



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** February 27, 2015

**To:** Light Rail Permitting Advisory Committee

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

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

Enclosed you will find an agenda packet for your twenty-eighth Advisory Committee meeting next Wednesday, March 4<sup>th</sup>. We will begin at 3:00 p.m. in Room 1E-113 at Bellevue City Hall. The meeting will be chaired by Doug Mathews and Marcelle Van Houten.

This packet includes:

1. Agenda
2. December 17<sup>th</sup>, February 4<sup>th</sup> and February 18<sup>th</sup> Meeting Minutes
3. City PowerPoint Presentation from February 18<sup>th</sup>
4. City Light Standard
5. CAC South Bellevue Segment Pre-Development Advisory Document
6. Draft CAC South Bellevue Segment Design and Mitigation Permit Advisory Document

We will have hard copies of all electronic packet materials for you on March 4<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, March 4<sup>th</sup>, 2015

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

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|------------------|---|
| <b>3:00 p.m.</b> | <b>1. Call to Order, Approval of Agenda, Approval of December 17<sup>th</sup>, February 4<sup>th</sup>, and February 18<sup>th</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Van Houten</i> |
| <b>3:10 p.m.</b> | <b>2. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>3:20 p.m.</b> | <b>3. Updates</b><br><i>City of Bellevue</i>  |
| <b>3:45 p.m.</b> | <b>4. South Bellevue Segment Draft Design and Mitigation Permit Advisory Document – Action Item</b><br><i>Matthews Jackson</i>  |
| <b>4:50 p.m.</b> | <b>5. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>5:00 p.m.</b> | <b>6. Adjourn</b>   |

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

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

December 17, 2014  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

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

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

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

RECORDING SECRETARY: Gerry Lindsay

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

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

The agenda was approved by consensus.

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

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

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

2. PUBLIC COMMENT - None

3. CONTINUED DISCUSSION OF SOUTH BELLEVUE SEGMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### 4. CAC IN 2015 - WHAT'S AHEAD

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



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

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

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

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

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

## 5. PUBLIC COMMENT

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

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

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

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

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

## 6. ADJOURN

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

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.

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

February 18, 2015  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

MEMBERS PRESENT: Doug Mathews, Joel Glass, Wendy Jones

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

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Mathews called the meeting to order at 3:15 p.m.

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. John King, 217 110th Place SE, commented that in addition to noise from the light rail trains, the Surrey Downs neighborhood is going to be impacted by the demolition of several multi-story structures on the west side of 112th Avenue SE. Those buildings currently serve to some degree as noise barriers protecting the neighborhood. Surrey Downs is at a higher elevation generally than the 112th Avenue SE roadbed and the noise that comes from the roadway and the trains will not dissipate out into the atmosphere without permeating the neighborhood. The Committee was asked to pay close attention to the science of noise in considering the impacts on the neighborhood. The sound wall should be as high and as thick as needed to be effective.

3. OPERATIONAL NOISE UPDATE

Planning Manager Matthews Jackson said the application of the city's noise code to the light rail project has been challenging. No other cities have tried applying their own codes; all have elected to allow Sound Transit to satisfy the Federal Transit Authority requirements. The city attorney's office is working with Sound Transit's attorney and the consultants on a resolution for how to apply the city's code. Progress is being made but a final solution has not yet been identified.



Mr. Jackson said it appears that in most cases the sound from the train with the mitigation proposed is below the current ambient noise level. Sound Transit has been asked to provide more information, including additional noise testing in Mercer Slough Nature Park. Additional sound testing is under way, particularly with regard to trails and places that receive active use.

Mr. Glass asked if Surrey Downs Park would be included as a sensitive receptor. Mr. Jackson answered that it has not been included for purposes of Federal Transit Authority compliance but sound readings have been taken there and Sound Transit has been asked to extend the walls around the corner of the park to mitigate for sound. Additional information has been asked about noise impacts on Surrey Downs Park. The parks department argued against having a noise wall blocking visual access to the park so the wall location and plans were negotiated between parks and Sound Transit.

Mr. Glass said it was his understanding that most of the noise from the trains will come from the wheels on the track rather than air passing over the train as it moves along. Mr. Jackson verified that but added that the train itself will generate some noise. Sound Transit learned a number of lessons from the Central Link project and will be putting them in play for the East Link segment. They have already installed shrouds on the trail wheels, and greasers will be installed at several locations where the tracks turn in order to prevent wheel squeal, including coming off of I-90 leading into the South Bellevue Station.

