



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: June 1, 2014

To: Light Rail Permitting Advisory Committee

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

Subject: June 4th, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your thirteenth Advisory Committee meeting next Wednesday, June 4th. 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. May 21st Meeting Minutes
3. Draft Downtown Segment Pre-Development Advisory Document
4. Wetland and Stream Resource Maps and Mitigation Site Plan
5. Calendar

We will have hard copies of all electronic packet materials for you on June 4th. 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, June 4, 2014

3:00 p.m. – 5:00 pm • Room 1E-108

Bellevue City Hall • 450 110th Ave NE

AGENDA

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| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of May 21st Meeting Minutes
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:10 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:20 p.m. | 3. East Link Environmental Mitigation
<i>David Pyle and Matthews Jackson, City of Bellevue</i> |
| 4:20 p.m. | 4. CAC Provides Sound Transit Draft Downtown Bellevue Segment Pre-Development Advisory Document (Main Street to 120th Ave NE, including Bellevue Transit Center Station and Hospital Station)
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 4:50 p.m. | 5. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

May 21, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Marcelle Lynde, Doug Mathews, Susan Rakow
Anderson, Ming-Fang Chang, Siona van Dijk, Joel
Glass, Wendy Jones, Don Miles

MEMBERS ABSENT: Erin Derrington

OTHERS PRESENT: Matthews Jackson, Department of Development
Services; Kate March, Department of
Transportation; Mary Pat Byrne, Planning and
Community Development Department; Paul
Cornish, John Walser, Barbara Luecke, Sound
Transit

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Lynde called the meeting to order at 3:00 p.m.

The agenda was approved by consensus.

Co-Chair Lynde called attention to the last sentence of the second paragraph on page 4 of the minutes as noted that "...is going to cause..." should read "...is not going to cause...."

A motion to approve the May 7, 2014, meeting minutes was made by Co-Chair Mathews. The motion was seconded by Ms. Anderson and it carried unanimously.

2. PUBLIC COMMENT

Mr. Howard Katz with the Bellevue Network on Aging said one of the Network's subcommittees focuses on housing and transportation. He said on May 20 Paul Cornish and other Sound Transit staff, along with Kate March with the city, met with the subcommittee to address issues of concern regarding the hospital station. Sound Transit staff will be visiting the hospital along with Network members to see firsthand the difference in seating for adults who have difficulty getting out of chairs that are too low. The intent is to work closely with Sound Transit on resolving issues so those issues will not need to be brought to the Committee.

Mr. Cornish said it was a very productive meeting. The conversation covered windscreens and canopy coverage as well as the path between the station and the hospital.

Ms. Betsy Blackstock, a Surrey Downs resident, said a few red flags cropped up in reading through the minutes and the pre-advisory document. She said she saw very little discussion about color in the document but quite a lot of discussion in the minutes. The statement is made that anything is possible when it comes to color it is just a matter of where the money is spent. That statement should be highlighted. The East Link project is a hundred-year project and as such it deserves better than just the standard. With regard to acoustical panels, she noted that sound also comes through the center of the double track, which is a problem in Tukwila because of the homes below. The Committee should consider whether or not an acoustical panel is enough to protect against sound. Both entrances into Surrey Downs from 112th Avenue NE will be closed because there will not be enough money to put the train in a trench, and yet Sound Transit is going to save some money by doing a slightly different I-beam versus a double box in the Kelsey Creek area. The Committee should keep in mind that it represents neighborhoods who will be heavily impacted by the project and if there is money saved somewhere it should be reallocated to the Surrey Downs section. The advisory document uses the phrase "the Committee would like to see" this or that. The Committee is the recommending body and the language should be changed to something more professional. The Committee has yet to be told exactly how far it is between the hospital and the hospital station, and exactly how much it costs to paint a wall or an acoustical panel. She thanked the Committee members for their work on behalf of the citizens of Bellevue.

3. ARTS PRESENTATION

Barbara Luecke, manager of the art program for Sound Transit, said the agency has made a commitment to integrate artwork into all of its major projects. She said she works with communities to commission artwork and with the design teams on how art can contribute with the architecture with a completed facility that feels integrated into neighborhoods and that reflects the character of places. It has been found that by including an artist's perspective, more consideration is given to the human experience.

Ms. Luecke said in getting the East Link project underway, Sound Transit has worked closely with the Arts Commission and with Arts Specialist Mary Pat Byrne with Planning and Community Development to bring a lead artist team on board to look at the whole East Link alignment from Rainier Station to the Microsoft campus. The line will run through four cities, each of which has its own character and neighborhoods with their own unique characters. The team is looking for elements of continuity but also for opportunities to capitalize on the unique characteristics of the neighborhoods in which the stations will be located.

Ms. Luecke said Ms. Byrne served on the artist selection panel for the lead artist team,

and also served on the roster team. Artists are chosen using a peer review system and local community members. In the Northwest there is a rich body of artists who are interested in working in the public infrastructure context; they find it invigorating and challenging in a positive way to work within the restrictions that are involved.

Ms. Byrne said in considering art opportunities context is very important. A great deal of common ground exists in the documents drafted by the Committee and the Arts Commission regarding context for each of the neighborhoods in which the stations will be constructed. As the artists move ahead with their design work, there will be much dialog with the Committee.

Between May and September 2013, the Arts Commission developed context ideas. Sound Transit used the resulting document to put together a roster of artists, and to select from the roster subgroups of artists having a particular match to the opportunities each station offers. A different panel will be established for each station; to date three panels have been seated to address three of the stations in the system. Each of the panels convened to date have had vigorous conversations about their desired outcomes for each station, and the abilities of the artists under consideration to achieve those outcomes. In all cases so far, the panels have not only agreed on the artists, they are also very excited about the choices made.

Each panel includes residents of the local neighborhood, stakeholders that may or may not be residents of the neighborhood, a member of the Arts Commission, and the architect for the station as well as the overall Sound Transit architect. Ms. Byrne said she sits in as an advisor.

Ms. Luecke said the panel focused on the South Bellevue station is very aware of the fact that it will involve a large concrete elevated guideway and a parking garage located in a nature area. The artwork has been divided into two opportunities. The first, called the front approach, focuses on the guideway, the area underneath the guideway, and the plazas the people will use. In that instance, consideration will be given to ways the artists can contribute to the structure to integrate it into the local setting.

Ms. Byrne said certain context drivers are used to inform the choices made by the panel: the South Bellevue station represents a grand entrance into the city; Mercer Slough is an essential element of the character of the place; there are historical references such as Winters House and the blueberry farm; and the views from the neighborhood above are very important. The South Bellevue panel included two residents of Enatai, including one whose house overlooks the future station and the executive director of the Bellevue historical society.

The first artist chosen, Vicki Scuri, has one of the best portfolios in the country for integrating public art with very large infrastructure projects. Photos of three of her projects: the Sand Creek Byway project near Sandpoint, Idaho, which replaced a traditional post and beam construction with a green wall and the creation of a park space; the Rock Creek Trail pedestrian bridge in Aspen Hill, Maryland, which focuses on the

creek and local history; the Blossom Hill pedestrian bridge in San Jose, California, that included artistic circular panels that recognize local history, the painting underneath, and the patterns used in the concrete pillars. The Newport Way wall in Bellevue was also designed by Ms. Scuri. A type of decorative formliner that is widely used relies on a method patented by Ms. Scuri.

Ms. Luecke said the second opportunity at the South Bellevue station involves the façade of the garage. She said of particular interest is having an artist work with the portion that is visible from the platform and for those approaching from the main driveway. The facility will be huge and as such it will not be possible for an artist to address the entire structure.

Ms. Byrne said Katy Stone is the artist selected by the panel to address the work. She explained that Ms. Stone bridges the natural world and architecture. As an artist, she sees natural forms and processes as trajectories. Her aesthetic resonated deeply with the panel, as did her works that incorporate the natural history of sites. Examples of Ms. Stone's works were shared with the Committee, including Wind's Reflection at Horizon House in Seattle; Life Ray at the College of Nursing and Public Health at Michigan State University; and Horizon Cloud Waterline at the Jackson Federal Courthouse in Jackson, Mississippi.

Ms. Luecke said a third possibility involves what are being called platform enhancements at the center-loading stations throughout the East Link alignment. The lead artist team will be creating the small domestic pause places; they will be similar to those experienced in scouting the Los Angeles light rail system for features that worked well.

Ms. Luecke said everyone is agreed that the downtown station should be the signature station for the city and for the entire East Link alignment. To that end, a lot of consideration has been given to the best places to which an artistic expression should be directed. The plaza area will be redesigned, creating a new entry to City Hall. The chrome root sculpture designed by Dan Corson will be re-sited, and the architectural canopy will have a very strong presence. The group has focused on two opportunities, the north tunnel portal, specifically the space over the tunnel entry, which will be visible from Meydenbauer Center, the I-405 overpass, and from the station platform; and the entire north station façade that will be particularly visible for anyone coming from or going to Meydenbauer Center. A team looked for artists with experience with monumental gestures for the north tunnel portal, and for artists with more of a design team collaboration portfolio involving different mediums for the north station façade.

