



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** February 28, 2014

**To:** Light Rail Permitting Advisory Committee

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

**Subject:** March 5, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your seventh Advisory Committee meeting next Wednesday, March 5<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 Lynde.

This packet includes:

1. Agenda
2. Draft Meeting Minutes for February 19, 2014.
3. Public communications received by staff including February 25<sup>th</sup>, 2014 open house
4. Sound Transit presentation from February 19<sup>th</sup> CAC meeting

We will have hard copies of all electronic packet materials for you on March 5<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, March 5, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |                  |  |
|------------------|--|
| <b>3:00 p.m.</b> | <b>1. Call to Order, Approval of Agenda, Approval of February 19<sup>th</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Lynde</i>                              |
| <b>3:10 p.m.</b> | <b>2. Public Comment</b><br><i>Limit to 3 minutes per person</i>   |
| <b>3:30 p.m.</b> | <b>3. CAC gives Sound Transit feedback on South Bellevue Segment (I-90 to SE 4th Street, including South Bellevue Station)</b><br><i>Committee Co-Chairs Mathews and Lynde</i> |
| <b>4:00 p.m.</b> | <b>4. CAC review of public feedback on East Main Segment (SE 4th Street to Main Street, including East Main Station)</b><br><i>Committee Co-Chairs Mathews and Lynde</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

February 19, 2014  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Marcelle Lynde, Joel Glass, Richard Line, Don Miles

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 3:10 p.m.

A motion to approve the agenda was made by Ms. Anderson. The motion was seconded by Ms. Derrington and it carried unanimously.

Ms. Anderson called attention to the penultimate paragraph on page 6 of the minutes and noted that the statement made in the second sentence should be credited to her rather than to Mr. Walser.

A motion to approve the minutes as amended was made by Ms. Anderson. The motion was seconded by Ms. van Dijk and it carried unanimously.

2. PUBLIC COMMENT

Ms. Heather Trescases, executive director of the Eastside Heritage Center, 1160 Main Street, said her organization appreciates the efforts of the committee to acknowledge the history and heritage of Bellevue as part of the overall light rail process. She invited the committee members to contact the Eastside Heritage Center any time with questions about Bellevue's history and culture. The committee has talked about the truck farming history of the South Bellevue area but in fact there were no truck farms in that area in Bellevue's history; there was and continues to be a blueberry farm, and there was a local farm. In reality the story of the Mercer Slough area is the American Indian story; it was the launching pad for the battle of Seattle in the 1850s. Truck farming is an overall theme for Bellevue, however, especially in the area of the downtown core, the midlakes

area, and in the Bel-Red corridor. The Sunset Glass building near where the hospital station is to be constructed was the original packing plant for the vegetable growers and Japanese-American farmers in the community. The efforts of the Arts Commission were acknowledged along with Sound Transit's art program to incorporate art throughout the light rail route. She said Bellevue's history and heritage should be evident in the artwork and in the station designs.

Mr. Ross McGiver, board member, Eastside Heritage Center, 13305 SE 52nd Place, was present but did not address the committee.

Ms. Wendy Jones, 10824 SE 21st Street, spoke representing the Enatai Neighborhood Association. She said the highly elevated line coming off of I-90 and the elevated South Bellevue station are visually problematic and out of context with the impacted neighborhood and the Mercer Slough. Overall the design gives a rather futuristic feel to the alignment to the point where it enters the trench. A garage design that would be more compatible with the setting is in order. As proposed, the garage design is stark, industrial, angular and very contemporary. It would be better to incorporate rounded profiles, earth tone colors, textures, living walls, and water features. The landscaping should be effective in blending the development into the existing environment and should be as mature as possible at the time of planting. The committee should evaluate how the station will be viewed from a variety of perspectives, including Bellevue Way, the sidewalk, and homes directly across from the station as well as to the north and south. If possible, the rooftop of the parking garage should include a small picnic or viewing area overlooking Mercer Slough.

Mr. John King, 217 110th Place SE, said his home in Surrey Downs is located a couple of blocks west of the proposed East Main Station. He said the Surrey Downs neighborhood is concerned about noise from the light rail line and is adamant about the need for adequate noise abatement measures. Every step should be taken to reduce the noise impacts on the neighborhood.

### 3. CAC REVIEW OF PUBLIC FEEDBACK ON SOUTH BELLEVUE SEGMENT (I-90 TO SE 4TH STREET, INCLUDING SOUTH BELLEVUE STATION)

Planning Manager Mathews Jackson thanked the committee members who were able to attend the February 6 open house at Enatai elementary school and asked them to share what the public had said to them.

Ms. Anderson said the comments made to her at the open house were also captured in the written comments. She said she heard concerns voiced about noise in the area of the station; a desire to see the station screened from the view of nearby residences; concerns about driveway access for property owners along Bellevue Way; concerns that headlights from cars coming out of the park and ride will shine into the windows of nearby homes; concerns about views being impacted due to the elevated guideway and station; and a desire to see the structure's lines softened and colored. She said the presentation made by Sound Transit was very good.

Co-Chair Mathews said he heard the same concerns voiced by the public. He said the staff from the city and Sound Transit did a good job of answering questions and directing members of the public to additional resources. He said he heard from several a desire to have the station design fit the area and to have it softened using color and landscaping.

Mr. Jackson briefly reviewed the public comments that were summarized in the packet. He noted that in addition to wanting the station to fit the area, there were comments made about the need to prevent spillover lighting. The top suggestions for station names were South Bellevue Station and Enatai Station. He said generally the comments he heard were focused on achieving better results rather than arguing about alignment.

Paul Cornish with Sound Transit agreed with the comments made by Ms. Jones of the Enatai Neighborhood Association. He thanked the committee members for attending the open house. The event was well attended. He reminded the committee members about the February 25 open house.

Ms. Derrington said the response of Sound Transit throughout the process has been excellent. She noted that during the committee's meeting on February 5 the members discussed the need for incorporating color and the Sound Transit staff responded positively.

John Walser, architect with Sound Transit, said his team has been reviewing the public comments as well as the suggestions made by the committee. The comments will be taken into account by the architectural design team and incorporated to the degree possible. The materials discussed to date include concrete walls and perforated metal screen panels. The concrete walls certainly could incorporate both color and texture. He said he was recently made aware of a parking structure that utilized a board and bat texture that naturally but unintentionally tended to trap dust and grow moss; something like that could be done deliberately to add interest and plant color. Colored concrete is an expensive option: it can be stained, which over time will fade, or color can be added to the concrete itself, however it is difficult to obtain an exact color match batch by batch.

Mr. Walser said his team is also producing more images depicting how much of the parking garage will be seen from various viewpoints. From the sidewalk at the street, from the passenger drop-off area, or from underneath the guideway, the whole face of the garage cannot be seen.

For the benefit of the audience, Mr. Jackson explained that the information received from the public combined with the comments and direction from the committee will be submitted to Sound Transit as a formal advisory document. Sound Transit will integrate the information into its design and mitigation permits, which are anticipated to be filed with the city by the end of March.

Co-Chair Mathews said he agreed with the calls for softening the architectural elements of the structure and for the use of color, vegetation and creative lighting all in an attempt

to make the station fit into the surroundings. The South Bellevue station will not be located in a commercial area with plenty of other buildings around it; rather it will be located in a nature park, so everything that can be done to make the structure visually appealing and blend into the environment should be done.

Answering a question asked by Co-Chair Mathews, Mr. Cornish said access to the station from the Enatai neighborhood to the west will be much as it is currently, though there will be some modifications to the intersection.

Co-Chair Mathews said one issue raised by the public focused on the winds that come from the south and west and the need to provide protection from them. Mr. Walser said at the very south end of the platform the architects are planning on a glass windscreen wall in the range of seven- to ten-feet high, with a glass door instead of a gate, to help block the winds that come from the south. Further up the platform the elevator shaft structure will also create a wind block. The central canopied area of the station will have U-shaped windscreen enclosures that will have the broad backside of the U facing south. Windscreen walls on the outside of the trackway would do nothing to block the north or south winds.

Ms. Anderson asked if coloring the concrete in the guideway would be possible. Mr. Walser said if that were to be done the best approach would be to use a penetrating colored seal coat rather than trying to color the concrete. The coat would need to be replaced every so often.

