



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: April 13, 2016
To: Light Rail Permitting Advisory Committee
From: Matthews Jackson (425-452-2729, mjackson@bellevuewa.gov)
Carol Helland (425-452-2724, chelland@bellevuewa.gov)
Liaisons to the Advisory Committee
Development Services Department
Subject: April 20, 2016 Advisory Committee Meeting

Enclosed you will find an agenda packet for your 40th Advisory Committee meeting next Wednesday, April 6th. We will begin at 3:30 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. April 6th, 2016 Meeting Minutes
3. City PowerPoint Presentation from April 6th
4. Sound Transit PowerPoint Presentation from April 6th
3. Spring District/120th Station Design and Mitigation Permit CAC Advisory Document

We will have hard copies of all electronic packet materials for you on April 20th. 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, April 20, 2016

3:30 p.m. – 5:30 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|-----------|---|
| 3:30 p.m. | 1. Call to Order, Approval of Agenda, Approval of April 6th Meeting Minutes
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:40 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:50 p.m. | 3. Spring District/120th Station Design and Mitigation Permit CAC Advisory Document
<i>Mathews Jackson and CAC</i> |
| 4:30 p.m. | 4. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 5. Adjourn |

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

April 6, 2015
3:30 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Doug Matthews, Marcelle Van Houton, Ming-Fang Chang, Susan Rakow Anderson, Joel Glass, Wendy Jones, Don Miles

MEMBERS ABSENT: None

STAFF PRESENT: Matthews Jackson, Department of Development Services; Marie Jensen, Department of Transportation; Paul Cornish, John Walser, Sound Transit ; Cindy Edens, Wright Runstad

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:32 p.m. by Co-Chair Mathews who presided.

A motion to approve the agenda was made by Co-Chair Van Houton. The motion was seconded by Ms. Anderson and the motion carried unanimously.

2. PUBLIC COMMENT

Mr. Elliott Sher said he has been a property owner in Bellevue for more than 50 years. He asked that a Citizen Advisory Committee be formed for the Wilburton Station. Several specific issues need to be addressed, including general parking, an adequate supply of handicapped parking, and shuttle parking. With regard to the latter, he said he is an advocate for a free shuttle loop from Wilburton Station, Seattle Children's Hospital, Overlake Hospital Medical Center, Group Health Clinic, and back to Wilburton Station. One or more sponsors can be found to pay for the vehicles and provide a driver. At least four parking spaces for the shuttles would be needed, more if demand requires it. The facilities would be in direct communication with the shuttle driver to indicate when a rider needed to be picked up; no other operator or staff would be needed. The shuttle would be based at the Wilburton station and each loop trip would be timed to mesh with the light rail schedule. A separate CAC is needed to work with Sound Transit to fulfill the vision.

3. SPRING DISTRICT/120TH STATION DRAFT PRE-DEVELOPMENT CAC
ADVISORY DOCUMENT

Planning Manager Matthews Jackson introduced Marie Jensen, the new East Link Outreach Lead, who took Kate March's place.

Mr. Jackson reminded the group that at its last meeting the discussion focused on the Spring District/120th Station and putting together a final pre-development advisory document. The last task for the Committee is to put together a set of recommendations for

the design a mitigation permit, which he said he would have in draft form for the Committee to review on April 20.

John Walser, architect with Sound Transit, said the design team has been working feverishly since October 2015 to advance the design and catch up with the downtown segment of E-335. He reminded the Committee that the rail will come out of the downtown station and cross over I-405 on an elevated guideway and access the Wilburton Station. Following the Wilburton Station, the line drops down to grade in the BNSF corridor before turning east and entering a trench to pass under a newly rebuilt 120th Avenue NE and 124th Avenue NE before elevating again to cross over the wetlands and touching down at grade again at the 130th station. The station will be designed to fit the context of the future development of the Spring District.

Cindy Edens, Senior Vice President of Wright Runstad, said the Spring District area is comprised of 38 acres, 16 city blocks. Much of the planning work is completed and construction is under way. By the time it is built out, the area will include office, retail, restaurants, residential and hotel uses, as well as Global Innovation Exchange, a partnership between the University of Washington and Tsinghua University with foundational support from Microsoft, and a new corporate campus for REI. The first residential units will be occupied in early 2017. The park area fronting 121st Avenue NE to the south of the station is under construction; it will contribute to making the Spring District a family neighborhood.

Mr. Walser said the station designers have been working closely with Wright Runstad. Essentially, Sound Transit will own the retained cut trench for the 120th Avenue station as well as the actual footprint of the station entrances, while all the surface property will be owned by Wright Runstad. The plaza area to the south of the station will be an extension of the park area to the south of the future Spring Boulevard. The master plan for the station area envisions a hotel with retail in the northwest quadrant, residential with retail in the southwest quadrant, and two lower buildings in the other two corners, one of which will house a bike facility, all of which will be developed by Wright Runstad, including the plazas that will provide the major access once everything is built out.

Once Sound Transit begins construction on the station, the only existing street will be 120th Avenue NE. A surface improvement will be put in across the Wright Runstad property with the understanding that it will be torn up and redeveloped when the hotel and parking garage are built, which will happen after there is a connection to the new Spring Boulevard. The station entrances will be designed to be perceived as part of the adjacent buildings, thus the need to coordinate with Wright Runstad in building the entrances ahead of the surrounding development and still ultimately have them appear to be folded into the future buildings.

Mr. Walser said the ticket vending machines will be located under a canopy outside the entrances to the side platform station. Sound Transit will be responsible for the interior circulation space needed to access the elevators and stairs. The elevators will be double-sided, allowing for the residential and hotel towers to incorporate them into their ground floor lobbies. Emergency open-air exit stairs will be built at the four ends of the two platforms. From the entrance level to the platform there will be a green-hued glazed tile that will be illuminated at night; the architects are exploring the notion of varying the color from one side to the other to assist in orienting riders. Instead of leaving the back side of the entrances with a raw masonry block ahead of having a building constructed to incorporate them, Sound Transit will be utilizing a finished aluminum panel skin to make them appear to be finished.

At the platform level, the stairs and escalator will bring riders to about the center of the platform. There will be a great deal of weather protection provided for the riders, and the lid will have a perforated metal ceiling designed to hide piping and conduits, and will have light fixtures to illuminate the platform area.

Mr. Walser said an artist has been hired to do a design for the platform walls. The architects will keep the tiled portion fairly simple and the artist is exploring options for addressing the full length of the platform in ways that will be visible both from the platform and from the walkways above surrounding the retained cut.

Ms. Edens added that Wright Runstad will be providing light fixtures in the plaza above the station similar to those that will be used in the neighborhood. Additionally, the upper level will be furnished in order to keep it active during the summer months. The anticipation is that ultimately there will be some spill-out at the base of the adjacent buildings from restaurants and the like.

Co-Chair Van Houton asked if the station area will be designed for use primarily by those living and working nearby, or if there will be public parking. Mr. Walser said along Spring Boulevard there will be short-time pullouts for loading and unloading. Further down the roadway from the station there will be on-street parking, but there will be no parking lot at the station. A regional bike path will come along the back side of the station area. The 130th station will have a 300-stall park and ride folded in with a transit-oriented development project the city is working on. Ms. Eden added that there will be street-side parking throughout the Spring District, and some of the buildings will have parking garages. There will be retail along Spring Boulevard and District Way, and there may be a market but not a grocery store, all of which will need to accommodate some parking.

Mr. Glass asked how tall the railing will be separating the plaza from the retained cut platform. Mr. Walser said it will be 54 inches overall, with the first 27 inches in concrete serving as a vehicle barrier, and the screen railing on top of it. The walkway over the rail that connects the two sides of the station will have an eight-foot throw fence railing to keep things from being thrown down on the OCS wires or the tracks.

Mr. Jackson asked how the trench compares to the International District in Seattle. Mr. Walser said the International District Station is in a much wider trench to accommodate the trains and buses. There is more distance between the platforms there. The platform itself is roughly the same width and length.