Ms. Byrne said the context drivers for the downtown station involve the civic nature of the station given its location adjacent to City Hall; the desire to evoke a strong sense of arrival; and the desire to support wayfinding between Meydenbauer Center and the station. The panel believed that the result should be a true destination artwork, something people will come specifically to see. The panel included a resident of the downtown, the executive director of Meydenbauer Center, an architect and former Arts Commissioner, the president of the Bellevue Downtown Association, the director of curatorial affairs for

the Bellevue Arts Museum, and Dan Corson, creator of the root sculpture in the plaza, along with a current Arts Commissioner and Sound Transit architects. Ball-Nogues, an artist team based in Los Angeles, was selected to address the tunnel portal. Three works by Ball-Nogues were shown to the Committee: Maximilian's Schell in Los Angeles; Table Cloth in Schoenberg Hall at the Herb Albert School of Music at UCLA; and Cradle in Santa Monica, California.

Ms. Luecke said the lead artist team has called out a ceiling-mounted circular light box called the Cyclotron for the east entry off of 112th Avenue NE. The structure will exhibit a rotating collection of photographs and two-dimensional art in collaboration with local partners. The box will be visible from NE 6th Street and the sidewalk.

Ms. Luecke said the artist selected to work on the north façade will focus on the windscreens that will face NE 6th Street. The intent is for the station to act as a lantern during the evening hours for Meydenbauer Center and anyone going along NE 6th Street or 112th Avenue NE. The work could include working on the planters and the landscaping, or it could include working on the glass staircase. The selected artist is very versatile and eager to begin work with the design team.

Ms. Byrne said the artist is Paul Marioni. She said Mr. Marioni has some work at the Bellevue library. He is a master with glass and has vast experience working with glass in all different forms. He is deeply experienced in using light in conjunction with glass and has never required special lighting for any of his projects. His approach is to identify the a fundamental concept that is accessible to the largest percentage of those who will using a space and uses it to create a very warm and inviting environment. Photos of his works shown to the committee included Cascades at City Light in Seattle, and the glass and terrazzo work in the Burien public library.

With regard to the 130th Street station, Ms. Luecke reminded the Committee members that the at-grade station will have the future street on either side of it. The hope is that there will be a transit-oriented development where surface parking is planned. The team focused on artistic touches to the platform area. Given the 380-foot length of the platform, the railing along it becomes a prominent feature. The team looked for artists with the capacity to create something very handmade to honor the making culture of the district and who could bring together function, beauty and character.

Ms. Byrne said the context drivers were that the station is in the heart of the Bel-Red arts district, which has a culture of making. The downtown is where polished product of cultural elements is and will be displayed, but the Bel-Red corridor is where those products will be created. It is the corridor where there is rehearsal space, where people build art, and where the schools are that teach people how to make art. The panel focused on an approach that would clearly show the hand of the artist in an industrial yet elegant way.

The works of Patrick Marold were exactly what the panel was looking for. The Committee was shown photos of a work by Mr. Marold that serves as a barrier to the

Denver Zoo made of CorTen steel and steel rods with a form based on the micro-architecture of a feather.

Ms. Byrne said the panel included an artist who lives in Bridle Trails, representatives from Intellectual Ventures, an Arts Commissioner, and Sound Transit architects.

Ms. Luecke turned the attention of the Committee to the stations for the remaining East Link stations. She said the center-loading hospital station will include an artist-designed platform enhancement in the form of a linger space. The hope is to utilize a paving treatment, permanent furniture, and possibly windscreen elements. An artist will also be selected to address the pedestrian pathway connecting the station to the hospital. It will be very important to have the pathway be a comfortable place people can connect with. An artist will be sought who can deal with the linear passage, someone who ideally will be able to create a focal point at the end of the path to mark the passage.

The East Main station will also be at-grade. The architecture work is coming along nicely and is in scale with the character of the neighborhood and the site. An environmental artist will be selected to create some artwork for the landscape buffer in front of and behind the station.

Ms. Luecke said the team is very interested in having an artist look at the whole 112th Street corridor where there will be a sound wall with fencing separating the multiuse trail and the park. There are still decisions to be made by Parks relative to how the park itself will be created.

One of the unique features at the 120th Street station is the fact that the cut-and-cover facility will have a lot of vertical wall surfaces. An artist will be sought who has experience in 2-D treatments, possibly mosaics, to create an art opportunity starting at the street level and continuing down to the platform level below ground.

Ms. Luecke said the alignment itself presents some unique opportunities. At the corner by the Pacific Northwest Ballet school in the Bel-Red corridor is a node for which the team will be seeking an artist to create a unique installation. The location enjoys good site lines for vehicle drivers, pedestrians and train riders.

Ms. Byrne said there are a lot of steps involved in the development of a design. As the developmental stages move along, the Arts Commission will be asked to chime in relative to context setting and the like. The desire is to include the Committee as well to make sure the work is going in the right direction.

Ms. van Dijk commented that the Committee has received feedback from the Sound Transit architect admonishing against worrying too much about this or that design element given that there will be the possibility for art. The intimation has been that art will take care of almost anything. It has been unclear, however, as to exactly where art will be utilized. She said the Committee would benefit from being kept up to date with regard to exactly where the art will be, leaving the other areas to good design. Mr.

Jackson suggested the presentation just given offers a good understanding with regard to what is being looked at for art opportunities. Timing is an issue, particularly with regard to the Bel-Red permit which is in review. He stressed the point, however, that Sound Transit uses art to augment, not to make the system work. Art should not be relied on to fix problems.

Co-Chair Lynde called attention to the Committee's previous discussion regarding the look of the guideway from I-90 to the station and between the station and where the line crosses 112th Avenue SE. She asked if any artistic treatments are envisioned for those highly visible areas. Ms. Luecke said Vicki Scuri is just getting up to speed and is just beginning to explore what might be done. The design team has indicated money for a cast treatment to the concrete of the guideway or the columns has not been included in the budget, so that reduces the options to painted treatment, some kind of banding on the columns, or working with the acoustic panels. Funds have been set aside for the 112th Avenue SE corridor and the process of considering what could be done there is just starting.

Mr. Glass said the guideway crossing of I-405 and the intersection of NE 8th Street and 116th Avenue NE will also be very prominent. Consideration should be given to artistic touches for those structures as well.

Ms. Jones commented that the section from I-90 to the trench in front of Winters House will be the only segment of the East Link alignment through Bellevue that will have a neighborhood looking out at it. She said she hoped a full evaluation will be done to determine what treatment could be done to make the segment more pleasant to look at.

Mr. Miles offered praise for the thinking that has gone into designs that will keep down the amount of graffiti.

4. CAC PRESENTS DRAFT OF THE EAST MAIN SEGMENT PRE-DEVELOPMENT ADVISORY DOCUMENT

Mr. Jackson said in drafting the document he carefully reviewed his notes and meeting minutes. He reminded the Committee members that few comments had been made regarding changes. The suggestion was made to use grasscrete for the emergency turnaround area. Suggestions were also made about adding three items to the context setting advice section: 1) along 112th SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road; 2) the portal and tunnel between the East Main and Downtown Stations present an opportunity to “Visually Transport” transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context; and 3) landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure

should be avoided.

Mr. Jackson noted that the Committee had also commented on the need to include five additional general design guidelines: 1) the CAC would like to see both visual and audio signals installed at the stations provided they are not too obtrusive; 2) the CAC would like to see stone or brick for the wall along 112th so that it reflects the tree lined boulevard envisioned in the context characteristics. This could be achieved with a more natural formliner pattern rather than a smooth surface; 3) the CAC would like to see Sound Transit evaluate opportunities to use the tunnel portal as an opportunity for an artistic or whimsical expression; 4) the CAC would like to see Sound Transit evaluate addition opportunities for pedestrian access to the East Main Station from the Surrey Downs neighborhood; and 5) the CAC wants to see detailed technical analysis of anticipated noise impacts from train construction and operations along the alignment.

The Committee was informed that the city has been working with Sound Transit to come to agreement on how the city's noise code applies to light rail. The Committee will see additional information when the permit package comes in. Each segment will have its own noise analysis using consistent methodology throughout the city.

Co-Chair Lynde said the Committee was clear about not wanting any lights shining up or out into the neighborhoods from the stations. She said the conversation was specific to the South Bellevue station but suggested it should apply everywhere.

Ms. Van Dijk said she would prefer to see more emphatic language used in the document, replacing phrases such as "would like" and "wants to see" with "recommends." There was consensus to make that change.

Co-Chair Lynde proposed eliminating from the first of the five additional general design guidelines the phrase "provided they are not too obtrusive."

Ms. van Dijk also questioned including "or whimsical" in the third additional general design guideline. Co-Chair Lynde said the Committee's discussion included the fact that in Stockholm they have trolls. She agreed, however, that just referencing artistic expression would be sufficient.