Co-Chair Mathews asked if the mesh screening on the garage could utilize an artistic design or incorporate vegetation. Mr. Walser said the STart team has been tasked with selecting artists in conjunction with the Bellevue Arts Commission. The rooftop and/or screen have been identified as appropriate for some sort of artwork.

Ms. van Dijk said there are screens used on some of the BART stations in San Francisco. The design used there incorporates metal screens that ripple when the trains come by and when there is a wind. Use of an organic form like that would fit in very well at the South Bellevue station. Mr. Walser said there are a variety of approaches that could be used, including layering in elements in front of the screens using the screen as a background.

Ms. Anderson commented that the Mt. Baker station in Seattle received a great deal of community input, the result of which was an unusual brick façade intended to blend into the neighborhood. It is very beautiful. She said she had been thinking about what she would want to look down at if she lived on a hill overlooking the South Bellevue station, what kind of structural form and what color, and if there could be a screen associated with the guideway. Mr. Walser said there are some challenges associated with the linear element of the guideway. One approach would be to make the sound wall on the west side of the guideway higher than currently envisioned to block out more of the view of the station and the parking garage from the houses up on the hill. However, anyone driving along Bellevue Way or walking on the sidewalk would see a long, high, continuous screen or wall. It would be far more visually interesting to see the features of

the canopies, people moving around, and trains pulling in and out of the station. The houses on the ridge will not be looking down on the top of the garage but rather across the top deck from an angle. The top deck could be colored, but the color would wear very quickly from the vehicular traffic. There will be lighting shining down on the deck and cutoffs will be utilized to prevent spillover. The artist could be asked to look at artistic trellis structures on the light standards on the garage deck to interrupt the continuous surface. It is clear that the facility is not something that can be easily disguised or hidden.

Ms. Derrington commented that the sound wall on the guideway might offer an opportunity for artistic treatment that would tell more of the story of the area.

Ms. van Dijk asked if the guideway could be used as part of the screen instead of trying to screen the guideway. She asked if something could be done with the concrete on the opposite side to help it blend into the background. Mr. Walser said the artists have not yet been selected and there is still time to refine the approach to be taken relative to the artwork, and with regard to the elements of the station and the garage.

Mr. Jackson pointed out that the committee's schedule relative to the design and mitigation permit is not likely to sync well with the process of getting artists lined up and artwork approved. However, even after the committee has made its decisions, there is a process in place for amending the permits should something in the art plan trigger a need for that to happen.

Mr. Walser added that the architectural team intends to come up with a design that will be able to stand on its own and not be dependent on art to save it. The art should be an enhancement to the design.

Mr. Chang asked if the station could be lowered by creating a semi-basement, and if landscaping could be used on the top level to better fit in with Mercer Slough. Mr. Walser answered that the garage elevation has been lowered as much as it can be to accommodate the water table and ground conditions. While it is technically feasible to lower the elevation even more, it would take a great deal of additional engineering and expense. In order to achieve the desired capacity, the top floor of the garage will be occupied by cars rather than landscaping. Adding a roof over the top car deck would add even more height beyond what is permitted in the zone.

Mr. Jackson pointed out that adding levels to the garage is outside the purview of the committee. However, the context setting document does include the concepts of living roofs and green walls so the committee will be looking at those options.

Mr. Jackson said the next step relative to the South Bellevue station will be for the committee to draft an advisory document to be forwarded to Sound Transit outlining the consensus opinion regarding the important issues and possible options.

Answering a question asked by Ms. van Dijk about the federal and city noise level

requirements, Mr. Jackson said the city's position is that both the federal and local standards will apply. The city is working with a noise consultant to conduct some additional analysis of what will be needed to satisfy the city's sound ordinance and to review reports provided by Sound Transit.

#### 4. PRESENTATION OF EAST MAIN SEGMENT (SE 4TH STREET TO MAIN STREET, INCLUDING EAST MAIN STATION)

Mr. Cornish shared with the committee a short animation of the East Main segment. He noted that the public comments to date about the East Main station have focused on access, wayfinding, station visibility, and how well it will fit with the neighborhood. There have been positive comments made regarding how the station design honors the architectural history of the Surrey Downs neighborhood. The idea of salvaging and reusing the rock wall to the west of 112th Avenue SE has had a positive response. More information will be forthcoming from the neighborhood at the open house on February 25 at the Red Lion.

Mr. Walser located the East Main station on the map. He noted that the station will be located on 112th Avenue SE to the south of Main Street. He said SE 1st Street will be closed off to allow for the alignment to run through, though pedestrians will be able to follow a path through the park to access the station. The south end of the station lines up roughly with the new crosswalk across from the Hilton Hotel entrance. The at-grade side-platform station will be unique in that it will not have access to the platform from the west side. The ticket vending machine will be located in plaza areas at the two entrances. The staging area for building the south tunnel portal will ultimately be turned over to the city for use as a park. The associated traction power substation will be screened both by a wall and with landscaping. A bike storage facility will be located at the north entrance with additional bike racks out front; there will be bike lockers at the south end as well. The canopies over the platforms will mirror those of all the other stations. The windscreens, however, will take on the unique mid-50s characteristics the architects are applying to the station.

Answering a question asked by Ms. Derrington, Mr. Walser said the passenger drop off lane will accommodate about three vehicles.

Mr. Walser said there have been a lot of questions over the last six months about how much of the portal will really be visible and how much treatment it should have. He said the portal will not be highly visible given the required landscaping around the traction power substation and the screening wall.

The architects have chosen a stainless steel material with cutouts for the grill work around the TVMs and the railings on the platform area. The platform floor will be finished with the materials that will be used for all the stations. The landscaping in and around the station will be maintained by Sound Transit, but the landscaping of the park will be the responsibility of the city; Sound Transit has been working with parks staff to develop a list of the plant materials needed for the park.

Ms. Anderson asked if there will be ADA access to the platform at the south entrance. Mr. Walser said a ramp by the bike lockers will serve that purpose.

Mr. Walser said at the 30 percent design stage there were comments from the local community about blocking off the station to remove the temptation for people to use it as a pick-up and drop-off area for the high school. However, because of the steep slopes and the sound walls the opportunity to create access to the high school is just not there. There likely will continue to be a southbound bus stop near the north entrance and a northbound bus stop to the north of the new crosswalk.

Ms. Derrington asked what the projected East Main station ridership is and she was told by Mr. Walser it will be in the range of 2500 per day. The South Bellevue station will have something on the order of 4500 riders per day. Ms. Derrington asked how the station will accommodate that many daily riders given the lack of parking and the small drop-off facility. Mr. Walser said the MLK stations in Seattle have no parking and ridership there is in the range of 4000 per day because of bus connections, walking and biking.

Mr. Jackson reminded the committee that the station area planning team will be looking at the land uses around the East Main station. He stressed that no changes are proposed to the single family residential zoning.

With regard to the open house event, East Link Outreach Lead Kate March said she hoped to see as many committee members as possible in attendance.

## 5. PUBLIC COMMENT

Ms. Betsy Blackstock, 712 109th Avenue SE, said the Surrey Downs East Link committee has been in very close contact with the residents of Tukwila and Beacon Hill. She said members have been invited inside private homes and yards in those areas to hear the noise generated by the passing light rail trains. The sound walls on the corner in Tukwila have metal supports with plastic between them; there is nothing underneath the rail. As the sound wall is being designed, close attention needs to be paid to what materials it will be made from. She also said the projected ridership numbers for the South Bellevue and East Main stations need to be clarified as different numbers have been used in different presentations.

## 6. ADJOURN

Co-Chair Mathews adjourned the meeting at 4:55 p.m.

## Comment form transcription

Do you have any general comments on the design plans for the alignment between SE 4th and Main Street?

- *Make the switch from 112th to 110th south of main as straight as possible to allow higher train speed through the area and make the ride more comfortable.*

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

- *Can retaining walls be more natural rock or "sculpted" concrete?*
- *Edge of downtown station, less commuter and more for the hotels.*

Are there any special considerations Sound Transit should note in preparing for construction in the East Main Station Segment? (e.g., neighborhood access, amenities, etc.)