John Walser, senior architect with Sound Transit, added that the clicking trains used to make when crossing track segments will be gone given that Sound Transit uses a continuously welded track. There will be a certain amount of click noise at the crossover points, including on the elevated guideway to the south of the South Bellevue station and in front of Surrey Downs Park.

Answering a question asked by Mr. Glass about the parks department wanting to preserve the view into the park, Mr. Walser said there will be a five-foot retaining wall on the back side of the tracks in that location. The hillside slopes up and there will be another retaining wall further up the hillside in a terraced scenario. Mr. Jackson said Sound Transit has been asked for more information regarding sound levels relative to the east side of the tracks through the Slough and it remains to be seen if it will be necessary to install sound walls on the east side of the guideway.

Ms. Jones asked if the entire South Bellevue segment includes ballasted track. Mr. Walser said the elevated guideway does not have ballasted track. To the north of the South Bellevue station the track will be ballasted as it leaves the trench and will remain so past the East Main station to the tunnel. In the South Bellevue section the tracks will be mounted on concrete ties called plints.

Ms. Jones said she recently had a telephone conversation with an out-of-state professor about the noise implications, particularly as to how the noise will impact the Slough.

While he was not armed with all of the technical details, his take was that there will absolutely be impacts in the Slough but probably not those that a normal person would notice, such as the density of wildlife and the way in which wildlife uses the Slough. She said it is encouraging to know the city is looking into the noise impacts related to both construction and operations.

Ms. Jones asked if any residences in the South Bellevue section are known to need noise mitigation. Mr. Jackson said Sound Transit has been asked to look at the properties identified in the sound report as being above the ambient level. Sound Transit has been asked to provide some recommendations for what else could be done beyond installing sound packages.

#### 4. DESIGN AND MITIGATION PERMIT SOUTH BELLEVUE ADVISORY DOCUMENT ITEMS

Mr. Jackson explained that he went back through all of the meeting minutes and the correspondence received from Committee members and pulled out the main issues that have been discussed. He asked for clarification as to what should be included in the advisory document.

Mr. Jackson noted that there had been a lot of conversation about the visual impact on the properties to the west from the station and parking garage. The discussions have been around what can actually be seen. Sound Transit has asked for additional height as allowed in the way the code is written. Sound Transit believes it has met all the criteria and argues that one of the biggest mitigation factors is the fact that the garage is at a much lower elevation than Bellevue Way, making the additional height less of an impact outside of the immediate station area.

The Committee has thoroughly discussed trees in and around the station. The plans show additional trees around the perimeter of the station to help further mitigate the visual impacts. Sound Transit acknowledges that there are some pinch points where they will not be able to fully achieve the specific code requirements relative to landscaping; for those areas it will be necessary for Sound Transit to demonstrate an alternative that will have an equal or better result.

Mr. Glass said it appeared to him Sound Transit is seeking a height increase for economic efficiencies rather than anything else. He said how that fits with what the code allows. Mr. Jackson said Sound Transit has the goal of providing a certain number of parking stalls at the South Bellevue location, and of achieving a certain ridership. The argument Sound Transit has made is that additional height is needed in order to provide the number of stalls needed to achieve the desired ridership numbers. Height is measured from the average existing grade, and there have been discussions about submerging the structure in order to meet the code height requirement. The problem is that the water table is quite high in that location. It would be technically and financially challenging to take that approach. Mr. Walser added that excavating deeper would impact the trees around the perimeter that are set to be preserved.

Mr. Glass suggested the Committee should request some mitigation in exchange for exceeding the height allowed by the code. Mr. Jackson said more than one Committee member mentioned the idea of living walls and planters as ways to mitigation for the additional height and some of the visual impacts. The Committee is allowed to set conditions on being allowed additional height.

Mr. Glass commented that the entrances to the parking garage at the library are quite attractive because of the living wall. Mr. Jackson pointed out that the construction type and scale of that facility is different from what is proposed for the South Bellevue station. Mr. Glass said a living wall, a green roof, or other elements that would provide for some softening through the use of vegetation, would be the best way to fit the structure into the context of the park. The art will be beautiful but it will not serve the same function.

Mr. Walser asked the Committee members to keep in mind that the vertical fins constructed of a soft green perforated material, will fill in the length of the garage for viewers with an oblique angle. Except while the train is actually stopped at the station, the riders will be seeing the garage from an oblique angle.

Co-Chair Mathews agreed with the need to incorporate more vegetation on the upper levels of the garage. The vegetation at the ground level will certainly help to soften the site overall.

