



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** June 12, 2015

**To:** Light Rail Permitting Advisory Committee

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

**Subject:** June 17, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your 34<sup>th</sup> Advisory Committee meeting next Wednesday, June 17. 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. May 20<sup>th</sup> and June 3<sup>rd</sup> Meeting Minutes
3. City PowerPoint Presentation from June 3<sup>rd</sup>
4. East Main CAC charge, redevelopment principles, and study area map
5. East Main Pre-Development CAC Advisory Document

We will have hard copies of all electronic packet materials for you on June 17<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, June 17, 2015

3:30 p.m. – 5:30 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |           |   |
|-----------|---|
| 3:30 p.m. | 1. <b>Call to Order, Approval of Agenda, Approval of May 20<sup>th</sup> and June 3<sup>rd</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Van Houten</i> |
| 3:40 p.m. | 2. <b>Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| 4:00 p.m. | 3. <b>East Main Station Area Planning CAC</b><br><i>City of Bellevue – Michael Kattermann</i>   |
| 4:30 p.m. | 4. <b>East Link Art Update</b><br><i>Sound Transit</i>  |
| 5:00 p.m. | 5. <b>Preliminary East Main Station Area Advisory Comments</b><br><i>Committee Co-Chairs Mathews and Van Houten</i>   |
| 5:20 p.m. | 6. <b>Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| 5:30 p.m. | 7. <b>Adjourn</b>   |

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

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

May 20, 2015  
3:30 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: None

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

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:30 p.m. by Co-Chair Mathews who presided.

The agenda was approved by consensus.

Approval of the May 6, 2015, meeting minutes was postponed to the next meeting.

2. PUBLIC COMMENT

Mr. Joe Rossman, 921 109th Avenue SE, urged the Committee members to read the Memorandum of Understanding between the city and Sound Transit that was adopted by the City Council on April 20 and later endorsed by the Sound Transit board. He highlighted the two paragraphs that were added by the Council in approving the document and pointed out that the issue was not explicitly included in the Committee's discussion on May 6, even though the two paragraphs are directly relevant to what the Committee acted on. The members were encouraged to incorporate the two paragraphs in the Committee's resolution. Sound Transit agreed to adopt a standard for the treatment of noise in the city that goes significantly beyond what they normally believe is required and the discussions on the part of city staff with regard to the Bellevue standard have not been as stringent as the two paragraphs that provide protections for residences, the business community, and the Mercer Slough Nature Park.

3. INTRODUCTION TO THE CENTRAL BELLEVUE DESIGN AND MITIGATION PERMIT

Planning Manager Matthews Jackson said the Central Bellevue design and mitigation

permit covers the area from the East Main station to the Downtown station to the Hospital station. The Committee's pre-development advice given in July 2014 covers the East Main and Downtown segments, both of which have been consolidated into the one permit.

Paul Cornish with Sound Transit reviewed with the Committee the plan view of the alignment. He noted that the Central segment starts just to the south of the East Main station and travels north to where it will enter the tunnel to cross under Main Street. The line turns to the east near City Hall to access the Downtown station before continuing on across I-405 to 116th Avenue NE where it turns north, crosses NE 8th Street and connects to the Hospital station. Beyond the Hospital station the line turns east headed for the 120th station and the Bel-Red corridor. Sound Transit is continuing its negotiations with Wright Runstad, but appears Sound Transit rather than Wright Runstad will construct the 120th station in coordination with the developer. The details have yet to be fully worked out. The alignment will run in a trench below street level through the Spring District, passing under 120th Avenue NE and 124th Avenue NE.

John Walser, senior architect with Sound Transit, zeroed in on alignment specifics, including the landscape buffers and emergency crossing. He noted that the Committee had previously asked if the emergency vehicle turnaround could utilize grasscrete pavers, but explained that the city's transportation department has come down on requiring the area to be fully paved to accommodate emergency vehicles. Another request was to landscape sufficiently around the portal. The park design does account for some dense landscaping between the pathway in the park and the portal edge.

The Committee also requested including an ADA access to the station from the portal park, but the hillside is too steep. ADA access will be provided via a serpentine route through the park to the north entrance. A rockery retaining wall will be created at the lower end of the hillside; it will be reminiscent of the existing rockery. A combination sound wall/retaining wall will be constructed near the property line, and the hillside will be landscaped. Mr. Walser indicated where the south portal electrical and traction power substation buildings will be located and landscaped. It was noted that the design team is currently focused on reworking the look of the buildings to give them less of an industrial look and feel as directed by the Committee.