Referring to the second additional general design guideline, Ms. Jones said it was her understanding that the wall along 112th Avenue SE would include a rockery with a wall on it. John Walser, architect with Sound Transit, explained that on the hillside on the west side of the station the engineers are looking at a two-stepped wall. The lower wall is intended to be a rockery and the upper wall is intended to be a combination concrete sound wall/retaining wall. To the south along 112th Avenue SE there will be a concrete sound wall, though there are some areas near Surrey Downs Park that are in the throes of being changed. There will be an opportunity where there are not sound walls to incorporate rockery walls or something else.

Mr. Miles asked if there is sufficient room for a reverse footing on the retaining wall.

Mr. Walser said he was not sure but would take a look at that.

Mr. Glass said there are a lot of different kinds of rockery walls. Where a rock wall will be visible, the Committee should recommend the rocks should be tightly fit. Ms. van Dijk agreed that that would be in keeping with the notion of reflecting the tree-lined boulevard envisioned in the context characteristics.

Mr. Glass recommended that materials other than the CMU be considered for the outbuildings, particularly where they will be visible. The CMU will seem very industrial when compared to a neighborhood look and feel. The Committee agreed to add that direction.

5. CAC REVIEW OF THE BEL RED DESIGN AND MITIGATION PERMIT
(PERMIT #13-135564 LD)

Mr. Jackson noted that the Committee had previously asked for additional information regarding its authority in looking at permits. He said the job of the Committee is to make sure the projects associated with the Sound Transit stations and system elements are reflective of the context in which they are situated, and that the materials, colors and project elements will be true attributes. Additionally, the Committee is charged with providing input relative to compliance or lack of compliance with policy and regulatory guidance. The Land Use Code includes specific issues for the Committee to address, including landscape development, including stations, linear buffers and screening; facilities and system design, including the stations, the transfer power substations, the signal bungalows, and the surface expressions of tunnel facilities; dimensional requirements, including building height and structure setbacks; materials and textures, including at the stations, noise walls, structure enclosures and fencing; environmental mitigation, including permanent impacts, temporary impacts, and mitigation compliance; and livability relative to items such as but not limited to weather protection, public art, and benches.

Answering a question asked by Co-Chair Lynde, Mr. Jackson pointed out that the building height for the parking garage at the South Bellevue station will exceed the height allowed by the underlying zoning, with is R-1. For light rail, the Land Use Code allows for additional height if it can be demonstrated that it is needed, making it a discretionary item about which the Committee can make recommendations.

Mr. Jackson said the presentations and discussions to date relative to Bel-Red have highlighted the redesign of the 130th Avenue station along with the materials, textures, accent lighting and colors. The Committee has also discussed the interim nature of the landscaping for the 130th Avenue station in relation to the envisioned future build-out. With regard to the East Link mitigation site, there is a need to assure the site will be able to accommodate the impacts to Mercer Slough and Sturtevant Creek. The first permit package will need to address wetland creation, wetland enhancement, stream enhancement, and restoration in a way that will ultimately be reflected in each of the permit packets. The Committee will also be weighing in on the art opportunities.

Mr. Jackson said he intends to break out a specific topic for each meeting, beginning with the June 4 meeting.

Ms. Anderson noted that she had requested a copy of the presentation made by Sound Transit at the May 7 Committee meeting. She said she was having trouble understanding where the transition structures are located. Mr. Jackson said the presentation is available online and added that the information was also in the materials he supplied to the Committee relative to the guideways. Mr. Jackson said she also wanted some clarification of where the South Bellevue segment ends and the East Main segment begins.

Mr. Miles suggested it would help in identifying the segments if Sound Transit would include the cross streets at the transition areas on their drawings.

Answering a question asked by Co-Chair Lynde, Paul Cornish with Sound Transit said the distance from 116th Avenue NE to the north end of the hospital station lobby is 650 feet.

6. PUBLIC COMMENT - None

7. ADJOURN

Co-Chair Lynde adjourned the meeting at 4:28 p.m.



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT DOWNTOWN SEGMENT PRE-DEVELOPMENT REVIEW JUNE 1, 2014

Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. **Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications***; and
3. Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses; and
4. **Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through***; and
5. **Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and**
6. **Build the public's sense of ownership in the project***; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

At the March 19th, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the Downtown Segment which includes both the Downtown Transit Center and Hospital Stations. The CAC continued to discuss the Downtown Segment at the April 2nd, 2014, April 16th, 2014, and May 7th, 2014 meetings.

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

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
 - The CAC recommends that landscape development at the Hospital Station, particularly in the vicinity of NE 8th Street, be designed in a way which does not create a site obstruction for motorists.
4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

8. Critical Areas - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
9. Use of City Right of Way – See comment above regarding landscape development. More project specific information will be included during the Design and Mitigation Permit review stage.

20.25M.050 Design guidelines

1. Design Intent – Downtown Subarea - In addition to complying with all applicable provisions of the Downtown Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to enhance Downtown Bellevue's identity as an urban center that serves as the residential, economic, and cultural heart of the Eastside. The above-ground expression of the Downtown Station is envisioned as a highly utilized urban "place" with an architectural vocabulary that not only reflects and communicates the high quality urban character of Downtown as a whole, but also complements the immediately adjacent civic center uses including Bellevue City Hall, Meydenbauer Convention Center, the Transit Center, Pedestrian Corridor, and the Downtown Art Walk. The alignment crossing over I-405 will be prominent to visitors entering, leaving, and passing through the Downtown, and its design should be viewed as an opportunity to create a landmark that connects Downtown Bellevue with areas of the City to the east. The station and freeway crossing should reflect Bellevue's branding, and should be comfortable and attractive places to be and experience, with high quality furnishings and public art that capitalize on place-making opportunities.

Design Intent – Wilburton/NE 8th Street Subarea - In addition to complying with all applicable provisions of the Wilburton/N.E. 8th Street Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to focus on the hospital station's role as a gateway location to points east of Downtown on to Bel-Red and beyond. The alignment crossing over I-405 should create a cohesive connection between the Downtown and hospital stations, but the hospital station itself should have its own identity. With significant ridership anticipated to be generated from the Medical Institution District to the west, the hospital station should take design cues from the hospital, the ambulatory health care center, and the medical office buildings that were designed to be responsive to the Medical Institution Design Guidelines that are shaping the character of this area.

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 stations and alignment is consistent with the vision for the Downtown and Wilburton/NE 8th Street Subareas. The Land Use Code states that the character of this area is defined by:

Downtown Subarea

- Private entertainment and cultural attractions;

- High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;
- High rise buildings that attract a creative and innovative work force;
- Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;
- Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and
- Stable property values that make it a desirable place for businesses to locate and invest.

Wilburton/NE 8th Street

- Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;
- Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;
- Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and
- Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.

The CAC advised that the following additional context and design considerations should be considered when evaluating the East Link project in the Downtown Bellevue and Wilburton/NE 8th Street Subareas for context sensitivity during future CAC and permit review phases. The following items pertain to the Downtown Segment:

Downtown Subarea

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Downtown Subarea for context sensitivity during future CAC and permit review phases.

- a. The Downtown Station should convey a sense of arrival at a bustling economic hub that provides access to retail, visitor services, offices, and urban residential neighborhoods.

- b. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
- c. The aesthetics of the station roof should be taken into account and finished to enhance views down on the Downtown station for adjacent high rise and convention center development.
- d. Clear connectivity, accessibility, and way finding should be provided between the Downtown Station and the Bus Transit Center.

Wilburton/NE 8th Street Subarea

The CAC advises that the following additional context and design considerations should be considered when evaluating the East Link project in the Wilburton/NE 8th Street Subarea for context sensitivity during future CAC and permit review phases.

- a. Height of the flyovers (freeway, 116th Ave NE, and NE 8th) between the Downtown Station and the Hospital Station presents unique opportunities and challenges.
 - i. Design attention should be given to the under-portions of the flyover structures that will be visible from vehicles and pedestrians that pass underneath them.
 - ii. Required railings on the flyover structures could present an art opportunity if they could be employed without further emphasizing the mass of the structure.
- b. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.
- c. Clear connectivity, accessibility, and way finding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.
- d. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.
- e. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.
- f. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.

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.
- In light of future redevelopment of the City Hall Plaza due to construction of East Link, the CAC recommends that using tiles and colors at the Downtown Transit Center Station that match the city hall design to reinforce the idea of a cohesive civic/transit development.
- The CAC recommends that Sound Transit work with the City to provide improved pedestrian access from the existing bus transit center to the new Downtown Transit Center light rail station. Items to be considered include enhanced weather protection at the corners, modified signal timing, tunnel, and overpass.
- The CAC recommends that Sound Transit use a formliner pattern that is unique to the Downtown Segment.
- The CAC recommends that restroom facilities be incorporated into the Downtown Transit Center Station design.

In addition to the items noted above, the CAC also makes the following recommendations that should be forwarded to the Station Area Planning team:

- The CAC recommends that vehicle pull-outs be provided at both the Downtown Transit Center and Hospital Stations to avoid potential vehicle back-ups.
- The CAC recommends that Sound Transit work with the City to establish a multi-purpose path for pedestrians and bicyclists over I-405.

Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system features in support of its Design and Mitigation Permit submittal.