Co-Chair Matthews asked if the trenched station approach brings with it any additional security issues. Mr. Walser said the station will have the standard security cameras and variable message signs. The cameras will also be trained on the passenger emergency telephone buttons. The ability to look down from above and see large areas of the station will help to improve security. Security personnel will be able to enter and exit using the open air stairs, and the doors at the bottom of the stairs at the platform level will be made of see-through mesh.

Mr. Glass asked how much space there is between the hotel and the station. Mr. Walser said it is about 20 feet. Sound Transit will be installing a concrete walkway with scoring but it will be up to the designer of the hotel whether or not to create some ins and outs to create space for outside café seating or the like. Mr. Glass asked if the width of the space could be increased by cantilevering over the station platform. Mr. Walser said the drawings have been made to align with the vision of the master plan. Of course, master plans are a first shot at what might be and when it comes to actually developing the

vision things can change somewhat inside the specific stipulations.

Ms. Edens clarified that the hotel could in fact be developed as residential, but not office given how small the footprint is. The vision has always been to end up with a building that incorporates a canopy over the walkway. Twenty feet is quite a wide sidewalk and it will be an inviting walkway for people coming to the station. She added that the bike facility will likely include a combination of bike parking for those wanting to take the train, showers, lockers, and a shop where bikes can be fixed, and bike rentals.

Mr. Miles asked about the throw barriers and was told by Mr. Walser that the intent is to utilize a perforated metal wall that creates a wave pattern. The approach will work well with the character of the industrial district and the notion of being a maker area.

Co-Chair Van Houton asked why the entire platform area will not be covered. Mr. Walser said people like light and air. Additionally, the code adopted by the city stipulates that if more than 200 feet of trackway at a station has roof or covering, a tunnel ventilation system will need to be installed. The lid that is part of the design triggers a requirement for fire sprinklers underneath it.

Mr. Jackson asked if with the additional information the Committee wished to add anything to the advisory document.

Mr. Miles stressed the need to look at the station area design from the standpoint of maneuverability relative to rider drop-offs. Mr. Jackson said there has been a strong partnership between the city, Sound Transit and Wright Runstad. The details have all been reviewed from a high level, and once it comes time to zero in there will be many details to be worked out. Mr. Miles questioned if there will be enough parking and Mr. Jackson said the intent is to operate more feeder buses to the light rail station, thus reducing the need for parking. There will be parking at other stations, but the 120th station is intended to have an urban look and feel in line with the way the area has been zoned.

Co-Chair Van Houton asked what the status is for replacing the parking to be lost at the South Bellevue Park and Ride while it is being reconstructed. Mr. Jackson said the primary approach will be to launch a series of commuter parking agreements in existing parking lots, typically at religious facilities. One site has already been approved and four other sites are under review, each with up to 50 parking spots.

Paul Cornish with Sound Transit added that the South Bellevue Park and Ride will be closed sometime after November. He said the intent is to lease eight church parking lots, seven in Bellevue and one in Renton. Sound Transit has applied for permits for most of the sites, and leases have been signed with all but one of them. Each of the churches is located on existing bus routes close to existing bus stops, so it will not be necessary to add buses to the local feeder routes, though for the major routes some additional trips will be added to reduce headway times.

Continuing, Mr. Cornish noted that the overall plan involves getting riders to Eastgate to transfer to buses going to downtown Bellevue and Seattle. It is known, however, that there are some in Eastgate who for one reason or another choose not to take the bus. He said he has been working with his counterpart at King County Metro on how to get those non-transit riders out of Eastgate. The Memorandum of Understanding dictates that all replacement lots must be leased and ready to go 60 days prior to closing the South Bellevue facility; to that end, a target date of September 1 has been set. Public outreach is under way that includes letting people know about incentive programs for establishing

vanpools.

Co-Chair Van Houton asked if the leased out spaces will equal the number of spaces that will be lost when the South Bellevue facility closes. Mr. Cornish said there are 519 striped parking stalls at the South Bellevue Park and Ride, and somewhere between 400 and 450 will be leased. Additionally, there is existing park and ride lot capacity at the Newport Hills, South Kirkland and Sammamish park and ride lots. Metro also has some leased lots that have capacity. Taken together, there will be some 700 parking stalls.

Answering a question asked by Mr. Miles, Mr. Cornish said the work to redevelop the South Bellevue site will take about 48 months. If the facility can be opened earlier, it will be, but there is much that would have to go into making that decision. Mr. Walser added that for the park and ride garage to be useful, the bus facility will need to be up and running and there are a lot of details associated with that.

Ms. Jones asked what will be happening with the Route 550 stops at the existing South Bellevue Park and Ride once the facility is closed. Mr. Cornish said the route will continue to be run as it does currently. On southbound Bellevue Way across the street from the park and ride, the city has installed a temporary bus stop.

Mr. Cornish said the map showing the existing and leased lots coupled with the routes that serve them and their headways. Sound Transit also conducted a load factor analysis to determine how busy the buses are, and a travel time analysis comparing how long it takes to transit to the University stop in downtown Seattle against what it will take under the replacement plan. It was found that on average the replacement plan will increase travel times by about eight minutes. Some, however will be longer which is why Sound Transit is working with Metro to encourage other options, such as new vanpools. He said the information has been shared with the City Council, and will be shared with the Bellevue Chamber of Commerce on April 12.

Mr. Glass asked if the leased lots at religious facilities will be decommissioned once the South Bellevue Park and Ride opens again. Mr. Cornish said the leases being signed all run for four years and include two one-year options. The ultimate plan, however, is to not hold the leases after the South Bellevue facility is opened.

No additional suggestions were made regarding the 120th station design and mitigation permit advisory document. Mr. Jackson said he would finalize the draft.

With regard to the South Bellevue permit, he informed the Committee that it was appealed by three appellants. The hearing examiner concluded that two of the appellants did not have standing and their appeals were dismissed. The remaining appeal is going forward. The appeal will not deal with issues around SEPA and changes to the alignment.

Mr. Jackson commented that depending on what it takes to get ready for the appeal, a draft for the Central Bellevue permit will be ready in a month or so, following which the focus will turn to the Spring District permit.

There is a lot of work about to start on 112th Avenue SE. Sound Transit's contractor has mobilized to begin structure demolition in the area of the East Main Station and the alignment on the west side of the street. Sound Transit has set up a 24-hour hotline for construction-related issues, and city staff will coordinate with them as things move forward.

Ms. Jones said there remain those in the community who are unaware of the plans that

have been put in place to replace the parking to be lost at the South Bellevue Park and Ride. She said while the neighborhood association can disseminate information, there is nothing quite as credible as hearing directly from the source. Whatever the city can do to get the word out should be done.

Ms. Jones asked if there is anything in the works to accommodate a shuttle from the Wilburton Station to the hospitals. Mr. Jackson said the Committee previously discussed the issue and reached the conclusion that such a service was not necessarily a light rail issue. There have been conversations generally between neighborhoods and the city is actively working with Metro on how to improve neighborhood-to-neighborhood connections. There has, however, been no specific focus to creating a shuttle loop operating between the station and the hospitals. However, planning for the Wilburton area is on the Council's list of priorities and the issue very likely will be raised during that process, which has been initiated.

4. PUBLIC COMMENT

Mr. Elliot Sher asked if the open area in the Spring District will have free wi-fi. He also asked how the storm and surface water will be managed in the Spring District, and how panhandling would be handled in the district. He commented that Starbucks intends to open a mega store with a roaster in the meat district of New York City and he asked if Starbucks has been contacted about putting a similar store in the Spring District.

Ms. Edens answered that free wi-fi has already been installed. She also said roadway storm and surface water will be managed through the use of rain gardens on the streets that clean the runoff before it flows into Lake Bellevue. Buildings in the area will be required to create some water storage facilities. She said Starbucks has a roasting facility in downtown Seattle and is not interested in developing another one in the region.

Mr. Miles said the city will handle panhandling in its usual manner.

