Avenue NE to NE 20th Street and the 130th station. Mr. Walser said the design team is scrambling to complete that particular package of materials and needs to know if the committee has any strong comments for or against the entry structures. He said he heard during the last discussion an overall positive reaction but some personal preferences with regard to color. He said he was comfortable walking away with the fact that the team will continue to advance toward wrapping up the construction details based on what was shown to the committee.

Ms. van Dijk voiced her preference for the organic shapes provided by the cast concrete panels.

Ms. Anderson noted her support for the classic gray and black color accents over the yellow. She said the committee had also discussed using lighting options as a means of enhancing the look of the station. Mr. Walser said he had made a note of that.

Answering a question asked by Mr. Jackson, Mr. Walser said the design team has a mandate to incorporate the four standard Sound Transit colors where painted steel is used. If pre-manufactured panels are procured that will not require repainting every few years, the design team is free to incorporate other colors. The green bands used to identify entries at the South Bellevue Station and parking garage involve factory finished metal panel systems and thus can have non-Sound Transit colors.

Co-Chair Mathews said he would like to have color combinations to consider beyond the red, yellow and black shown in the drawings. Mr. Walser said now that artists that have been brought on board address the railings running the length of the station may elect to incorporate color in their designs. Dealing with color on the entries is not a major design detail component as the architects are drawing up the construction documents, so there is room for some flexibility.

Mr. Chang pointed out that the yellow scheme stands in stark contrast to the station surroundings. He agreed it would be a good idea to have other color choices to see how they compare.

Chad Zettle with Sound Transit said the translucent panels can be backlit also represent an opportunity to incorporate different colors.

Ms. Anderson said she visualized using colored lights on the exterior wall highlighting shadows and forms. Mr. Zettle said that could easily be done.

Mr. Walser added that any illumination would be of the floor planes as opposed to lighting that is aimed skyward. Ms. van Dijk said that approach yields more of a reflective glow, which is preferable.

Co-Chair Mathews proposed consideration of using LEDs inside a translucent wall to allow for a shifting of colors.

5. PUBLIC COMMENT - None

Co-Chair Lynde adjourned the meeting at 4:57 p.m.

Comment form transcription

Do you have any general comments on the design plans for the South Bellevue segment?

- *Better pedestrian connection should be encouraged from within Enatai.*
- *As Final Design is heading to 100%, many of the neighbors more directly across from the station are interested to learn more about the efforts on landscaping and privacy. Can we have a discussion on what is possible?*
- *Blight rail – what else is there to say?*
- *I strongly support a tunnel in South Bellevue.*
- *I'm not sure about the extensive mesh screening on the west façade of the station. I understand it's intended to obscure the traffic ascending/descending between the floors, but I think it would be useful to illustrate an alternative color (e.g. green) to show how that might blend in with the park and surroundings.*

Please share your comments on design plans for the South Bellevue Station. What aspects of community character should be reflected in the station design?

- *It would be nice if the noise walls in the elevated partitions around the South Bellevue station were below the vehicle windows on light rail.*
- *We have a strong southerly oriented wind off the lake. The current platform design offers no wind or sideways rain protection.*
- *If there is no parking at the South Bellevue Park and Ride during construction of the Park and Ride, then you absolutely cannot have any buses stop there. Otherwise, people will park in the surrounding neighborhood in front of our homes.*
- *Why destroy the homes of the people who live in South Bellevue when it isn't necessary.*
- *Can the top parking deck incorporate some 'green roof' features?*
- *The Mercer Slough Nature Park could be reflected in artwork on site, like Terry Angells ravens incorporated into the Redmond Library entrance.*
- *Assure station lighting does not affect wildlife habitat.*
- *Stormwater detention facility on east side of structure should be natural looking.*

Are there any special considerations Sound Transit should note in preparing for construction in the South Bellevue area? (e.g. neighborhood access, amenities, etc.)

- *Do not extend the hours of construction beyond 10 pm. The neighborhoods need to sleep!*
- *Never impact access to Enatai via 112th Ave SE. That light and road must be accessible 24/7 throughout construction for safety/emergency vehicles.*
- *Enatai has long been a wonderful area in Bellevue with unique parks and the Mercer Slough. These cannot be replaced.*
- *Interest in construction staging, traffic plans, and plans to address cut-through traffic on 108th Ave SE and 104th Ave SE.*
- *Make special effort to keep the minimal existing pedestrian/bike path on east side of Bellevue Way and 112th Ave open. When construction must close them, provide alternative detour routes.*

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

Tell us about yourself! How do you plan to use East Link?

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

Do you live or work near a station?

- Overlake
- Yes
- Yes
- Yes
- Yes

How often do you anticipate using the station?

- Daily
- Yes
- Seldom, if ever.
- 2x/week

Do you intend to use light rail for daily commuting, special events, or both?

- Special events
- Probably neither
- Special events and meetings

How do you plan on accessing the station?

- Walk
- Walk
- Walk
- Walk

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
Sound Transit does a good job of telling me about public meetings before they happen		1		1	3
Sound Transit staff is easy to get a hold of when I have an issue		1		1	2
Sound Transit responds quickly when I contact them		1		1	2
I am able to get information about the project in a way that's convenient for me		1			2
Sound Transit has been clear about upcoming construction effects		1		2	1
I think the light rail station will be a benefit to the neighborhood and therefore worth a little inconvenience	1	1		2	1

Add to mailing list:

Soemin_tjoy@hotmail.com

Chrisjordan1979@gmail.com

Guy.brasegali@gmail.com

Psmarshall@comcast.net

Station naming comment form transcription

What is your preference for the South Bellevue Station name?

- South Bellevue Station - 2
- Enatai Station - 1
- Mercer Slough Station - 2
- Mercer Slough Park Station
- Other:
 - Blueberry Farm Station

Please indicate any comments or questions you have about **permanent station names**.

- *Bellevue Station is most likely to be the downtown station, so name it Enatai to have less confusion.*
- *Name including "Mercer" would cause tremendous confusion.*
- *The 30% Public Involvement summary indicates that people preferred "South Bellevue Station" and "Enatai" as a runner up, but neither of those names convey the regionally-significant park context of the station. I hope the station name selection will not be based only on the opinions of the 106 attendees at that open house. City staff, organizations, environmental groups, and leaders should be asked to include a vote.*
- My vote for the name for that station is "South Bellevue Station".

I object to the name "Enatai Station" because as a resident of Enatai and someone who will be adversely impacted by both the construction and operation of the new station and the alignment of the light rail through south Bellevue, I really do not think it is appropriate to put the name of our neighborhood on the site.

I also strongly object to the names "Mercer Slough Station" or "Mercer Slough Park Station" - this station will be the exact opposite of the beautiful natural Mercer Slough as it exists today. To try to link this industrial blight/eyesore of a park and ride with the slough or with a "park" is offensive to me.

This new station is all about industry and business, and has nothing to do with nature or a park or about the unfortunate neighbors who have to live near it. Please don't add insult to injury by naming it any of these four options except for the equally industrial "South Bellevue Station".

Flip chart transcription

- *Great job! Keep up the good work*
- *More color on fins/face of garage (not grey), think earth tones and natural colors*
- *Ensure access to 112th Ave SE from Bellevue Way, which allows more than two car lengths. Improve access to neighborhood when the intersection is rebuilt.*

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

- *Provide adequate parking during construction to avoid overflow to 'hood.*
- *Concern about light pollution*
- *Where do the buses go during construction on Bellevue Way?*
- *Station planning should look at the entire neighborhood. You are removing my bus stop by Chase's Pancake Corral. How do I get to the light rail station now? Walk? Too far. Drive? You aren't providing enough parking for all of those who want to use it.*
- *More parking needed (another level in the garage at least).*
- *Higher and more dense landscape to screen station and garage.*
- *Stairs down from Enatai to Bellevue Way for access to station.*
- *Sidewalk needed along the west side of Bellevue Way between Main and South Station entrance.*
- *Concerned about how construction will affect flow on Bellevue Way.*
- *Station and guide way looks "industrial" like the Viaduct.*
- *Noise is a concern, particularly wheel noise on curves and it impacting homes above.*
- *Need more emergency phone in garage (late night security concern).*
- *Will sound from track travel east over the Slough park?*
- *Concerns about getting over I-90*
- *Parking restriction in neighborhood – to control overflow*
- *Colored screening of garage (?), show why this wouldn't work.*
- *Why is there bus layover? There's only 1 bus that stops now.*
- *Noise concern with ADA layover.*
- *Does light rail interfere with radio? This happens on I-5 on the way to SeaTac.*
- *What will happen to the Blueberry Farm and access during and after construction?*
- *Ruining the farm. How long will access be constrained? Who bears cost of U-Pick? Hopefully not the citizens.*
- *Section H will slope to grade from Bellevue Way and 112th Ave SE be clear-cut? Please save the trees.*
- *Section C landscaping with trees to screen the (ugly) guide ways.*
- *Concern regarding noise from elevated track, even with sound walls.*
- *The North entry to Bellefield Residential Park will come very close to the corner of my home. Please mitigate vehicle noise and visual impact that doesn't exist today. Bill Stephan 425-453-4757*
- *Concern for noise at Bellefield Office Park and Bellevue Way.*
- *How will you mitigate traffic impacts during construction on Bellevue Way and 112th Ave SE?*
- *Neighborhood residents should be assured access to parking slots. Concern that commuters from distant areas will take up sports.*
- *Cap parking at 1,500 because of congestion.*
- *Walkway (elevated over Bellevue Way from West bank of Enatai) what happened to this idea?*

At the committee's table, members of the public offered several comments:

South Bellevue 60 percent design open house
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We are mostly concerned about the brightness of the light and the area covered by the light. The light should not be glaring and should be a warm yellow light. The light should not be allowed to shine in to the neighborhood. The nearby neighborhood was developed in the 1950s and the architecture reflects that fact. The station design should take into consideration the history of the neighborhood.

Sharon Pang, 10604 SE 25th Street

The parking garage lights should be warm and should not shine into the neighborhood. The fixtures should have covers on them so that the light cannot shine up to the sky and into the neighborhood to minimize light pollution. Lighting along the roadway should also minimize light pollution into the neighborhood. It should be warm even if it is LED lighting. The amount of light needs to be sufficient to assure safety, but it should not be so bright that it impacts nearby homes. The roadway lighting should not look like a highway into the neighborhood. The design of the parking garage should minimize visual impact. It should place the building in the environment in the same way Frank Lloyd Wright's designs did. It should be an extension of the landscape. The artwork should not be so bright that it becomes something other than what Mercer Slough is about. Ellen Stone, 2215 104th Place SE

The station should be named Bel South. It should include a clock showing the time. The flooring material should not be slippery when it is wet. The canopy should be wide enough to block both the rain and the wind. There should be a mailbox on site riders can drop mail in on their way to or from work. Pigeons are always an issue and they should be addressed. Something needs to be done to improve the flow of traffic at 112th Avenue SE and Bellevue Way, especially in the afternoon. There should not be hot lanes on I-405. It would be better to add more general lanes. Tony Garana, 10613 SE 30th Street

Residents on the hill where SE 30th Street is located want to know if the trackway will be visible from the homes or if it will be lower than the homes. If the track is to have an elevation of 30 or 40 feet, it will be roughly even to the elevation of the homes. Also of concern is light rail parking overflow on the street in front of the homes. Steve Kwan, 11062 SE 30th Street

Online comments (updated 2/13/2014)

Do you have any general comments on the design plans for the South Bellevue segment?

- The green screen (slide #14, Open House 60% slides) on west side of garage will take 10+ years to cover to full height of garage structure. Suggest going to a less visible black cable or a black mesh rather than silver metallic grids shown.

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

- Very thoughtful design work in regard to the Winters House and the Berry Farm - a great idea to combine the two efforts. The S. Bellevue Station looks great and quietly reserved in true Bellevue fashion.
- Transit oriented development should be allowed in this area.
- The structure doesn't look pretty. I would have hoped for more artistic influences - like, the metal salmon sculptures on the overpass headed east on I-90. This looks much more like an unadorned concrete block.
- Provide the HOV lane as soon as possible to help Route 550 flow.
- PLEASE MAKE IT COME FASTER

Please share your comments on design plans for the South Bellevue Station. What aspects of community character should be reflected in the station design?

- History and Heritage of the Area
- The botanical and horticultural collection at the Winters House was an eclectic mix of non-native and introduced species - large leaf deciduous magnolia, hybridized rhododendrons, etc. - a small portion of the station could reflect that historical use, including blueberries.
- In regard to the design of the S. Bellevue Station, I would recommend extending the roof. During periods of harsh rain and snow this area is quite windy and cold. Artistically - the art should reflect Running, Walking, Canoeing, Kayaking, Pleasure Boating, Swimming and the Flora and Fauna (Turtles to Herons) of the Slough.
- I really think the platforms should have more sound wall solutions to keep the noise from bleeding into the surrounding neighborhood. Specifically, I am very worried about the loud horn blows from trains approaching the stations at all hours. If there were sound walls to keep that sound in, near the trains, that might alleviate it a bit. I don't know if it would be enough, but it might help. Anything to keep the sound down and the neighborhood livable.
- ST should not build the parking garage; instead, the funds should be used to provide more Route 522 service
- It should keep communities connected.
- I am excited about the parking garage and the potential for easier parking at the South Bellevue station.

