



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: June 13, 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 18th, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your fourteenth Advisory Committee meeting next Wednesday, June 18th. 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. June 4th Meeting Minutes
3. 130th Station Plans
4. Landscape Development Plans

We will have hard copies of all electronic packet materials for you on June 18th. 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 18, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

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 June 4th 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. CAC Feedback on Sound Transit Environmental Mitigation
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:50 p.m. | 4. CAC Review of the Bel Red Design and Mitigation Permit (Permit #13-135564 LD)

-130 th Station Design

-Landscape Development
<i>Matthews Jackson and Sound Transit</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

June 4, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: None

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Mathews called the meeting to order at 3:02 p.m.

The agenda was approved by consensus.

With regard to the minutes, Ms. Derrington pointed out that her absence from the meeting had been excused.

A motion to approve the minutes of the May 21, 2014, meeting was made by Co-Chair Lynde. The motion was seconded by Mr. Glass and it carried unanimously.

2. PUBLIC COMMENT

Ms. Betsy Blackstock spoke representing the Surrey Downs East Link committee. She said it recently came to the attention of the committee that neighbors in the northeast section of Surrey Downs whose properties overlook the East Main station received certified letters from Sound Transit dated May 6 in which it was stated they owned properties that will be needed for the East Link extension. In the ten years that light rail has been discussed, properties in the northeast portion of Surrey Downs have never been involved in property acquisition talks. The letters were sent to the property owners but no notice was sent to the committee or the neighborhood leadership despite the ongoing meetings with Sound Transit. It appears the East Link Permitting CAC, the City Council and city staff also did not receive the information. The certified letters invited the recipients to attend the May 22 Sound Transit board meeting where a resolution was to be

considered to provide money to purchase the properties in question. In all, 12 property owners received the letters. One couple attended the Sound Transit meeting to determine what was going on. It was found that Sound Transit needs a ten-foot temporary easement to facilitate building the sound wall, and a five-foot easement to facilitate maintenance of the sound wall. For most of the affected properties, that will involve removing trees that are between 50 and 60 feet tall. The Committee members were urged to visit the condominiums on 112th Avenue SE to look at the rockery wall that has a board fence on top of it because that is what Sound Transit wants to construct. Sound Transit has been asked to go back to the drawing board and come up with a new design for the sound wall along 112th Avenue SE. The Council has said there will be no partial acquisitions of residential properties and the Surrey Downs community wants to make sure that will be the case.

Mr. Howard Katz spoke representing the Bellevue Network on Aging. He informed the Committee that Sound Transit was slated to meet with the Network on June 4 from 8:30 a.m. to 9:30 a.m. The issues to be covered regarding the hospital station include wind protection from the southwest, seating heights and security. He said security continues to be a concern and something that is not often discussed by Sound Transit. It appears Sound Transit will be leaving security up to the city. The New York City transit system eventually had to hire its own police force because it was not possible for the regular police department to provide the needed security coverage. Security is also an issue for the path behind Whole Foods; it will have lighting, but police will not be able to see it from passing patrol vehicles. The issue of older adults and disabled persons making it to the hospital from the station has not been put on the table by Sound Transit. He also noted that Puget Sound Energy conducted a meeting at City Hall on June 2 to talk about the construction of a new high-power line through the city. One of the routes under discussion is along the Burlington Northern/Sante Fe right-of-way, which will mean the wires will run above the station. Sound Transit believes their use and the powerline are compatible, but in the event of an earthquake the wires could come down. That issue should be addressed.

3. EAST LINK ENVIRONMENTAL MITIGATION

Planning Manager Matthews Jackson explained that the environmental mitigation plan being developed with Sound Transit covers the entire East Link alignment through Bellevue but is tied to the issuance of a design and mitigation permit for Bel-Red because one of the major mitigation sites is in that part of the city.