1 **Appendix A**

2

3 **Wetland and Stream Resource Maps**

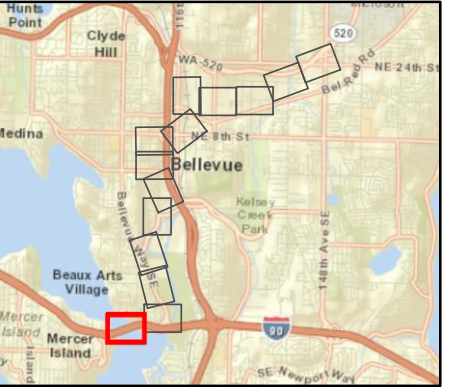
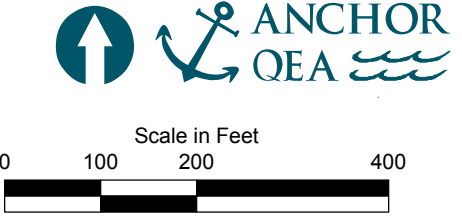
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Appendix A
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 1

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
 - Wetlands Sample Plot
 - Uplands Sample Plot
 - Water Bodies (King County)⁶
 - Tax Parcels (King County)
 - Proposed Light Rail Alignment
 - Burlington Northern Santa Fe Railroad Right of Way⁷

- NOTES:**
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Appendix D

Wetland/Stream/Ditch Locations

Sound Transit East Link

Extension Project

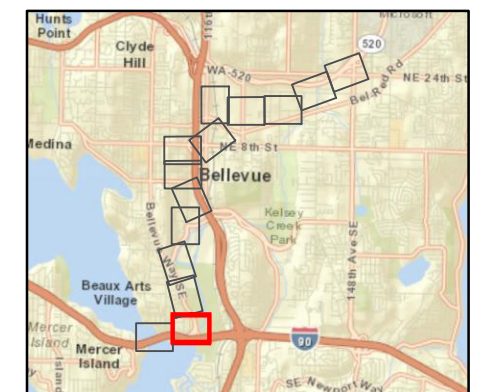
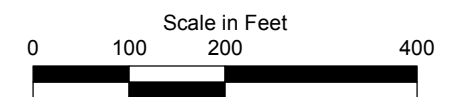
Frame 2

LEGEND

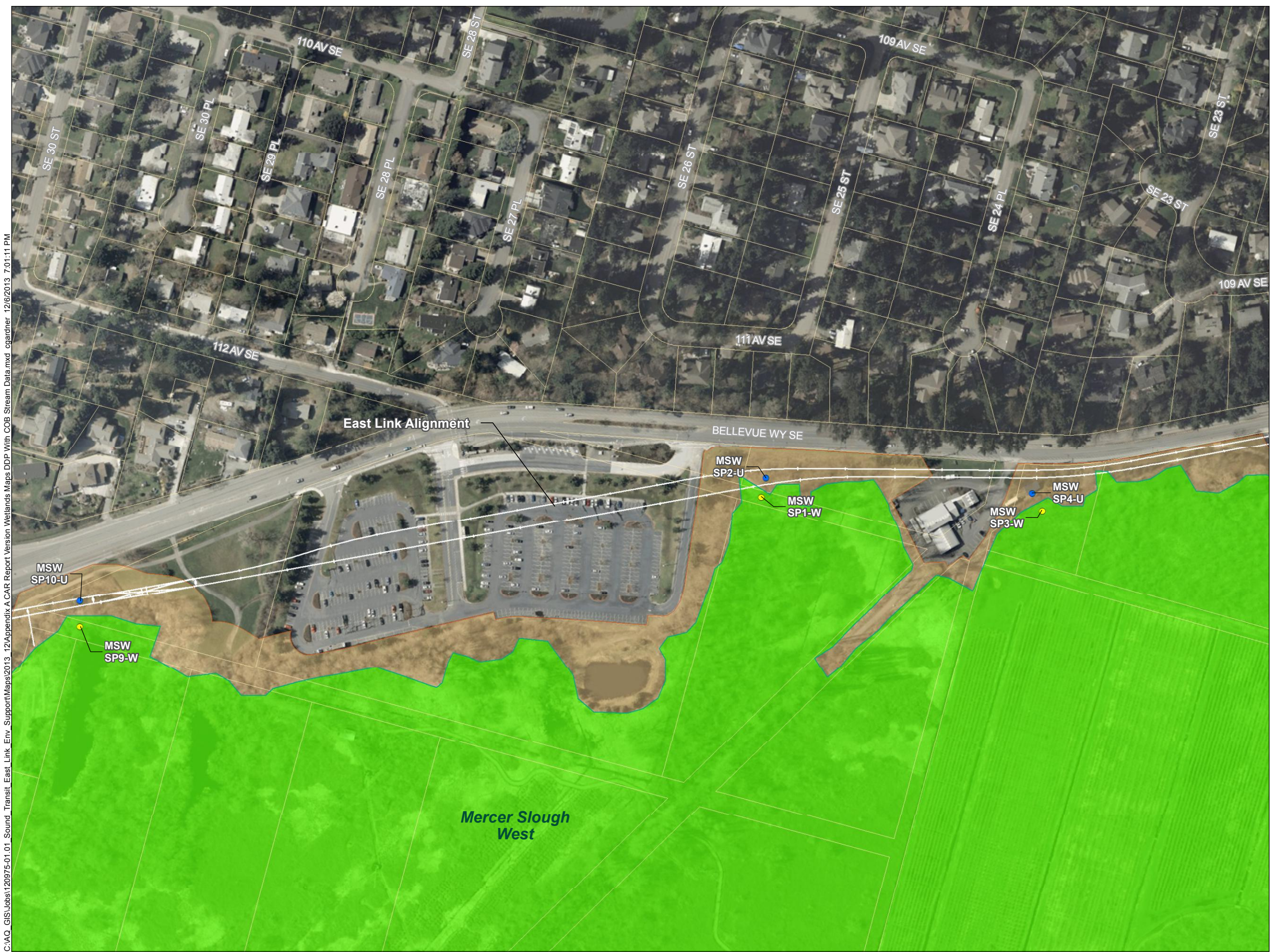
- Stream Location¹
- Stream Location²
- Jurisdictional Ditch Location¹
- Culvert Location²
- Culvert Location (Estimated)³
- Mercer Slough Flow Direction
- Stream or Ditch Flow Direction
- Stream Buffers⁴
- Wetland Location¹
- Non-delineated Wetland Areas⁵
- Wetland Area Buffers⁴
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Appendix A

Wetland/Stream/Ditch Locations

Sound Transit East Link

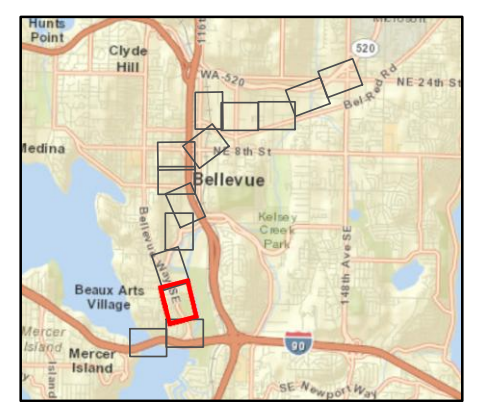
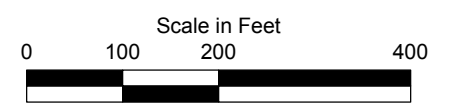
Extension Project