5. ADJOURN

Co-Chair Matthews adjourned the meeting at 5:14 p.m.

LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING
April 6-3:30PM | ROOM 1E-113



Agenda

- **3:30**
 - Call to Order, Approval of Agenda
 - Co-Chairs Mathews and Van Houten
 - Public Comment
- **3:50**
 - Spring District/120th Station Design and Mitigation Permit CAC Advisory Document
 - Sound Transit and CAC
- **4:30**
 - Public Comment
- **5:00**
 - Adjourn

Light Rail Permitting Citizen Advisory
Committee



Spring District/120th Station

Design and Context Considerations

The following characteristics are intended to implement the vision for Bel Red:

- A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
- Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
- A comprehensive and connected parks and open space system;
- Environmental improvements resulting from redevelopment;
- A multimodal transportation system;
- An unique cultural environment;
- Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

Light Rail Permitting Citizen Advisory
Committee



Spring District/120th Station CAC Pre-Development Advisory Document

No New Advice Provided By The CAC

GENERAL ADVICE CARRIED OVER FROM THE OTHER ADVISORY DOCUMENTS THAT ARE APPLICABLE AT ALL STATIONS

- Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park. No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
- The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the stations to the greatest extent possible.
- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
- 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. No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

Light Rail Permitting Citizen Advisory
Committee



CAC Schedule

April 20th, 2016 CAC Meeting

- Finalize Draft Design and Mitigation Permit CAC Advisory Document

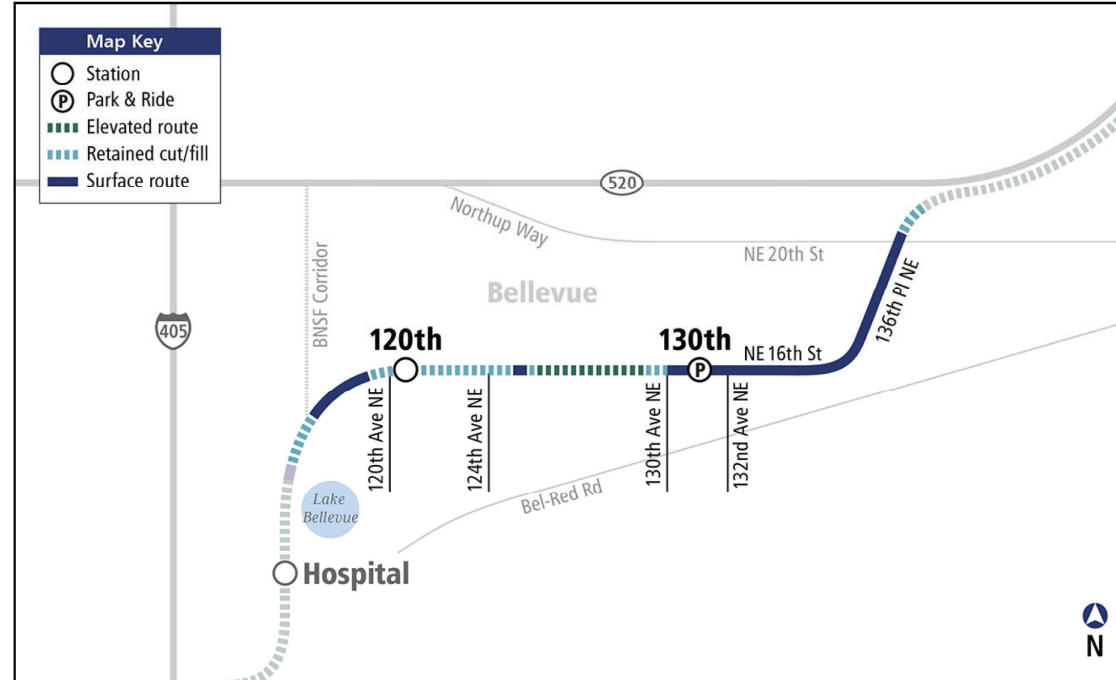
Light Rail Permitting Citizen Advisory
Committee



Spring District/120th Station

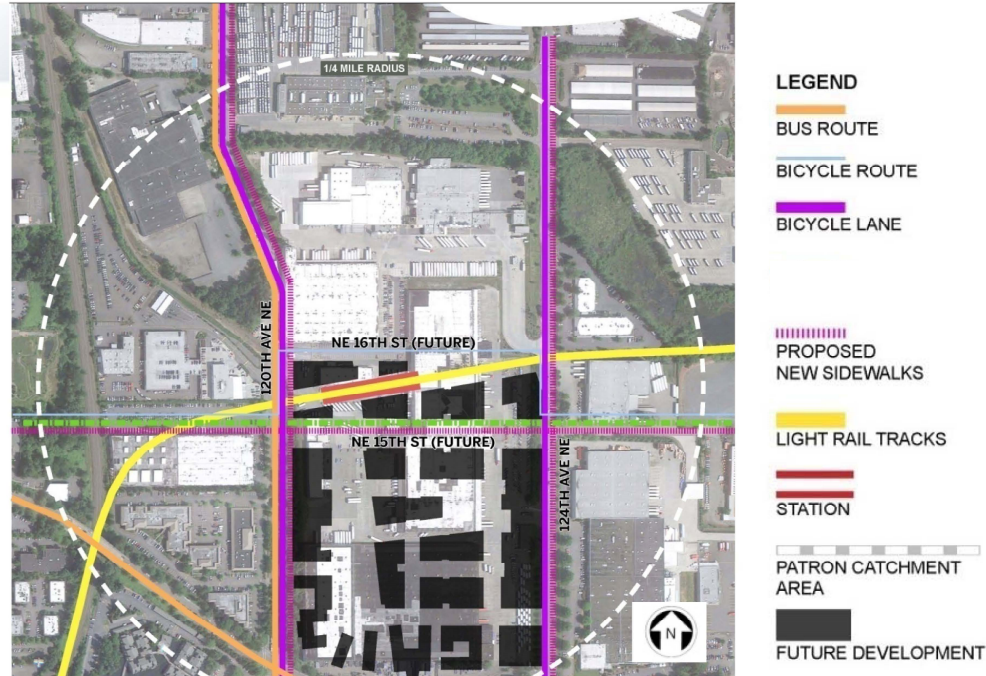
CAC April 6, 2016

Spring District /120th Station



BelRed Alignment

Spring District /120th Station



Neighborhood Context

Spring District Site Prior to Development

Existing: Industrial/Warehouse Use

Planned: Residential, Office, Commercial

Site Context



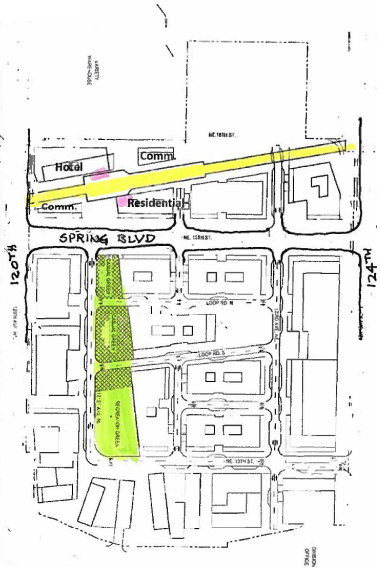
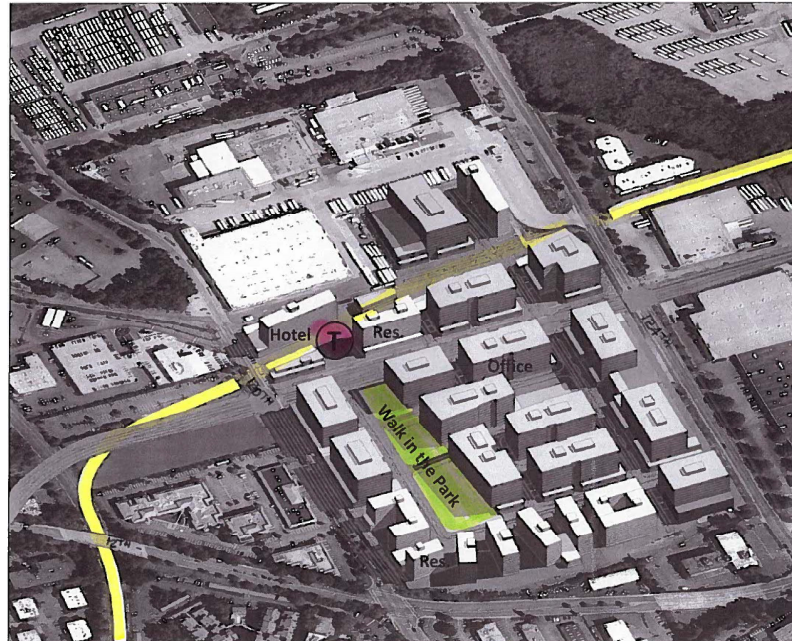
Spring District /120th Station Context



Station to fit within context of the future development.