The large umbrella canopy structure at the Downtown station is intended to evoke the image of a major transportation facility. From the upper level, stairs and an escalator bring riders to the platform level from where the alignment crosses over 112th Avenue NE and I-405. An artist has been contracted to develop art treatment concepts for the glass on the windscreen walls, and a separate artist has been tapped to work on an iconic sculptural element for the portal wall.

The Hospital station will include a paratransit/emergency vehicle/passenger drop-off turnaround area, on-street public parking, and a pedestrian walkway on the northern end of the site connecting the station with 116th Avenue NE and the hospital. A fence will be erected between the Hospital station site and the parking lot for Lake Bellevue residents,

and Sturtevant Creek will be relocated to the west side of the station. The canopy coverage on the platform will exceed the minimum required.

With regard to the mid-tunnel access shaft headhouse, Mr. Walser said there is an intent to give the wall surface an artistic treatment. The city will be developing the pocket park facing the corner.

The direction given by the Committee to have the Downtown station provide an attractive view from surrounding buildings when seen from above. The corrugated glass canopy with colorful panels is intended to provide a dappled shadow on the ground below simulating the light coming through a forest canopy; it will also provide interest for folks in the surrounding high towers looking down on the station. A new design for the City Hall plaza will be incorporated into Sound Transit's construction. The city will be adding a new parking structure at the east end of the complex.

A terrazzo flooring pattern will be created by the same artist who will work on the glass of the windscreens. That will make for an aesthetically clear demarcation between the sidewalk outside and the floor inside the lobby of the east entrance.

Mr. Walser briefly reviewed the elements of the elevated Hospital station, noting the ticket vending machines, the Rapid Ride bus stop, the stairs and elevators bringing riders to the platform, and the sidewalk connecting to 116th Avenue NE. Sound Transit will install an interim graveled pedestrian/bicycle trail in the BNSF corridor from the Hospital station toward the potential future OMSF site.

Mr. Walser informed the Committee that the design team was on hold from the time the Committee made its comments a year ago until April. In part the wait was in anticipation of bringing onboard the general contractor/construction manager (GCCM) who will participate as the design is advanced. The procurement method is fairly new and will save design effort and produce a better integrated design and construction project. Mr. Cornish added that for the other sections the standard design/bid/build approach will be used. For the Central segment, the GCCM approach will be used. Under the process, the GCCM was brought on board at the 60 percent design stage to work with Sound Transit and the contractor. The contractor can influence the design as the work progresses to the benefit of the project. The schedule calls for having the 90 percent plans completed by October 18 and the 100 percent plans in January ahead of putting the project out the door in mid 2016.

Mr. Jackson said there were no revised renderings to share with the Committee. He said if the Committee wants to see how its advice might be applied, he would work with Sound Transit to obtain graphics. The plans will not include the same level of detail seen for the South Bellevue segment. The Committee will make recommendations to the director at the 60 percent stage, Sound Transit will incorporate them, and then the process will move forward to issuance of the design and mitigation permit and ultimately a construction permit.

Mr. Walser said the designs shown to the Committee a year ago will serve as the starting point for the design team moving on toward 90 percent. Typically between 60 percent and 90 percent the work primarily focuses on producing the construction documents and tweaking certain elements. The architects were given direction that the east entrance of the Downtown station looked too utilitarian and that more finished materials should be used. The architects are looking at the mullion arrangement of the glass curtain walls, so instead of a checkerboard constant the glass sizes will be staggered to provide more visual interest. Renderings will be produced as part of the 90 percent drawings; before that point only sketches will be available for review.

Mr. Jackson said any moderate or significant design changes asked for by the contractor will be brought before the Committee for review and evaluation. Just because the GCCM process will be used does not mean the Committee's level of influence over the project will be diminished.

Mr. Walser said the 60 percent renderings will be before the Committee during its discussions of the particular stations. If there are issues identified, the design team will be directed to create sketches showing any changes.

Mr. Jackson said there will be some areas of overlap between the Central segment and the South Bellevue segment, including incorporating visual and audio signals at the stations; noise impacts; the tree-lined boulevard along 112th Avenue SE; opportunities for artistic touches for the tunnel portal; and options for pedestrian access to the East Main station from the Surrey Downs neighborhood.

Mr. Walser commented that art associated with the East Main station may stray over into the portal area, the Sound Transit electrical building, or be freestanding sculptural elements in some of the landscaped areas as opposed to art that is integrated into the station structure itself. He added that the design team intends to continue the Ashlar stone formliner pattern to be used along 112th Avenue SE in the South Bellevue segment up to the edge of the portal.