Senior Environmental Planner David Pyle explained that the city regulates critical areas under the state's Growth Management Act. The types of critical areas identified through the Growth Management Act are rooted in policy in the environmental policy section of the Comprehensive Plan, and the policies are implemented through the critical areas chapter of the Land Use Code. Shorelines, wetlands, streams, geologic hazard areas, flood plains and habitat for species of local importance are all regulated critical areas. Where development is proposed for an area in or within proximity of a critical area, documentation is required regarding the type of critical area and the boundaries. Sound

Transit has documented the conditions along the East Link alignment and has provided the city with a stream and wetland delineation that was performed by a qualified consultant. Their documentation includes a survey of the alignment and associated right-of-way, and overlays the alignment on top of maps that show critical areas to identify where conflicts exist. Conflicts are considered to be impacts, and impacts are identified as being either temporary or permanent. Permanent impacts are required to be mitigated with compensatory mitigation, whereas temporary impacts are required to be mitigated through restoration. Impacts to an actual stream channel are considered differently from impacts to a stream buffer. The buffer is an offset from the resource that is intended to provide protection for the resource. Other types of impacts that must be addressed are those that involve vegetation, wetlands, wetland buffers, habitat, canopy, and flood plains.

Mr. Pyle noted that as part of the design process the applicant for any development that will impact critical areas is required to follow the mitigation sequencing guidelines. Where possible, the applicant must avoid creating impacts. Where that is not possible, the impacts must be minimized, and what cannot be minimized must be mitigated. In the case of the East Link alignment Sound Transit has been working to minimize the impacts. Several changes to the design of the project have been made over the years that have reduced the level of impacts to the city's inventory of critical area resources. Where design has not been able to yield avoidance, mitigation will be provided in the form of wetland enhancement or creation in line with the ratios established by city code. Wetland creation is allowed to occur only on sites that are good candidates relative to topography and hydrology. Enhancement involves improving degraded wetlands or their buffers through such things as putting in the right type of plants and the elimination of invasive species.

East Link clearly is a big project in the city but amazingly it involves very low impacts related to wetlands and streams. The amount of permanent impact is around half an acre, and the amount of temporary impact is only 0.22 acres. The buffer impacts are somewhat greater, primarily because the alignment crosses through quite a few buffers; the permanent buffer impacts total 2.83 acres, and the temporary buffer impacts total 4.90 acres. The city has worked with Sound Transit on identifying what is called vegetation conversion, or the area under the elevated guideway. The type of vegetation that can repropagate in the vegetation conversion areas will be limited, and the vegetation in those areas will be maintained to keep it below a certain height. Sound Transit will be compensating for those impacts through mitigation. Impacts to streams are also fairly low along the alignment.

There are three environmental permit types for the East Link project. The alignment falls into the shoreline overlay in limited areas, so a shoreline substantial development permit is required. Sound Transit has demonstrated compliance with the required performance standards associated with the shoreline substantial development permit. A shoreline variance will also be required for a very small area on the north side of the South Bellevue Park and Ride where the guideway crosses over the shoreline. A variance is needed because the guideway exceeds the height limit of 35 feet for the area. There is

also the critical areas permitting component of the design and mitigation permit which will be addressed for each of the segments. Sound Transit has been asked to update its reports and the expectation is the revised reports will be handed to the city in early July.

Mr. Jackson explained that the permanent stream impacts result from relocating Sturtevant Creek near the hospital station. The alignment also crosses a couple of small streams and small wetlands. The documentation shows that Sound Transit has met the test of avoidance and minimization in line with the code requirements. The decisions relative to the entire mitigation package will be relied on to support the Committee's recommendations and decisions made relative to the mitigation permits. If additional information comes to light after the Bel-Red permit is issued, the information will be supplemented for each of the permit packets.

Mr. Pyle said one of the best ways to mitigate for permanent wetland impacts is through wetland creation. There are many locations in the city where wetlands have been filled in the past or where the hydrology would support wetland conditions if manipulation of the topography or excavation was done properly. It is fairly common for linear transportation projects to encounter wetlands that cannot be avoided. In those instances, the most common compensation is the construction of a new wetland somewhere else. The science behind the practice is fairly well established. There is an appropriate site located just north of Bel-Red Road and east of 124th Avenue NE to the north of which is an existing city retention/detention facility where the wetland conditions are very good. The site may have previously been filled. The city acquired the property many years ago and it is discussed in the Bel-Red section of the Comprehensive Plan relative to daylighting the stream, restoration of wetland conditions, and establishment of a park.