- *Traffic impact bulletins.*
- *110th PL SE needs access to Main St and 112th during construction.*
- *Noise abatement during construction?*
- *Construction times?*
- *Potentially direct access to Surrey Downs from the station rather than at Main St, could be just a path between two houses. It could also be a path west of the tract to 4th and Main Street P&R.*

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

Do you live or work near a station?

- No
- Yes
- Not yet

How often do you anticipate using the station?

- Quarterly?
- Never
- Daily

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

- Special events
- No
- Both

How do you plan on accessing the station?

- Bus
- Walk
- Drive

- Bike

How are we doing?

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
Sound Transit does a good job of telling me about public meetings before they happen					2
Sound Transit staff is easy to get a hold of when I have an issue				1	1
Sound Transit responds quickly when I contact them		1			1
When Sound Transit makes decisions on a project, I understand how it was made and why				1	1
Sound Transit involves me in decisions about the project:					
• ST keeps me informed about what's going on					
• ST asks for my input and considers it when making decisions					1
• ST acts on the input I provided					
• ST works with me to come up with a solution to issues					1
• ST directly involves me in making decisions about the project					

Add to mailing list:

[chuck.monninger@gmail.com](mailto:chuck.monninger@gmail.com)

[bpsachos@comcast.net](mailto:bpsachos@comcast.net)

### Station naming comment form transcription

What is your preference for the East Main Station name?

- Surrey Downs Station - 2
- 112th and Main Station - 0
- East Main Station - 0
- 112th Street Station - 0
- Other:
  - N/A

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

- *Should reflect the neighborhood – not just a street intersection.*

## Flip chart transcription

- *Be aware and plan for ped pathways during construction (especially 112th connecting to Slough)*
- *Identify the ped path on west side of track way.*
- *Request for grade separated crossing at Main Street Station and across 112th at 3rd SE.*
- *Part of the mitigation prior and during construction for the house on east side of 111<sup>th</sup> should be the sound wall. This is a must!*
- *Regarding sound control: I invented a cementitious, low cost architectural wall finish material, in the stucco family, though without Portland cement. Instead, it is a "green" geo-polymer with similar strength, better durability and most important, it is an excellent sound absorber. The material can have any pigment or texture, repels moisture even underwater, easy spray onto concrete substrate.*
- *Platform tiles: concern with coefficient of friction with rain.*
- *When will height of "sound" walls be determined?*
- *Where will equipment be staged and what hours/days of construction allowed? 7 a.m. to dark, Monday through Saturday?*
- *Timeline. I'm a project manager, I want to see more specific detail. Event dates with definition of "begin" and "complete."*
- *Keep on truckin'! Can't wait until 2023.*
- *Is the station fully automated or staffed? If staffed, when/how many hours?*
- *Where will buses go during construction?*
- *What will happen to trench in front of Winters House after construction is complete? Won't it flood? Where does all the run-off go from the hill?*
- *Will there be any detours on 112th during construction? If so, where will the detours be directed? What roads?*
- *I think this will be a big improvement to quality of life for people who live and work in Bellevue.*
- *Avoid deciduous trees proximal to platforms; maintain slip-trip falls.*
- *Keep platform surface material with a high coefficient/friction when wet.*
- *Provide for the opportunity to add ped gates if needed in the future, technology conduit*
- *Lower rail on platform entrance ramp for children*
- *Provide pedestrian/bicycle access to Surrey Downs Park from 112th (pedestrian bridge?)*
- *Retain ped connection through condos*
- *Prior to temp construction of sound wall, any temp fence along property? What impact on private property?*
- *The sound wall must be the height Sound Transit originally promised!*
- *SE 4th Street: Who has priority, emergency or train?*
- *Ped access along west side of tracks, say from SE 4th Street?*
- *Should have path on west side of tracks from the station to 4th would be in the buffer. No new properties acquisitioned.*
- *A path from the station to the end of 111th would cut the walking distance in half.*

### **CAC stenographer CAC meeting minutes**

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

*The CAC should look at things from a consumer point of view. The composition of service materials will be very important to avoiding trips and falls. Even with the platform cover, there will be wet spots on platform. The materials should provide for a coefficient of 0.7. ADA requires 0.65 wet, but that should be the minimum when wet. Additionally, the landscaping plan shows a lot of maples, which should always be kept away from places where people gather because they tend to stay in the concrete, do not break down fast, the result of which is a slip, trip and fall hazard. Evergreen vegetation rather than deciduous vegetation should be used near platform. From a safety point of view, there should be a generous buffer to keep riders out of the dynamic envelope of the moving trains, and gates should be used to keep people from crossing the tracks at unsafe moments.*

*Sue Stewart, King County Metro safety officer*

*I, and many of my neighbors, including the Bellecrest Neighborhood Association Board, are very concerned with the closure of SE 4<sup>th</sup> Street and SE 1<sup>st</sup> Street along 112<sup>th</sup> Avenue SE. By closing these two access points off for the neighborhood, all the traffic from Surrey Downs will be forced up onto 108<sup>th</sup> Avenue SE and into Bellecrest. The traffic situation along 108<sup>th</sup> Avenue SE is already terrible and is creating a serious safety problem. What is being done to address this?*

*Renay Bennett*

*It looks like there could be a change in the terminus for Sound Transit into downtown Bellevue. The current downtown terminal has no parking and is difficult to access. Some people may be getting off at the Main Street station rather than going all the way because access there will be easier, certainly so by car. Has any study been done to show how many riders might choose to get off at the Main Street station? Bellevue is far more car-oriented than Seattle is. The residents of Surrey Downs tend to be older and emergency vehicles are called to the neighborhood often. Most come from Station 7 and it would be good to know who will be given priority, the train or emergency vehicles entering the neighborhood at the SE 4th Street access point. The power substation by the Main Street station will be noisy and will impact the neighborhood; it should be located closer to a commercial area.*

*Dick Applestone*

*My house will be kitty-corner to the south end of the East Main station. There is no park and ride planned for the station. What will happen is people will leave their cars inside the Surrey Downs neighborhood. Currently there is a requirement for residents to have a parking permit, but the reality is that the police never enforce it. It needs to be enforced.*

*Ivan Jimenez, 111th Avenue SE*

*We are in a cul-de-sac and parking permits have been required for many years. Even so, people still park there and there is no enforcement. These are some of the things that need to be taken care of before construction starts. The parking permits for residents are required because of the entrance from Main Street; the development is not connected to Surrey Downs. People even leave junk cars on the street.*

*Debbie Amandoli, 124th 110th Place SE*

*With regard to additional access to Surrey Downs, right now the 110th Avenue SE and Main Street intersection has a barrier and those on Main Street heading west cannot make a left turn into the neighborhood; they must go around to 108th Avenue SE. It should be possible to make a left into the neighborhood from there. Also going out, it should be possible to use 108th Avenue SE to access Main Street heading west. And southbound on 108th Avenue SE crossing Main Street cars should be able to go straight so they do not have to turn onto Main Street and turn on 110th Avenue SE. I live right beside SE 4th Street and that street is very useful because I-405 is very close. Currently I must go around and I was wondering if access there can be opened up.*

*Almario Alarilea*

*I have a stucco material that is easily applied on the surface of concrete that absorbs a huge amount of noise. It can be pigmented and textured. It is used in high-end homes, therapists offices and recording studios where soundproofing is needed. The material is sprayed on.*

*Mark King, 917-504-6356, mark@phytelab.com*

## **City of Bellevue Station Area Planning comment forms**

Do you have an idea for something special that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning?