Ms. Jones concurred. She said the Committee has been clear about the need to soften the edges and break up the surfaces of the structure in order to fit it into the natural setting. Greenery is obviously the way to achieve that, either by incorporating a green wall or a planter on the roof with plants that cascade over. Co-Chair Mathews added the notion of including planters around the light poles or on dividers between cars on the garage roof top.

Mr. Jackson said one Committee member had previously proposed including a composting facility at the station. He said he assumed what was referred to was a composting bin, similar to a recycling bin. Paul Cornish with Sound Transit pointed out that Sound Transit is not in the composting business and suggested that any such facility would need to be operated through an agreement with an outside entity.

Co-Chair Mathews said the University of Washington has compost bins in all of its buildings. The contents of the bins are carried to specified areas and composted over time. Areas which are used to compost materials generate odor and it would not be a good idea to locate one near the South Bellevue station. He said he could see including compost bins at the site along with trash and general recycling bins.

Mr. Jackson commented that persons occupying an office building would be more likely to have materials to be composted than someone who is riding a train. The decision criteria includes provisions for garage and recycling, but it could be expanded to include compostable materials. Mr. Walser said Sound Transit has the ethic of pursuing as many

sustainable options as possible and it can be expected that in time including compost bins will become routine systemwide.

Mr. Cornish said he would welcome having the Committee recommend that Sound Transit keep the idea on its radar. Sound Transit's sustainability program is constantly being refined and that element could be included somewhere down the road.

Mr. Glass said he would support the inclusion of compost bins systemwide but not at a single station.

With regard to impacts on wildlife, Mr. Jackson noted that the Committee had previously heard about the migratory bird requirements and discussed the potential noise impacts. The environmental analysis has shown that there are a sufficient number of varied environments within the Slough to accommodate those species that will be most impacted.

Mr. Glass commented that the construction period of five to seven years will have permanent impacts on wildlife. Mr. Jackson countered that while overall construction will last between five and seven years, it will not be occurring in all locations for that length of time. One way to craft the conditions would be to tell Sound Transit to adhere to current best management practices in mitigating for the impacts to wildlife. He recommended keeping things at the higher level and making sure that the final approval on the land use permit will be executed in the actual construction permits. There is a long list of permits Sound Transit will need to obtain from agencies that have jurisdiction over the project.

Mr. Walser said Sound Transit has a contract with the National Fish and Wildlife Service. They have the designated experts who the year before construction will survey for nesting areas to ensure that work activities will not disrupt nesting activities. The experts are qualified to relocate nests at the right time of year. There are also specific work windows associated with fish populations, and there are requirements relative to managing storm runoff.

Mr. Jackson said the city's clearing and grading permit will require turbidity monitoring to make sure there are no unexpected releases into the waters. The critical areas mitigation should over the long horizon provide a lift in function. All plantings will require a ten-year monitoring and maintenance plan. The city will also be looking at the maintenance of street trees. A condition of approval will also be developed around noise monitoring and reporting.

Mr. Jackson noted that the Committee had also discussed the idea of a grand entry into the city. The specific ideas highlighted included additional landscaping around the station and a green wall.

Ms. Jones said superb landscaping and green walls would constitute a grand entry as well as exceptional mitigation.

Co-Chair Mathews agreed and pointed out that vegetation and greenery certainly play into the notion of Bellevue as a city in a park. The artwork will add liveliness and spark as well.

Answering a question asked by Co-Chair Mathews, Mr. Walser said Sound Transit includes signage panels with the intent of orientating riders to what is in the neighborhood. The South Bellevue station signage would orient riders to the Mercer Slough Nature Park and how to get to Winters House. Co-Chair Mathews said he would like to see the signage include some educational elements as well.

Ms. Jones asked if the signage could include an acknowledgement of the animals that live in the nearby environment. Mr. Jackson said Lewis Creek Park includes signage listing the animals that live in the park. People are always interested and surprised to learn how many animals live in the park and the same would likely be true with regard to Mercer Slough Nature Park.

Mr. Walser suggested having the Slough's interpretive center staff to put together the appropriate materials for Sound Transit to display in the station area. Mr. Jackson suggested including the notion of having Sound Transit work collaborative with the city to have signs regarding wildlife and habitat at the station, but without getting into specifics as to what should be on the signs. He also suggested it should be a recommendation separate from the grand entry recommendation.