For the hospital station, the Committee previously discussed not including any landscaping that would create a sight obstruction; the need for lighting that is contained within the site; variable seating heights; a place for people to rest along the walkway connecting the station to 116th Avenue NE; and utilizing audio and visual cues on the station platform. The Committee recommended that the existing City Hall and plaza designs should have distinct elements demarking the different uses; the need for enhanced weather protection at the corners between the existing bus transit center and the new Downtown station; the need for restrooms at the Downtown station; variable seating heights; a treatment for the entire length of the railing between the Downtown and Hospital stations, including painting the underside of the guideway; and working with Sound Transit to create a multipurpose pedestrian/bicycle path over I-405. The latter is a city project already under consideration; the standalone facility would cross at approximately NE 5th Street.

Answering a question asked by Mr. Miles about the 130th Avenue station, Mr. Jackson explained that local bus transit will be directed into the station. As part of the Memorandum of Understanding, Sound Transit will purchase the property where the park and ride lot is and transfer ownership of it over to the city for a future mixed use development including parking.

Mr. Cornish added that Sound Transit will purchase the properties between 130th Avenue NE and 132nd Avenue NE and will use them for staging and construction of the station. When finished, the properties will be turned over to the city which will work with a developer to construct a transit-oriented development with 300 parking stalls for transit riders to use. There are some contingencies for how things will play out.

Mr. Miles asked about work done on development projects during the nighttime hours and Mr. Jackson said the city scrutinizes all such requests very carefully. One of the Committee's recommendations for the South Bellevue segment was for a construction management plan and the same may be appropriate for all segments.

Mr. Jackson told the Committee members that once they have their binders to let him know if there are issues that are not fully responded to so they can be addressed sooner rather than later.

Ms. Jones said she will want to see adequate drawings or renderings of what the sound wall will look like as the alignment leaves the Hospital station and passes by Lake Bellevue. Mr. Jackson said they will be included in the plan set.

Answering a question asked by Ms. Jones about the comments made by Mr. Rossman, Mr. Jackson said the South Bellevue permit documents will include an extensive conversation about noise. He added that there are a myriad of issues being addressed as part of mitigation, and not all of them will be going through the Committee. The light rail code calls for reliance on best practices and the original Memorandum of Understanding. The issue of noise in the Bel-Red corridor will be addressed as well, but mitigation of noise in commercial areas is not the same as in residential areas.

Co-Chair Van Houten asked the Committee will be reviewing the OMSF. Mr. Jackson said there will be a public process associated with it, but the Land Use Code specifically places the issue outside the purview of the Committee.

Mr. Jackson confirmed for Ms. Jones that the recommendation of the Committee to have Sound Transit offer sound insulation packages for the homes facing Bellevue Way. Ms. Jones acknowledged that there will also be temporary sound walls erected around the portal to mitigate for noise and asked if temporary sound walls will also be placed around the dewatering equipment and generators. Mr. Jackson said those issues will be addressed as a matter of implementing city code.

#### 4. NEXT MEETING AND CALENDAR

The Committee briefly reviewed the calendar of upcoming agenda items.

5. PUBLIC COMMENT

Mr. Joe Rossman, 921 109th Avenue SE, said the concern of many citizens is that the standards are murky. Citizens, Councilmembers and members of the Committee have all expressed concerns. The way the permitting process will proceed is murky as well, particularly since there will be such limited opportunity for the public to be involved in any meaningful way in the dialogs that will take place between city staff and Sound Transit. He encouraged the Committee members to seek from city staff and Sound Transit very detailed reports and documentation of their discussions, and to ask that those documents be freely distributed. Complete transparency is absolutely essential.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 4:50 p.m.



CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

June 3, 2015  
3:30 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Doug Mathews

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

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:01 p.m. by Co-Chair Van Houten who presided.

The agenda was approved by consensus.

A motion to approve the minutes of the May 6, 2015, meeting minutes was made by Mr. Glass. The motion was seconded by Ms. Anderson and it carried unanimously.

Approval of the May 20, 2015, meeting minutes was postponed to the next Committee meeting.

2. PUBLIC COMMENT

Mr. Michael J. Link, one of the founders of the Lake Bellevue Neighborhood Association, a member of the board of the HOA Lake Bellevue Village, a member of the Water Quality Association, and acting president of the Lake Bellevue Sub-basin Alliance, said he has been involved in the Bel-Red planning efforts off and on since 2006. He provided the Committee with a written list of questions in need of answers. He noted that while many of the questions were related to the alignment and the OMSF, the bigger questions relate to construction impacts. To date there has been no opportunity for the Lake Bellevue stakeholders to dialog with Sound Transit and the contractors about the impacts. There is a desire to retain as many of the existing trees as possible, but for those that will be removed there are questions about what they will be replaced with.