The site offers a prime opportunity to meet multiple objectives; it is a good candidate for wetland creation because of the hydrology and the topography. Sound Transit has proposed meeting the wetland fill requirement by creating a wetland on the site. To that end they have designed a project to construct a wetland condition and an engaged stream channel, which means during high flows much of the water moving through the channel will spill over into the wetland, and during low flows the hydrology will be maintained by ground water. The site has the added benefit of meeting the objectives of the Bel-Red vision.

Answering a question asked by Co-Chair Lynde, Mr. Pyle said that at one time in the past the site was likely manipulated by the property owner. The fill on the site could be excavated to expose native soils, which are good for wetland conditions. Some improvements to the soils will be needed.

Co-Chair Lynde asked what will be required for the permanent stream mitigation. Mr. Pyle said initial investigation of the site indicated that continuing mitigation further to the south was not desirable for a number of reasons. Part of the wetland mitigation will involve stream enhancement. The portion of the West Tributary that flows through the site is very degraded currently; it is overgrown with blackberries and essentially serves as a stormwater ditch. The project will improve it by providing habitat and water quality

improvement features along the channel segment. Sound Transit is also working on other stream improvement projects. There could be fish in the stream if the major barrier down by Bel-Red Road were to be removed in accord with the city's long-term goal. That will also open all of the upper reaches.

Answering a question asked by Mr. Glass, Mr. Pyle said there have been a lot of studies done that have indicated that in urban environments all the wood has been stripped out of the streams. Large woody debris is an important feature in streams in that it provides refuge and diversity as well as organic input, all of which increases the probability of fish survival.

Mr. Glass asked how the Bel-Red site fulfills the vision for a park. Mr. Pyle explained that there is an inherent conflict between park uses and preservation of resources. While the two can coexist, resources such as wetlands usually cannot be utilized directly by the public. The site includes an area of about two acres to the west and south that is suitable for park use, but the actual wetland area probably will be fenced off.

Co-Chair Mathews said the Bel-Red corridor steering committee talked about different potential park sites. Most of the areas are to the north of the light rail alignment, and some could include a substantial amount of land.

Mr. Jackson said the wetlands site was specifically identified in the Memorandum of Understanding between the city and Sound Transit relative to achieving both mitigation and park use objectives. There is an obligation to meet the mitigation standards and the site has been identified as appropriate for doing much of the work.

Answering a question asked by Ms. Derrington, Mr. Pyle said the temporary buffer impacts will be accounted for primarily along 112th Avenue SE and Bellevue Way where there is opportunity for buffer enhancement. Additionally, in the Swayolocken boat launch area there is a remnant patch of blueberry farm that Sound Transit has, in conjunction with the parks department, worked to convert back to wetland.

Ms. Derrington asked if Sound Transit has a weed control commitment, particularly for the areas that will be overshadowed by the elevated rail sections. Mr. Pyle said Sound Transit has a weed control commitment related to its restoration, enhancement and creation areas that will run for a set number of years. Once that period expires, however, they will have no obligation to maintain weeds or eliminate blackberries.

Mr. Pyle explained that the buffer around the wetland creation area is required by the Army Corps of Engineers, which has oversight over the project. Under their fairly strict requirements, created wetlands must have buffers that are attached and included. There will be a native growth easement overlaid on top of it, limiting the ability of anyone in the future seeking to develop the site with something else. Whether or not the stream will bear fish is not a factor in the wetland typing. However, the intent is for the stream to bear fish once the culverts are removed.

Co-Chair Lynde observed that the buffer adjacent to the stream on the east side is less than 25 feet wide. Mr. Pyle said that is due to the presence of the adjacent building. The idea is that as the properties redevelop under the Bel-Red vision, the site to the east will be required to provide the full width of buffer.

Co-Chair Lynde asked if the wetland is also meant to compensate for the buffer impacts along 112th Avenue SE, particularly where the alignment runs right next to the channel of Mercer Slough. Mr. Pyle said it would be difficult to parse out exactly what square footage of impact will be mitigated in a given square foot of mitigation. Where X square feet of buffer or wetland is impacted, the applicant must seek out areas to provide the required square footage of mitigation in-kind to the impact. The entire western edge of the west channel of Mercer Slough is included for buffer enhancement.