Mr. Jackson noted that the Committee has discussed at length the desire to see Sound Transit use more mature vegetation. Sound Transit will be developing a nursery for plant material. Mr. Walser said typically a stipulation is included in the construction contract documents for the contractor to provide within a set time after receiving a notice to proceed a listing of all plant material that will be installed. That prevents contractors from being able to wait for several years and then claiming that this or that plant material is not available or is only available in a less mature state. Sound Transit also stipulates that the contractor must obtain all of the vegetative material and have it secured at a nursery so that when it is time to put in the ground it will be healthy and mature. There are also best practices that will be followed for what size trees have proven to be the healthiest and the fastest growing. The trees to be planted in the mitigation areas will be fairly small, except for the area to the south of the station where there will be a variety of heights. The street trees to be planted will be more mature and larger.

Mr. Jackson pointed out that the 30 percent plans included less mature landscaping. Mr. Walser said based on the suggestion made by the Committee the plans have been revised to include larger caliber landscaping. Sound Transit is talking with the city about opportunities to fit in more trees along the corridors and in other areas. He allowed that there had been some confusion regarding the median along 112th Avenue SE beyond the Y and clarified that neither the sewer project that will occur first or the light rail project will not disturb the trees in the median. Sound Transit is talking with the city about adding trees to the median in lieu of being able to in some areas fit in the full quantity of

street trees required as mitigation; the talks also are around replacing the grassy ground plane with shrubs, plant material and an irrigation system.

Mr. Jackson allowed that the Committee's concern has been that it will be a major impact to have a significant number of trees removed along 112th Avenue SE. There is no getting around the fact that this will happen, though over time as the replanted trees grow and fill in, the impacts will be mitigated. The code requires median street trees to be planted 25 feet on center, but there are some places where that cannot be accomplished for various reasons. In those instances, Sound Transit will have to show what they intend to do for not being able to meet a strict application of the code. The median could become part of the grand entry into Bellevue by doing something at the corner, possibly with an art installation, or a combination of keeping and augmenting the existing trees and an approach with something different that represents a grand entry into the city in a park.

Ms. Jones said the location where the rail transfers from Bellevue Way to 112th Avenue SE is a prime location for incorporating mature vegetation. Another opportunity involves the air wells in front of the garage. Because they are below grade, the trees planted there will not even reach the height of people for a while and it would make sense to ask Sound Transit to plant taller and more mature trees in that location. Mr. Walser pointed out that there will be a row of trees and shrubs planted at ground level in front of the air wells.

Mr. Glass said he favored the idea of including in the recommendation having Sound Transit put in some large specimen trees at a couple of select locations, such as just before the park and ride and in the median near the turn at the Y.

With regard to noise walls, Mr. Jackson said it was clear the Committee did not favor the originally proposed option for along 112th Avenue SE. He said the recommendation could be as simple as calling for Sound Transit to use a wall material and type similar to the graphics in the pallet.

Mr. Glass voiced concern that panel sections might look odd where the wall is tall and in long sections. He said the panels the Committee liked most were those with variegated color with the look of stone. Mr. Walser said variegated color is difficult to achieve in concrete walls. A pigmented sealer can be used to obtain something other than a raw concrete color, and where there is a uniform color it is easier to remove graffiti by painting over it. He said in Mt. Rainier National Park there are concrete guard rails stamped to look like stone. They utilize a monolithic color but appear to be actually made of stone.

Co-Chair Mathews said he would support the ashlar pattern or the pattern and color used in the wall along 148th Avenue.

Mr. Glass said his primary concern was focused on the areas where the wall is tall and there is no room for landscaping to buffer the visual impact. The use of brick, stone or even art in those areas might be the right approach. He also suggested moving the walls

back in those locations to allow for vegetation. Mr. Walser said that would require taking more land. He stressed the fact that the alignment has been set for some time and the walls have been designed, except for which pattern to use in them. To move the walls would be significantly challenging. Mr. Cornish added that every attempt is being made to capture the noise as close to the source as possible and moving them back would defeat that objective.

Answering a question asked by Ms. Jones, Mr. Walser said the same formliner will be used for all of the walls in the South Bellevue segment.

There was agreement in favor of a stacked stone-type pattern with earth tones; looking for options to incorporate landscaping, including climbing vegetation, to help screen walls; and to use art or other tools to help mitigate the tall walls that have no landscaping in front of them.

Mr. Glass suggested the Committee should call for more substantial landscaping on the steep slope near the Y should be more than just mitigation planting. The plants should be big enough to be seen from passing cars, ideally at the time of planting.

Mr. Walser said the artists are working away at refining their designs. Katy Stone has made some suggestions to the architects relative to the station pallet. The pale green color originally suggested for the fins of the garage are now anticipated to have a gradation of greens with the darker green at the bottom and a lighter green at the top. Additionally, the three large perforated panels that will have the artist's perforation pattern will be a solid color, but with each having a slightly different shade of green. Vicki Scuri has received the Committee's color requests for the sound panels across the front. Her artwork has been expanded to include the area between the south entrance to the parking garage to the north entrance of the site, with the design tapering off at each end. She is incorporating more of the brown, red and orange hues, particularly over the station entrances.