Site improvements will accompany construction of adjacent buildings.

Interim pathways to connect station to existing street(s).

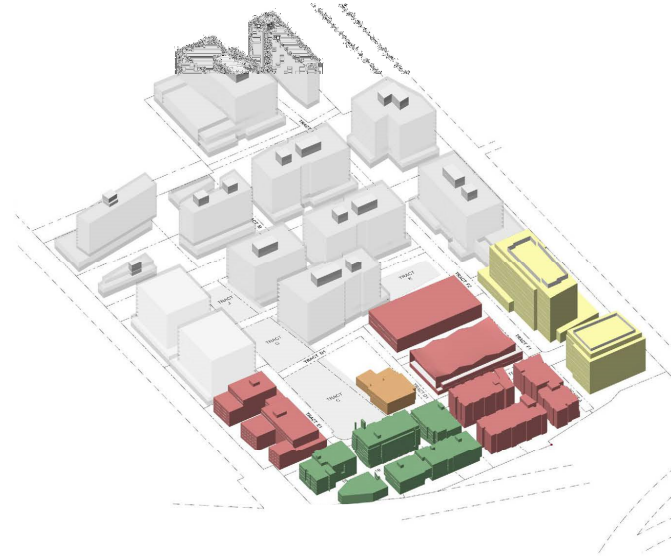


Site Context

Site Context



Spring District /120th Station



Site Context

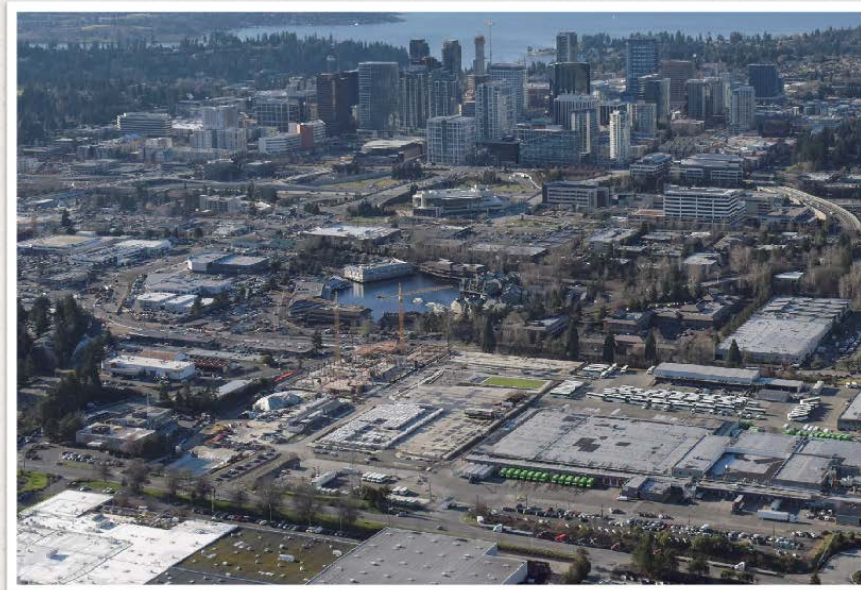
THE SPRING DISTRICT
Transit Station plaza study
December 2013