Mr. Howard Katz spoke representing Lake Bellevue Village. He said the noise issue was raised more than a year ago, and when Sound Transit was doing its noise study he informed the Committee that he had written to them with concerns about the lake

carrying the noise. With trains coming into the station, if there is going to be screeching sounds they will carry over the water and impact the condominiums. Sound Transit has never responded to the letter and the concerns. Water does not increase sound but it carries it. The original noise ordinance in Seattle was written because a restaurant on the lake was playing music at 2:00 o'clock in the morning and surrounding properties felt as though they were on the deck with the band.

Mr. Bill Finkbeiner, a resident of Kirkland, said he also is a member of the Lake Bellevue Community Association. He echoed the previous comments and said he recently had the privilege of serving on the panel that selected the artist to create the art at the hospital station. He pointed out that the panel discussed whether or not the artistic touches should extend to the overpass over NE 8th Street and urged the Committee to encourage that. The overpass will very visible to the neighborhood and adding artistic touches will greatly improve things over just gray cement.

Mr. Richard Loman, a resident of Lake Bellevue Village, said the Lake Bellevue stakeholders are not sound engineers but are continuing to hear complaints from people in places like Renton where elevated tracks are not performing as advertised. Noise from the trains is a clear issue for many. Lake Bellevue residents are very interested in the noise walls that will be constructed and in fact feel they will be critical to the future occupancy of the complex. Landscaping in the transition zone will also be crucial; there are tall trees now and there should be tall trees in the future.

### 3. EAST MAIN STATION ELEMENTS

Planning Manager Matthews Jackson reminded the Committee that the pre-development phase has wrapped up and the land use permitting review has begun. He said the Committee does have an advisory role to play in addressing the artwork for the alignment, both along the corridor and at the stations. The Committee will direct staff in the development of the final advisory document that will be forwarded to the Development Services Director who in turn is obligated to assure the recommendations are incorporated absent a clear reason not to.

John Walser, senior architect with Sound Transit, said the central corridor design team was put on hold after producing the 60 percent designs which were shared with the Committee in February 2014. The intent was to initiate a the new procurement method authorized by the state that enables getting a contractor on board in advance of completing the design work. The approach allows the contractor to participate in the final design work, allowing for some value engineering, and giving the engineers more certainty as to what the preferences of the contractor are with regard to constructing the various elements.

### 4. CENTRAL BELLEVUE CORRIDOR LANDSCAPING

With regard to landscaping for the East Main station, Mr. Walser oriented the Committee members relative to the alignment and the station location. He explained that because the

properties acquired by Sound Transit to permit construction of the alignment extend beyond the required 30-foot buffer. The sound wall will be positioned on the property line, allowing for far more landscaping within the buffer. The vegetation to be planted will be chosen and positioned so as not to encroach into the trackway and OCS clear zone.

As the alignment nears the East Main station the alignment pulls away from the street to make room for the station platform and to start the bend into the portal. That also will create more opportunity for landscaping in the zone behind the sidewalk in addition the planter strip between the curb and the sidewalk for street trees and shrubs. As the properties pinch down near the station itself, there is no excess property for landscaping beyond the 30-foot buffer. The properties acquired to allow for construction staging for tunnel will be turned over to the city and developed as a new park.

Mr. Walser said the architect team drew from the mid-century character and themes of the Surrey Downs neighborhood in designing the East Main station. While minor tweaks have been made to the design of the station that was shared with the Committee more than a year ago, the design intent has not been changed. The existing rockery on the hillside behind the station will be reused where possible and will transition to the concrete sound wall/retaining wall at the top of the hill, continuing the Ashlar stone pattern discussed as part of the South Bellevue segment.

The station design has been revised to allow the full length of the canopy to have weather protection on the back side. There will be a bike cage at the station and the wall will be extended to hide the electrical panels on the north wall of the bike cage. Sound Transit is working with Puget Sound Energy on the issue of whether or not the required transformer box can be located in a vault rather than being on the surface. The masonry screen wall that wraps around the TPSS will become the front wall to the south portal electrical building. The landscaping in the area will soften the visual appearance of the facilities as it matures.

Answering a question asked by Mr. Glass, Mr. Walser said the sound wall on the back side of the station will be six feet tall as viewed from the neighboring properties. The height will vary between nine and twelve feet as viewed from the alignment.