Are there any special considerations Sound Transit should note in preparing for construction in the South Bellevue area? (e.g. neighborhood access, amenities, etc.) Do you live or work near a station?

- Shape of garage of the east facade to match "V" of the east property line of Metro Park & Ride is short sighted and not the best architectural design decision - no one can see the property line and it's not significant historically. The most significant view and most visible portion of the

South Bellevue 60 percent design open house
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south and west sides of the garage structure will be from I-90 westbound to northbound exit ramp so design the west facade with that aspect in mind.

- You will do everything you should and then some and people will still be angry. You all should invest in some thick skin :) Sincerely it's a Great Design a very well planned effort - Thank you on behalf of the residents of Mercer Park Condominiums - Walt Casto Board President.
- emphasize pedestrian and bicycle access.
- PLEASE MAKE THE CONSTRUCTION FASTER.
- Minimize closure of complete of 112th/Bellevue Way during construction process. This is a major commuter route.

Do you live or work near a station?

- No - 5
- Yes - 4

How often do you anticipate using the station?

- Maybe once a month
- 4 to 12 times a year to transfer to 560 Route bus to SeaTac airport. Once every 5 years for jury duty in Seattle.
- Two to five times a week.
- regularly
- Well, frankly, I anticipate we'll have to move because the sound will be too disruptive to sleep in our home near the station.
- 5 times a month

Will you use light rail for: (you can check both options)

- Special events – 8
- Daily commuting - 2

How do you plan to access the station?

- Drive - 3
- Bus - 5
- Bike - 2

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

- Passenger drop off - 2
- Walk – 7

Online station naming comments

What is your preference for the South Bellevue Station name?

- Enatai Station - 17
- South Bellevue Station - 15
- Mercer Slough Park Station – 2
- Other – 12

Please indicate any comments or questions you have about permanent station names.

- Option 1, "South Bellevue Station" is inconsistent with the ST criteria. "South Bellevue" is not the name of any of the surrounding neighborhoods and is now geographically out of date. It would be confusing to a visitor to name it "South Bellevue" when that is typically thought of as the area south of I-90.
- Mercer Slough Park accurately references its proximity to a park that all Bellevue residents can be proud of. South Bellevue may be confusing to visitors as they may unknowingly get off at the first station with the name Bellevue in it. Considering development is restricted in this part of town to current character, it would be disingenuous to associate it with downtown, most likely east links busiest station. Enatai provides historic context but that living history seems lacking from the current and most likely future Enatai neighborhood.
- Since the station is in West Bellevue, the name South Bellevue is erroneous. South Bellevue begins south of I-90 and extends to the City of Newcastle. .
- Don't change existing name! It's well known throughout the region.
- South Bellevue isn't accurate geographically since Bellevue continues for several miles south of I-90.
- The 'South Bellevue Station' moniker will continue the original stations name and reference the same location in people's minds.
- Enatai is simple and unique.
- None. PLEASE MAKE THE STATION COME FASTER.

South Bellevue 60 percent design open house
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Following the meeting, several community members submitted comments via email and the online comment form

City of Bellevue

Light Rail Permitting Advisory Committee Meeting

Committee Co-Chairs Mathews and Lynde

Would you provide me with your committee membership list, and indicate the members who are City, Sound Transit and Government Agency employees, and those who are members of the Enatai and Bellecrest neighborhoods.

What is the traffic plan during construction?

What are the plans for dealing with Enatai cut through traffic on 108th Ave SE and 104th Ave SE?

The Town of Beaux Arts looks forward to discussing those plans with the City and Sound Transit, since both arterials transect our Town.

Thank you.

Tom Stowe



Beaux Arts Village
Council member
425-455-0538
tstowe@beauxarts-wa.gov

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

Hi Luke,

I didn't find a specific link on the South Bellevue Station pages on the website for submitting feedback on the name for the South Bellevue Station, so sending this to you. Please forward as needed.

My vote for the name for that station is "**South Bellevue Station**".

I object to the name "Enatai Station" because as a resident of Enatai and someone who will be adversely impacted by both the construction and operation of the new station and the alignment of the light rail through south Bellevue, I really do not think it is appropriate to put the name of our neighborhood on the site.

I also strongly object to the names "Mercer Slough Station" or "Mercer Slough Park Station" - this station will be the exact opposite of the beautiful natural Mercer Slough as it exists today. To try to link this industrial blight/eyesore of a park and ride with the slough or with a "park" is offensive to me.

This new station is all about industry and business, and has nothing to do with nature or a park or about the unfortunate neighbors who have to live near it. Please don't add insult to injury by naming it any of these four options except for the equally industrial "South Bellevue Station".

Thank you.

P.S. My husband says I shouldn't bother submitting this because you'll just toss my comments anyway. I hope that is not true!

Helen Hague

Email correspondence with key stakeholders:

- ST presenters spoke to their desire to create a South Bellevue Station/Park & Ride that fits aesthetically within the natural setting of the Mercer Slough and Enatai, and yet the materials presented (and which you've linked below) offer a very stark, industrial-looking station which couldn't be in greater contrast to its surroundings.
- Everyone we've talked with would like to see the station incorporated into the natural surroundings in terms of both significant landscaping (both the number of trees/shrubs and size), and color choices which aren't so stark as the light gray, aluminum, etc that has been portayed. Stained concrete, colors in the earthtones (autumn tones have been the preference...darker brown-green tones, rust reds, etc) would go a long way to soften the appearance and help it blend with the slough backdrop.
- Also, softening some edges (not making everything so 90-degree rectangular and square) would help the station to look less urban/industrial.

South Bellevue 60 percent design open house
February 6, 2014 Enatai Elementary

- Certainly we recognize that the track will be how it will be...but using significant landscaping tiers, planters, and mature trees/shrubs can go a long way. Your landscaping presenter last week talked about how there will be a solid wall of trees planted around the back (east) side of the station so that users of the slough trails won't see the station...why wouldn't that same philosophy be incorporated all around the structure?
- We've mentioned at a couple of our recent meetings the idea of building in tiered planting beds along the front (west) side of the station to create this effect, and would be happy to review that. There could also be a planting bed all along the upper parking level, planted with significant trees, to screen the lights and parking structure and provide an interesting visual backdrop to the train platform.
- First was some kind of water feature. If there's to be a retention pond, could some of that water be redirected into a feature that "moved and gurgled" more reflective of the slough setting? The noise could be a peaceful distraction to traffic noise.
- Also, in the presentation to City Council the START idea was to include a carpet and living room seating on the station platform. What about doing something with a lodge, picnic, woodsy/log theme instead? Again, a theme more compatible with the slough.
- I understand the concept of art under the guideway for those waiting for the bus, but I'd like to see things incorporated which would be visually pleasing for pedestrians, drivers and residents who will view the station and garage from Bellevue Way--either at street level or from an elevation.

Agenda: South Bellevue Segment



- Animation
- Public Outreach
- Station Design
- Corridor Elements
- Questions

What we've heard

- Incorporation of the natural setting of the Mercer Slough into station and garage design
- Bellfield Park Lane/Surrey Downs connection
- Access for all modes (bus, train, bike, walk, KCM Access program, station area planning)
- Noise



SOUTH BELLEVUE STATION - NEIGHBORHOOD CONTEXT PLAN

EAST LINK EXTENSION



SOUTH BELLEVUE STATION - PERSPECTIVE AERIAL VIEW

EAST LINK EXTENSION



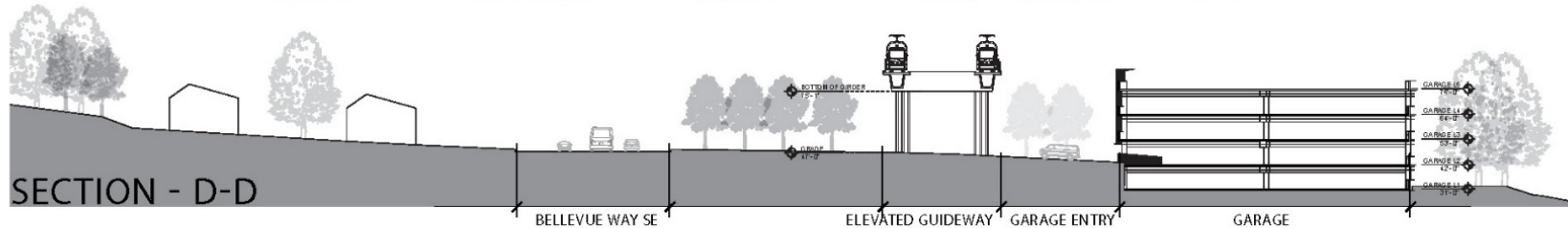
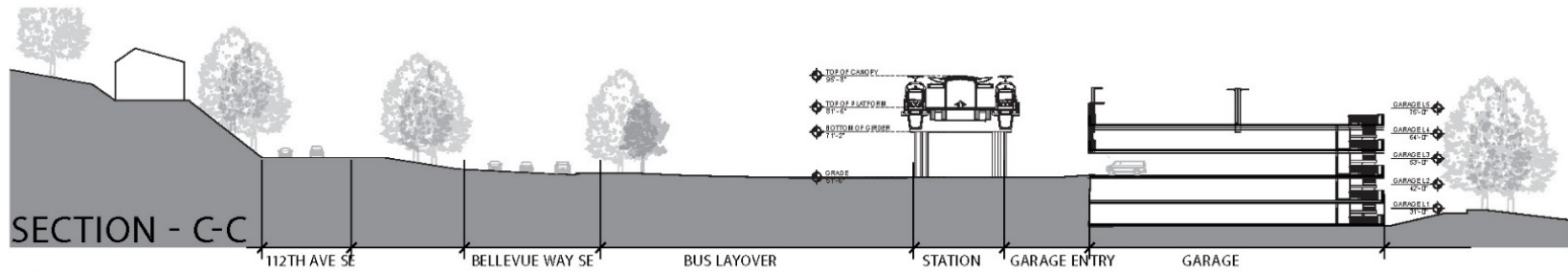
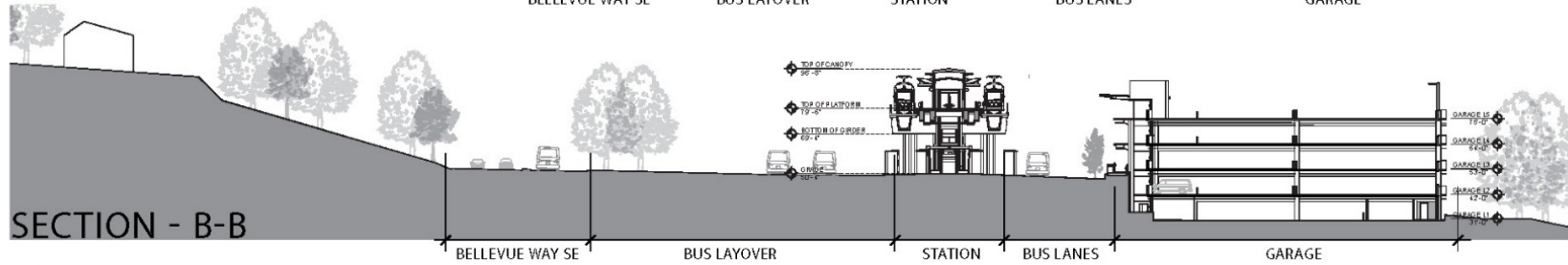
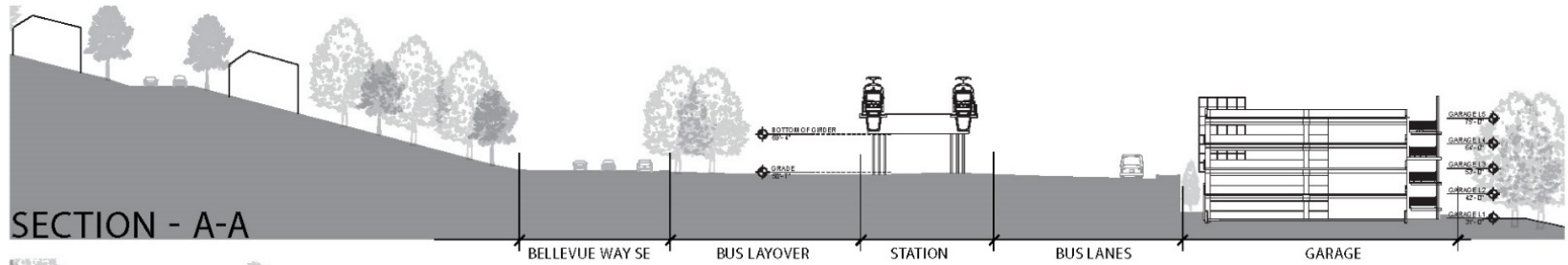
SOUTH BELLEVUE STATION - LANDSCAPE PLAN