WRIGHT
RUNSTAD
& COMPANY

nbbj



DEVELOPMENT MOMENTUM

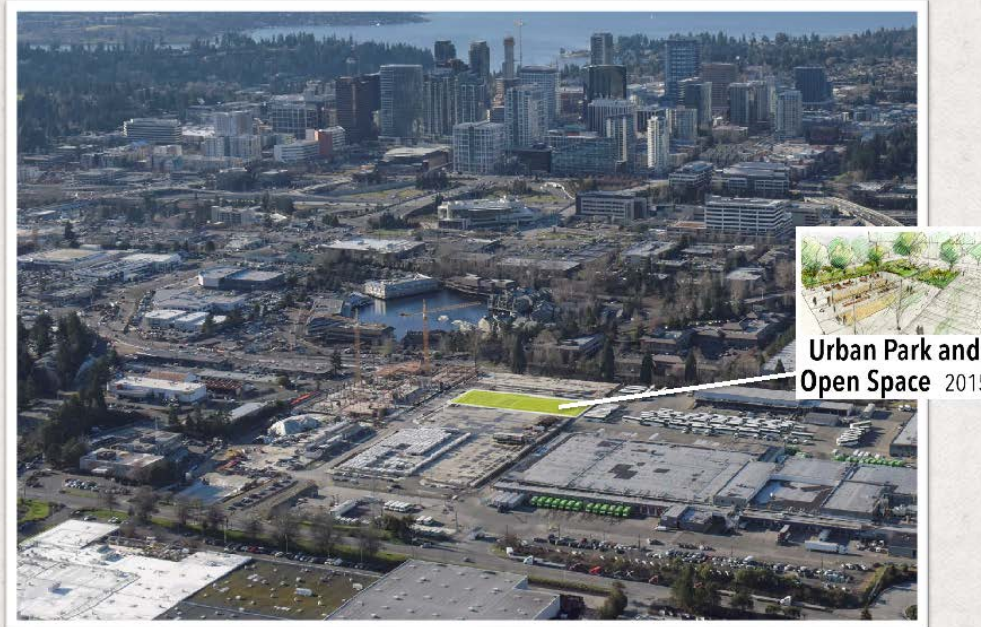


Site Context

THE **SPRING** DISTRICT

2

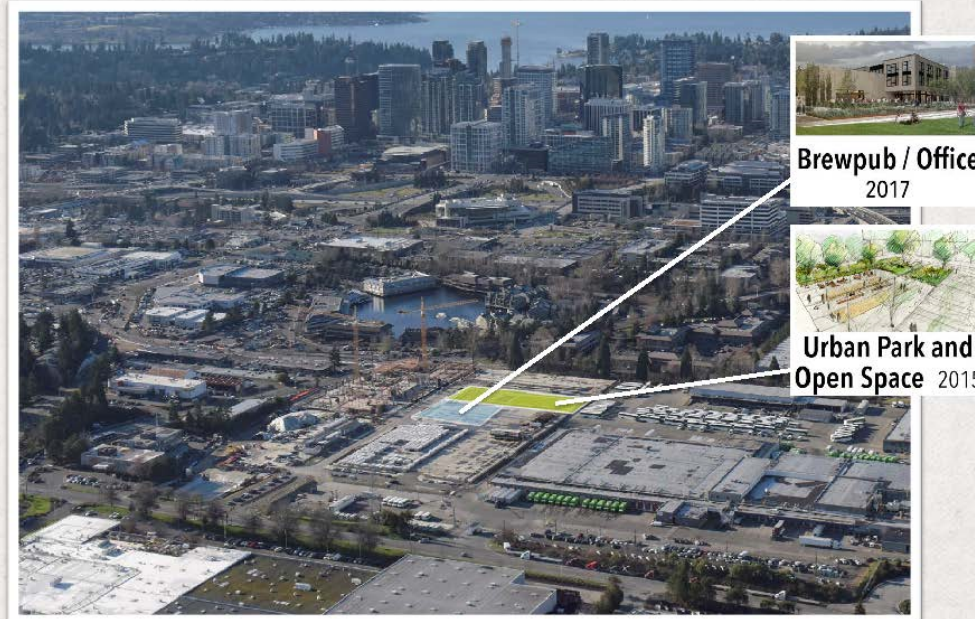
DEVELOPMENT MOMENTUM



Site Context

THE **SPRING** DISTRICT

DEVELOPMENT MOMENTUM



Site Context

THE **SPRING** DISTRICT

DEVELOPMENT MOMENTUM



Apartments
309 Units 2017



Brewpub / Office
2017



**Urban Park and
Open Space** 2015



Site Context

THE**SPRING**DISTRICT

5

DEVELOPMENT MOMENTUM



Apartments
309 Units 2017



Brewpub / Office
2017



**Urban Park and
Open Space** 2015



Office - Block 24
160,734 sq ft 2018



Site Context

THE SPRING DISTRICT

DEVELOPMENT MOMENTUM



Site Context

THE SPRING DISTRICT

DEVELOPMENT MOMENTUM



Site Context

THE SPRING DISTRICT

8

DEVELOPMENT MOMENTUM



Site Context

THE SPRING DISTRICT

Spring District /120th Station



Site Context

Spring District /120th Station



Site Context

Spring District /120th Station



Site Context

Spring District /120th Station



Site Context

Spring District /120th Station

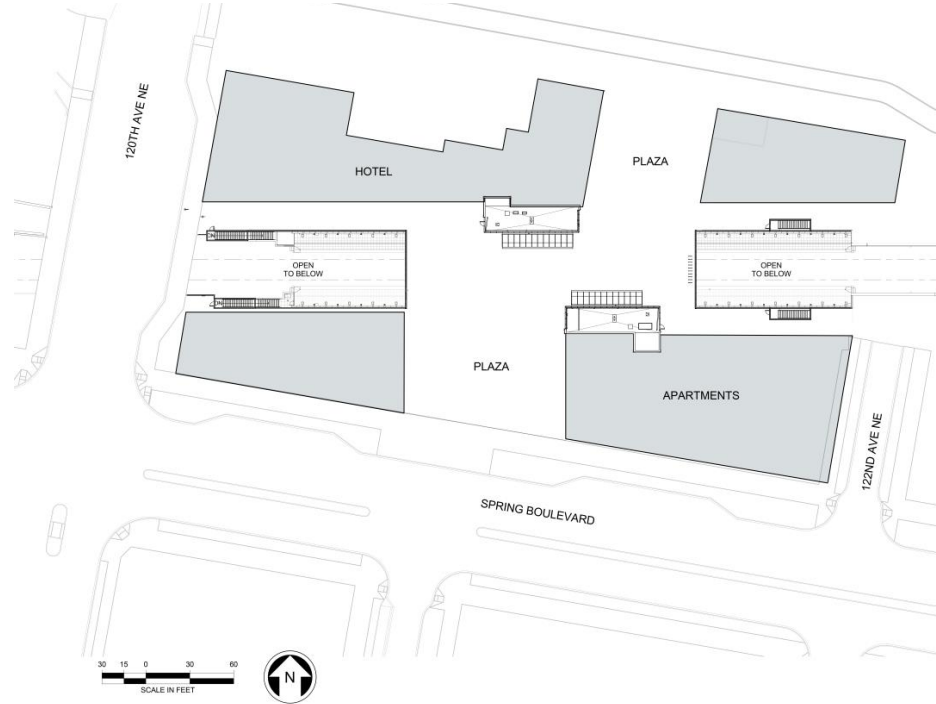


Design Program:

Station entrances “within” future Spring District buildings.

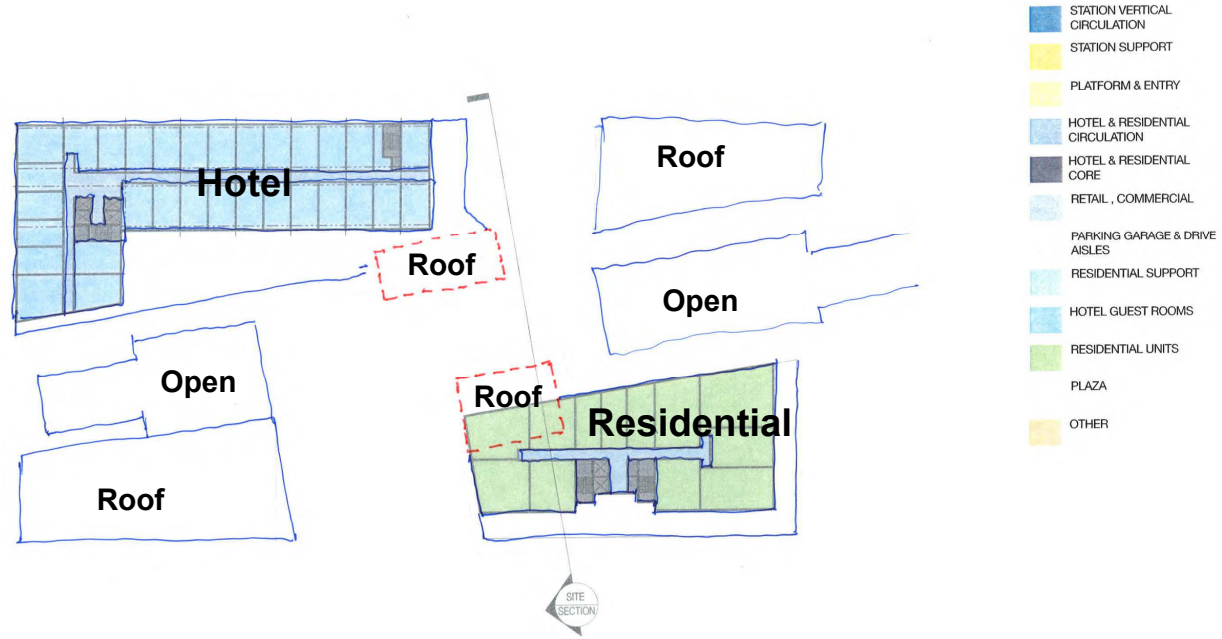
Large plaza spanning station trench – 160 ft -200 ft wide.

Interim site condition until Spring District buildings and Spring Blvd built.