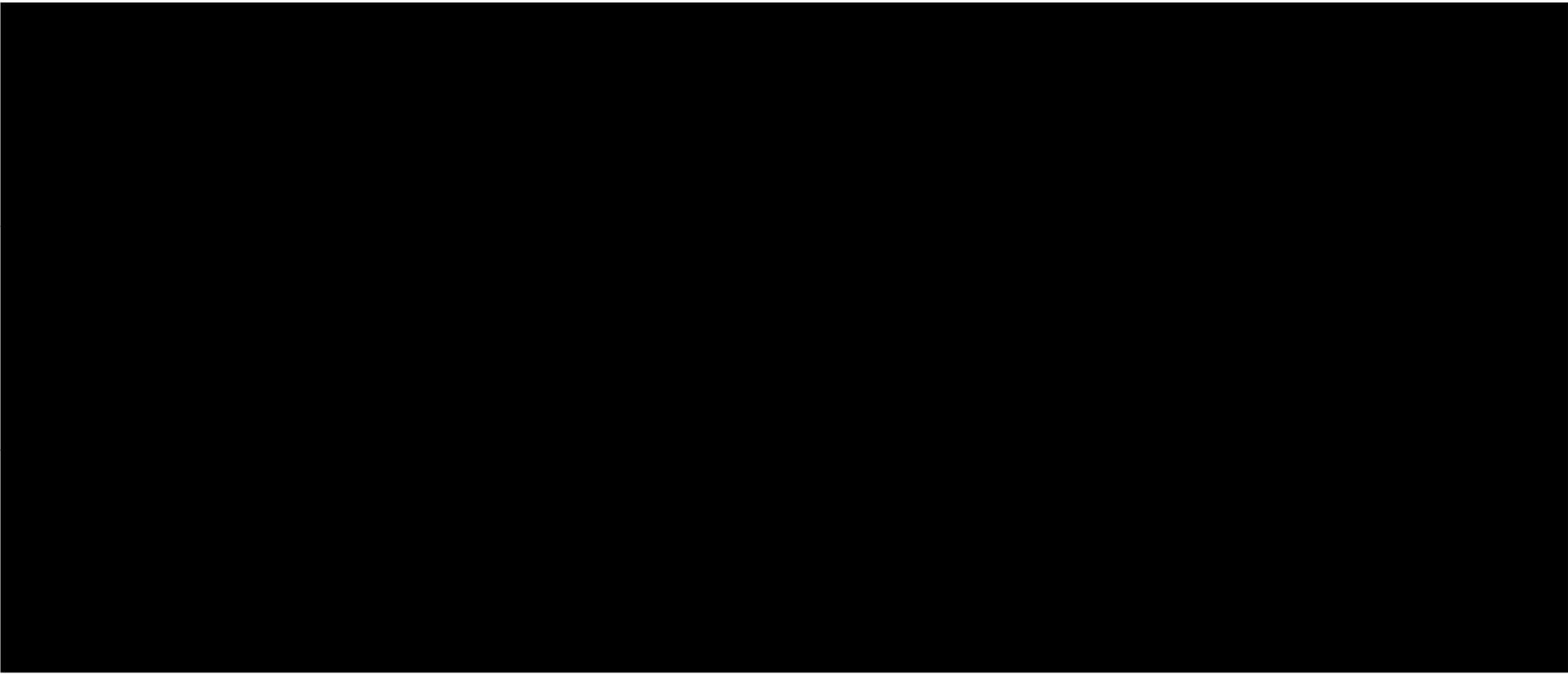
- The SE 4th St and SE 1st St along 112th Ave S will be closed, and the only access to Surrey Downs will be on 108th St. I would like to request to provide traffic light on the 110th St and Main St so that from Main St heading west, you can make a left turn to 110th St. And also, the 108th St corner at Main if the car can cross Main St at 108th heading south.
- Is it possible/feasible to have businesses like coffee shops/newsstands (or similar) at or right next to light rail stations? Especially with huge parking facilities?
- Pedestrian overpass on SE 4th: There are many SD residents that go to Bellevue Club; Bell High School students walk through Surrey Downs to Bell Club; all would like access to hotels & restaurants.
- Real TOD – parking stalls per unit should be less than one. Maximize the amounts of units and building heights to what is allowed under current zoning. Leave no surface parking lots if

possible-they're nasty. Work with hotels and Bellevue Club so that they can have room in potential new buildings.

- Eliminate traffic light at SE 3rd at the south end of East Main Station, build pedestrian/bike bridge instead. This will improve traffic and safety.
- Eliminate the need to cross rail tracks at East Main Station to improve passenger safety. Use pedestrian bridge/elevated walkway, ideally connected to pedestrian bridge across 112th Ave.
- Provide ped/bike access to Surrey Downs Park (using bridges across rail tracks)
- Would be nice to be able to get from parking structure next to South Bellevue Station directly to the station, without going to ground level (from, say, parking level 3)

# Agenda: East Main Station Area

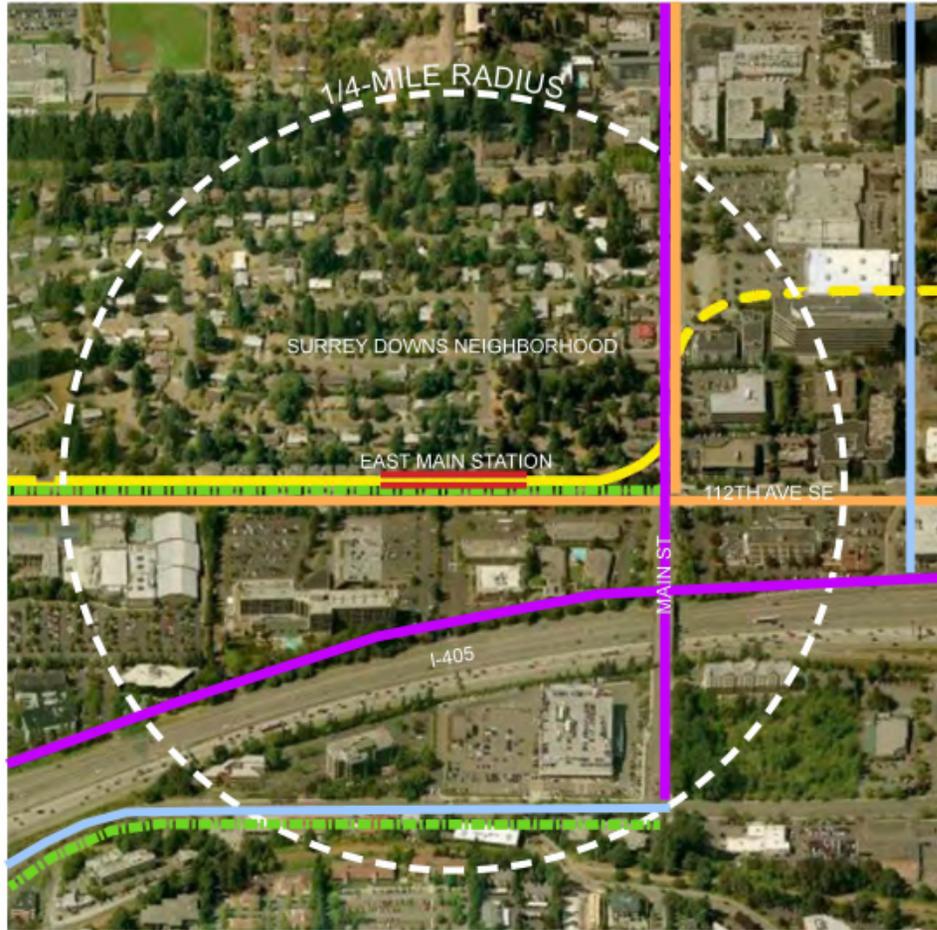
- Animation
- Public Outreach
- Station Design Elements
- Questions



# What we've heard

- Pedestrian access, wayfinding and station visibility
  - 112<sup>th</sup> signalized pedestrian crossing
- Station design honors architectural history of the Surrey Downs neighborhood
- Salvage and reuse of the rock wall west of 112th