EAST LINK EXTENSION



SOUTH BELLEVUE STATION - OVERALL SITE SECTIONS

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

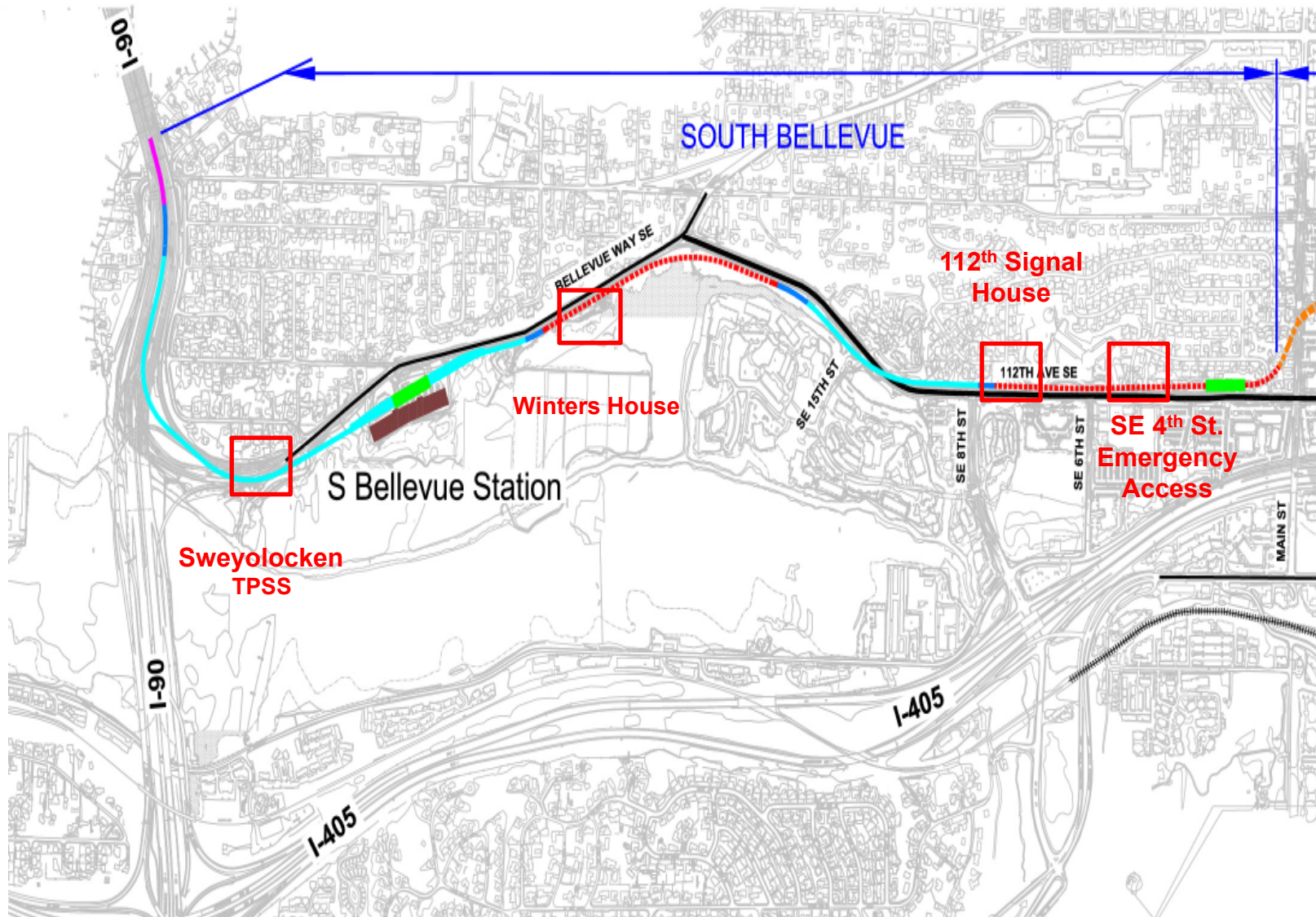
EAST LINK EXTENSION

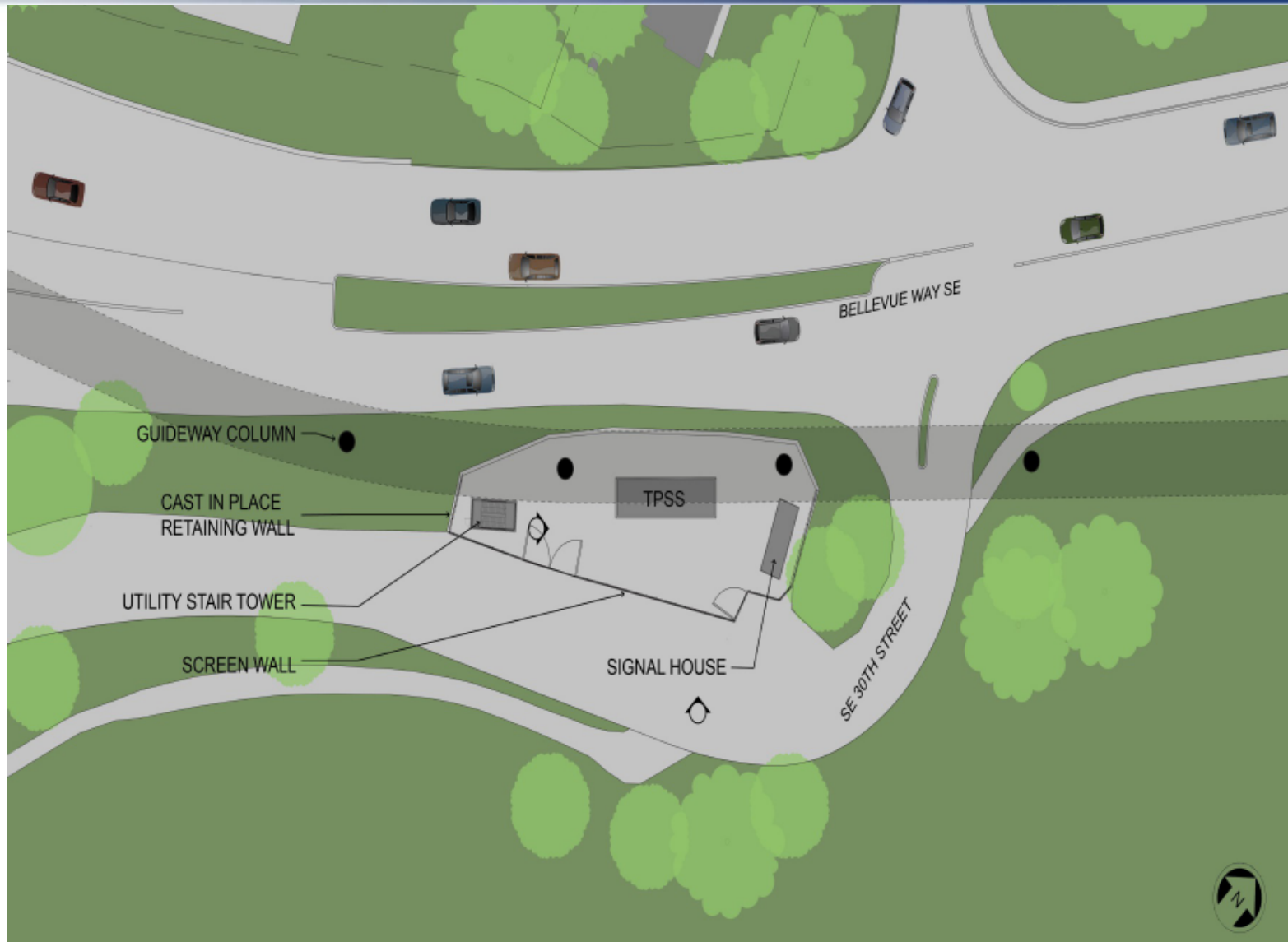


S. BELLEVUE STATION - LANDSCAPE PLAN

EAST LINK EXTENSION





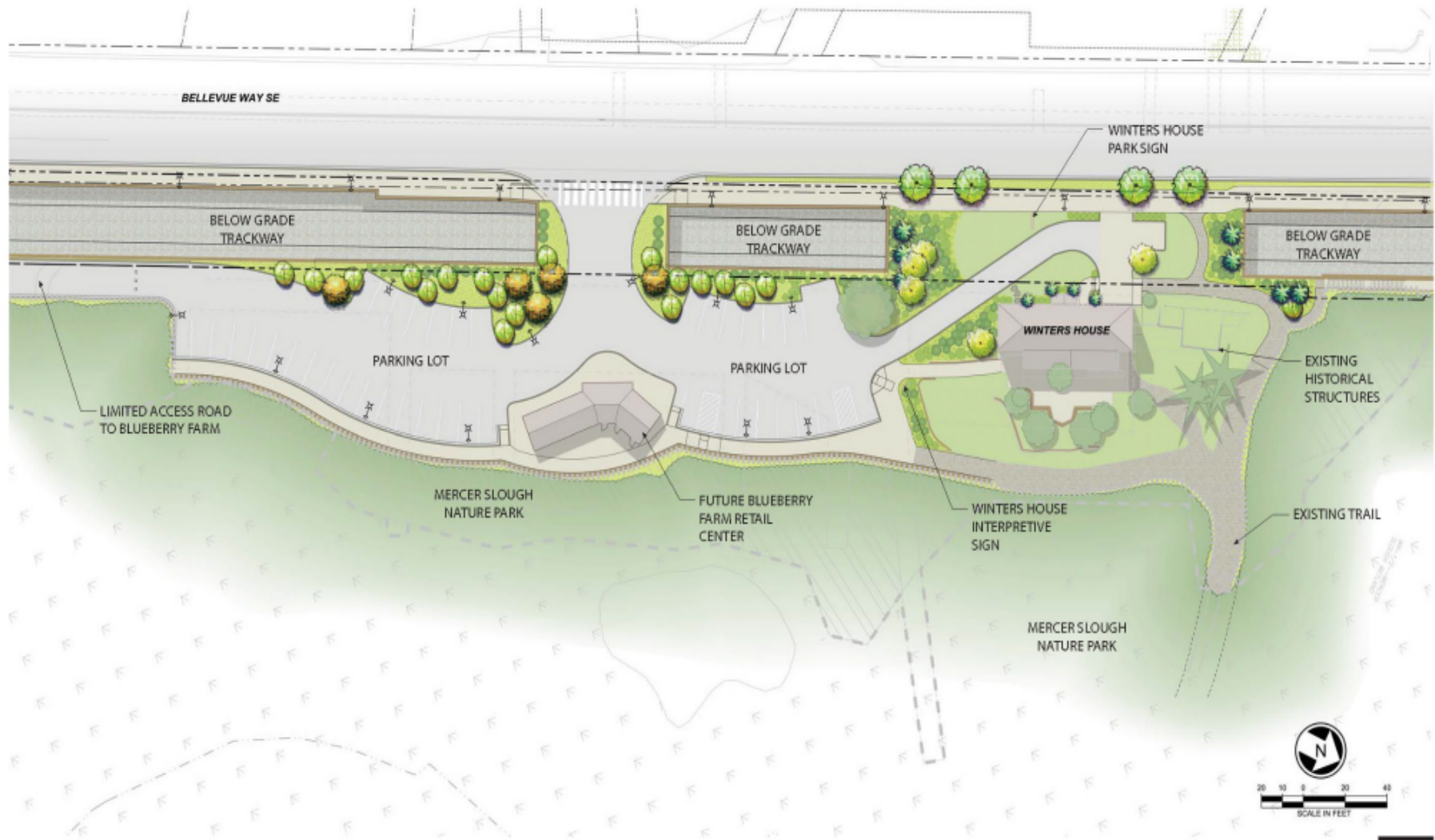




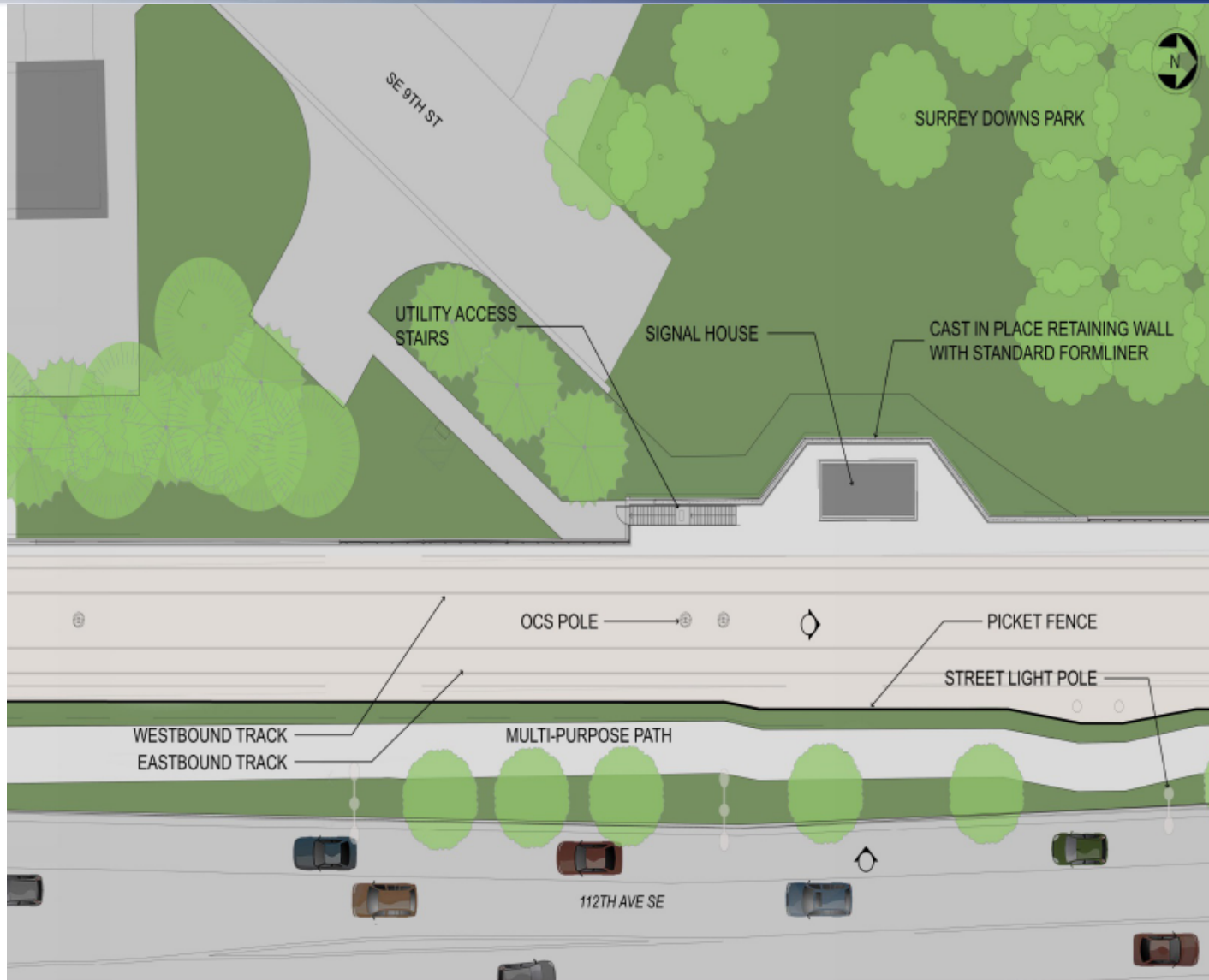
Swaylocken – Perspective