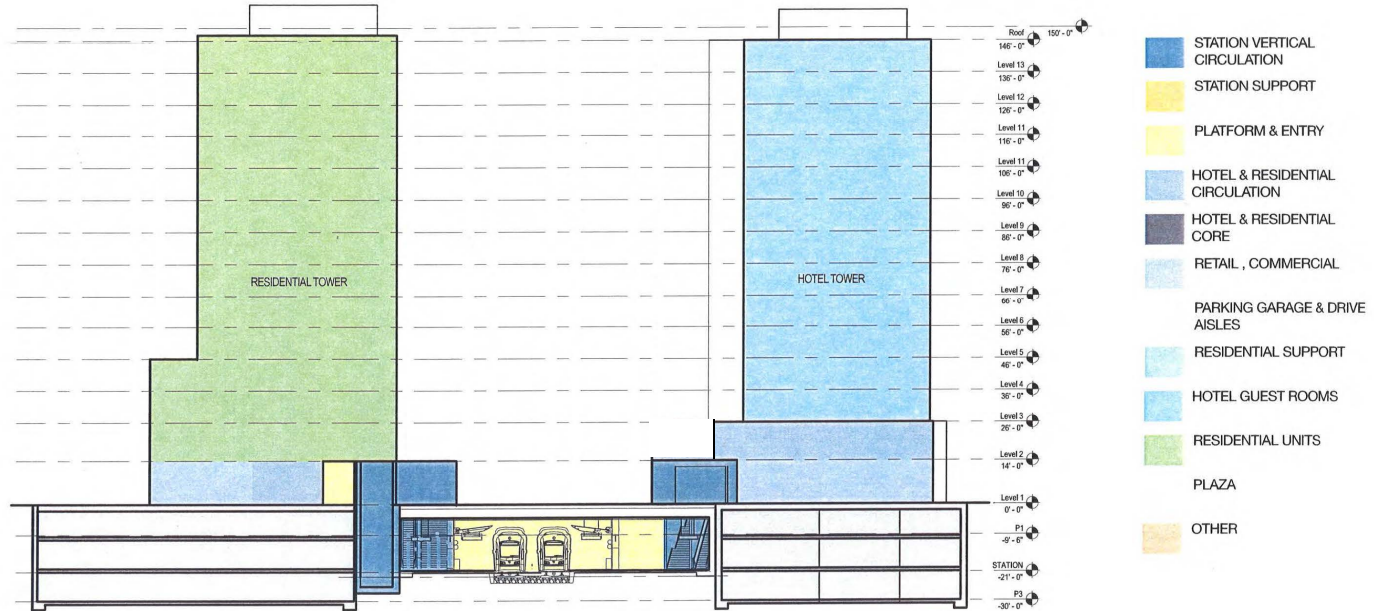
Site Plan w/ Spring District Buildout

Spring District /120th Station



Station Roof Plan (Spring Dist. Upper Flrs.)

Spring District /120th Station



Site Section

Design Program:

Station entrances “within” future Spring District buildings.

Large plaza spanning station trench – 160 ft -200 ft wide.

Interim site condition until Spring District buildings and Spring Blvd built.



Site Plan with Spring District Buildout

Spring District /120th Station

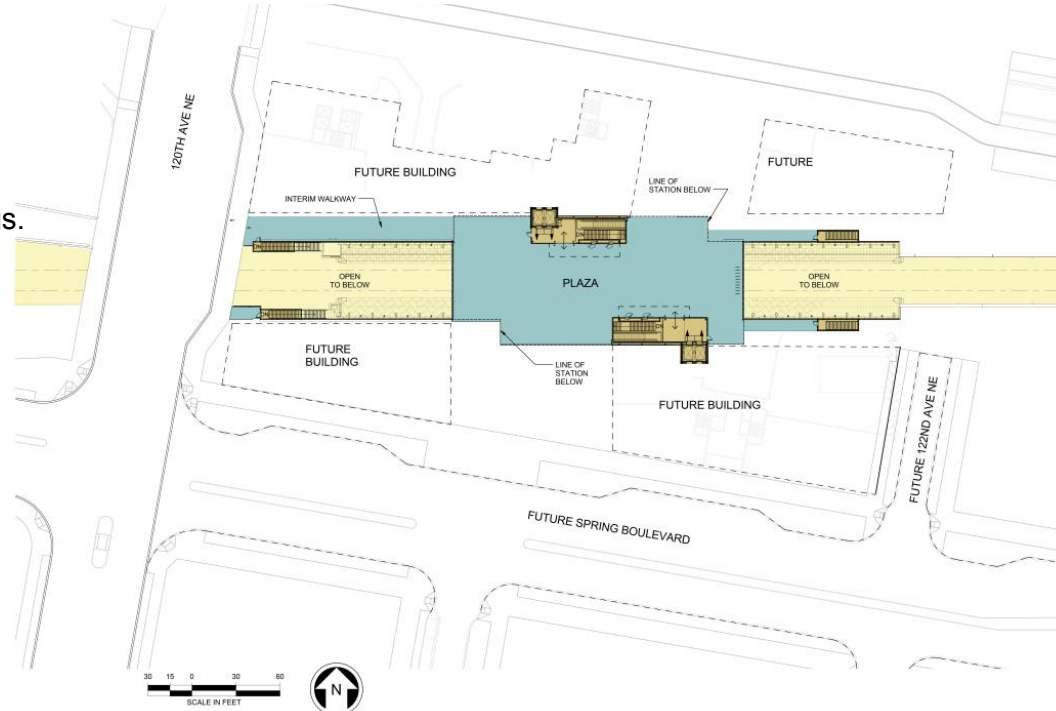


Design Program:

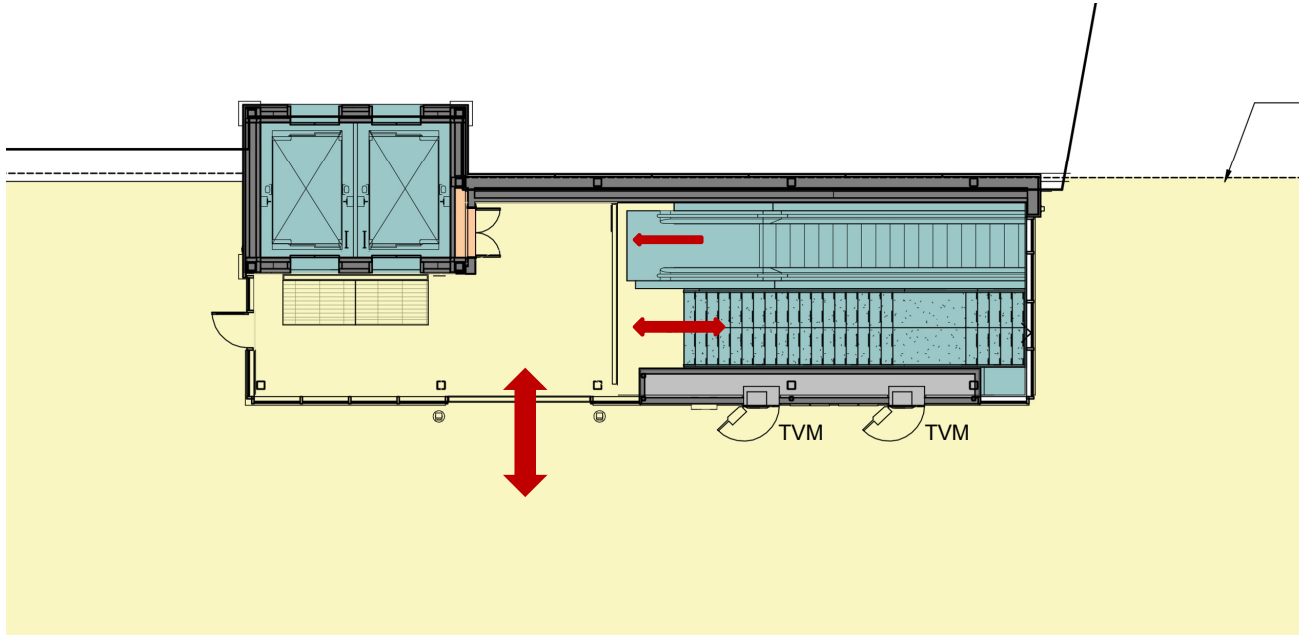
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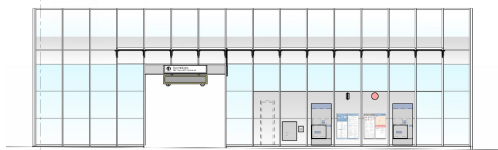