## LEGEND

-  BUS ROUTE
-  BICYCLE ROUTE
-  FUTURE BICYCLE LANE
-  FUTURE OFF-STREET PATH
-  LIGHT RAIL TRACKS
-  STATION





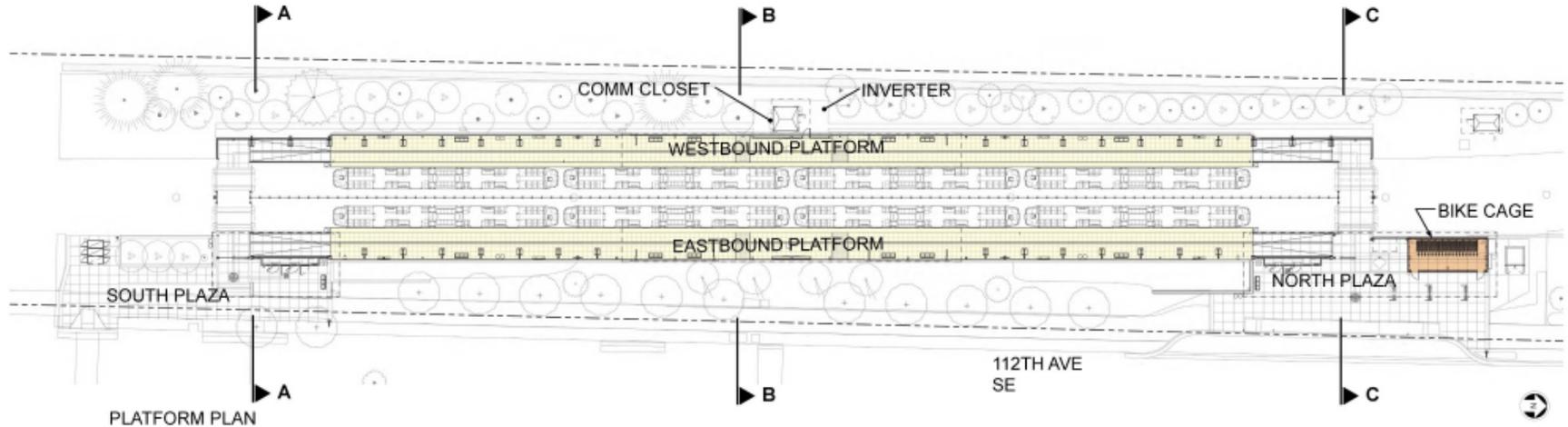
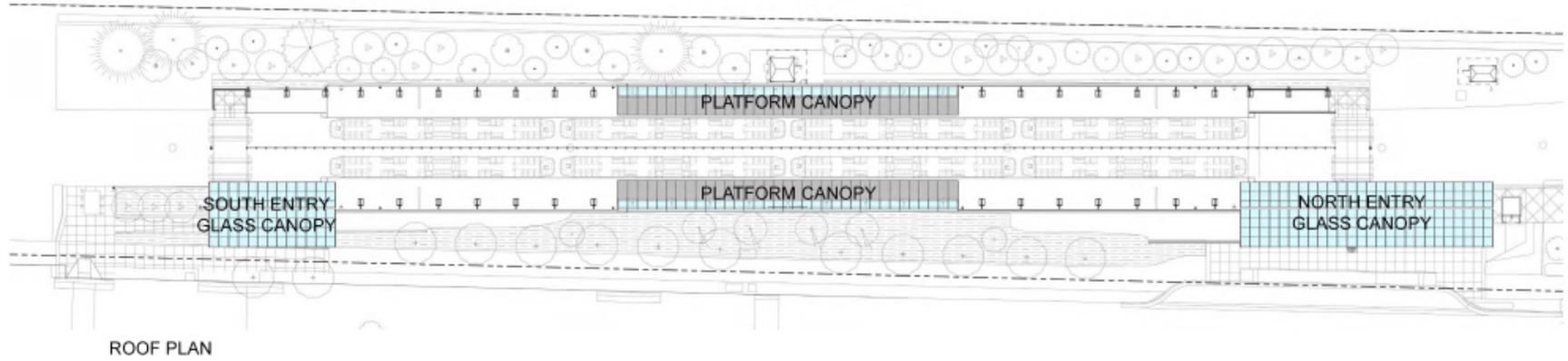