S. BELLEVUE CORRIDOR - WINTERS HOUSE

EAST LINK EXTENSION



FEB 2014



SE 112th Signal House – Plan





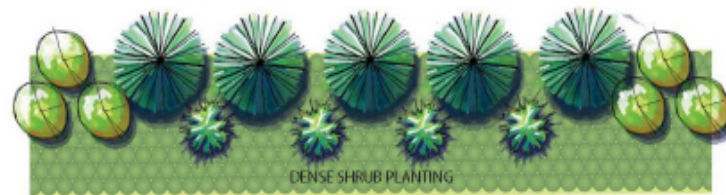


S. BELLEVUE CORRIDOR - 112TH AVE SE AT SE 4TH ST

EAST LINK EXTENSION



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



SCALE: 1" = 10'

- 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



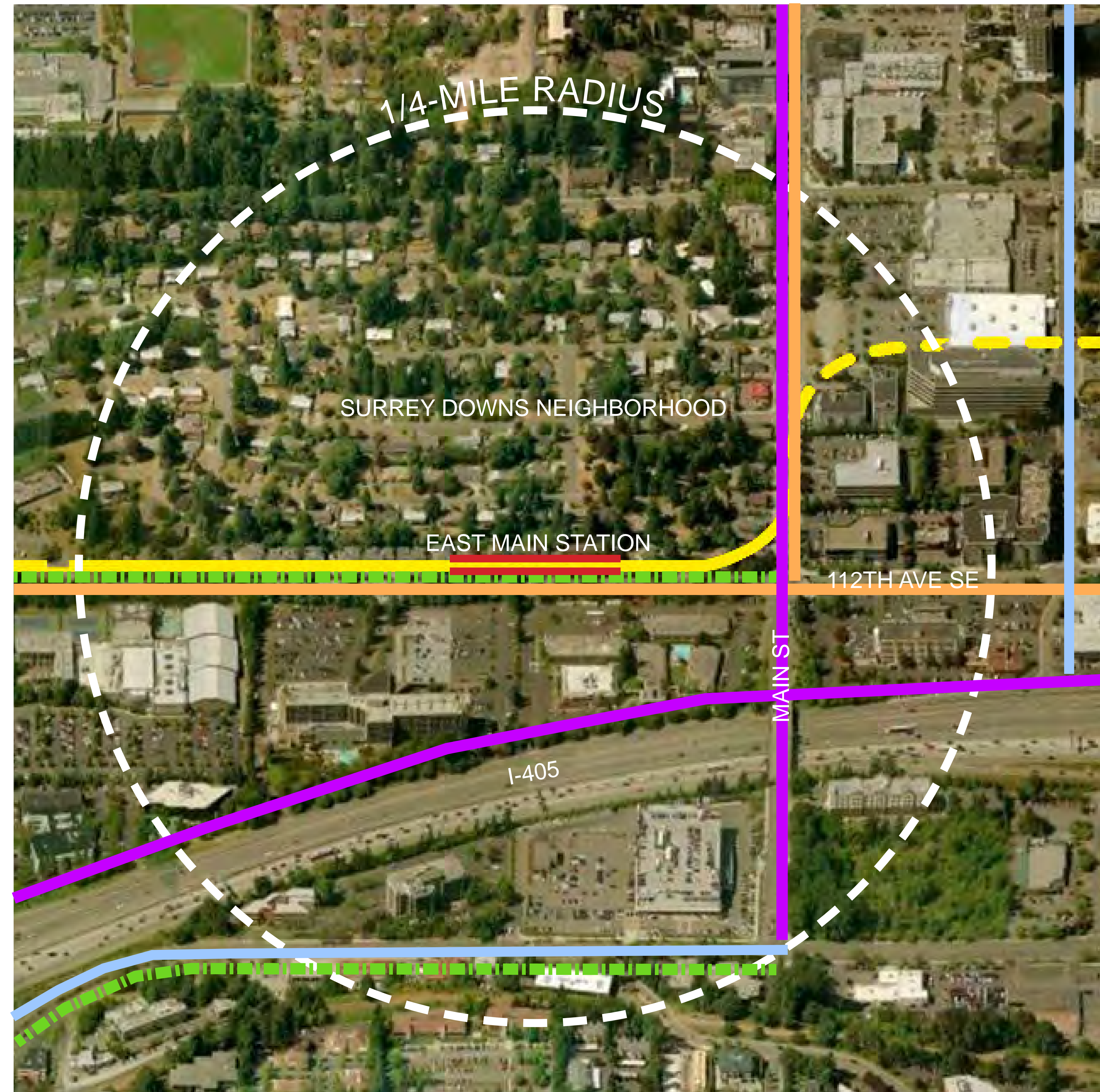


Standard Track Fence

Questions?