Ms. van Dijk asked if the mitigation is proportional in any way to the diversity and ecologic value of the impacted area. Mr. Pyle said the mitigation is both qualitative and quantitative. Qualitative factors are considered in the typing, which is then used to generate the amount of mitigation required. The critical areas report process includes a functions and values assessment that considers current conditions of areas that will be impacted.

Mr. Glass said there appears to be a culvert that crosses 112th Avenue SE where the alignment will be in a trench. Mr. Pyle said a span will be utilized. In some cases culverts are simply extended, though those are the exceptions. The preferred approach is to utilize an aerial crossing over the culvert.

Ms. Derrington asked if ultimately the Kelsey West Tributary Pond will be conducive to fish habitat once the stream is daylighted and the barriers are removed. Mr. Pyle said the city has a fairly extensive project in design to restore many of the wetland features of the pond. The pond is important in that it holds back a lot of water during big storm events, but system diversity has been lost.

Answering a question asked by Ms. van Dijk, Mr. Pyle explained that in a wetland delineation, upland and wetland conditions are established for use as a baseline. Lines can be established by walking the area looking for breaks in the vegetative community.

4. CAC PROVIDES SOUND TRANSIT DRAFT DOWNTOWN BELLEVUE
SEGMENT PRE-DEVELOPMENT ADVISORY DOCUMENT (MAIN
STREET TO 120TH AVENUE NE, INCLUDING BELLEVUE TRANSIT
CENTER AND HOSPITAL STATION)

Mr. Jackson said he drafted the advisory document after pouring over his notes and meeting minutes in search of the specific recommendations highlighted by the Committee. He said the document will be provided to Sound Transit prior to their submitting for a design and mitigation permit.

With regard to landscaping, Mr. Jackson said the only comment offered related to not

requiring vegetation along NE 8th Street to prevent creating a sight obstruction for vehicles, something city code would not allow anyway. During the context setting exercise there were additional items the Committee wanted to add to what is in the light rail section of the Land Use Code. It was noted that those items were included in the draft document. The Committee's discussions about the Wilburton area included treating the underneath portion of the elevated guideway, general connectivity, accessibility and safety. The Committee also asked to include direct language about recommendations to be forwarded to the station area planning team.

Mr. Jackson noted that the issue of lighting was discussed by the Committee relative to safety in general but specifically for those with disabilities. There was support for recommending the inclusion of both visual and audio cues on the platforms for all stations in Bellevue.

The Committee also talked using the same kind of tiles for the downtown station as those used on City Hall, though with a different color. One Committee member suggested the tiles should be more consistent with City Hall to have the civic/transit components work as a single cohesive unit. The Committee also discussed improving pedestrian access between the downtown station and the existing transit center, and about weather protection features at the corner; those issues are outside the purview of the Committee but will be addressed by the station area planning team.

There were discussions about formliner patterns that centered on whether or not they should be unique to the area. There was also discussion about providing restroom facilities; Sound Transit policy is not to provide restrooms but they have done so at the Tukwila station through a partnership.

Mr. Jackson said the Committee also discussed the need for additional pedestrian and bicycle access over I-405. While outside the purview of the Committee, the new NE 6th Street extension will include those amenities.

With regard to vehicle pullouts at the stations, the Committee discussed the fact that there will be no parking provided at the downtown station and only minimal parking at the hospital station. The notion of providing pullouts for vehicles at both stations was discussed. Mr. Jackson noted that the parking area associated with the hospital station will allow for passenger drop-offs and pick-ups. The problem in the downtown is that currently people coming to City Hall or the office buildings nearby are being dropped off in the middle of the travel lanes, creating backup issues.

Co-Chair Lynde referred to item 6 on page 14 of the draft and pointed out that the Committee has been clear that no station should have lighting that will have uplights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the stations.

Ms. Derrington observed that safety is mentioned on page 16 in regard to the hospital station but suggested the recommendation should be for Sound Transit to consider safety

and security for all of its facilities.