Site Plan without Spring District Buildout

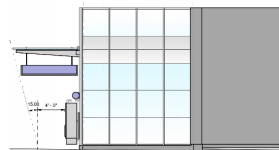


North Entrance Plan

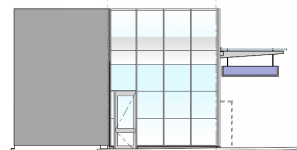
Spring District /120th Station



HEADHOUSE NORTH ELEVATION



HEADHOUSE WEST ELEVATION



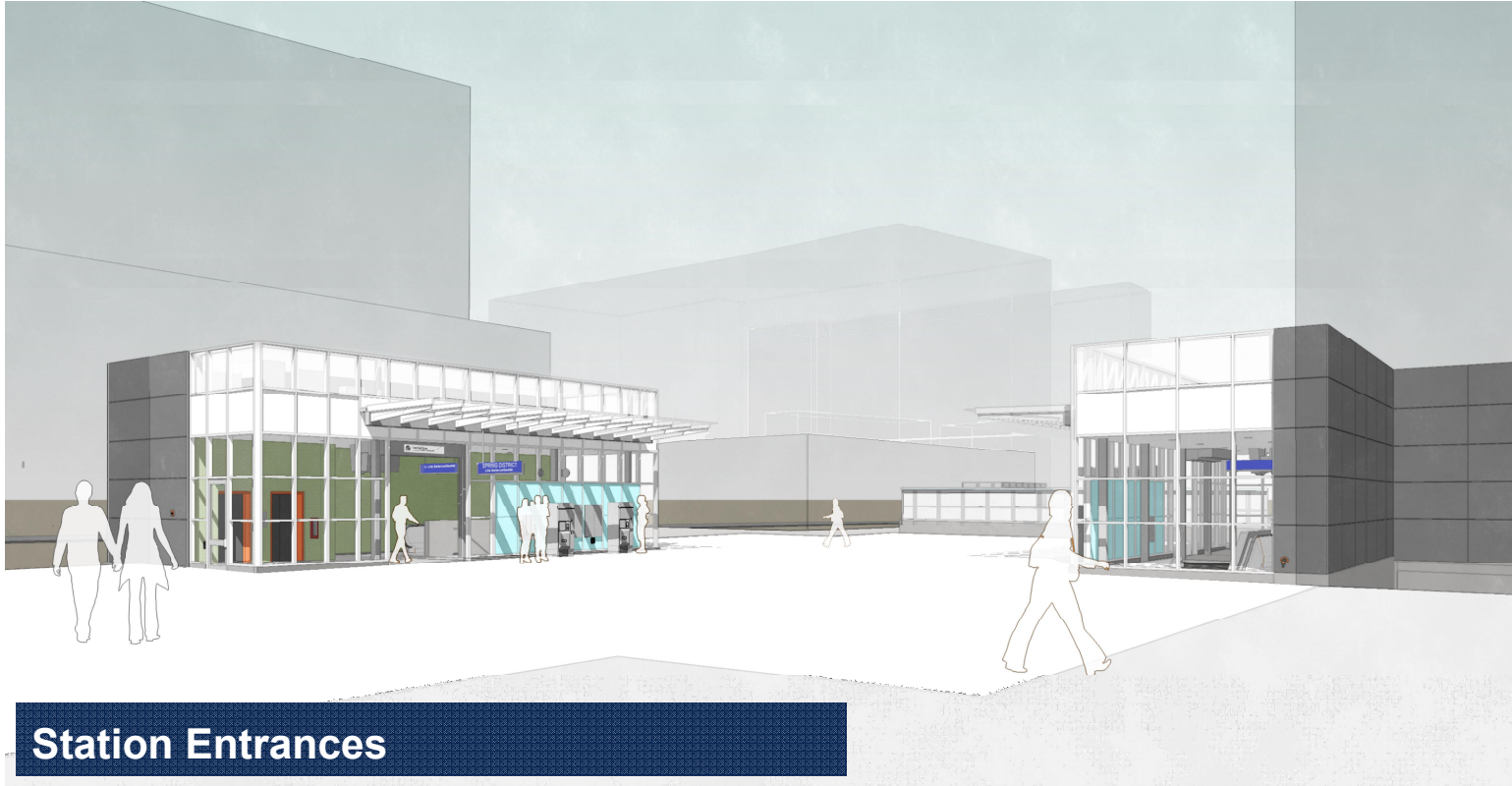
HEADHOUSE EAST ELEVATION



HEADHOUSE EXTERIOR VIEW

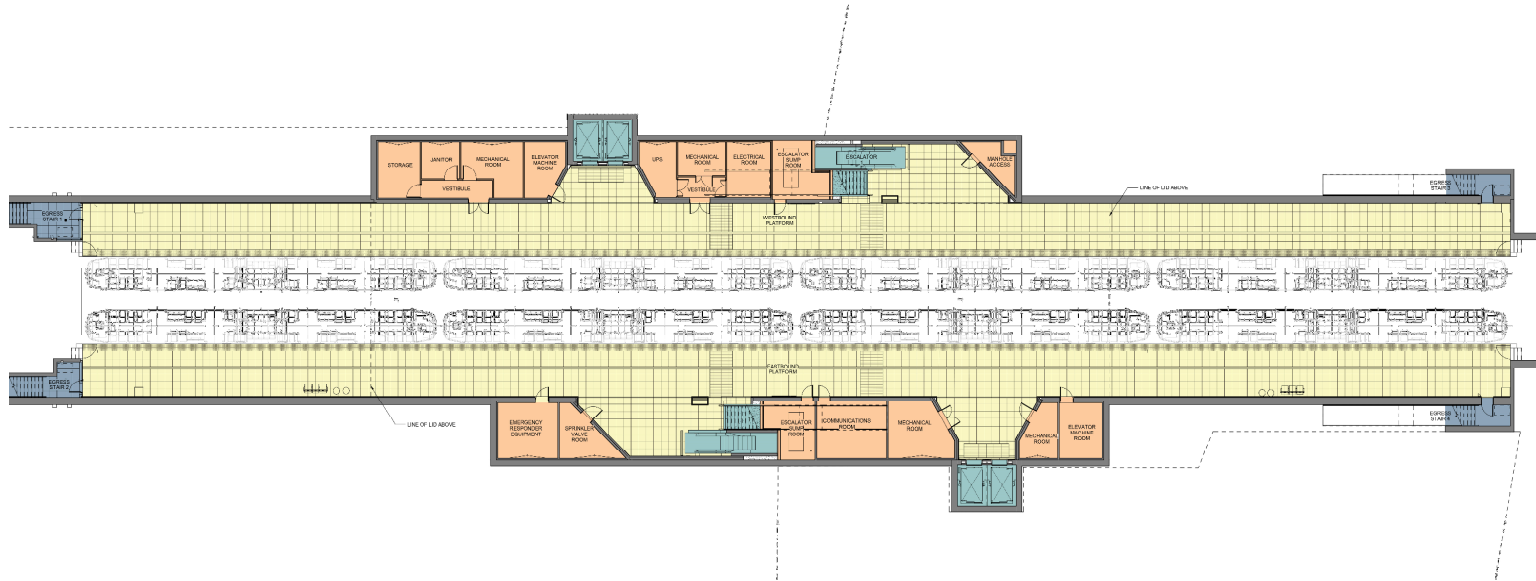
Typical Station Entrance

Spring District /120th Station



Station Entrances

Spring District /120th Station



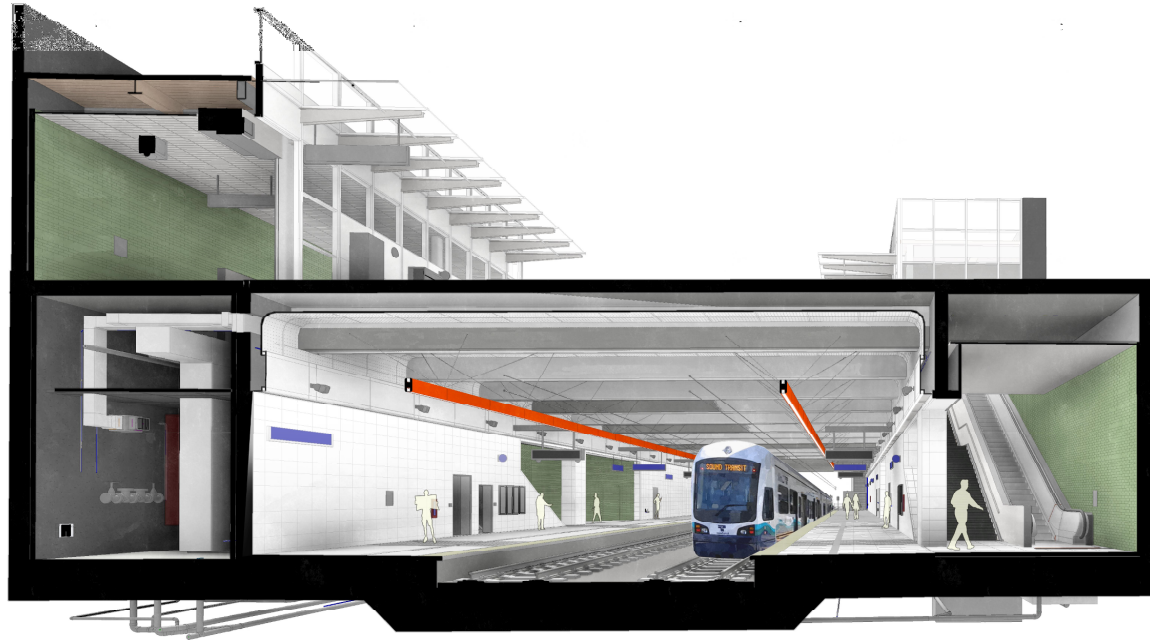
Platform Plan

Spring District /120th Station



Platform View

Spring District /120th Station



Platform View

Spring District /120th Station



View Looking Northeast Near 120th Ave. NE



Art Samples – Louie Gong



Questions



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT - RECOMMENDATION TO THE DIRECTOR – SPRING DISTRICT/120TH STATION DESIGN AND MITIGATION PERMIT APRIL 20, 2016

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 (Regional Light Rail Train) 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 — 60% Design Development Phase

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 advice is based on the alignment and station design agreed to by the City of Bellevue City Council and Sound Transit Board through a Memorandum of Understanding. 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 October 8, 2015, Sound Transit was provided with the Spring District/120th Station Pre-Development Advisory Document. This document outlined Sound Transit compliance with context setting characteristics and early Design and Mitigation Permit requirements. The pre-development advisory document did not include Spring District/120th Station specific recommendations on additional items to be addressed during formal permit review, however it does include several general recommendations which have been made for each station.

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

The City of Bellevue Development Services Director is responsible for insuring compliance with all Design and Mitigation Permit decision criteria as outlined below. The CAC was tasked with review and recommendation on some, but not all, decision criteria. Those criteria not discussed by the CAC are still applicable to approval of the Design and Mitigation Permit and compliance with all decision criteria will need to be demonstrated in the Director's decision.

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 1st and 3rd 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 Spring District/120th Station.

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 CAC was not asked to do an exhaustive review of consistency with the Comprehensive Plan policies and Light Rail Best Practices. Where CAC members felt that elements of the permit were not consistent with these policies, they have recommended modifications to the permit in areas that were identified within their scope. Some CAC members expressed concern that some elements of the project that are outside of their scope were inconsistent with the Comprehensive Plan and Light Rail Best Practices. The East Link Project shall demonstrate 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) and Light Rail Best Practices. This proposal shall be consistent with Light Rail Best Practices which focus on community and neighborhoods, community involvement, connecting people to light rail, land use, street 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. The CAC's recommendations advocate for the City's long-term transportation and land use objectives while minimizing environmental and neighborhood impacts, balancing regional system performance.

LIGHT RAIL BEST PRACTICES

Key provisions of the Light Rail Best Practices report are included below where the CAC's recommendations and input are needed to ensure compliance or provide additional clarity.

- 1) Guiding Principle 2. Light rail should be developed in a manner that complements, not diminishes, the character and quality of Bellevue.
Light rail systems should be planned, designed, and built to fit appropriately into the local context and provide community enhancements, without shifting the community character. East Link should be designed to improve the places in Bellevue through context-sensitive design, high quality materials, and innovative urban design approaches that can protect neighborhoods and property values and provide a safe and secure environment for transit riders and neighbors.
- 2) Guiding Principle 3. Anticipate impacts and advocate for exceptional mitigation.
Light rail will reinforce Bellevue's role in the region as the population, economic, and cultural center of the Eastside. However, the benefits of the system cannot be achieved without some short-term disruption and inconvenience during construction and without making some long-term changes to the existing environment. Proven techniques to avoid, minimize, and mitigate these impacts can be employed to make the short term impacts manageable. The City should expect and advocate for exceptional mitigation throughout the project phases and seek to leverage additional local investments through light rail development.
- 3) Guiding Principle 4. Alignment profile should consider the unique qualities of each part of the community. There is not a one-size-fits-all solution for alignment profiles – at-grade, elevated, and tunnel – in Bellevue. There are trade-offs when selecting profiles for each of the three areas (south of downtown, downtown, and Bel-Red) in Bellevue. The profile should advance the land use vision for each of the areas it travels through, by conveniently connecting destinations, optimizing ridership, and minimizing impacts