East Main Station



LEGEND

BUS ROUTE

BICYCLE ROUTE

FUTURE BICYCLE LANE

FUTURE OFF-STREET PATH

LIGHT RAIL TRACKS

STATION

East Main Station



Site & Landscape Plan

East Main Station





East Main Station



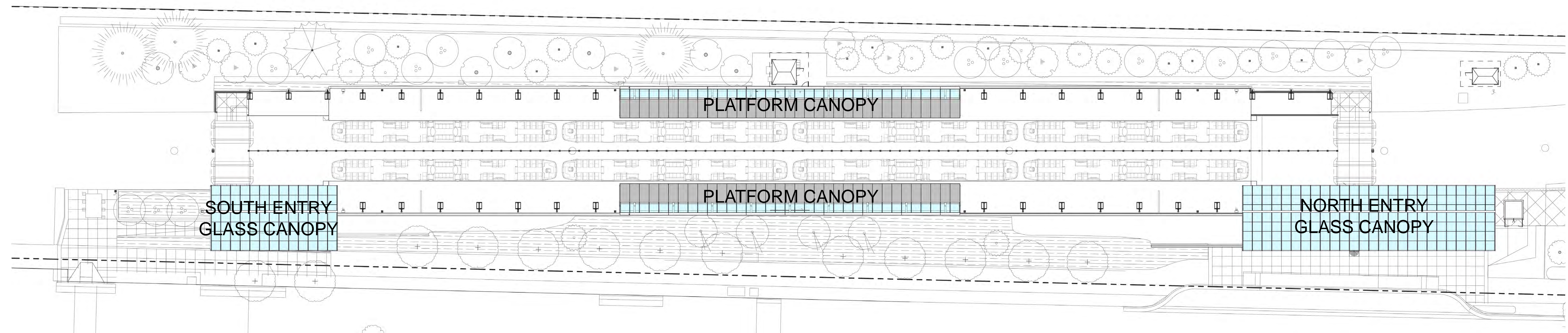
North Plaza View

East Main Station

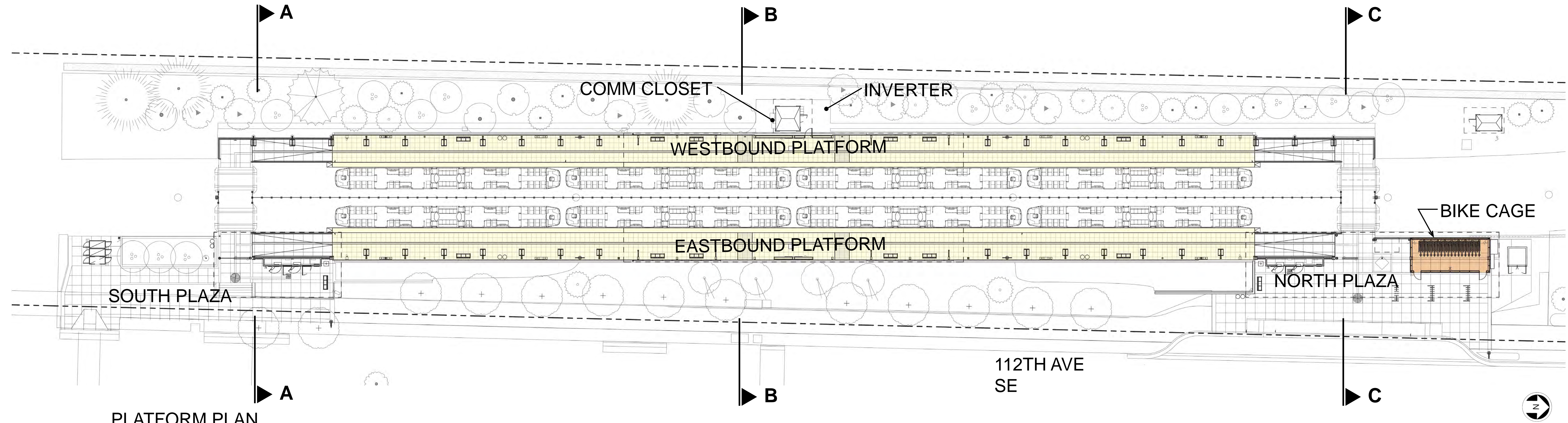


Platform View

East Main Station

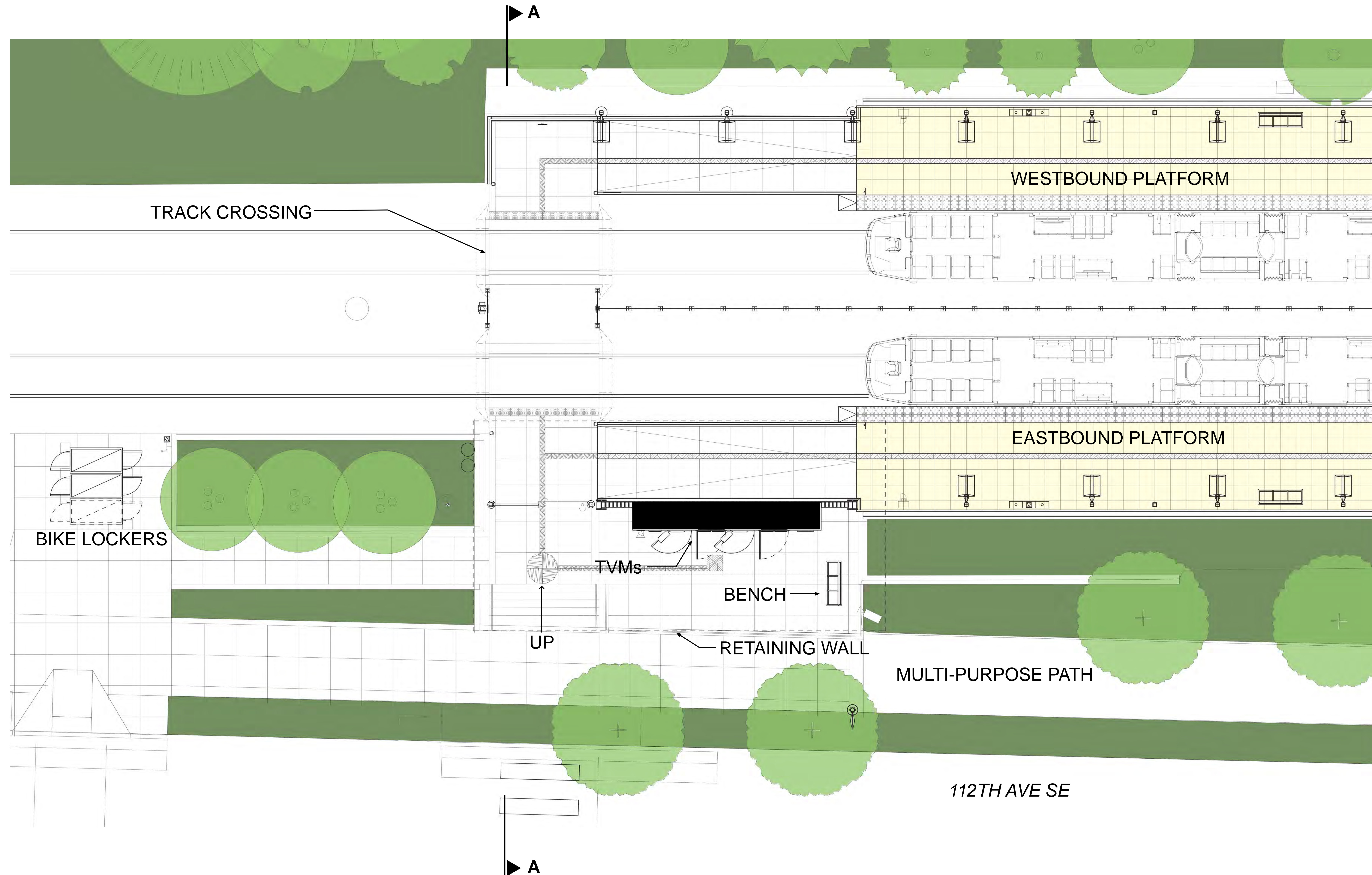


ROOF PLAN

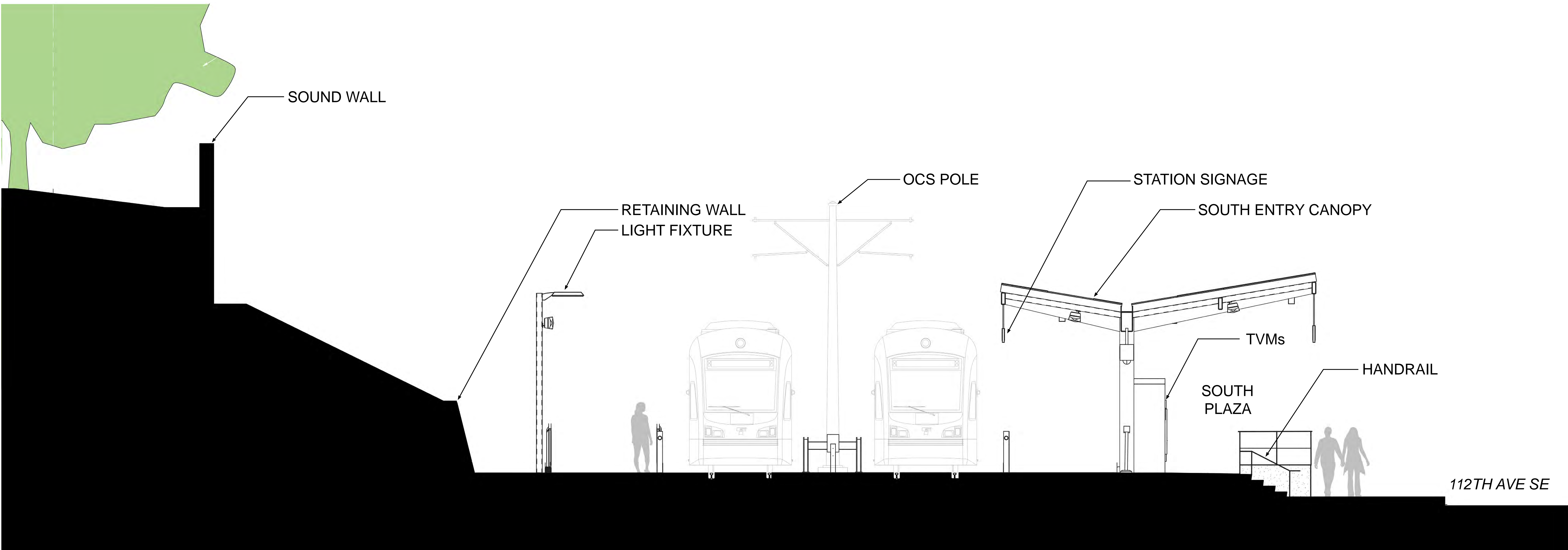


PLATFORM PLAN

East Main Station



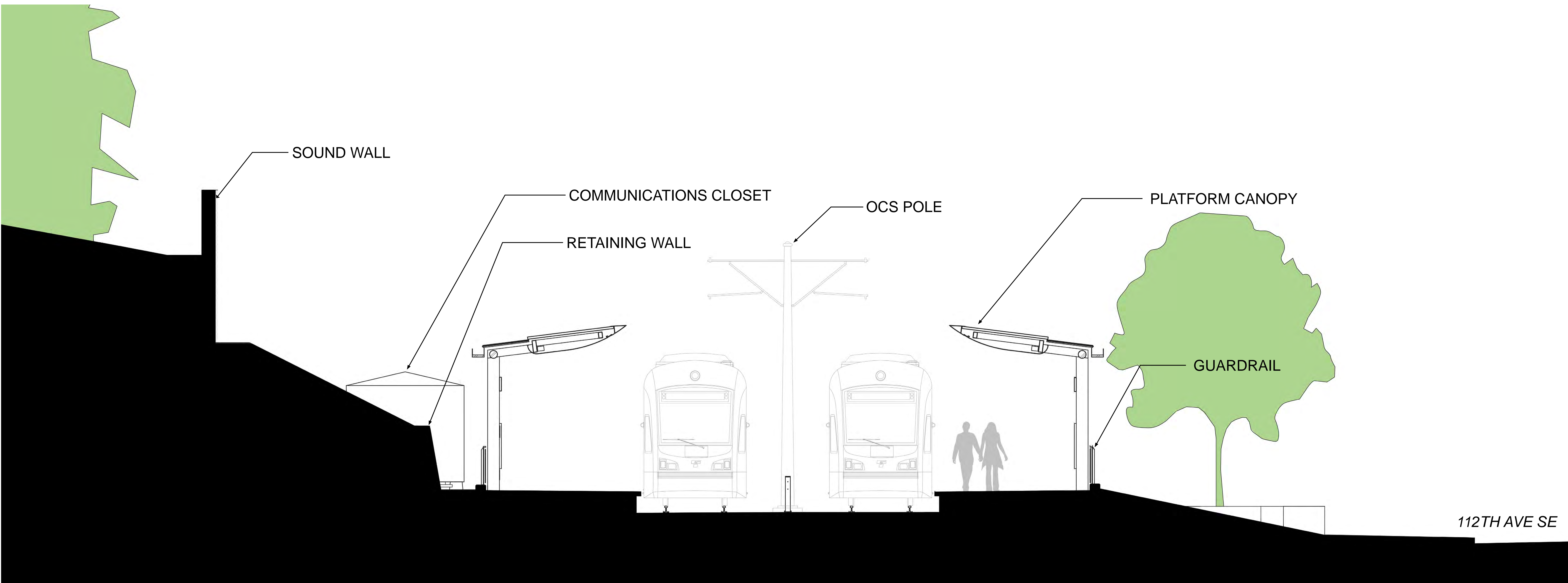
East Main Station



SECTION A-A

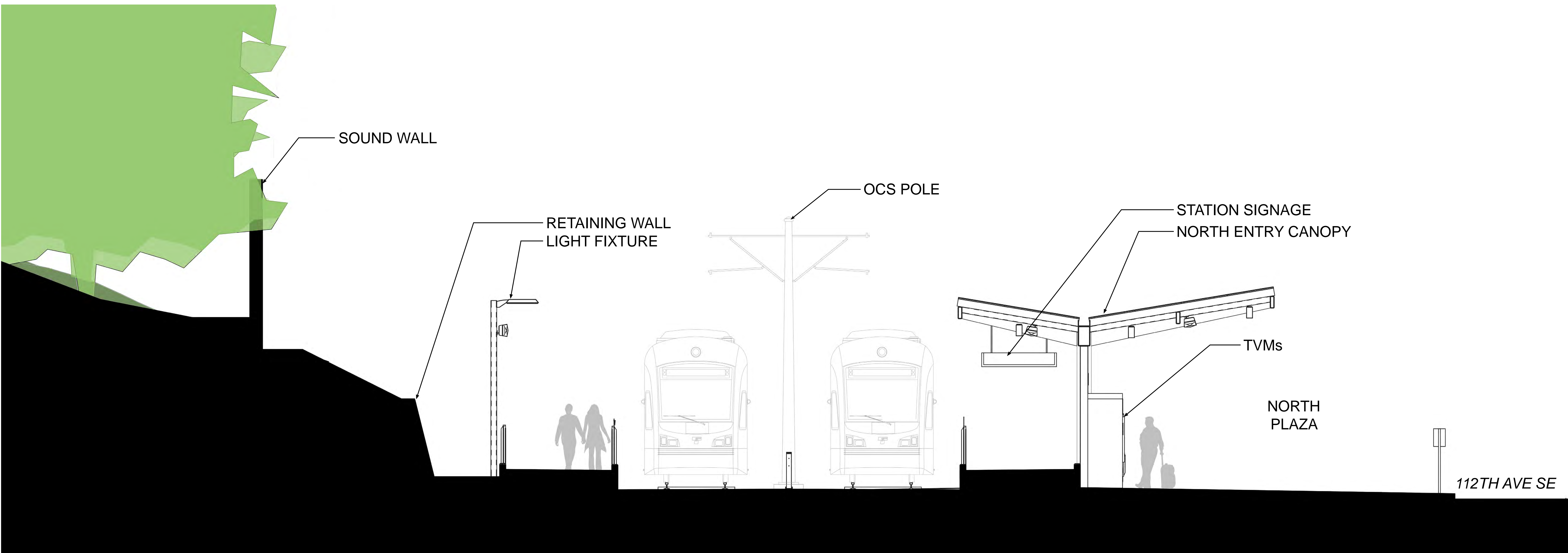
South Plaza Section

East Main Station



SECTION B-B

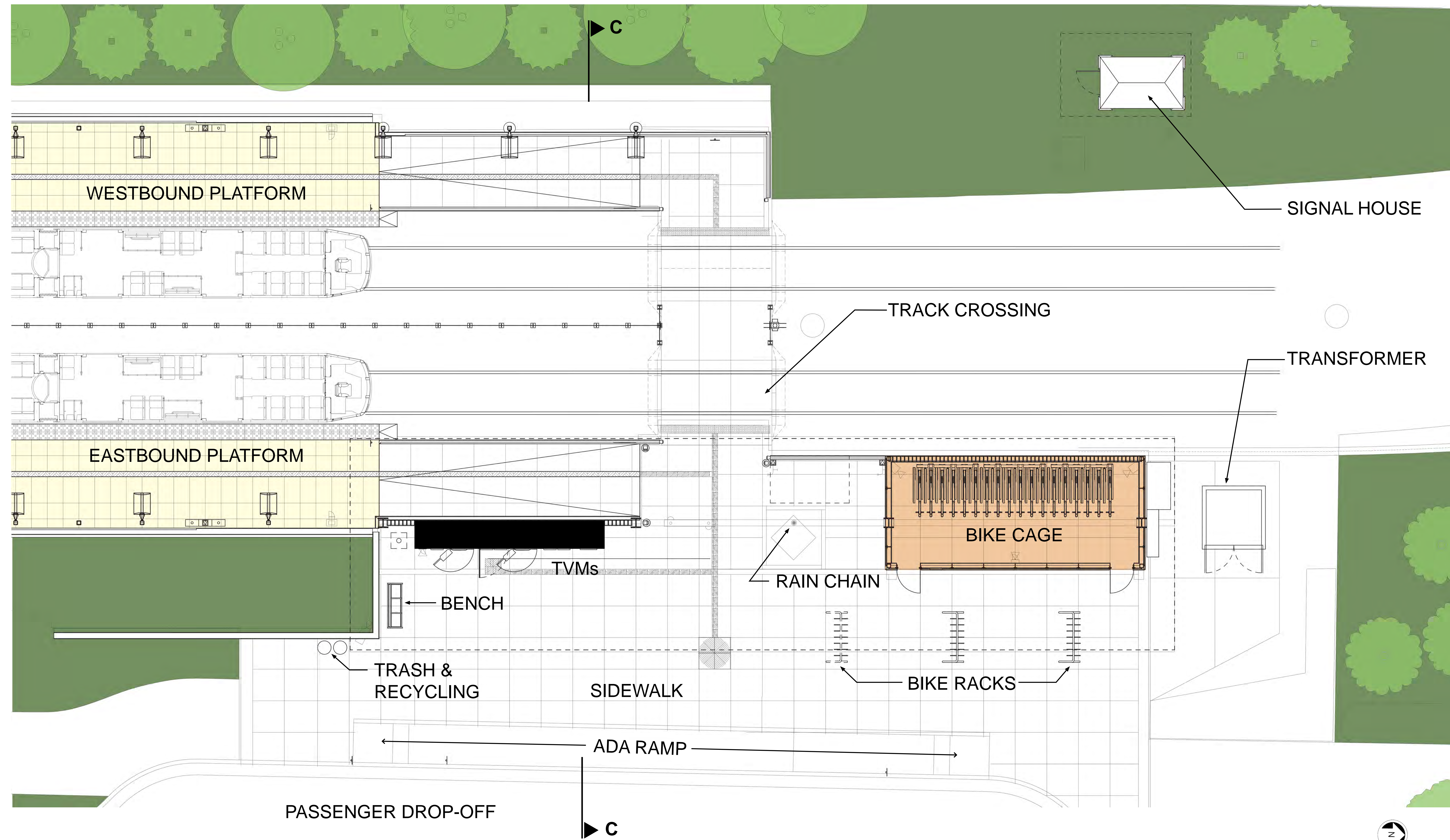