Frame 3

LEGEND

- Stream Location¹
- Stream Location²
- Jurisdictional Ditch Location¹
- Culvert Location²
- Culvert Location (Estimated)³
- Mercer Slough Flow Direction
- Stream or Ditch Flow Direction
- Stream Buffers⁴
- Wetland Location¹
- Non-delineated Wetland Areas⁵
- Wetland Area Buffers⁴
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- Uplands Sample Plot
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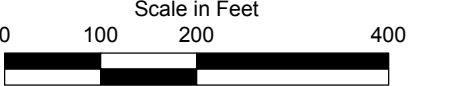
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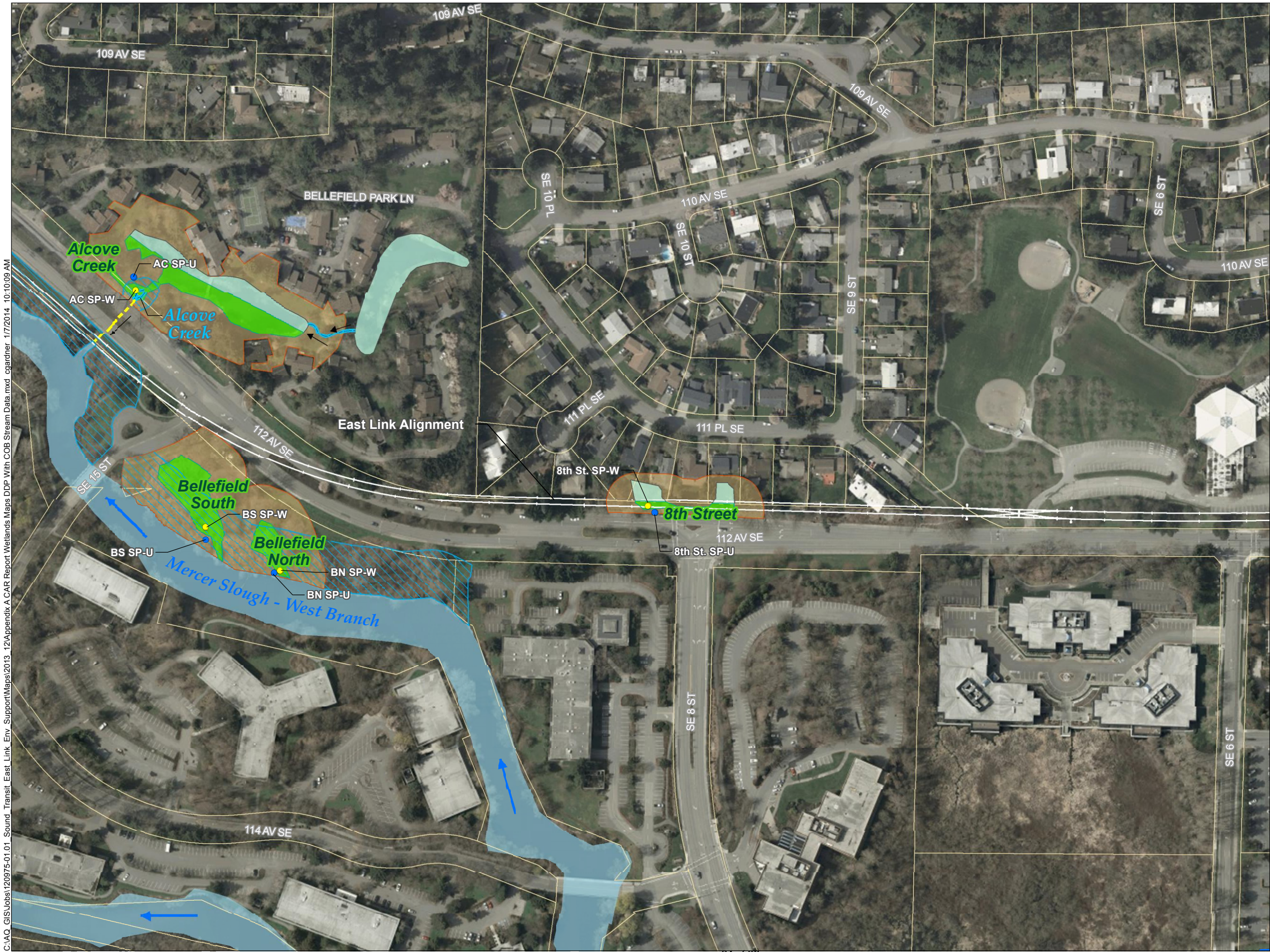
Appendix A
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 4

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
 - Wetlands Sample Plot
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Appendix A

Wetland/Stream/Ditch Locations

Sound Transit East Link

Extension Project

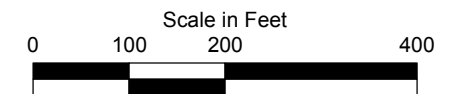
Frame 5

LEGEND

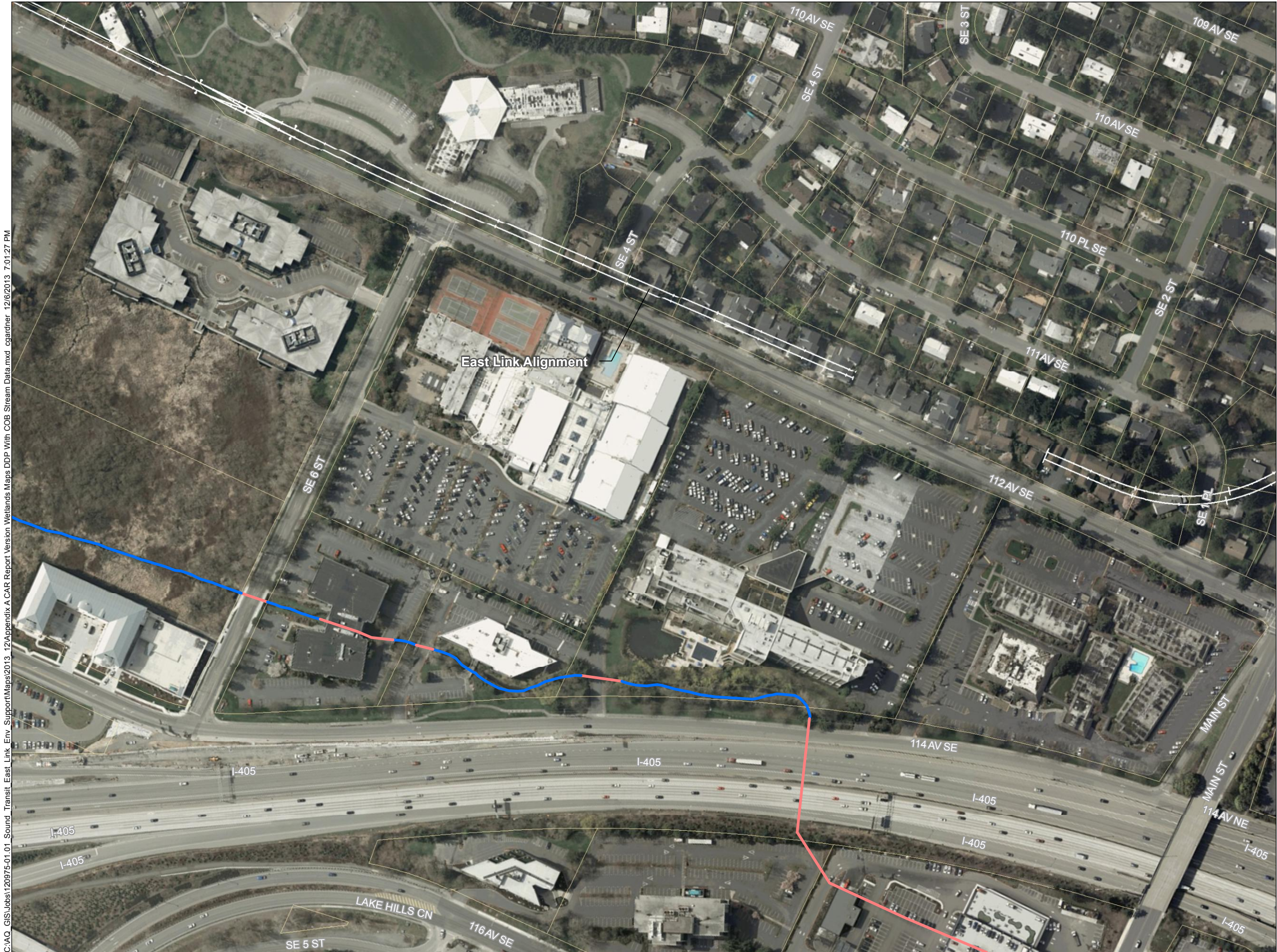
- Stream Location¹
- Stream Location²
- Jurisdictional Ditch Location¹
- Culvert Location²
- Culvert Location (Estimated)³
- Mercer Slough Flow Direction
- Stream or Ditch Flow Direction
- Stream Buffers⁴
- Wetland Location¹
- Non-delineated Wetland Areas⁵
- Wetland Area Buffers⁴
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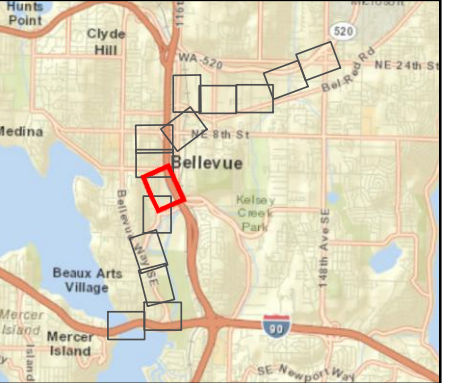
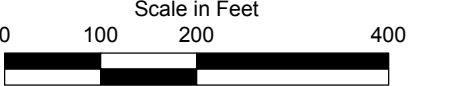
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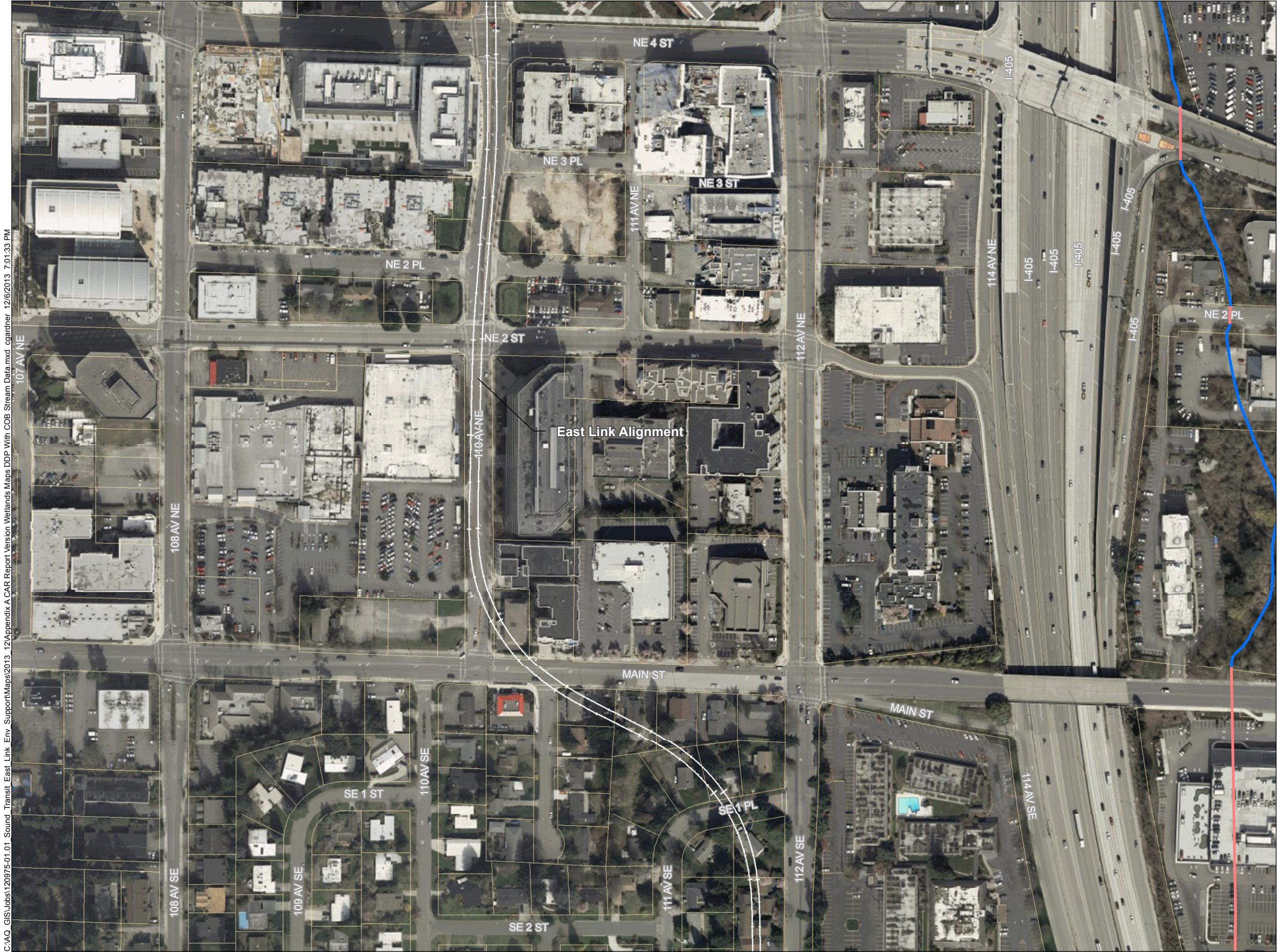
Appendix A
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 6