With regard to the screen wall around the south portal electric building and TPSS, Mr. Walser said the intent is to utilize a ground finished masonry, possibly involving color and patterns in the wall. The wall will be approximately ten feet tall. The original intent regarding the electric building itself was to use a metal roof and metal siding, with frosted glass windows on the back side facing the tracks. The architects have been working on ideas for the building that will reduce its industrial appearance, including a roof overhang to give it more of a residential look and feel, and elimination of the metal siding in favor of a stucco-type finish.

Mr. Walser explained that while the East Main station area currently is clearly part of a single family residential neighborhood, once the project is completed the corner of 112th

Avenue SE and Main Street will no longer have an actual visual relationship to single family houses. It will be perceived as more of a park area. Additionally, the area to the east of 112th Avenue SE that is under review by the East Main Station Area Planning CAC has a tremendous potential for change, further eliminating the single family aesthetic.

Answering a question asked by Mr. Chang regarding the roof of the south portal electrical building, Mr. Walser said the preference of the architects is to have at least a minimum slope. Metal roofs can go down to 1:12 or 2:12 pitch and still allow for draining. Metal roofs do not typically require as much maintenance as a flat roof. As drawn the roof has about a 4:12 pitch.

Mr. Jackson said the pitched roof form is widely preferred in the residential context. Any roof with a pitch of less than 2:12 is considered flat and is viewed negatively by many. Overall the city has been very clear that the character of the west side of 112th Avenue SE will be residential; there are no proposed changes to the zoning on that side of the street. Conversations are ongoing about changing the density and zoning form for the area on the east side of the roadway across from the station. A presentation regarding the work of the East Main Station Area Planning CAC will be given to the Committee on June 17.

Mr. Glass asked if the city has design guidelines for the ground floor levels of condominiums and the buildings adjacent to the downtown. Mr. Jackson said there are specific requirements for the relationships between buildings and sidewalks in the downtown and Bel-Red corridor. Outside of the downtown those guidelines are not in place, though there are structure setback requirements. Mr. Glass suggested it might be helpful to borrow the downtown and Bel-Red design guidelines to help inform the direction for the East Main station area.

Co-Chair Van Houten asked if consideration had been given to repeating the design of the screen above the station platform on the gate by the south portal electrical building. Mr. Walser said the current discussions are centered on installing a decorative gate. There is no specific artist chosen to address the East Main station, but the artists interviewed for the hospital station has experience that would be appropriate for the gate; the possibility of bringing her on board is being explored.

Answering a question asked by Co-Chair Van Houten, Mr. Walser said the trees at the time of planting will typically have a caliper in the range of 1.5 inches and anywhere from six- to ten-feet tall depending on tree type. With the park layout there is opportunity to identify several locations that would be appropriate for signature trees.

Ms. Jones asked about access into and out of the neighborhood. Mr. Walser explained that the NE 4th Street access point will be lost to all but emergency vehicles. Additionally, the SE 1st Street access point will be cut off. There will be a walkway connecting the neighborhood to the station through the park.

Ms. Jones asked how riders will cross the tracks at the center-loading station. Mr. Walser said the ticket vending machines will all be located on the west side of the tracks and there will be at-grade crossings at either end of the station. The 60 percent design includes no crossing gates but engineering studies are being done relative to visibility that may recommend individual swing gates at the crossing closest to the portal.

Mr. Chang asked about the possibility of constructing a pedestrian over cross of 112th Avenue SE. Mr. Jackson said if that happens it would be a city project and not a Sound Transit project.

## 5. CENTRAL BELLEVUE NOISE REPORT

Justin Lacson, permit administrator for Sound Transit, said there are three sound walls proposed in the E-335 contract package. The first wall is essentially a continuation of the sound wall from E-320; it will have the same Ashlar stone pattern and it will go all the way to the beginning of the south portal. The second wall will serve as mitigation for the Coast Hotel on the north edge of the elevated guideway heading east. The third wall is a combo sound wall/acoustic panel and will be constructed near the Lake Bellevue condominiums. Additional operational mitigation measures will include track lubricators throughout the alignment placed where there is a radius of less than 600 feet, and reduced public address volumes during nighttime hours.

The track lubricator is an automated device that senses the approaching train and lubricates the track in advance of its arrival. Not only does the lubricator reduce noise, it reduces wear on the wheels and extends their operational lives. The lubricant used is a non-petroleum product.

Mr. Lacson shared with the Committee members the cross section drawing of the sound wall typical of what will be installed on 112th Avenue NE as well as the cross section drawing of the three-foot sound wall typical of what will be installed on the elevated guideway near the Coast Hotel. He noted that the height of the wall on the guideway was recommended by the analysis of the acoustic engineer given the factors involved.