East Main Station



SECTION C-C

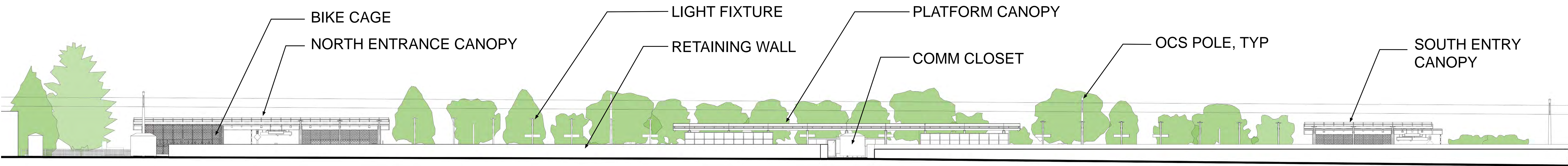
North Plaza Section

East Main Station

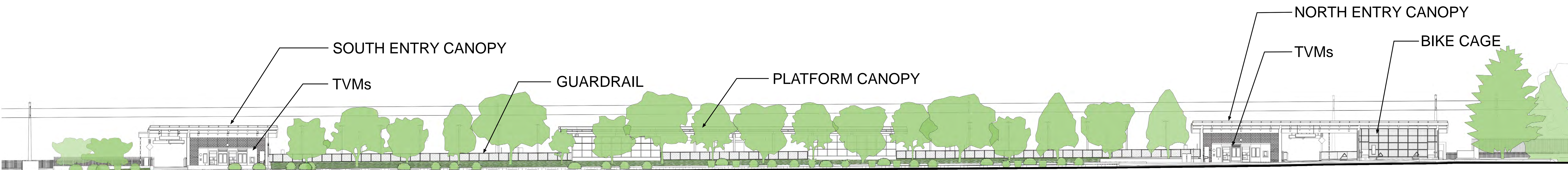


North Plaza Plan

East Main Station

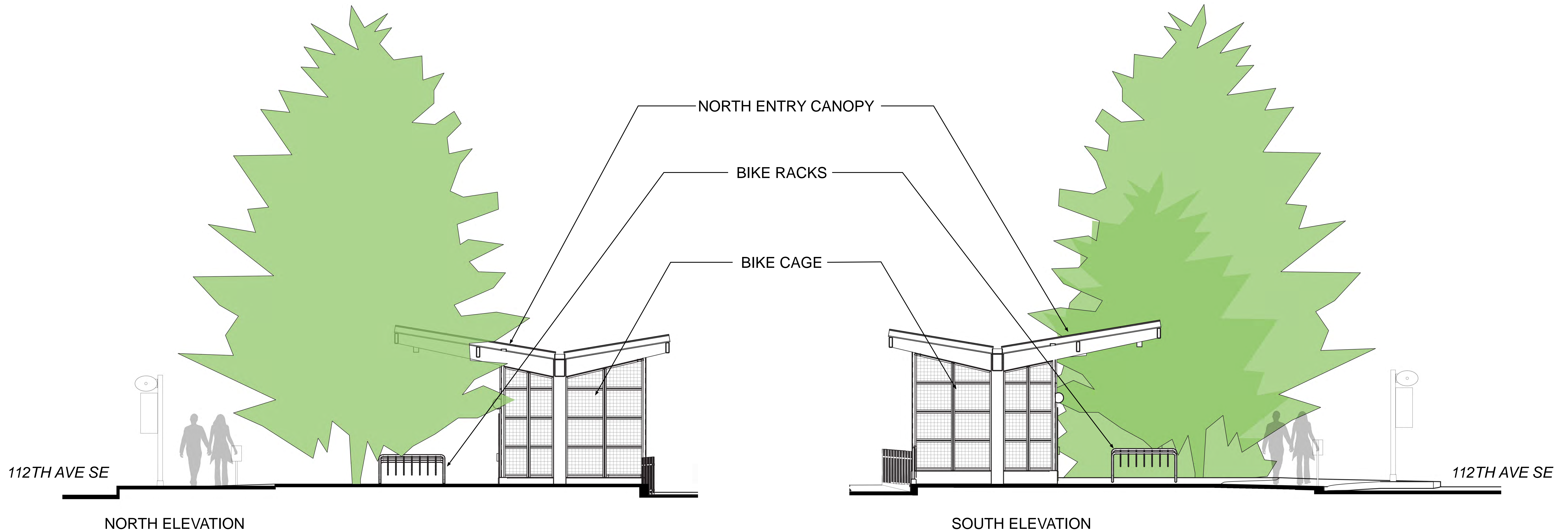


WEST ELEVATION



EAST ELEVATION

East & West Elevations

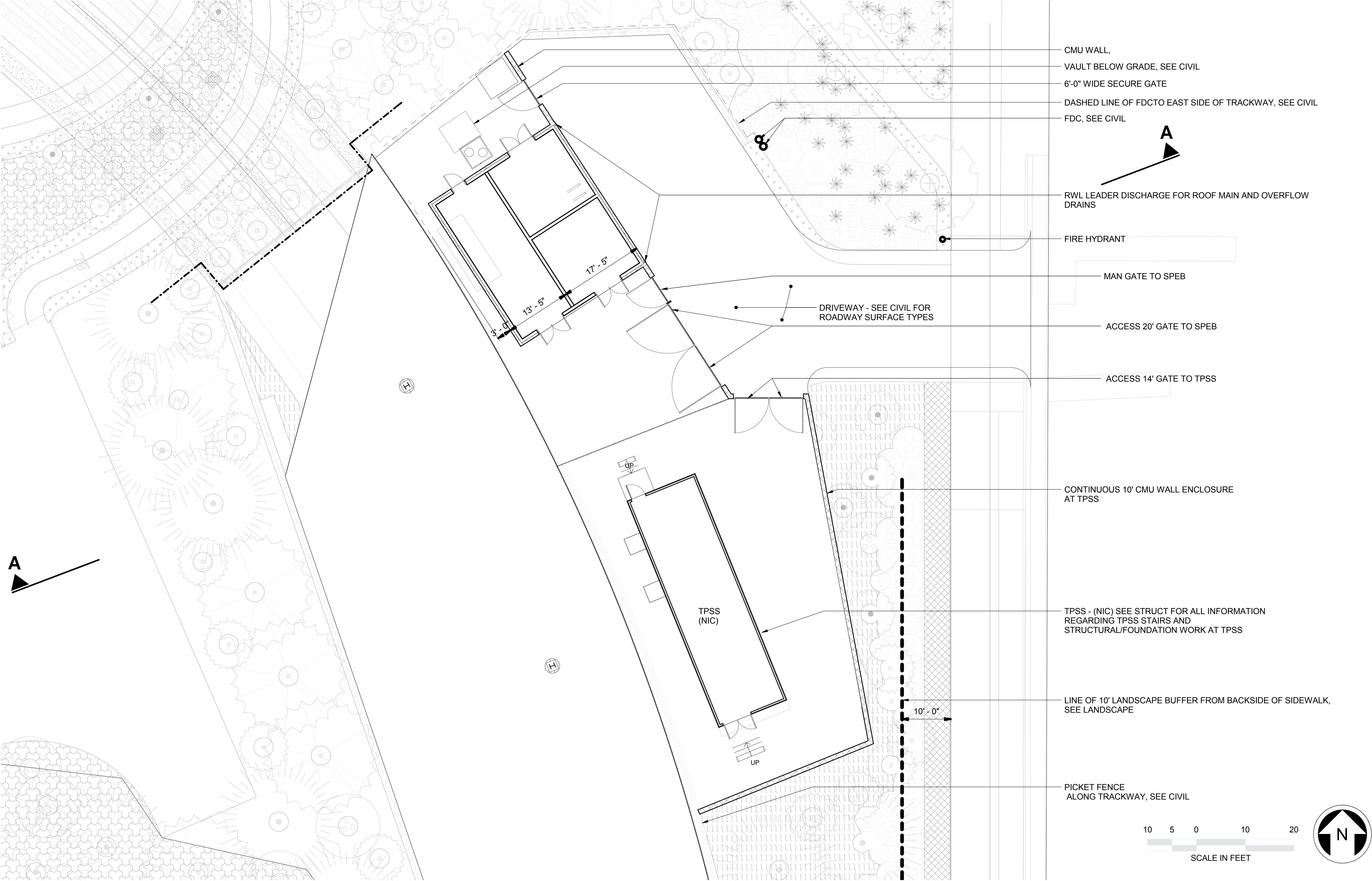


East Main Station



North Plaza and Portal View

South Portal Electrical Building (SPEB)



Site Plan

South Portal Electrical Building (SPEB)



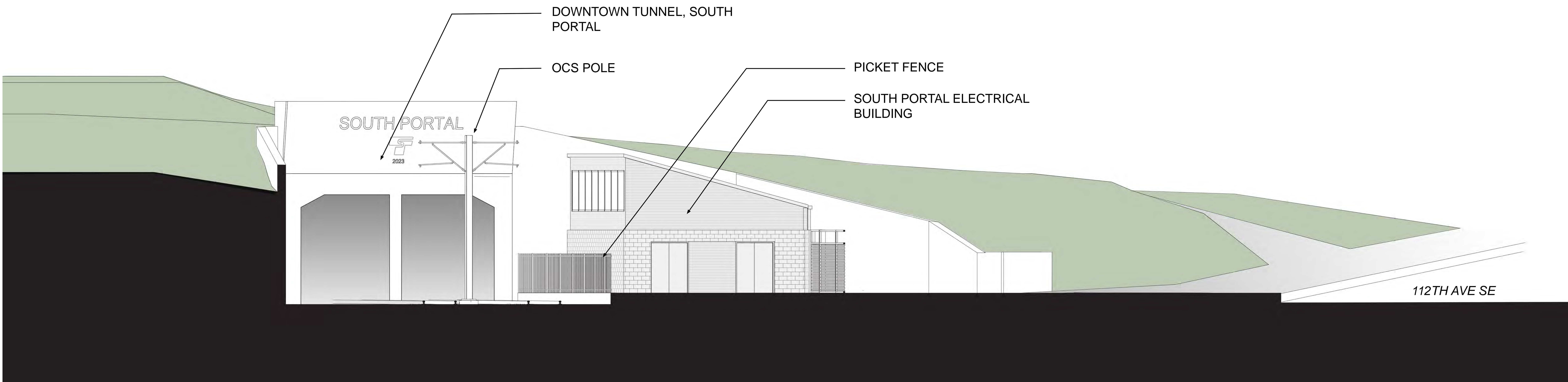
View From 112th Ave SE

South Portal Electrical Building (SPEB)



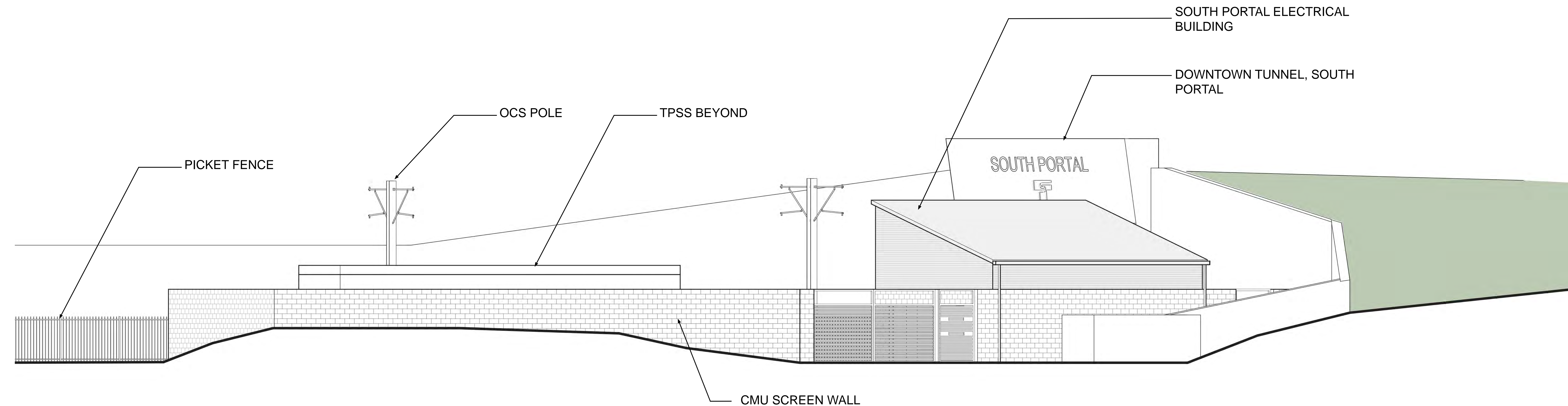
View From 112th Ave SE

South Portal Electrical Building (SPEB)