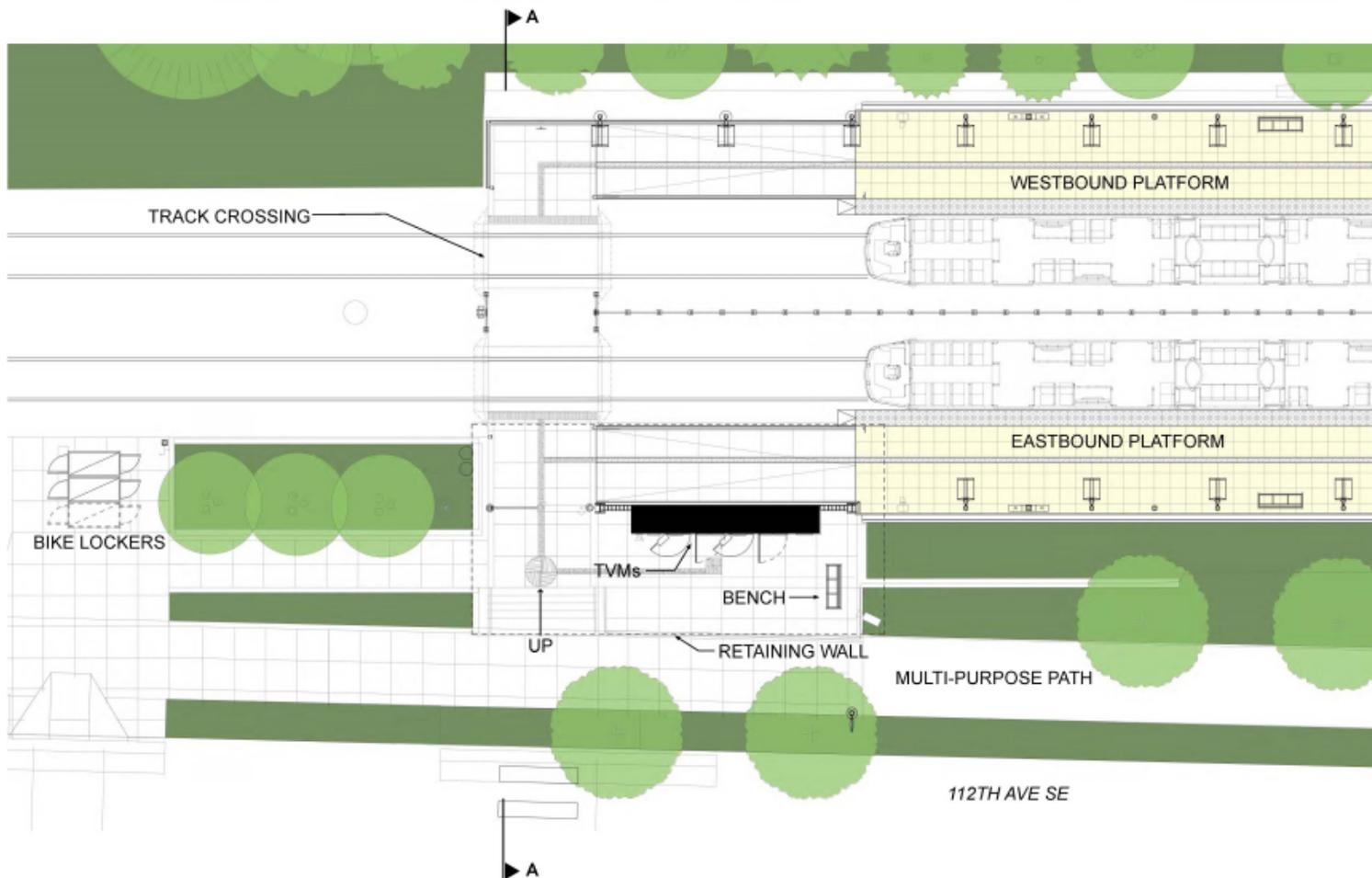


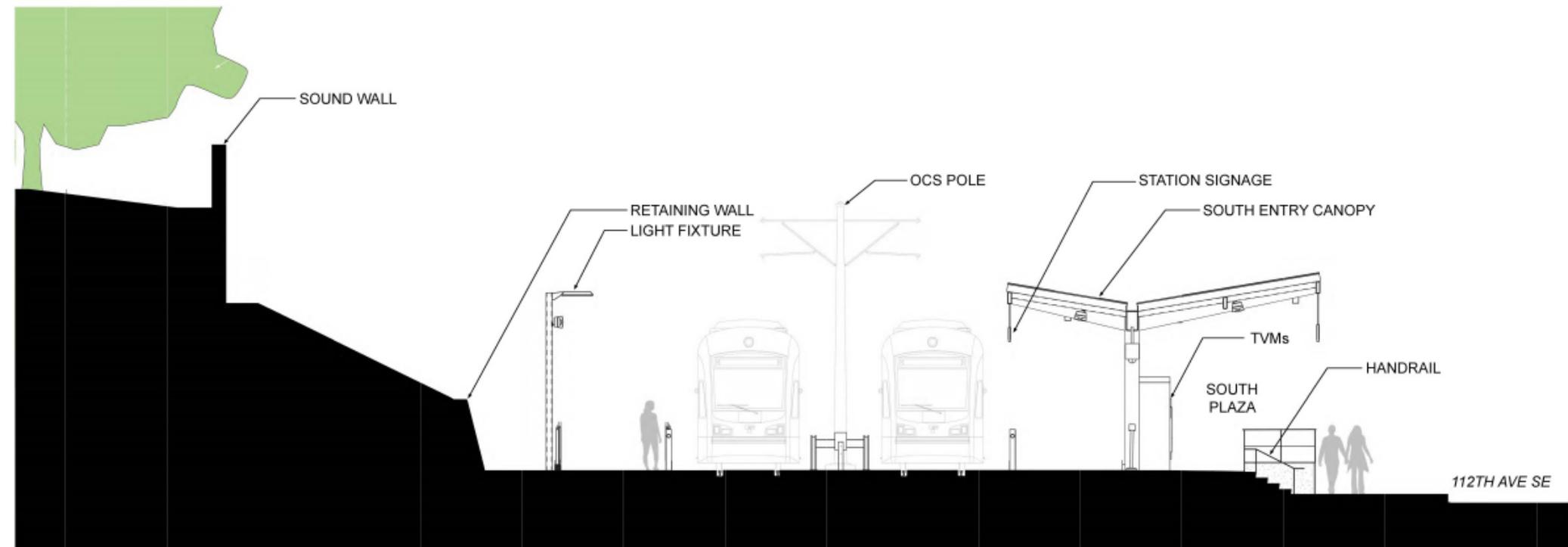




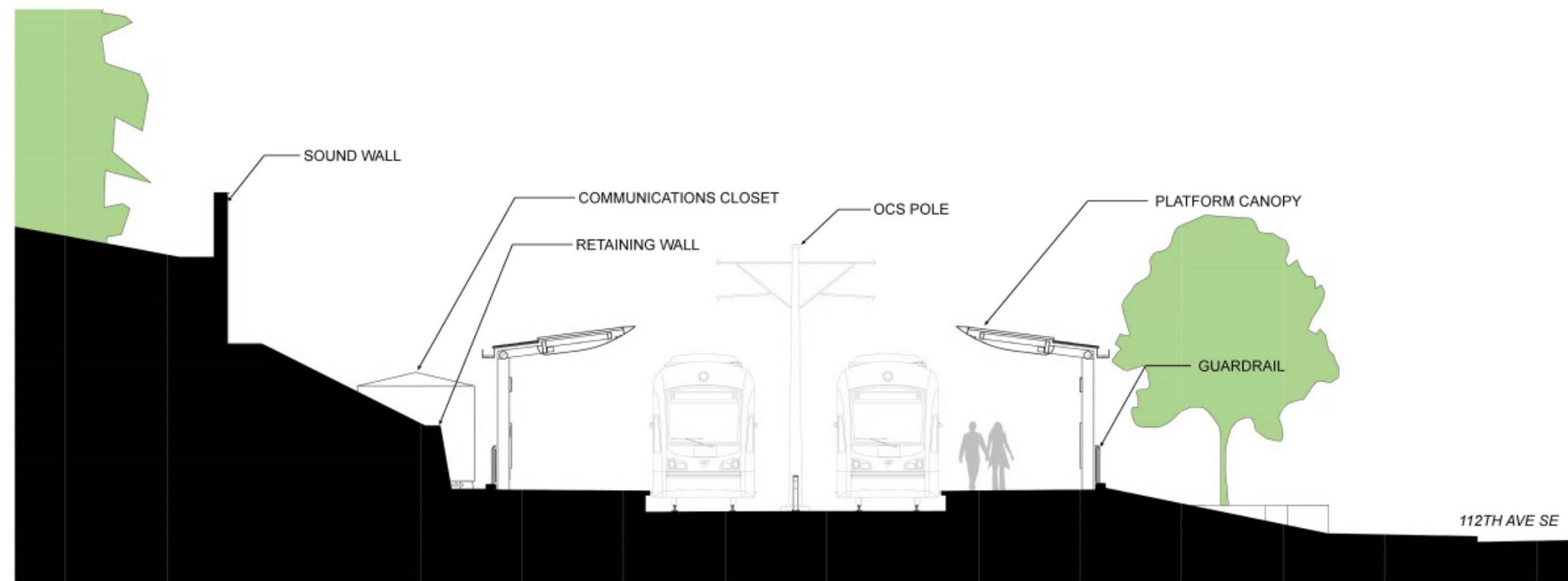
**Platform View**



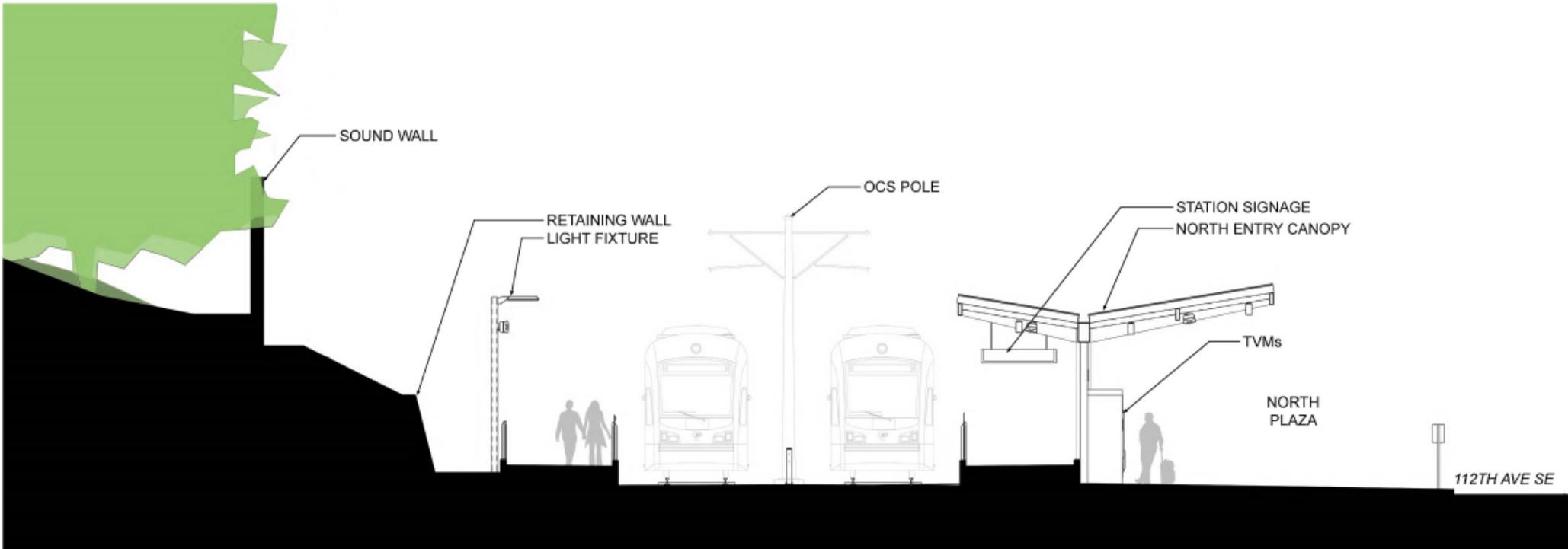




SECTION A-A

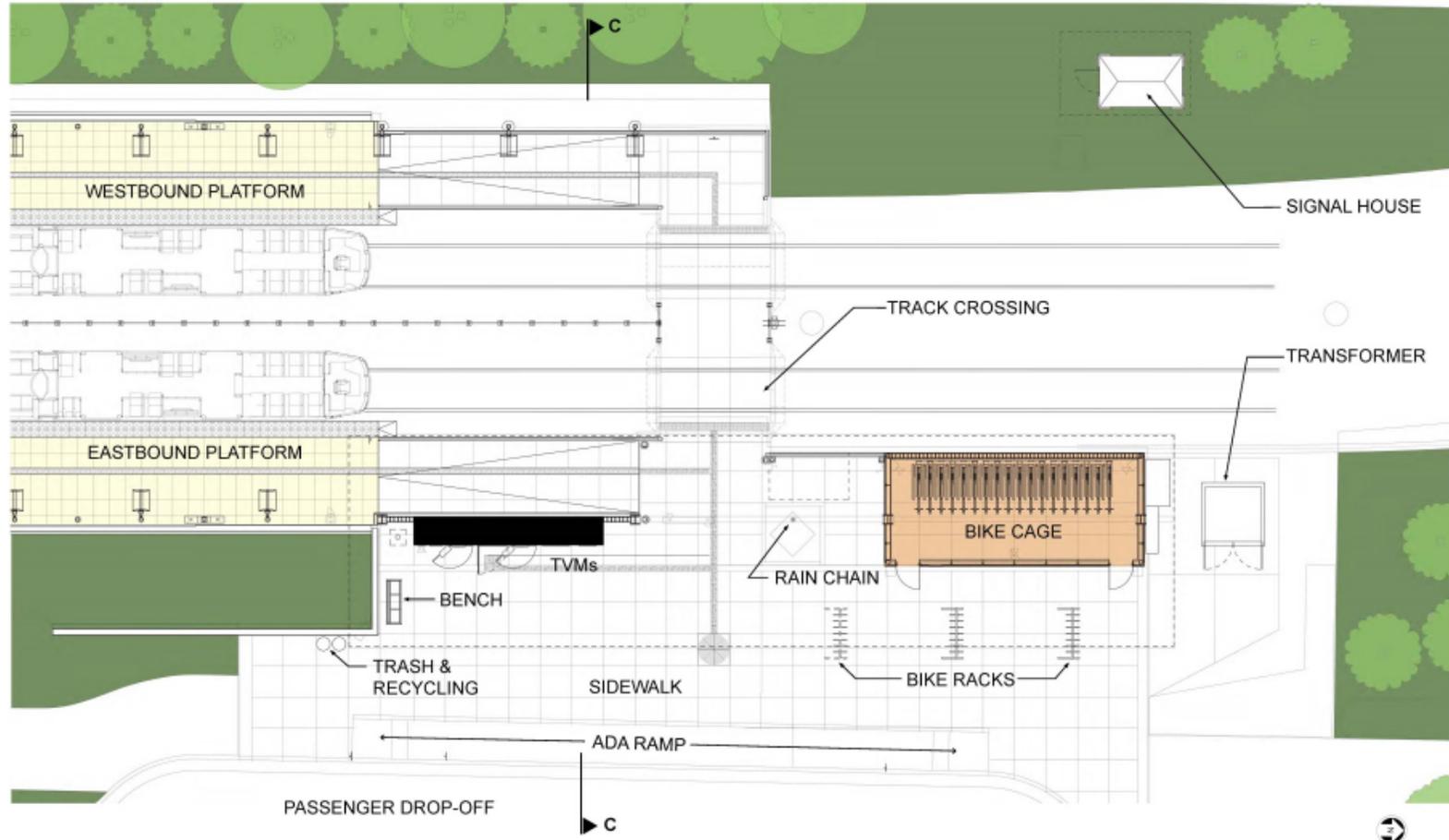


SECTION B-B



SECTION C-C

# East Main Station









# South Portal Electrical Building (SPEB)

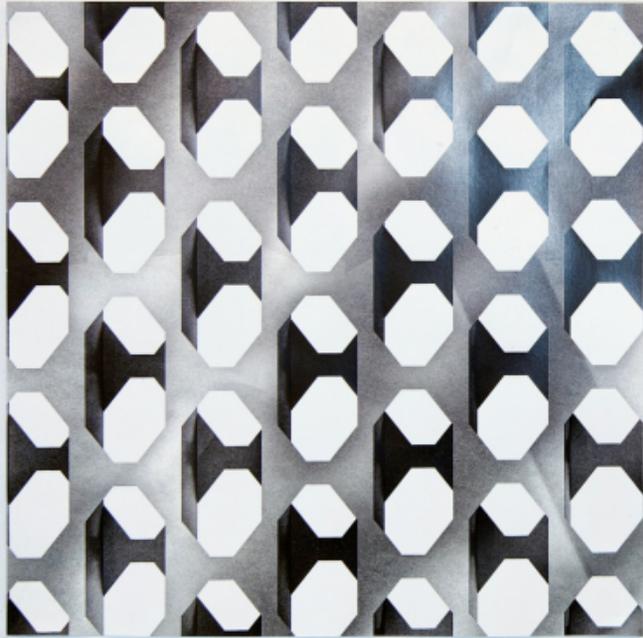


**View From 112th Ave SE**



# EAST MAIN STATION - MATERIAL BOARD

## EAST LINK EXTENSION



STAINLESS STEEL ACCENT SCREEN



STAINLESS STEEL AT TICKETING WALL



STEEL PAINT COLOR



CANOPY GLASS



STATION VIEW



STAINLESS STEEL RAIN CHAIN

# ELEMENTS OF CONTINUITY- MATERIAL BOARD

## EAST LINK EXTENSION

PLATFORM ACCENT TILE (ELEVATED STATIONS)



PLATFORM TILE (ELEVATED STATIONS)