Ms. Jones asked why the acoustic panels on the elevated guideway by the South Bellevue station will be six feet high while the panels near the Coast Hotel will be only three feet high. Mr. Walser said there are a number of factors taken into consideration, including line of sight. Mr. Jackson added that in determining sound wall height there is no approach that applies to all situations. Mr. Lacson said throughout the corridor the sound wall mitigation efforts are aimed at meeting the city's requirements as well as the federal requirements.

Mr. Walser said the advantage of having the contractor on board early is that there can be conversations with the design team regarding the point at which the Wall 3 solid fill transition structure should begin as opposed to continuing with an elevated guideway structure. Originally the engineering team had the solid structure begin at the point where the underside of the guideway was six feet off the ground. The tracks must be at

grade in order to cross under the existing NE 12th Street bridge structure; the stretch prior to NE 12th Street will have a combination of sound panels on the elevated structure and a concrete sound wall on the ground.

Answering a question asked by Mr. Jackson about the area along Lake Bellevue, Mr. Walser said the design team has just begin looking at the issues there. He said originally the 340 segment extended through the 120th station and around the bend. Now it has been folded into the 335 segment and there has not been a full look at the relationship to the property line to the edge of the tracks to determine how much area is available for landscaping. It appears the chain link fence at the back edge of the carports is on the property line; the remaining area is part of the BNSF right-of-way. The alignment will be fairly close to the property line as it comes down to grade in order to leave room for a trail on the west side of the BNSF corridor.

Co-Chair Van Houten asked if the sound wall there will have the Ashlar stone pattern. Mr. Walser said that issue is being looked at. The retained cut around the bend will have the original form liner treatment that will be the back wall of the 120th station. There have been conversations with the city design team that is focused on the extension of Spring Boulevard across the railroad corridor; they are also looking at using the same random block form liner treatment.

Mr. Jackson suggested it would be good to go out and take pictures of existing conditions to help inform the conversation. Ms. Jones agreed and said it would be helpful to have the perspective from the top level of the condominiums as well as from the ground level.

Ms. Anderson asked what constitutes a sensitive receptor. Mr. Lacson said the Federal Transit Authority has established criteria, but Bellevue also has what it terms "hot spots." Mr. Walser noted that the noise report refers to two categories of receptors. One is residential, and the other is a category that includes theaters. On the west side of the alignment there is a training/teaching facility that is deemed a sensitive receptor. However, the analysis concluded that operations will not exceed the threshold beyond which sound walls would be required on the west side. The residential units on the east side do trigger the need to mitigate for noise.

Mr. Jackson clarified that the terminology used by Sound Transit relative to sensitive receptors refers to compliance with the federal standards, not city code. Where the Committee disagreed with Sound Transit regarding sensitive areas in the South Bellevue segment, he said he was not aware of any areas of disagreement in the Central Bellevue segment. The hospitals were highlighted in the initial comments, particularly vibration and the proximity to Children's Hospital, but the city's acoustician concluded both facilities are far enough away from the alignment that there will be no impacts. There are other medical facilities housed along the BNSF corridor and the acoustician will be asked to peer review the work turned in by Sound Transit.

Answering a question asked by Mr. Glass, Mr. Lacson explained that a low-impact frog is a crossover that is spring loaded. As the train rolls over it, the amount of sound and

vibration is reduced. Mr. Walser added that snug-tight track attachments will transfer vibrations and noise more than a spring-loaded attachment. They are used primarily where the tracks are attached to concrete guideway surfaces as opposed to ballasted surfaces.

Mr. Glass said the Committee would benefit from knowing where the crossovers and Ys to the OMSF will be located in relation to the condominiums. Mr. Walser said the design that has been in place since 30 percent has the curve and the sweep to the east occurs to the north of the abutment walls of the NE 12th Street overcrossing. The elevated mass of the NE 12th Street roadway will block out from the condominiums anything that happens around the bend. There may be a slight adjustment to the curve heading into the tail track area as the details of the OMSF get worked out, but the sweep around to 120th Avenue should remain as it has been shown on the design drawings to date.

Mr. Jackson said he would take a look at the schedule to see if there is a place to discuss integration with the OMSF and the number of additional cars necessary to charge the system. The environmental review on the OMSF is under way.

Mr. Miles asked if someone will be able to ride a bus from Crossroads and ride for free to the 130th station or the hospital station to access the train. Mr. Walser said he was not aware of that being the case. He said there have been and continue to be constant conversations regarding the ORCA card and the possibility of generating credits that apply to transfers from mode to mode. That conversation can be expected to continue. The chair of the Sound Transit board currently is the King County executive and over the last year there has been an initiative to enhance and reinforce the coordination and communication between Sound Transit and King County Metro to achieve a much closer integration of transit.