Ms. Jones asked what kind of fencing will be installed along the non-lidded portion of the trench in front of the Winters House. Mr. Walser said it will be a picket fence. At the back of the multiuse path there will be a concrete barrier about four feet tall. On top of it will be a black picket fence about four feet tall. In the area proximate to the overhead contact wires, there will be a black perforated mesh mounted on the back side of the picket fence to prevent people from poking objects through the fence.

Answering a question asked by Mr. Glass, Mr. Walser said the catenary poles at the stations will be H-shaped, and outside of the stations they will be round. Mr. Glass said the round poles look less industrial and are more in keeping with residential areas. He added that he would prefer to see attachments on the poles minimized. Mr. Walser said the attachments on the poles range from instructions to drivers to standard pole identification marks. In generally Sound Transit prefers to keep the poles as clean as possible to reduce the degree of maintenance needed. Mr. Walser said it costs significantly more to use the round poles given that in many cases they require more

footing work. The H-shaped poles conform better to the OCS wire supports and attachments.

The consensus of the Committee was in favor of having round poles used between the South Bellevue Station to the tunnel.

Answering a question asked by Mr. Glass, Mr. Walser said the street light standards used along roadways will be dictated by the city. Sound Transit will use its own light fixtures on Sound Transit property. Mr. Jackson said in addition to the standard street lights along 112th Avenue SE there will small-scale lighting to help illuminate the multiuse path. Spillover lighting into the Slough will not be allowed.

Mr. Jackson briefly reviewed the Committee's calendar for the year. He noted that he had received the application for the central segment that includes East Main, Downtown and the Hospital Stations, and stressed the need to wrap up the work on the South Bellevue Segment first.

## 5. PUBLIC COMMENT

Mr. John King, 217 110th Place SE, thanked the Committee for paying close attention to the appearance of the sound walls. Much attention has been given over to the South Bellevue Station itself as a grand gateway but it is only natural to extend the gateway treatment all the way up to the tunnel. The wall needs to be very attractive. A transit-oriented development is under consideration for the east side of 112th Avenue SE that will include pedestrian-friendly retail, and making the area attractive will be important. The ashlar stone configuration is very attractive, particularly when earth tones are used.

## 6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:19 p.m.



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING  
Feb. 18-3:00PM | ROOM 1E-113



# Agenda

- **3:00**
  - Call to Order, Approval of Agenda, Approval of February 4<sup>th</sup> Meeting Minutes – Co-Chair Mathews and Van Houten
  - Public Comment
- **3:20**
  - Operational Noise Update
- **3:45**
  - Design and Mitigation Permit South Bellevue Segment Advisory Document Items – Sound Transit
- **4:50**
  - Public Comment



# CAC Scope of Work

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

The scope of work for the CAC is intended to support the CAC purpose described in subsection A of this section. The CAC is advisory to the decision maker for the design and mitigation permits, and its scope includes:

1. **Becoming informed** on the proposed RLRT system or facility project;
2. **Accepting comments from the public** during CAC meetings for incorporation into the consolidated advice provided by the CAC to the Regional Transit Authority and the City of Bellevue;
3. **Participating in context setting** to describe the communities, urban and historic context, and natural environment through which the alignment passes;
4. **Providing early and ongoing advice** to the Regional Transit Authority on how to incorporate context sensitive design and mitigation into schematic designs for proposed project elements including stations, linear track elements, landscape development, walls (including concrete and masonry and tunnel portal), park and rides, traction power substations and other features of the RLRT system or facility; and
5. **Providing advisory guidance to permit decision makers** as described in more detail below regarding any RLRT system or facility design and mitigation issues prior to any final decision on required Design and Mitigation Permits, including written guidance as to whether the proposal complies with the policy and regulatory guidance of subsection E of this section and LUC 20.25M.040 and 20.25M.050.