TACTILE BRAID TILE



STANDARD PLATFORM PAVER



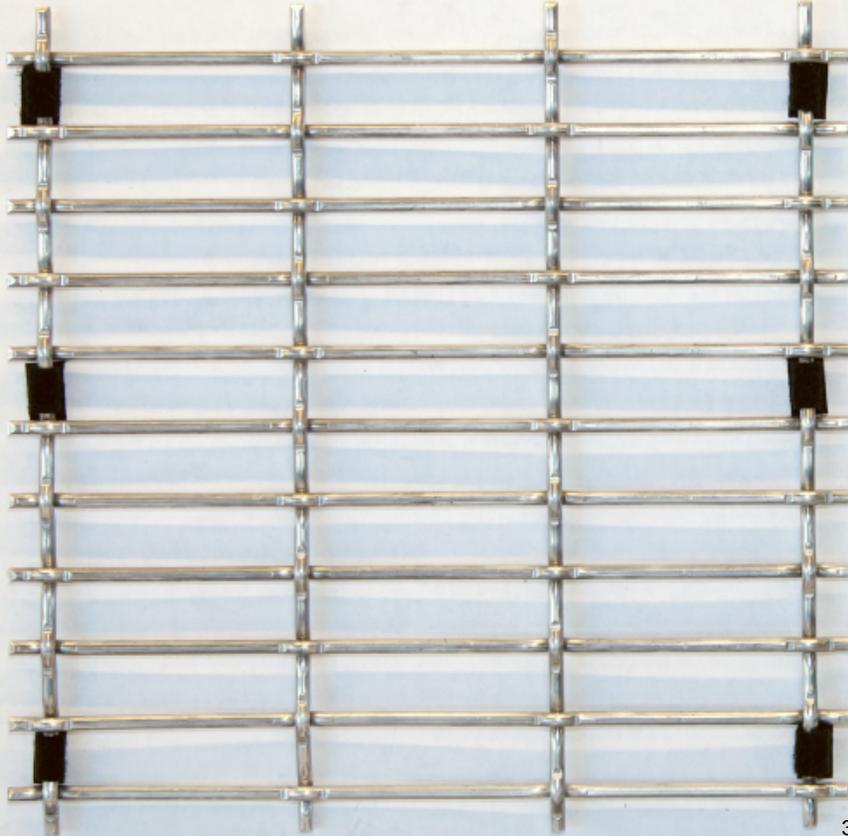
PLATFORM EDGE PAVER



PLATFORM VIEW

# ELEMENTS OF CONTINUITY- MATERIAL BOARD

## EAST LINK EXTENSION



GUARDRAIL/BIKE CAGE MESH



CANOPY GLASS



CANOPY CEILING

STEEL PAINT COLOR

MULLION COLOR



PLATFORM VIEW



WINDSCREEN GLASS



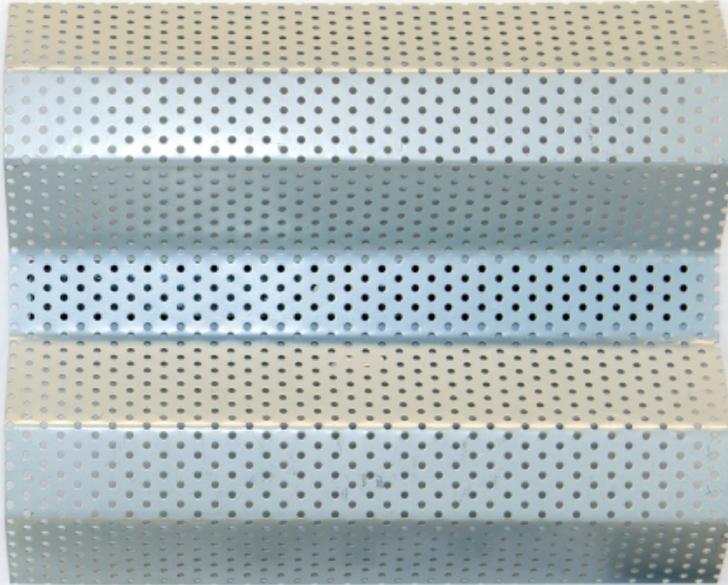
STAINLESS STEEL AT TICKETING WALL

# CORRIDOR ELEMENTS - MATERIAL BOARD

## EAST LINK EXTENSION



TYPICAL CORRIDOR MATERIALS



CORRUGATED METAL SCREENING



WSDOT SR520 CONCRETE WALL FORMLINER



STANDARD CONCRETE WALL FORMLINER



STANDARD TRACK FENCE



GROUND-FACE CONCRETE BLOCK

GROUND-FACE ACCENT CONCRETE BLOCK



WSDOT GRAY PIGMENTED SEALER

# EAST MAIN STATION MATERIALS - PLANTING

## EAST LINK EXTENSION

### TREES - EVERGREEN



**Incense Cedar**  
*Calocedrus decurrens*

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



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

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



**Douglas Fir**  
*Pseudotsuga menziesii*

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



**Western Red Cedar**  
*Thuja plicata*

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



### TREES - DECIDUOUS



**Vine Maple**  
*Acer circinatum*

Understory tree proposed along the western property boundary and SE of the station. PHOTO BY ER BOSE



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

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



**Armstrong Maple**  
*Acer rubrum* 'Armstrong'

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



**Venus Dogwood**  
*Cornus kousa* x *nuttallii* 'Venus'

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



### SHRUBS



**Tall Oregon Grape**  
*Mahonia aquifolium*

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



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

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



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

Deciduous shrub proposed along both sides of East Main Station.



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

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

# EAST MAIN STATION MATERIALS - PLANTING

## EAST LINK EXTENSION

### SHRUBS (CONT.)



**Coast Silk Tassel**  
*Garrya elliptica*

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



**Evergreen Huckleberry**  
*Vaccinium ovatum*

Evergreen shrub proposed along both sides of East Main Station.



**Dwarf Mugo Pine**  
*Pinus mugo mugo*

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



**Red Flowering Currant**  
*Ribes sanguineum*

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

### GROUNDCOVERS & PERENNIALS



**Daylily**  
*Hemerocallis 'Stella D'Oro'*

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



**Sword Fern**  
*Polystichum munitum*

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



**Blue Eyed Grass**  
*Sisyrinchium idahoense*

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



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

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



**Kinnikinnick**  
*Arctostaphylos uva-ursi*

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



**Douglas Iris**  
*Iris douglasiana*

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



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

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



**Fringe Cup**  
*Tellima grandiflora*

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

# MAIN STREET PARK

## EAST LINK EXTENSION



# MAIN STREET PARK - PLANTING

## EAST LINK EXTENSION

### TREES - EVERGREEN



**Incense Cedar**  
*Calocedrus decurrens*

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



**Douglas Fir**  
*Pseudotsuga menziesii*

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



**Western Red Cedar**  
*Thuja plicata*

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



**Giant Sequoia**  
*Sequoiadendron giganteum*

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



### TREES - DECIDUOUS



**Maidenhair Tree**  
*Ginkgo biloba*

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



**Western Redbud**  
*Cercis occidentalis*

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



**Vine Maple**  
*Acer circinatum*

Understory tree proposed along the edge of lawn in Main St Park and on 112th Ave SE. (Photo by K2000)



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

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



### SHRUBS



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

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



**Mock Orange**  
*Philadelphus lewisii*

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



**Dwarf Mugo Pine**  
*Pinus mugo mugo*

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



**Pacific Wax Myrtle**  
*Myrica californica*

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

# MAIN STREET PARK - PLANTING

## EAST LINK EXTENSION

### SHRUBS (CONT.)



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

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



**Red Flowering Currant**  
*Ribes sanguineum*

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



**Coast Silk Tassel**  
*Garrya elliptica*

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



**Ocean Spray**  
*Holodiscus discolor*

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



**Tall Oregon Grape**  
*Mahonia aquifolium*

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



**Black Twinberry**  
*Lonicera involucrata*

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



**Mock Orange**  
*Philadelphus lewisii*

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



**Indian Plum**  
*Oemleria cerasiformis*

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

### GROUNDCOVERS & PERENNIALS



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

Evergreen groundcover and perennial mix proposed throughout mitigation areas.



**Alpine Cinquefoil**  
*Potentilla neumanniana* 'Nana'

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



**Creeping Mahonia**  
*Mahonia repens*

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



**Sword Fern**  
*Polystichum munitum*

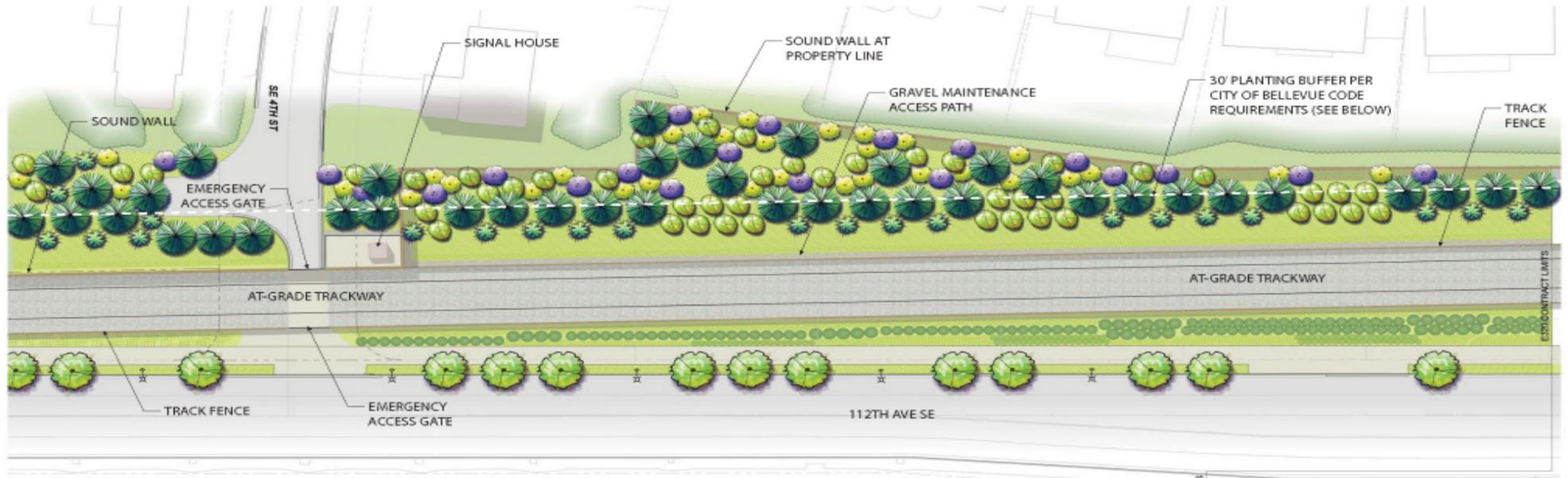
Fern proposed throughout the eastern boundary of the park and adjacent to the SPEB building along 112th Ave SE.

# Questions?



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

## EAST LINK EXTENSION



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



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