## 6. PUBLIC COMMENT

Mr. Katz pointed out that there has not yet been any discussion regarding Building 9. Lake Bellevue extends to the west under that building. As the track elevates, people who have offices in Building 9 could be impacted. The issue should be addressed.

Mr. Jackson noted that the Committee recommended additional analysis for some areas of the South Bellevue segment and could do the same for the Central Bellevue segment.

Mr. Katz also stated that no one has yet addressed the issue of the wildlife on Lake Bellevue being impacted by noise from the train.

Mr. Jackson said it will be necessary to take a look at the ambient noise levels and compare them against what the noise levels will be with mitigation in place. That, of course, will not account for construction impacts. The acoustician will be asked to weigh in on whether or not additional sound attenuation will be needed as a result of the transmission of sound across the water.

Mr. Katz said there are also questions relative to what impact vibrations from construction and operation of the train will have on the foam underlying the concrete that supports the structures. He noted that the foam was installed after BNSF halted operations in the corridor.

Before adjourning, Mr. Jackson briefly discussed the Committee schedule.

7. ADJOURN

Co-Chair Van Houten adjourned the meeting at 5:30 p.m.



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE



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



# Agenda

- **3:30**
  - Call to Order, Approval of Agenda, Approval of May 6<sup>th</sup> Meeting Minutes – Co-Chairs Mathews and Van Houten
  - Public Comment
- **4:00**
  - East Main Station Elements – Sound Transit
- **4:30**
  - Central Bellevue Corridor Landscaping – Sound Transit
- **5:00**
  - Central Bellevue Noise Report– Sound Transit
- **5:20**
  - Public Comment



# Central Bellevue Design and Mitigation Permit

## East Main Segment Pre-Development CAC Advisory Document

- The CAC recommends Sound Transit should explore the use of grasscrete for the turnaround area for emergency vehicles.
- The CAC recommends both visual and audio signals installed at the stations provided they are not too obtrusive.
- The CAC recommends stone or brick for the wall along 112<sup>th</sup> 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.
- The CAC recommends Sound Transit evaluate opportunities to use the tunnel portal as an opportunity for an artistic expression.
- The CAC recommends Sound Transit evaluate additional opportunities for pedestrian access to the East Main Station from the Surrey Downs neighborhood.
- The CAC wants to see detailed technical analysis of anticipated noise impacts from train construction and operations along the alignment.



# Central Bellevue Design and Mitigation Permit

## Downtown Segment Pre-Development CAC Advisory Document

- The CAC recommends that landscape development at the Hospital Station, particularly in the vicinity of NE 8<sup>th</sup> Street, be designed in a way which does not create a site obstruction for motorists.
- 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 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 the design of the Downtown Transit Center Station should complement the existing City Hall and new plaza design while providing distinct elements that demarcate the different uses.
- The CAC recommends enhanced weather protection at the corners between the existing bus transit center and the new Downtown Transit Center Station.
- The CAC recommends that restroom facilities be incorporated into the Downtown Transit Center Station design.



# Central Bellevue Design and Mitigation Permit

## **Downtown Segment Pre-Development CAC Advisory Document**

- The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.
- The CAC recommends that Sound Transit include places for people to rest along the walkway connecting the Hospital Station to 116<sup>th</sup> Ave NE.
- The CAC recommends a signature treatment of the railing for the entire span from the Downtown Transit Center Station to the Hospital Station. The CAC recommends painting the underside of the elevated guideway green and for Sound Transit to look for opportunities to further enhance the aesthetics of the NE 8<sup>th</sup> Street crossing south of the Hospital Station.

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

- The CAC recommends that Sound Transit work with the City to establish a multi-purpose path for pedestrians and bicyclists over I-405.



# Central Bellevue Design and Mitigation Permit

## Sound Transit Presentations



# Next Meeting

June 17, 2015

- Art Update
- East Main Station Area Planning CAC Presentation
- East Main Station Advisory Comments

## **CITIZEN ADVISORY COMMITTEE EAST MAIN STATION AREA PLAN**

### **I. Committee Charge**

The Committee will work with City staff and consultants to achieve the following project objectives:

- A. Provide guidance to the staff and consultant work on the station area plan.
- B. Engage the community in a planning process that establishes a clear vision and community goals for the station area as well as feedback on key elements within the plan.
- C. Identify and prioritize strategies that enhance the community and help to integrate the station with the surrounding area.
- D. Optimize access to and from the East Main light rail station by pedestrians, bicyclists and transit patrons.
- E. Address neighborhood vehicular access, traffic and parking concerns.
- F. Support the land use vision in Bellevue's *Comprehensive Plan* for each neighborhood adjacent to light rail and encourage appropriate redevelopment where consistent with the City's land use vision:
  - 1. redevelopment opportunities (e.g. transit-oriented development) only for the properties east of 112<sup>th</sup> Avenue SE;
  - 2. no redevelopment will be considered for the residential area west of 112<sup>th</sup> Avenue SE;
  - 3. development standards for properties north of Main Street are already being reviewed as part of the Downtown Livability Initiative and will not be revisited as part of this planning process.
- G. The Committee's charge does not include:
  - 1. deliberations or recommendations on the East Link light rail stations, tracks or ancillary structures, as that authority has specifically been delegated by the City Council to the Light Rail Permitting Citizens' Advisory Committee. Station Area Planning does not include review of anything on Sound Transit's property.
  - 2. study of noise and visual impact mitigation measures; those elements will be reviewed by the Light Rail Permitting CAC.
  - 3. any review or recommendations on any issues pertaining to Surrey Downs Park and the East Link project that are being addressed through a separate park master plan process.

The Committee serves in an advisory capacity to the City Council and City boards and commissions. As described in the Committee charge, above, the Committee will provide guidance on the preparation of the station area plan and forward a recommendation for action on the plan to the City Council and appropriate boards and commissions. Upon review of the Committee's work and with input from the appropriate boards and commissions and the public, City Council will be the final decision-maker on approval of the plan and any specific recommendations.



## ***EAST MAIN STATION AREA PLAN***

### ***LAND USE REDEVELOPMENT GUIDING PRINCIPLES***

**Future development of the OLB properties east of 112<sup>th</sup> Avenue SE should:**

- Be complementary to the community by:
  - Providing noise attenuation to the west from I-405
  - Providing services that are desired by/meet the needs of the community
  - Incorporating a significant amount of trees and green space into the development
  - Creating an engaging, pedestrian-oriented street frontage along the east side of 112<sup>th</sup> Avenue SE
  - Retaining to the extent practicable sunlight exposure and privacy of residential neighborhoods on the west side of 112<sup>th</sup> Avenue SE
- Be complementary to Downtown by:
  - Continuing to reflect the distinction between Downtown and adjoining areas
  - Focusing land use, economic development and urban form on a niche or niches not being met Downtown
- Draw people who work and live in the area to the redevelopment by:
  - Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks
  - Including a mix of uses and activities rather than big-box retail or a single-use corporate campus
  - Locating parking in structures away from the edges of 112<sup>th</sup> Avenue SE and Main Street
- Optimize use of the station with land uses that increase potential ridership
- Optimize access to the station by people who live and work in the area and apply the principles of universal design to street and sidewalks providing access to the station
- Put “eyes on the station” for better security
- \*Encourage development of projects adjacent to light rail that exhibit following characteristics:
  - An emphasis on being “a place, not a project”
  - Includes housing as well as other uses
  - Higher urban scale densities
  - Pedestrian oriented
  - Density tapers down to adjacent lower density communities
  - Integrated into the station &/or neighborhood

*\*From Light Rail Permit CAC design advisory statement.*

# East Main Station Study Area





# LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

---

## ADVISORY DOCUMENT EAST MAIN SEGMENT PRE-DEVELOPMENT REVIEW MAY 16, 2014

### Introduction

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

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

\* Identifies the focus of this Advisory Document

### Pre-Development Review

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

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

### CAC Work Product

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

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

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

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

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
  - The CAC recommends Sound Transit to explore the use of grasscrete for the turnaround area for emergency vehicles.
4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare - The 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 - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

#### 20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and “greening features” such as living walls and trellises.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:
  - The expansive Mercer Slough Nature Park;
  - Historic references to truck farming of strawberries and blueberries;
  - Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
  - Unique, low density residential character that conveys the feeling of a small town within a larger City.

The CAC advised that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases. The following items pertain to the East Main Segment:

- Along 112<sup>th</sup> 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.
- 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.

- 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.

### 3. Additional General Design Guidelines

- The CAC recommends both visual and audio signals installed at the stations provided they are not too obtrusive.
- The CAC recommends stone or brick for the wall along 112<sup>th</sup> 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.
- The CAC recommends Sound Transit evaluate opportunities to use the tunnel portal as an opportunity for an artistic expression.
- The CAC wants Sound Transit to evaluate additional opportunities for pedestrian access to the East Main Station from the Surrey Downs neighborhood.
- The CAC wants to see detailed technical analysis of anticipated noise impacts from train construction and operations along the alignment.

#### 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.