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
 - Wetlands Sample Plot
 - Uplands Sample Plot
 - Water Bodies (King County)⁶
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· Parcel and water body data provided by King County.



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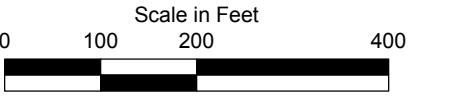


Appendix A
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 7

LEGEND

- Stream Location¹
- Stream Location²
- Jurisdictional Ditch Location¹
- Culvert Location²
- Culvert Location (Estimated)³
- Mercer Slough Flow Direction
- Stream or Ditch Flow Direction
- Stream Buffers⁴
- Wetland Location¹
- Non-delineated Wetland Areas⁵
- Wetland Area Buffers⁴
- Wetlands Sample Plot
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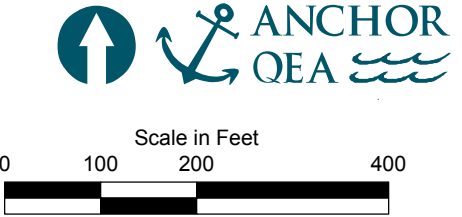
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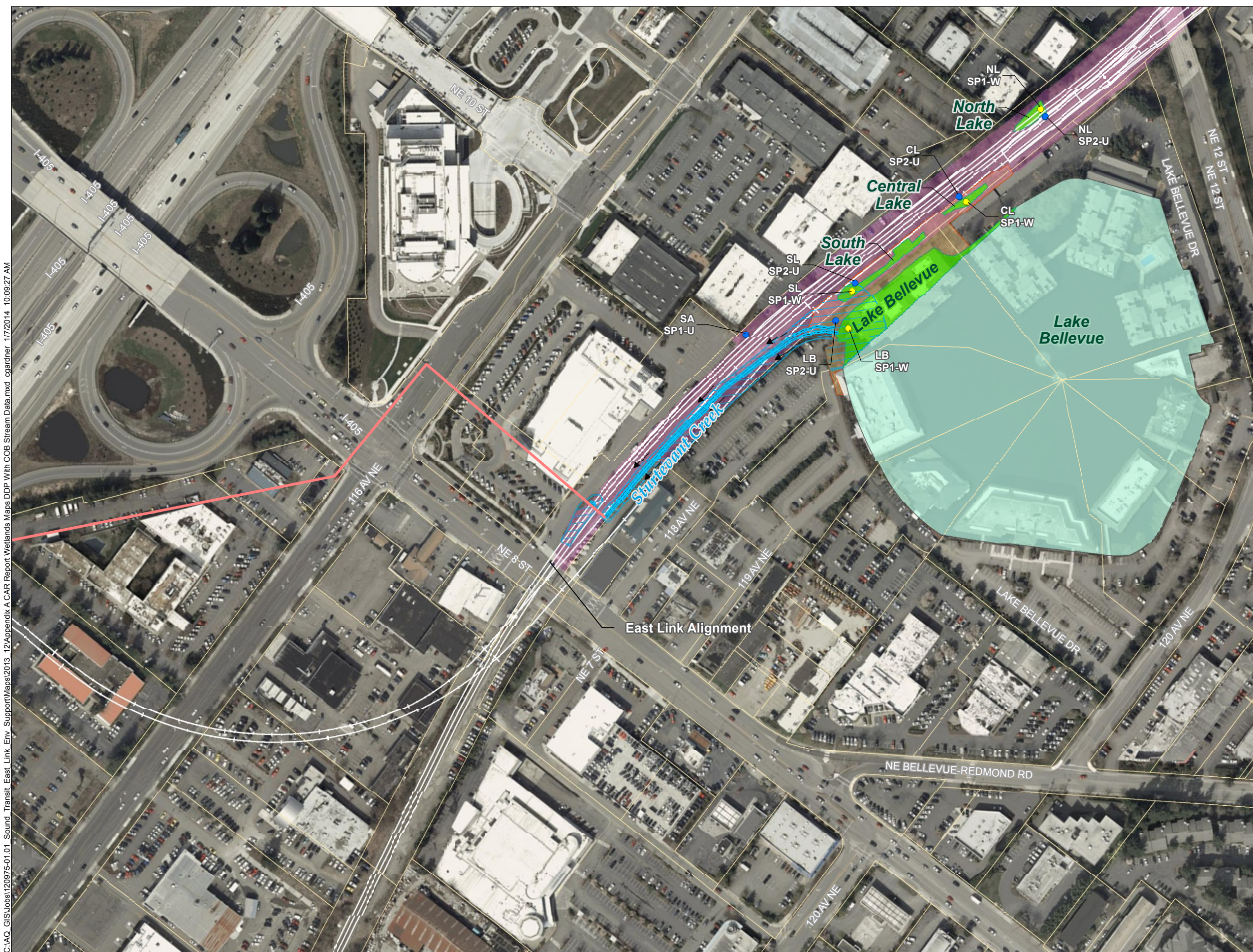


Appendix A
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 8

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
 - Wetlands Sample Plot
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- Background imagery provided by ESRI.
Parcel and water body data provided by King County.