# South Bellevue Segment Advisory Document Items

- Visual impact of the station and parking garage from the properties to the west on the hillside
- Green wall and planters at the garage and throughout the station area
- Inclusion of a composting facility at the station
- Impacts to wildlife – Migratory bird mitigation and noise
- More emphasis on the idea of a “grand entry” and major gateway
- The use of more mature vegetation in the landscape development plans
- Mitigating impacts of tree removal on the tree lined boulevard feel of 112<sup>th</sup> Ave NE
- Type of materials and style of proposed noise walls
- Noise and visual impacts on users of Mercer Slough Park
- More refinement of proposed art treatments



# Next Meeting

**March 4, 2015**

- Draft South Bellevue Segment Design and Mitigation Permit Advisory Document
- CAC 2015 Calendar





# LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

## ADVISORY DOCUMENT

### SOUTH BELLEVUE SEGMENT PRE-DEVELOPMENT REVIEW

MAY 13, 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

#### Pre-Development Review

This phase of review is intended to provide feedback regarding effectiveness at incorporating contextual direction into the early phases of design. The CAC is expected to provide advice regarding complementary building materials, integration of public art, preferred station furnishings from available options, universal design measures to enhance usability by all people, quality design, materials, landscape development, and tree retention. The CAC is to provide

further input and guidance, based on the input and guidance provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulations and whether information is sufficient to evaluate such compliance.

### CAC Work Product

The work of the CAC at each review stage will culminate in a CAC Advisory Document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals.

At the February 5<sup>th</sup>, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the South Bellevue Segment. The CAC continued to discuss the South Bellevue Segment at the February 19<sup>th</sup>, 2014 and March 5<sup>th</sup>, 2014 meetings.

**The following represents the CAC advisory comments regarding LUC 20.25M.040, 20.25M.050, and context setting sensitivity.**

### 20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
  - The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.
  - The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.
  - The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessary be a living wall but a landscape feature that achieves the same goal.
  - The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway.
  - The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.



4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare
  - The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.
6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
8. Critical Areas
  - The CAC would like to see a plan for bird management and safety at the South Bellevue Station.
  - The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park.
9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

#### 20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train 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 Regional Light Rail Train 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.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the

design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:

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

The CAC advised 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 and permit review phases. The following items pertain to the South Bellevue Segment:

- 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, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- 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.

### 3. Additional General Design Guidelines

- The CAC would like to see a design of the South Bellevue Station and Garage that more visually relates to the city in the park vision. This may be achieved through the use of natural materials or colors that include earth tones.
- The CAC would like to see less hard edges in the design of the South Bellevue Station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.
- The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.

- The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.
- The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc).
- The CAC would like Sound Transit to evaluate the use of paint under the guideway for elevated segments outside of the WSDOT ROW and through the South Bellevue Station to the north towards the Winters House.
- The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its' Design and Mitigation Permit submittal.
- The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.
- The CAC would like to Sound Transit to expand its' color palette for those features where standard Sound Transit color options are limited.

### 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 features in support of its Design and Mitigation Permit submittal.



# LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

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## ADVISORY DOCUMENT – RECOMMENDATION TO DIRECTOR SOUTH BELLEVUE SEGMENT DESIGN AND MITIGATION PERMIT FEBRUARY 27, 2015

### 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

### Design and Mitigation Permit Review

This phase of review is intended to provide feedback regarding effectiveness of design and landscape development in incorporating prior guidance at context and schematic design stages. This phase is intended to provide further input and guidance, based on the input and guidance

provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulatory guidance of LUC 20.25M and LUC 20.25M.040 and 20.25M.050, and whether information is sufficient to evaluate such compliance. The CAC is charged with providing the Director of the Development Services Department with a final advisory document.

### CAC Work Product

The work of the CAC at each review stage will culminate in a CAC advisory document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals. This final Design and Mitigation Permit advisory document is intended to provide the Director of the Development Services Department with a recommendation to demonstrate Sound Transit compliance with Design and Mitigation Permit Decision Criteria pursuant to LUC 20.25M.030.C.3.

On May 13, 2014, Sound Transit was provided with the South Bellevue Segment Pre-Development Advisory Document. That document outlined Sound Transit compliance with context setting characteristics and early Design and Mitigation Permit requirements. The pre-development advisory document also included several recommendations on additional items to be addressed during formal permit review.

The following represents the CAC advisory recommendation to the Development Services Department Director regarding compliance related to LUC 20.25M.030.C.3, LUC 20.25M.040, and 20.25M.050.