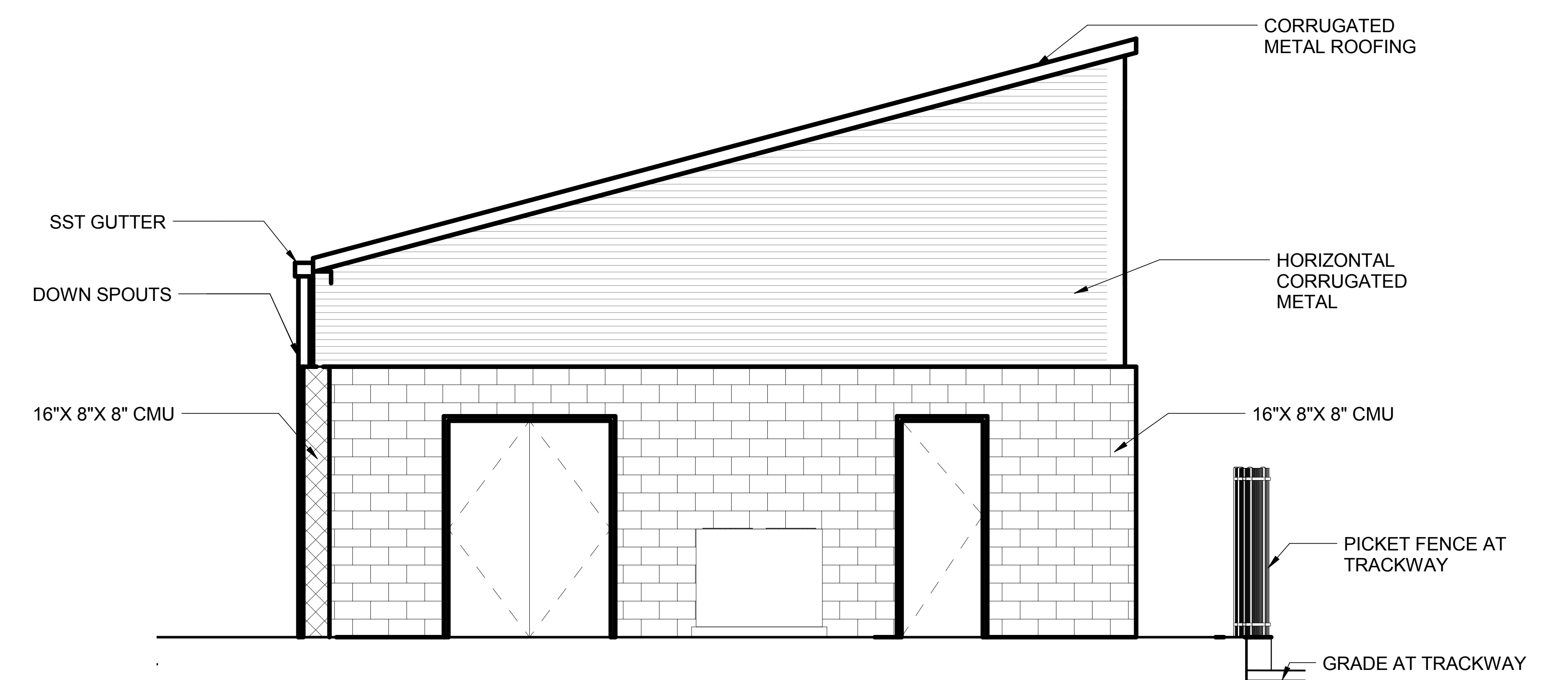
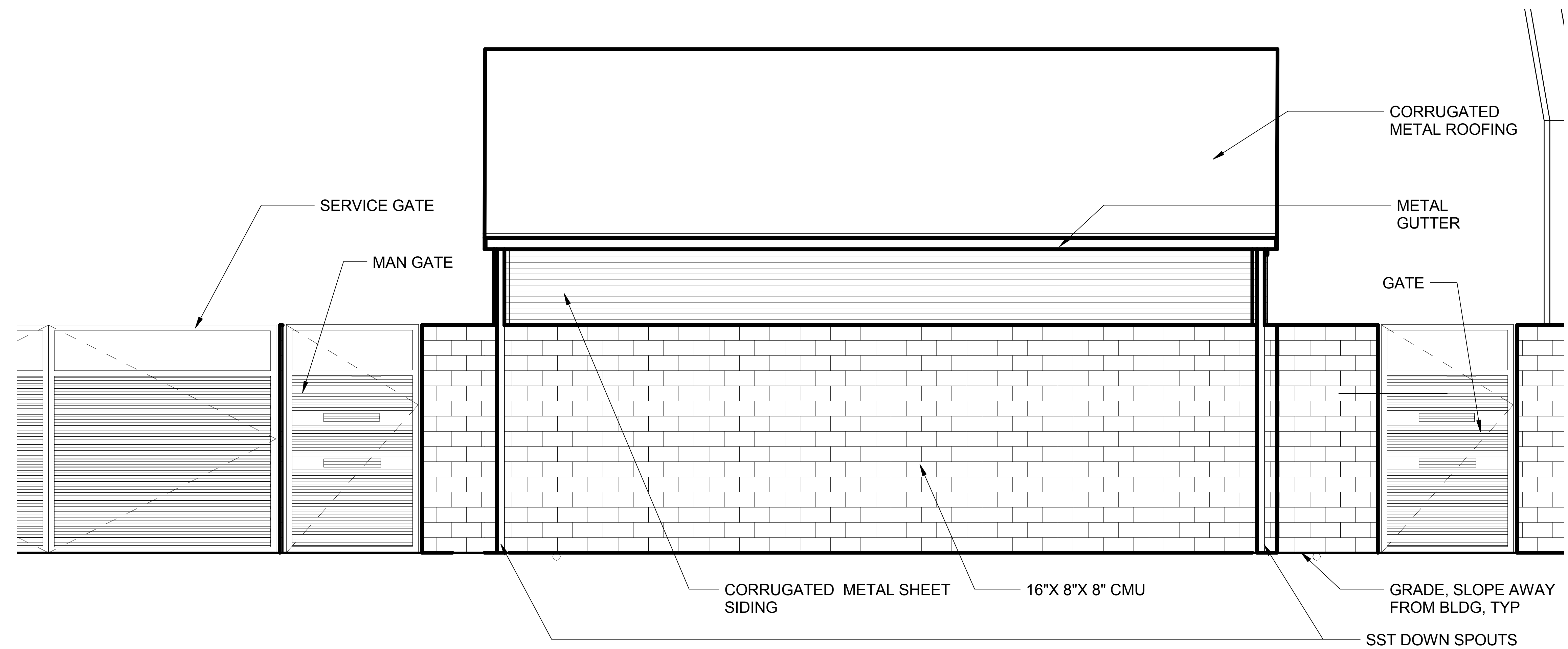
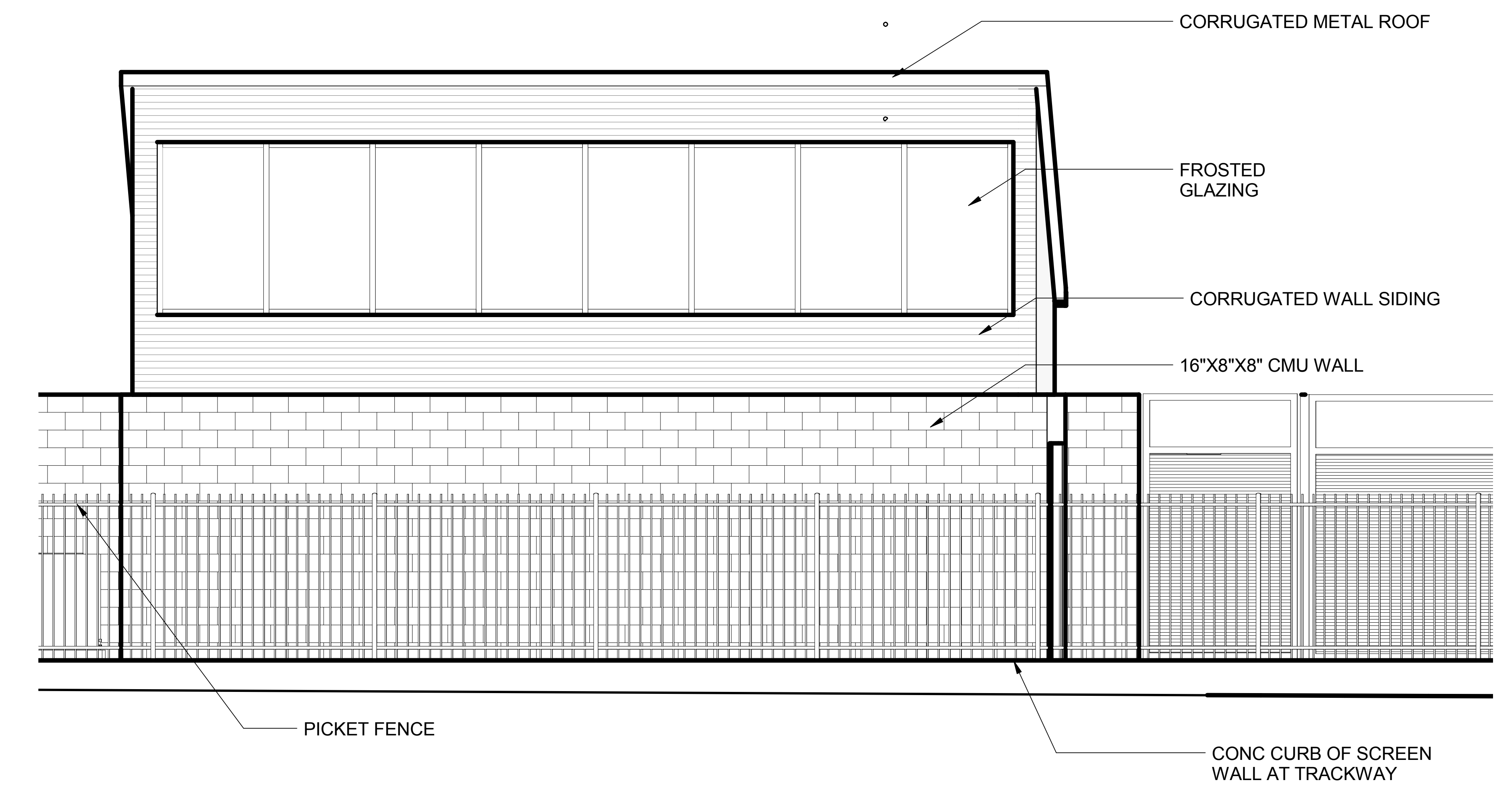
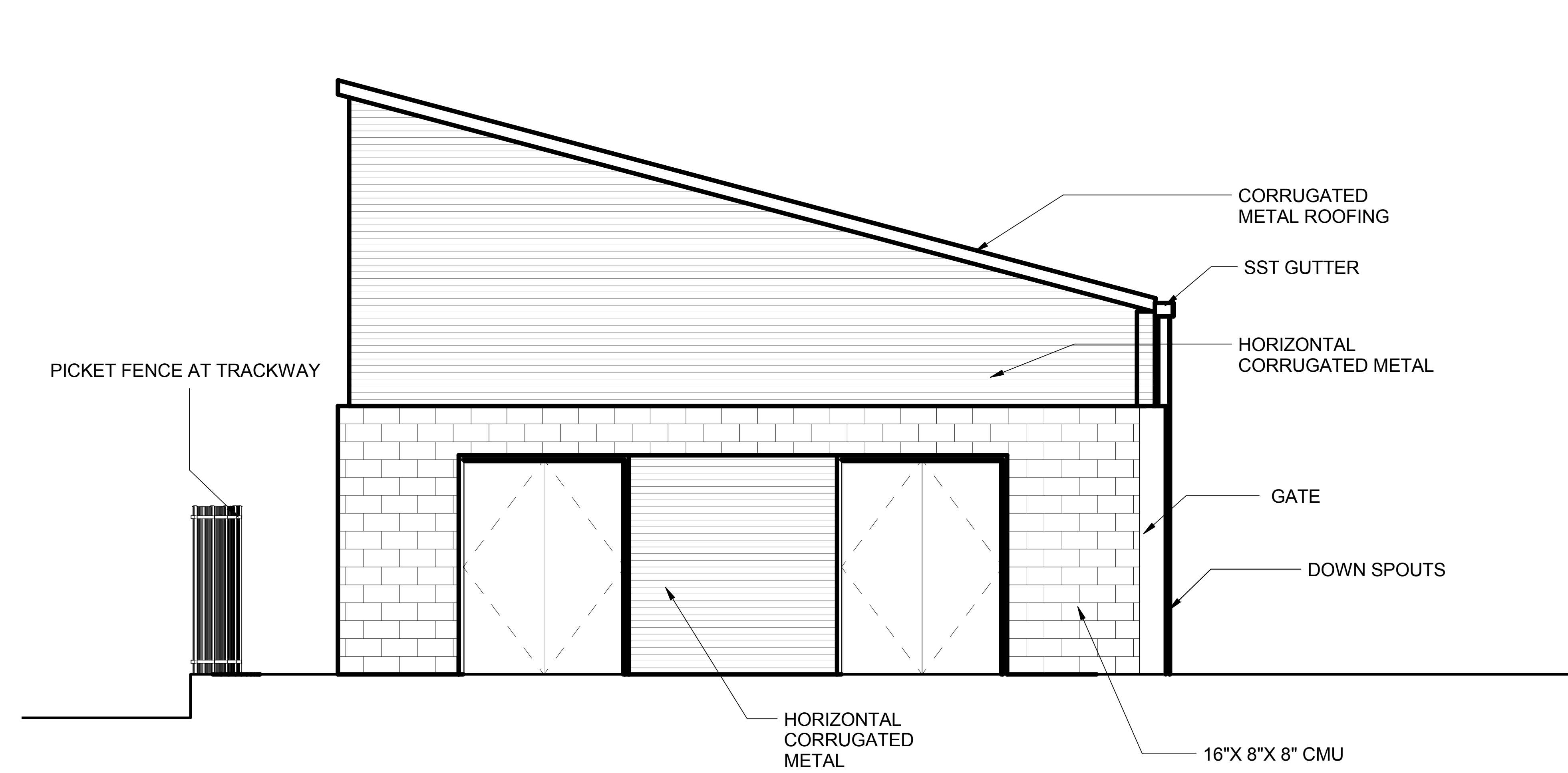
SECTION A-A