- 4) Guiding Principle 5. An early, ongoing public involvement program is essential for success in Bellevue. An early, ongoing, and comprehensive program to engage stakeholders is absolutely essential to the success of light rail in Bellevue. Providing transparency about project information and decisions will increase public understanding of and comfort with the project. Engaging the community in the design of the system, particularly stations, will result in more sensitive designs and build the public's sense of ownership. Transparently sharing information and engaging the community in a meaningful two-way, ongoing planning process will increase the success of the system. As planning for East Link is currently underway, the City and Sound Transit should begin immediately to identify the next phase of the public involvement program for the East Link project.

c. The proposal complies with the applicable requirements of this Light Rail Overlay District; and

- As it will be conditioned, this application for Design and Mitigation Permit will be in compliance with all elements of the Light Rail Overlay District including RLRT system and facilities development standards. Approval of an Alternative Landscape Option and Noise Monitoring and Contingency Plan will be included as conditions of approval. The CAC has made recommendations to insure compliance with context requirements by making recommendations regarding lighting, seating, traffic impacts, and fencing within the Spring District/120th Station.

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

- The CAC reviewed and discussed the applicable design and development standards of the Light Rail Overlay District and has made recommendations intended to insure design guidelines and standards are met. Specific CAC advice is discussed below in this document.

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 Spring District/120th Station of East Link must comply with all applicable zoning and context requirements. Recommendations from the CAC to mitigate impacts to residents and businesses in the surrounding Spring District are responsive to the intended character of the Spring District and Bel Red. Light Rail Overlay (LUC 20.25M) development standards also respond to the character within this station and immediate vicinity.

f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and

- The CAC was not tasked with verifying adequate public services. It is anticipated that when the light rail system is operational anticipated impacts to public facilities including streets, fire protection, and utilities will have been mitigated through application of city codes and standards.

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 must comply with applicable Bellevue City Codes, including the noise control code and environmental procedures code. Technical analysis of Sound Transit submitted Noise Studies and documents will be completed by city staff and technical consultants. Any additional noise mitigation resulting from technical review will be included as conditions of approval in 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 CAC was not tasked with verifying consistency with the Memorandum of Understanding signed by the City of Bellevue and the Sound Transit Board. Plan development through the final design stage will result in expected refinements to design that is typical to any major development. Significant design changes in project

design that are within the scope of work for the CAC will be brought back to the CAC for evaluation during construction permit review.

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.

- To the greatest extent possible with the chosen alignment and station design, the proposed RLRT facility and system will avoid, minimize, and mitigate anticipated long-term impacts to properties located near the light rail system and facilities. Mitigation includes, but is not limited to, enhanced landscaping, installation of public art, integration into anticipated adjacent development and plaza construction.

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.
- No critical areas are located within the Spring District/120th Station area.

CAC Recommendation to the Director of Development Services

20.25M.040 RLRT system and facilities development standards

1. Fencing

- Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park.

2. Light and Glare

- The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the station to the greatest extent possible.

3. 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.

4. 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 Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots.
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 Bel Red. The following characteristics are intended to implement the vision for Bel Red:
 - A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
 - Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
 - A comprehensive and connected parks and open space system;
 - Environmental improvements resulting from redevelopment;
 - A multimodal transportation system;
 - An unique cultural environment;
 - Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
 - Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.
3. **Additional General Design Guidelines**
 - The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.
 - The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Design and Mitigation Permit Approval

The recommendations contained in this Advisory Document represent the conclusion of the CAC review of the Spring District/120th Station 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.