Ms. Jones agreed with the recommendation to include both audio and visual cues in the station designs. She suggested that a recommendation for including different seating heights should also be made for each of the stations in Bellevue. There was consensus among the Committee members to include a recommendation for variable seating heights.

Ms. van Dijk commented that the Committee had also discussed the need to include places for people to rest along the walkway connecting the hospital station with the hospital.

Mr. Glass said he was the one who commented on the building tiles for the downtown station. He suggested they should either match exactly or be enough different that it does not appear someone was trying to match them but missed the mark. Ms. van Dijk agreed. Ms. Jones concurred as well, adding that the tiles on the two buildings should complement or enhance. Co-Chair Mathews said his preference would be to delineate between the two buildings without being too jarring.

There was agreement to recommend the design of the downtown station should complement the City Hall development while providing distinct elements that demarcate the different uses.

With regard to formliner patterns, Mr. Glass said he was not convinced a different pattern should be used for each segment. Co-Chair Lynde noted that the Committee's conversation began with a desire to see a formliner used for the South Bellevue segment that would match the nature of Mercer Slough, and from there it evolved into possibly having a different formliner used for the walls in each segment.

John Walser, architect with Sound Transit, reminded the Committee that at the downtown station the sidewalks where the elevated guideway comes out of the tunnel are considered to be part of the station. They will be unique from other parts of the alignment where there might be retaining walls or transition walls where a patterned formliner might be used.

Mr. Glass said he would like to see the elevated guideway incorporate a pattern that is other than just plain given how prominent they will be. Ms. Jones pointed out that the issue of using a formliner for the elevated guideways had not been discussed by the Committee.

Mr. Miles said patterns are not usually used for precast beams, which the elevated guideways will be. Mr. Walser said there are options for the elevated guideway that will come down to how the contractor constructs the spans. As currently drawn, the elevated guideway structures are all smooth-faced. To add a formliner finish would essentially mean adding a thickness of concrete to the structure. That would change the design and would add weight.

Mr. Glass suggested the use of a vanity panel to dress up the structures would make them appear to be less industrial and more pleasant to look at.

Ms. van Dijk said the elevated guideways in Vancouver are kept streamlined and minimal. She suggested that if a pattern were to be added they would look busier and darker. There is something to be said for retaining a sleek look.

Ms. Jones pointed out that the guideway over I-405 will be painted green in accord with the requirements of the Washington State Department of Transportation. Mr. Jackson commented that the recommendation of the Committee with regard to the elevated structure associated with the South Bellevue station included painting the underside. Ms. Jones said she would support including a recommendation to paint the underside of the elevated guideway from the point where it leaves the downtown station to be consistent.

Ms. van Dijk said she would support simply recommending that Sound Transit pay attention to the aesthetics of elevated structures given the downtown's more urban setting.

Mr. Jackson said the artistic treatments associated with the north side of the downtown station will make it stand out as an urban station, though those treatments will not include the guideway.

There was consensus in favor of removing the recommendation regarding using a formliner pattern unique to the downtown segment from the draft document.

Mr. Walser stressed that the section of elevated guideway that crosses I-405 will conform to the specific WSDOT design criteria, which includes an upgraded and more artistic railing for the long span.

With regard to the guideway columns, Mr. Glass said he prefers the tulip design over the octagonal design. He also expressed a preference for the arched beam and said he would like to see the design used for the crossing of 116th Avenue NE as well as NE 8th Street. Mr. Walser explained that the arched beam is a structural response to the long span. It will be constructed with a balanced cantilever approach out over the active freeway. It is very expensive when compared to the guideway tubs which can be precast in most instances and simply dropped into place on the columns. For the most part, the design of the guideways is structurally driven in terms of loading, connections and support.

Mr. Jackson stated that money issues aside, it could be argued that the design of the arches is outside the scope of the Committee's jurisdiction.

Ms. Jones commented that the long span will have a graceful arch in any event. She added that the railing itself could incorporate an arch design, making it all a bit more aesthetic.

Mr. Glass allowed that the green underside paint will help quite a bit.