South Portal Electrical Building (SPEB)



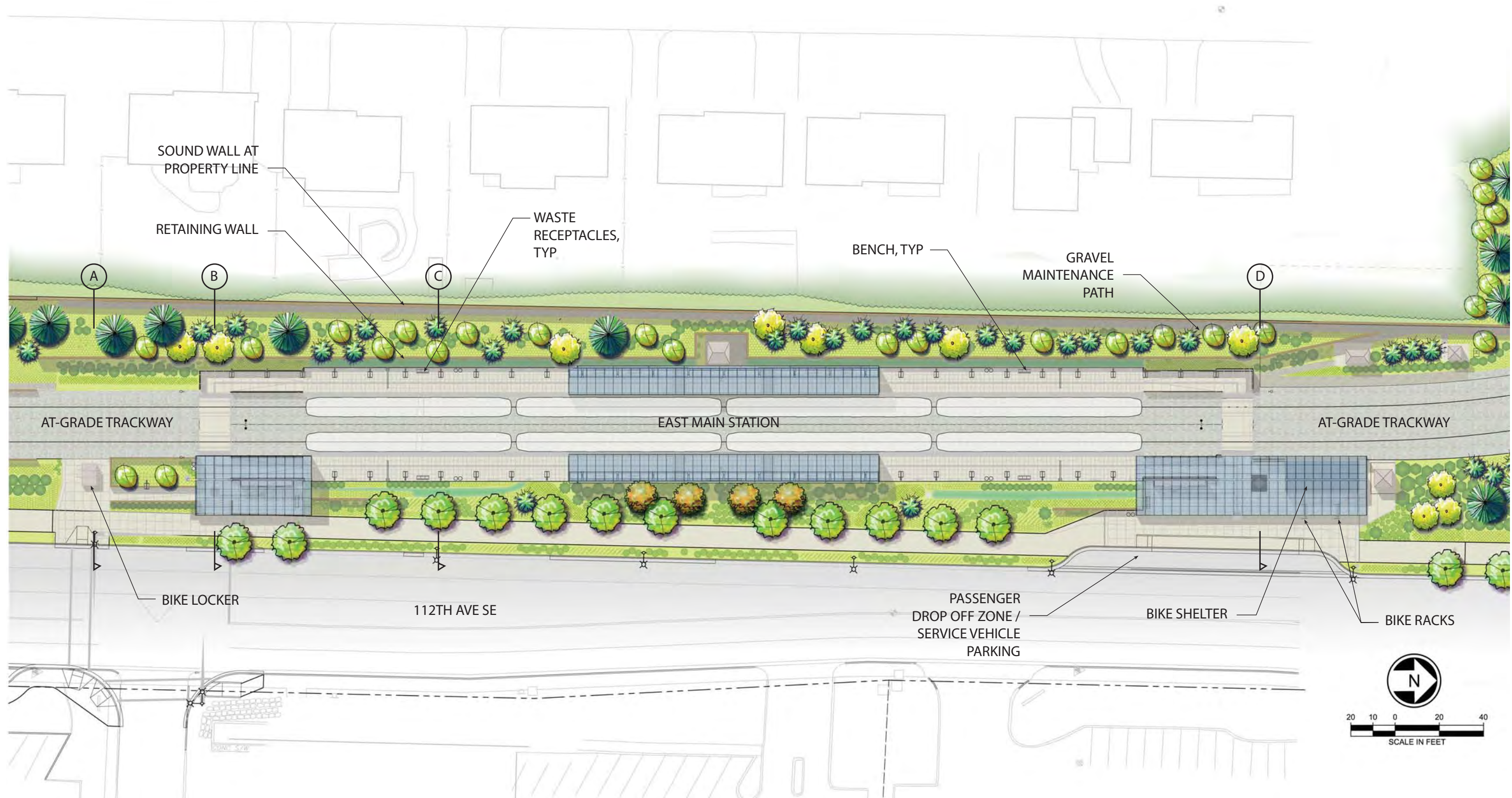
Elevation from 112th Ave SE

South Portal Electrical Building (SPEB)



EAST MAIN STATION

EAST LINK EXTENSION



EAST MAIN STATION MATERIALS - PLANTING

EAST LINK EXTENSION

TREES - EVERGREEN



Incense Cedar
Calocedrus decurrens

Screening tree proposed along the sound wall at the western property boundary of East Main Station.



Shore Pine
Pinus contorta var. *contorta*

Evergreen accent tree proposed along the sidewalk on the eastern side of East Main Station.



Douglas Fir
Pseudotsuga menziesii

Screening tree proposed along the sound wall at the western property boundary of East Main Station.



Western Red Cedar
Thuja plicata

Screening tree proposed along the sound wall at the western property boundary of East Main Station.



TREES - DECIDUOUS



Vine Maple
Acer circinatum

Understory tree proposed along the western property boundary and SE of the station. photo by: Ed Book



Coral Bark Japanese Maple
Acer palmatum 'Sango Kaku'

Ornamental tree proposed along the eastern side of East Main Station.



Armstrong Maple
Acer rubrum 'Armstrong'

Street tree proposed along the eastern side of East Main Station.



Venus Dogwood
Cornus kousa x *nuttalii* 'Venus'

Tree proposed along the sound wall at the western property boundary of East Main Station.



SHRUBS



Tall Oregon Grape
Mahonia aquifolium

Evergreen shrub proposed along the sound wall at the western property boundary of East Main Station.



Patty's Purple Hebe
Hebe 'Patty's Purple'

Evergreen shrub proposed along the eastern side of East Main Station.



Kelsey Dogwood
Cornus stolonifera 'Kelseyi'

Deciduous shrub proposed along both sides of East Main Station.



Birch Leaf Spirea
Spiraea betulifolia 'Tor'

Deciduous shrub proposed along the eastern side of East Main Station.

EAST MAIN STATION MATERIALS - PLANTING

EAST LINK EXTENSION

SHRUBS (CONT.)



Coast Silk Tassel
Garrya elliptica

Evergreen shrub proposed at the northeastern side of East Main Station.



Evergreen Huckleberry
Vaccinium ovatum

Evergreen shrub proposed along both sides of East Main Station.



Dwarf Mugo Pine
Pinus mugo mugo

Evergreen shrub proposed along the eastern side of East Main Station.



Red Flowering Currant
Ribes sanguineum

Deciduous shrub proposed along the western side of East Main Station.

GROUNDCOVERS & PERENNIALS



Daylily
Hemerocallis 'Stella D'Oro'

Flowering perennial proposed along the eastern side of East Main Station.



Sword Fern
Polystichum munitum

Fern proposed as an accent plant throughout the western side of East Main Station.



Blue Eyed Grass
Sisyrinchium idahoense

Flowering perennial proposed along the eastern side of East Main Station.



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

A mixture of sedges and rushes proposed for natural drainage areas throughout the eastern side of East Main Station.



Kinnikinnick
Arctostaphylos uva-ursi

Evergreen groundcover proposed along the retaining wall on the western side of East Main Station.



Douglas Iris
Iris douglasiana

Flowering perennial used as an accent plant along the eastern side of East Main Station.



Orange New Zealand Sedge
Carex testacea

Ornamental grass proposed as an accent plant and in natural drainage areas on both sides of East Main Station.



Fringe Cup
Tellima grandiflora

Perennial groundcover proposed along the eastern side of East Main Station.

MAIN STREET PARK

EAST LINK EXTENSION



MAIN STREET PARK - PLANTING

EAST LINK EXTENSION

TREES - EVERGREEN



Incense Cedar
Calocedrus decurrens

Screening tree proposed along park's southern perimeter, SE 1st Pl and along 112th Ave SE.



Douglas Fir
Pseudotsuga menziesii

Screening tree proposed along park's southern perimeter, SE 1st Pl and along 112th Ave SE.



Western Red Cedar
Thuja plicata

Screening tree proposed along park's southern perimeter, SE 1st Pl and along 112th Ave SE.



Giant Sequoia
Sequoiadendron giganteum

Evergreen tree used as an accent plant in the center of Main Street Park.



TREES - DECIDUOUS



Maidenhair Tree
Ginkgo biloba

Deciduous tree proposed along both sides of the main path bisecting Main St Park.



Western Redbud
Cercis occidentalis

Forest understory tree proposed along the edge of lawn throughout Main St Park.



Vine Maple
Acer circinatum

Understory tree proposed along the edge of lawn in Main St Park and on 112th Ave SE. photo by: Ed Book



Serviceberry
Amelanchier grandiflora 'Princess Diana'

Understory tree proposed along the edge of lawn in Main St Park and on 112th Ave SE.



SHRUBS



Patty's Purple Hebe
Hebe 'Patty's Purple'

Evergreen shrub proposed at the center entrance of Main St Park along Main St.



Mock Orange
Philadelphus lewisii

Deciduous shrub proposed adjacent to the SPEB building on 112th Ave SE.



Dwarf Mugo Pine
Pinus mugo mugo

Evergreen shrub proposed throughout the eastern boundary of the park along 112th Ave SE.



Pacific Wax Myrtle
Myrica californica

Evergreen shrub proposed throughout the eastern boundary of the park and adjacent to the SPEB building along 112th Ave SE.

MAIN STREET PARK - PLANTING

EAST LINK EXTENSION

SHRUBS (CONT.)



Kelsey Dogwood
Cornus stolonifera 'Kelsey'

Deciduous shrub proposed along the sidewalk adjacent to the SPEB building on 112th Ave SE.



Red Flowering Currant
Ribes sanguineum

Deciduous shrub proposed throughout the park's eastern boundary and adjacent to the SPEB building along 112th Ave SE.



Coast Silk Tassel
Garrya elliptica

Evergreen shrub proposed throughout the eastern boundary of the park along 112th Ave SE.



Ocean Spray
Holodiscus discolor

Deciduous shrub proposed throughout the eastern boundary of the park along 112th Ave SE.



Tall Oregon Grape
Mahonia aquifolium

Evergreen shrub proposed at the northwestern entrance to the park along 110th Place SE.



Black Twinberry
Lonicera involucrata

Deciduous shrub proposed throughout the eastern boundary of the park along 112th Ave SE.



Mock Orange
Philadelphus lewisii

Deciduous shrub proposed along the sidewalk adjacent to the SPEB building on 112th Ave SE.



Indian Plum
Oemleria cerasiformis

Deciduous shrub proposed along the sidewalk adjacent to the SPEB building on 112th Ave SE.

GROUNDCOVERS & PERENNIALS



Mitigation Groundcover Mix
Blechnum spicant
Cornus canadensis
Mahonia nervosa
Maianthemum dilatatum
Vancouveria hexandra

Evergreen groundcover and perennial mix proposed throughout mitigation areas.



Alpine Cinquefoil
Potentilla neumanniana 'Nana'

Flowering perennial proposed for use in planting beds as an accent plant in Main St Park.



Creeping Mahonia
Mahonia repens

Evergreen groundcover proposed adjacent to the SPEB building along 112th Ave SE.



Sword Fern
Polystichum munitum

Fern proposed throughout the eastern boundary of the park and adjacent to the SPEB building along 112th Ave SE.