### 20.25M.030.C.3 Design and Mitigation Permit Decision Criteria

A proposal for a RLRT system or facility may be approved or approved with conditions; provided, that such proposal satisfies the following criteria:

- a. The applicant has demonstrated compliance with the CAC Review requirements of LUC 20.25M.035; and
  - Sound Transit has demonstrated compliance with CAC review requirements by attending and presenting materials regarding the East Link Light Rail System and Facilities at CAC meetings held the 1<sup>st</sup> and 3<sup>rd</sup> Wednesday of each month. In addition to the regularly scheduled meetings Sound Transit and City staff provided tours of the existing Central Link Light Rail System and Facilities and proposed East Link route in the City of Bellevue including the South Bellevue Segment.
- b. The proposal is consistent with the Comprehensive Plan including without limitation the Light Rail Best Practices referenced in Comprehensive Plan Policy TR-75.2 and the policies set forth in LUC 20.25M.010.B.7; and

- The East Link Project has demonstrated consistency with the numerous Comprehensive Plan Policies that are applicable to light rail (LU-9, LU-22, LU-24, ED-3, TR-75.1, TR-75.2, TR-75.5, TR-75.7, TR-75.8, TR-75.9, TR-75.12, TR-75.15, TR-75.17, TR-75.18, TR-75.20, TR-75.22, TR-75.23, TR-75.27, TR-75.28, TR-75.32, TR-75.33, TR-75.34, TR-75.35, TR-118 and UT-39). This proposal is also consistent with Light Rail Best Practices which focus on community and neighborhoods, community involvement, connecting people to light rail, land use, street design and operations, system elements (elevated, at-grade, and tunnel), property values, station security, and construction impacts and mitigation. A detailed description of project compliance will be included in the issued Design and Mitigation Permit.
- c. The proposal complies with the applicable requirements of this Light Rail Overlay District; and
- Compliance with all elements of the Light Rail Overlay District will be demonstrated in the issued Design and Mitigation Permit.
- d. The proposal addresses all applicable design guidelines and development standards of this Light Rail Overlay District in a manner which fulfills their purpose and intent; and
- As discussed below, the proposal addresses all applicable elements of 20.25M.040 and 20.25M.050.
- e. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and
- The South Bellevue Segment of East Link must comply with all applicable zoning and context requirements. Recommendations from the CAC to better integrate and soften the look and impact of the station and garage located at the South Bellevue Station are responsive to the existing and intended character of this segment. Light Rail Overlay (LUC 20.25M) development standards, including the establishment of the RLRT Transition Area also respond to the character within this segment.
- f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and
- A majority of existing public facilities are available to serve East Link in South Bellevue. The city has initiated numerous capital facilities projects to serve light rail and future city utility and transportation needs. When the light rail system is operational anticipated impacts to public facilities including streets, fire protection, and utilities will have been mitigated.
- g. The proposal complies with the applicable requirements of the Bellevue City Code, including without limitation those referenced in LUC 20.25M.010.B.8; and

- Development, construction and operation of the RLRT system and facilities will comply with applicable Bellevue City Codes, including the noise control code and environmental procedures code. Technical analysis of Sound Transit submitted Noise Studies will be completed prior to issuance of the Design and Mitigation Permit.
- h. The proposal is consistent with any development agreement or Conditional Use Permit approved pursuant to subsection B of this section; and
- The proposal is consistent with the Memorandum of Understanding signed by the City of Bellevue and the Sound Transit Board.
- i. The proposal provides mitigation sufficient to eliminate or minimize long-term impacts to properties located near the RLRT facility or system, and sufficient to comply with all mitigation requirements of the Bellevue City Code and other applicable state or federal laws.
- Sound Transit will be required to avoid, minimize, and mitigate anticipated long-term impacts to properties located near the light rail system and facilities.
- j. When the proposed RLRT facility will be located, in whole or in part, in a critical area regulated by Part 20.25H LUC, a separate Critical Areas Land Use Permit shall not be required, but such facility shall satisfy the following additional criteria:
- i. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer; and
  - ii. The proposal incorporates the performance standards of Part 20.25H LUC to the maximum extent applicable; and
  - iii. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.i shall not require a mitigation or restoration plan.
- Mitigation and restoration requirements per LUC 20.25H due to impacts to critical areas and their buffers will be incorporated into the Design and Mitigation Permit approval. Impacts to critical areas in the South Bellevue Segment include temporary and permanent impacts to wetlands and their buffers, temporary and permanent impacts to streams and their buffers, and impacts to habitat for species of local importance. Mitigation for impacts to critical areas and their buffers per the criteria located in LUC 20.25H will occur in the South Bellevue Segment within Mercer Slough Nature Park as well as a site located in the Bel Red Segment.

## **CAC Recommendation to the Director of Development Services**

At the request of the CAC, CAC Pre-Development Phase advice that has been addressed or partially addressed in the Design and Mitigation Permit submittal are included in bold for the Director's reference.

### **20.25M.040 RLRT system and facilities development standards**

#### 1. Building Height

- The CAC recommends that Sound Transit incorporate a living wall, green roof, or other green vegetation treatment on the garage as mitigation for Sound Transit's request for additional building height.