Ms. Derrington said she could agree to recommending that Sound Transit consider a special enhancement treatment to the crossing of NE 8th Street.

Mr. Jackson reminded the Committee that there will be redevelopment of the site to the south of the downtown station that will change the prominence of the elevated guideway. Co-Chair Mathews pointed out that there will be redevelopment in Wilburton as well.

There was consensus to add a recommendation for a signature treatment of the railing for the entire span from the downtown station to the hospital station, to paint green the underside of the entire elevated guideway, and to look for opportunities to further enhance the aesthetics of the NE 8th Street crossing.

With regard to including public restrooms, Co-Chair Mathews said he was both for and against the idea. Such facilities tend to get used a lot and can create an unpleasant environment given that it is difficult to keep them clean. There are bathrooms at the existing transit center, and City Hall is a public facility that has bathrooms.

Ms. Anderson said restrooms are a good thing, especially for the elderly or parents with young children. Ms. van Dijk said she also favored recommending them, in part because the public has called for them. If only one station is to include restrooms, it should be the downtown station.

Mr. Glass asked if the City Hall plaza remodel will include restroom facilities. Mr. Jackson said the tentative redesign for the space does not show restrooms. Mr. Glass pointed out that in addition to maintenance, public restrooms bring with them security issues. He said he would vote against including them at the station.

Ms. Derrington commented that single use bathrooms, which incorporate a single door to a single toilet, takes away the security risks. Tourists and those who do not speak the language may not be aware that they can use the facilities in City Hall or other public places. Having bathroom facilities available is a nice touch; not having them can lead to unsavory results.

Ms. Anderson asked if Sound Transit would be responsible for maintaining restrooms if they include them at a station. Mr. Jackson allowed that would be the case. The restrooms at the Tukwila station was provided through a joint agreement between Sound Transit and King County Metro and both entities share the responsibility.

Ms. Jones commented that the number of riders at the downtown station is projected to be quite high. She said she was suspicious that the restroom facilities available at the current transit center would be sufficient to serve both uses.

Co-Chair Mathews pointed out that most who will be coming into the downtown via transit will be workers in buildings that have restroom facilities, so the demand may not be that high at the station itself.

There was consensus to retain the recommendation for Sound Transit to provide restroom facilities in the downtown station design.

Co-Chair Mathews argued against recommending pullouts at the downtown and hospital stations. He said they would only make bad traffic even worse.

Mr. Jackson said what was discussed by the Committee was recommending a pullout for vehicles at the downtown station and a pullout for buses at the hospital station. He stressed, however, that the issue is outside the purview of the Committee, though it will be addressed by the station area planning team.

There was consensus to remove the recommendation for pullouts.

Mr. Glass said he would like to see the Committee recommend an overpass or a tunnel to facilitate in getting pedestrians to and from the downtown station. Shelters alone are not very functional.

Co-Chair Lynde disagreed and said another elevated walkway is not needed. Typically those who bus or will ride the train to and from work carry raingear with them. Better shelters on the corners for those who are waiting for a walk light would be advantageous.

There was agreement not to change the recommendation regarding shelter at the corners. There also was agreement to revise the draft document as directed and to transmit it to Sound Transit.

There was consensus to add the notion of variable seating height to the recommendation for all of the stations.

The Committee briefly reviewed the calendar, noting that a third meeting would be slated for July.

5. PUBLIC COMMENT

Mr. Howard Katz representing the Bellevue Network on Aging said there will be traffic impacts associated with drop-offs and pick-ups. He said people making the U-turn on NE 8th Street in order to access Whole Foods need to get over to the right as quickly as possible, but that creates backups. Additionally, the only way to get to SR-520 now is to use NE 10th Street, so traffic flow on that road has increased. Another lane is needed. No matter the time of day, the signals on NE 8th Street do not take into account the traffic patterns. Drop-offs and pick-ups will create backups and the signals should take that into account.

Mr. Jackson said the city is actively making improvements to the signal system.

Mr. Patrick Bannon with the Bellevue Downtown Association said the membership of the organization and the downtown community in general is united in wanting all of the light

rail stations to perform well and have all of the amenities that will encourage ridership. Complete weather protection is an absolute must and the BDA intends to work closely with Sound Transit in making sure the amenity is included.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:17 p.m.