LEGEND

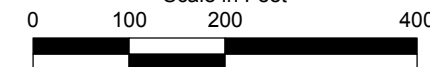
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-  Stream Location²
-  Jurisdictional Ditch Location¹
-  Culvert Location²
-  Culvert Location (Estimated)³
-  Mercer Slough Flow Direction
-  Stream or Ditch Flow Direction
-  Stream Buffers⁴
-  Wetland Location¹
-  Non-delineated Wetland Areas⁵
-  Wetland Area Buffers⁴
-  Wetlands Sample Plot
-  Uplands Sample Plot
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-  Proposed Light Rail Alignment
-  Burlington Northern Santa Fe Railroad Right of Way⁷

NOTES:

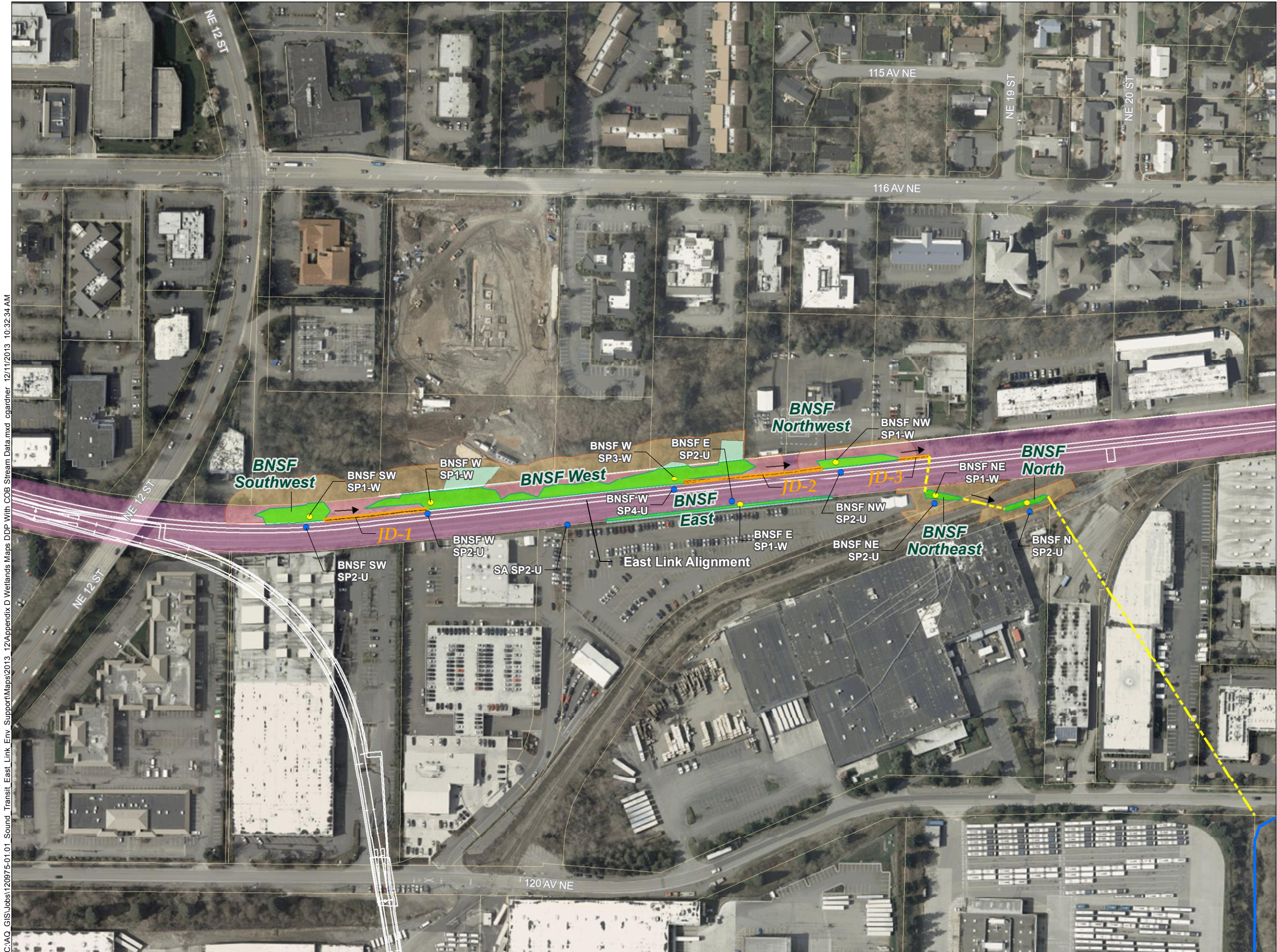
1. Locations determined from field survey activities carried out by Anchor QEA, LLC, in 2013.
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Scale in Feet



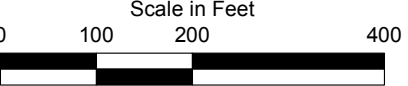
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Appendix D
Wetland/Stream/Ditch Locations
Sound Transit East Link
Extension Project
Frame 10

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
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Appendix D

Wetland/Stream/Ditch Locations

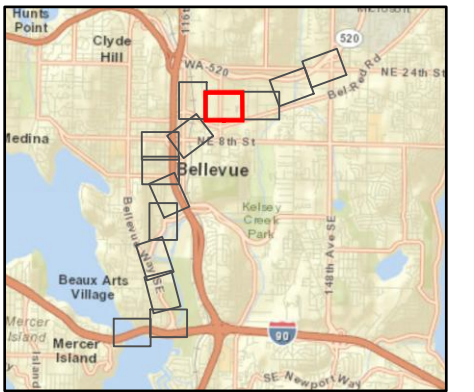
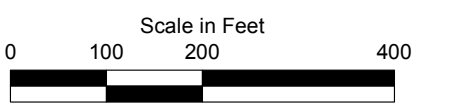
Sound Transit East Link

Extension Project

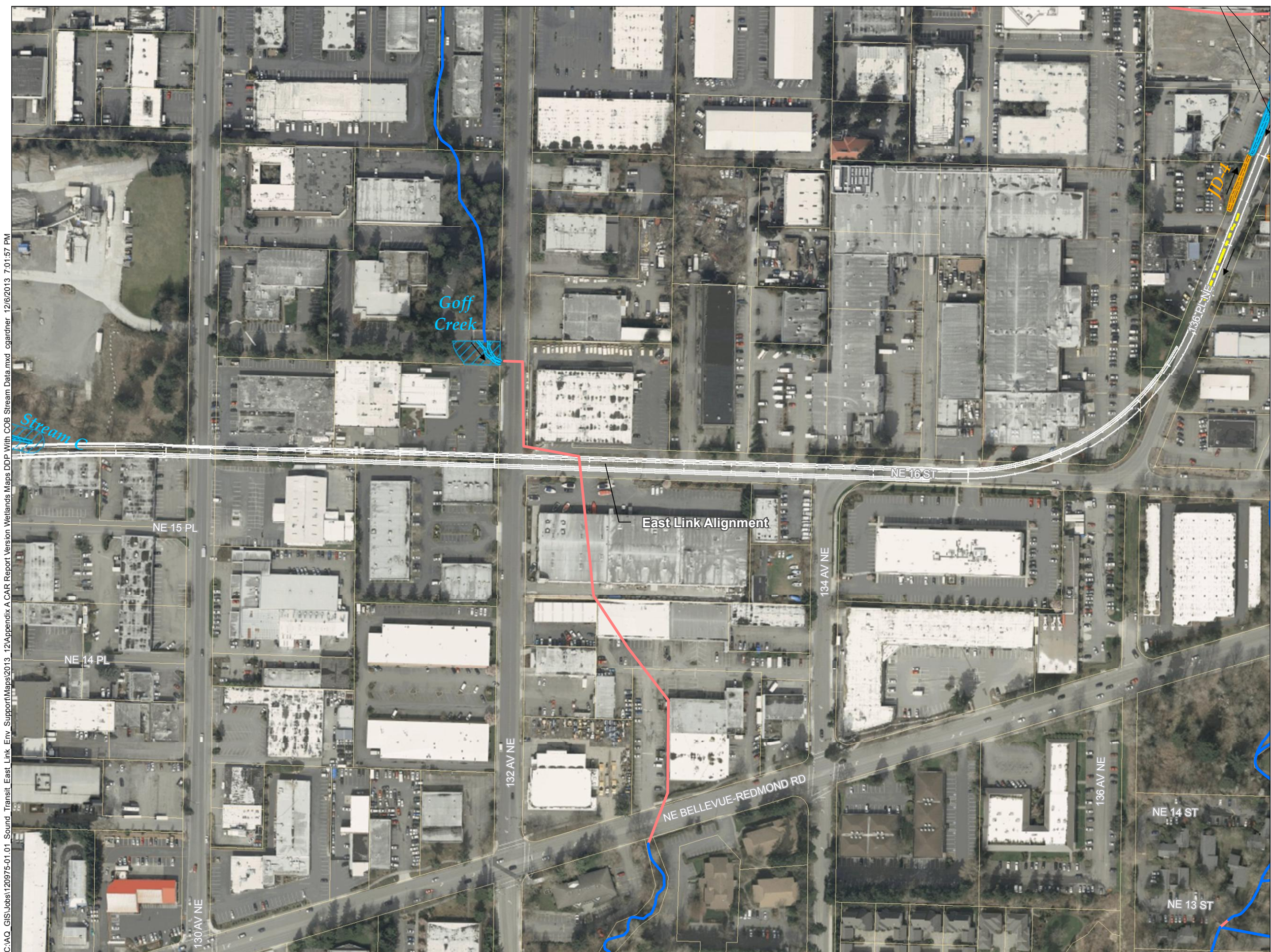
Frame 11

- LEGEND**
- Stream Location¹
 - Stream Location²
 - Jurisdictional Ditch Location¹
 - Culvert Location²
 - Culvert Location (Estimated)³
 - Mercer Slough Flow Direction
 - Stream or Ditch Flow Direction
 - Stream Buffers⁴
 - Wetland Location¹
 - Non-delineated Wetland Areas⁵
 - Wetland Area Buffers⁴
 - Wetlands Sample Plot
 - Uplands Sample Plot
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Appendix A