#### 2. Landscape Development

- The CAC recommends the inclusion of a living wall, green roof, or other green vegetation be installed on the upper levels of the garage to help soften the edges of the structure as well as communicate the idea of a grand entry into Bellevue.
- The CAC recommends that additional landscaping options to help screen exposed noise walls should be included in the landscape plans. This should include a climbing vegetation option where there is limited space for additional landscaping.
- The CAC recommends that Sound Transit include additional appropriate landscaping to screen the guideway.
- The CAC recommends that more mature vegetation be incorporated into the design of the light rail corridor. This can be achieved by planting some large specimen trees at the point where the trains enter the South Bellevue Station (meadow), on the east side of the Y of Bellevue Way and 112th Ave SE, and in the median in 112<sup>th</sup> Ave SE.

#### 3. Light and Glare

- The CAC recommends light standards on the deck of the South Bellevue Station Garage are as low as feasible to avoid light pollution into the neighborhoods in the vicinity. **(In order to prevent light spillover or trespass Sound Transit is using LED lights for their poles that are designed with technology to reduce backlight and to focus light in a fixed area on the surface of the garage).**

#### 4. Recycling and Solid Waste

- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.



## 5. Critical Areas

- The CAC recommends that Sound Transit work collaboratively with the City of Bellevue to develop public information sign(s) at the South Bellevue Station that would inform transit users and visitors of wildlife and habitat within Mercer Slough Nature Park.
- The CAC recommends that Sound Transit adhere to all best management practices and complies with all applicable local, state, and federal regulations related to wildlife including but not limited to migratory birds.

## 6. Use of City Right of Way

- The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible.

### 20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train 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 Regional Light Rail Train 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.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the Southwest Bellevue Subarea. The Land Use Code states that the character of this area is defined by:
  - The expansive Mercer Slough Nature Park;
  - Historic references to truck farming of strawberries and blueberries;
  - Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and

- Unique, low density residential character that conveys the feeling of a small town within a larger City.

The CAC advised 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 and permit review phases. The following items pertain to the South Bellevue Segment:

- 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, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- 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.

### 3. Additional General Design Guidelines

- The CAC recommends that more earth tones and color variety be incorporated into the proposed art treatments and other station and corridor elements. **(Sound Transit has indicated that the artists for the station are evaluating options for additional color and earth tones in proposed art treatments.)**
- The CAC recommends less hard edges in the design of the South Bellevue Station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines. **(Sound Transit has attempted to incorporate more organic shapes in the design using art treatments at both the station, parking garage, and guideway.)**
- The CAC recommends Sound Transit evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage. **(Sound Transit has proposed a green artistic treatment for the mesh screening on the garage. Final color combinations are still in development.)**
- The CAC recommends that Sound Transit extend the proposed art treatment on the guideway noise walls and additional colors be incorporated into the design. **(Sound Transit has shown an art treatment on a portion of the guideway noise walls that reflects CAC pre-advisory advice. The CAC has requested additional color variety which is under development. Sound Transit has also indicated that an extension of the art treatment is in preliminary design.)**

- The CAC recommends that Sound Transit use a stacked stone or brick type pattern with variegated earth tones for noise walls. Ashlar stone walls one recommendation from the CAC. The CAC also recommends evaluation of art opportunities to help buffer any negative visual impacts of areas of tall noise walls.
- The CAC recommends Sound Transit work with the City of Bellevue to install way finding kiosk(s) at the South Bellevue Station and as appropriate along the alignment to direct people to available resources and recreational opportunities within Mercer Slough Nature Park.
- The CAC recommends that Sound Transit use round catenary poles instead of H poles from the South Bellevue Station to the tunnel portal at the intersection of 112<sup>th</sup> Ave SE and Main Street.

#### Design and Mitigation Permit Approval

The recommendations contained in this Advisory Document represent the conclusion of the CAC review of the South Bellevue Segment Design and Mitigation Permit. The recommendations included in this document shall be incorporated into the Director's administrative decision. Departures by the Director from specific recommendations included within the CAC's Design and Mitigation Permit Advisory Document shall be limited to those instances where the Director determines that the departure is necessary to ensure that the RLRT facility or system is consistent with: (i) applicable policy and regulatory guidance contained in the Light Rail Overlay; (ii) authority granted to the CAC pursuant to this section; (iii) SEPA conditions or other regulatory requirements applicable to the RLRT system or facility; or (iv) state or federal law. Departures from the CAC Design and Mitigation Permit Advisory Document shall be addressed in the decision by the Director, and rationale for the departures shall be provided.