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DESIGNED BY:
A. BOTTMAN-HAASE
DRAWN BY:
A. BOTTMAN-HAASE
CHECKED BY:
C. DOWELL
APPROVED BY:
B. TISCARENO

7349 REGISTERED ARCHITECT
ROBERT TISCARENO
STATE OF WASHINGTON

TISCARENO ASSOCIATES
ARCHITECTURE + URBAN DESIGN

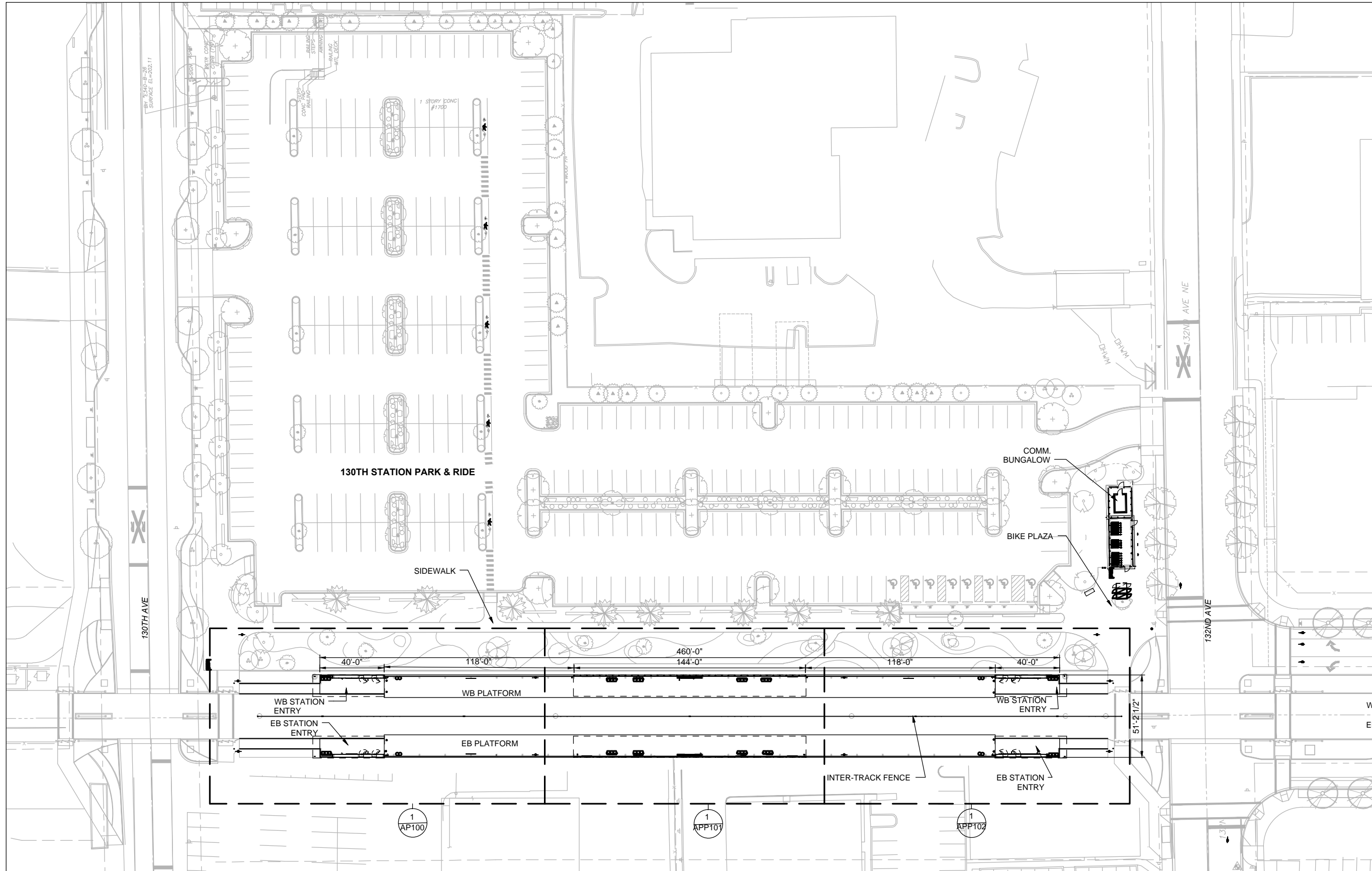
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FINAL DESIGN PARTNERS.