Wetland/Stream/Ditch Locations

Sound Transit East Link

Extension Project

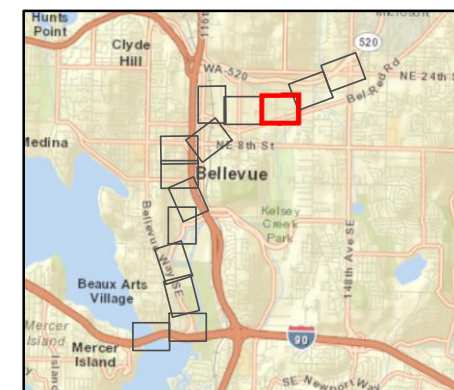
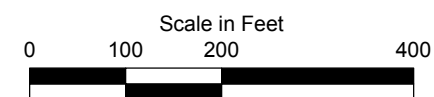
Frame 12

LEGEND

- Stream Location¹
- Stream Location²
- Jurisdictional Ditch Location¹
- Culvert Location²
- Culvert Location (Estimated)³
- Mercer Slough Flow Direction
- Stream or Ditch Flow Direction
- Stream Buffers⁴
- Wetland Location¹
- Non-delineated Wetland Areas⁵
- Wetland Area Buffers⁴
- Wetlands Sample Plot
- Uplands Sample Plot
- Water Bodies (King County)⁶
- Tax Parcels (King County)
- Proposed Light Rail Alignment
- Burlington Northern Santa Fe Railroad Right of Way⁷

NOTES:

- Locations determined from field survey activities carried out by Anchor QEA, LLC, in 2013.
- City of Bellevue stream data.
- City of Bellevue data does not include culvert information for this stream.
- Wetland buffers and stream buffers have been modified to not extend over impervious areas or structures. Wetland and stream buffers may overlap in some areas.
- Non-delineated areas were approximated using available aerial imagery and were not accessible due to a lack of access or agreed right-of-entry.
- King County water body data were modified by Anchor QEA where necessary to match field-delineated ordinary high water mark (OHWM).
- Burlington Northern Santa Fe Railroad Right of Way extent based on HNTB drawings.
- Background imagery provided by ESRI.
- Parcel and water body data provided by King County.



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Appendix A

Wetland/Stream/Ditch Locations

Sound Transit East Link

Extension Project

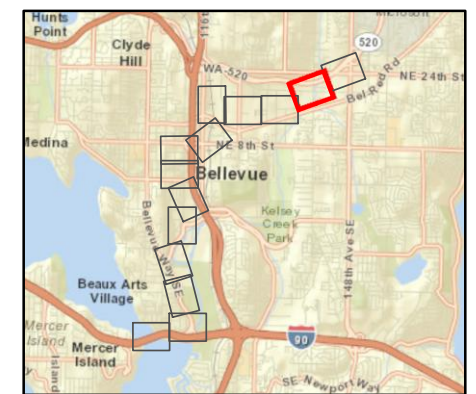
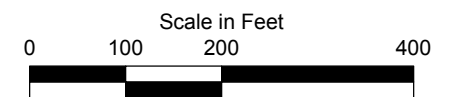
Frame 13

LEGEND

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Appendix A

Wetland/Stream/Ditch Locations

Sound Transit East Link Extension Project

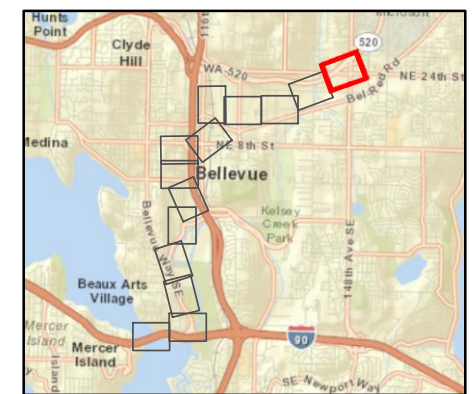
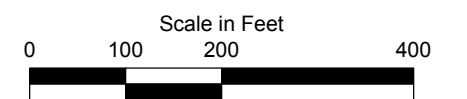
Frame 14

LEGEND

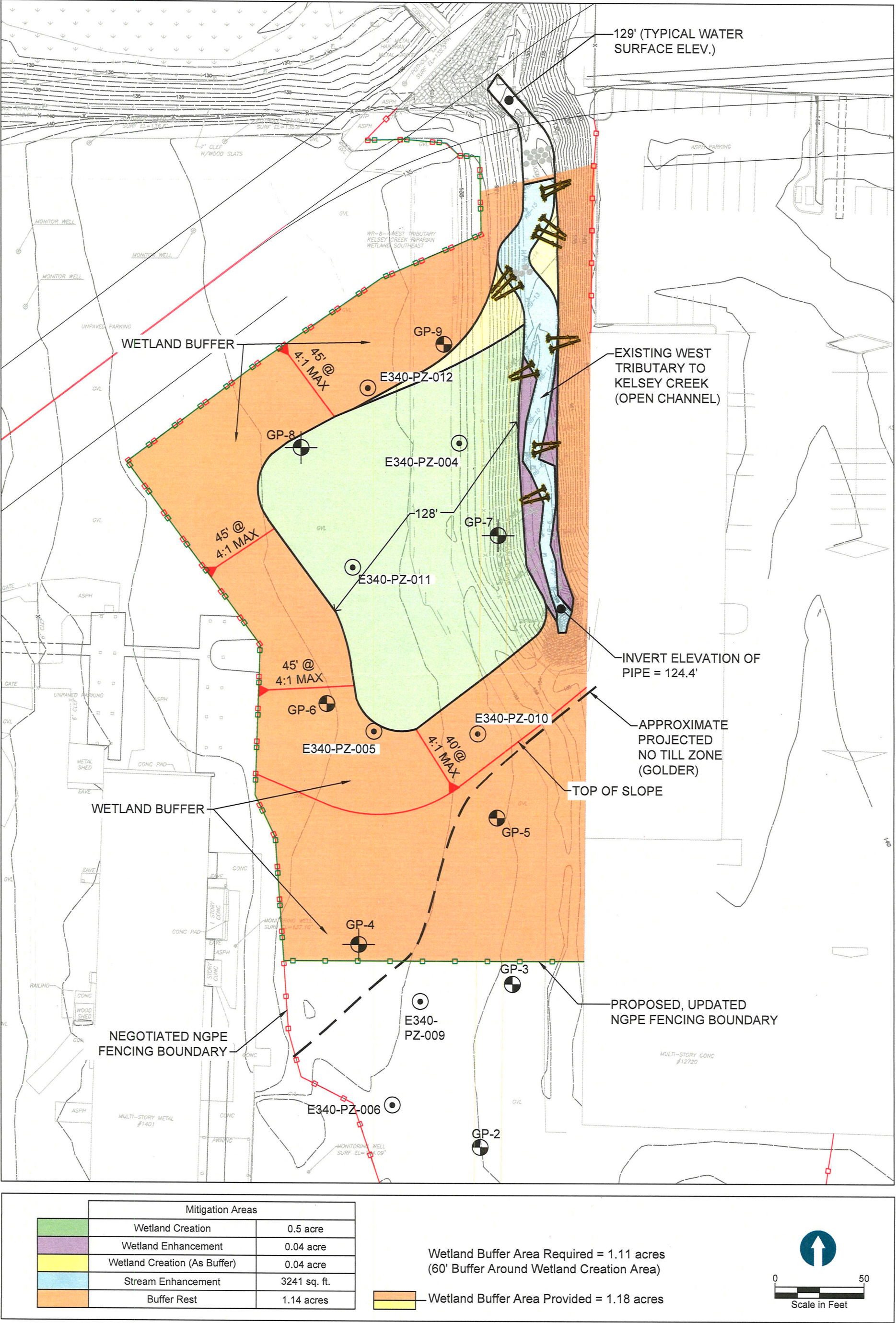
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I:\Projects\Sound Transit\EastLinkEnvSupport\Kelsey_Cr_HNTB_Review\WestTribSiteLayout031714 - Standard\WestTribSiteLayout050714_Figure 1_Wetland Creation and Stream Enhancement1.dwg AQ 11X17
May 13, 2014 5:32pm mdo



DATE: 05/13/2014

Figure 1
Wetland Creation / Stream Enhancement
West Tributary Mitigation Site

Light Rail Permitting CAC Calendar: June-July

June

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
2	3	4 CAC continues review of Bel Red D&M Permit application Environmental Mitigation CAC provides ST with pre-dev advisory doc. for Downtown Segment	5	6
9	10	11	12	13
16	17	18 CAC provides ST with feedback on East Link Environmental Mitigation CAC continues review of Bel Red D&M Permit application 130 th Station Elements Landscape Development	19	20
23	24	25	26	27

Light Rail Permitting CAC Calendar: June-July

July

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
30	1	2 Sound Transit presents its approach to noise mitigation Bel Red Arts Update Introduction to the South Bellevue D&M permit application	3	4
7	8	9	10	11
14	15	16 Draft Bel Red D&M permit advisory document reviewed and discussed in detail for final transmission	17	18
21	22	23	24	25
28	29	30 <i>*Special Meeting*</i> CAC draft Bel Red D&M permit advisory document	31	1 AUGUST BREAK BEGINS