SOUNDTRANSIT

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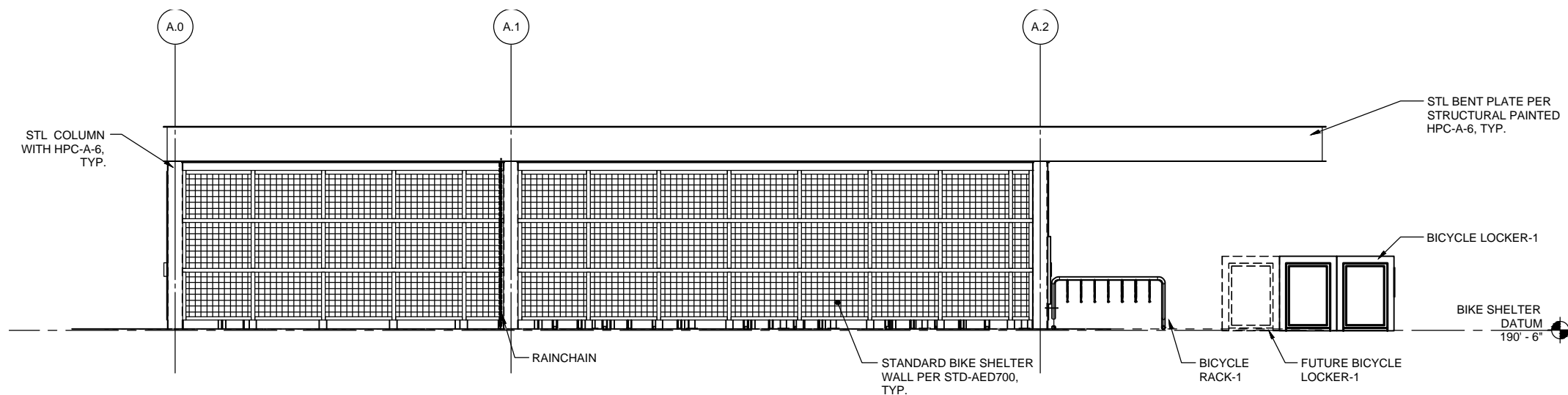
EAST LINK EXTENSION
CONTRACT E340
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130TH STATION - ARCHITECTURAL
SITE
SITE PLAN - OVERALL

DRAWING No.:
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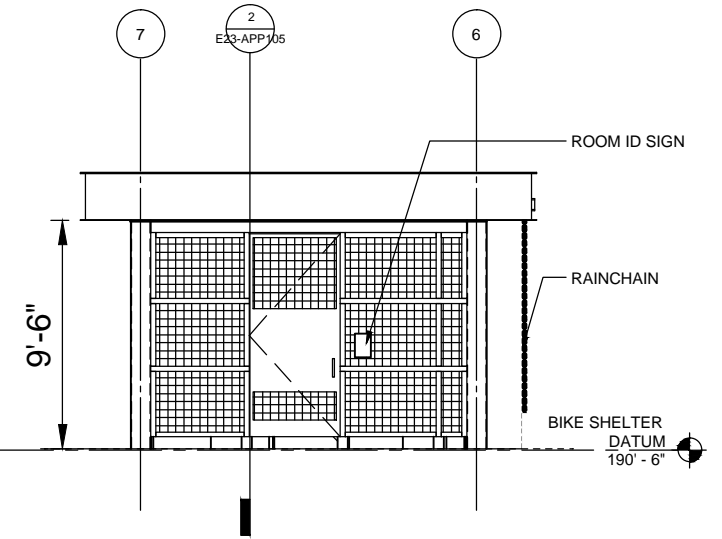
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WEST ELEVATION - BIKE SHELTER

SCALE: 1/4" = 1'-0"

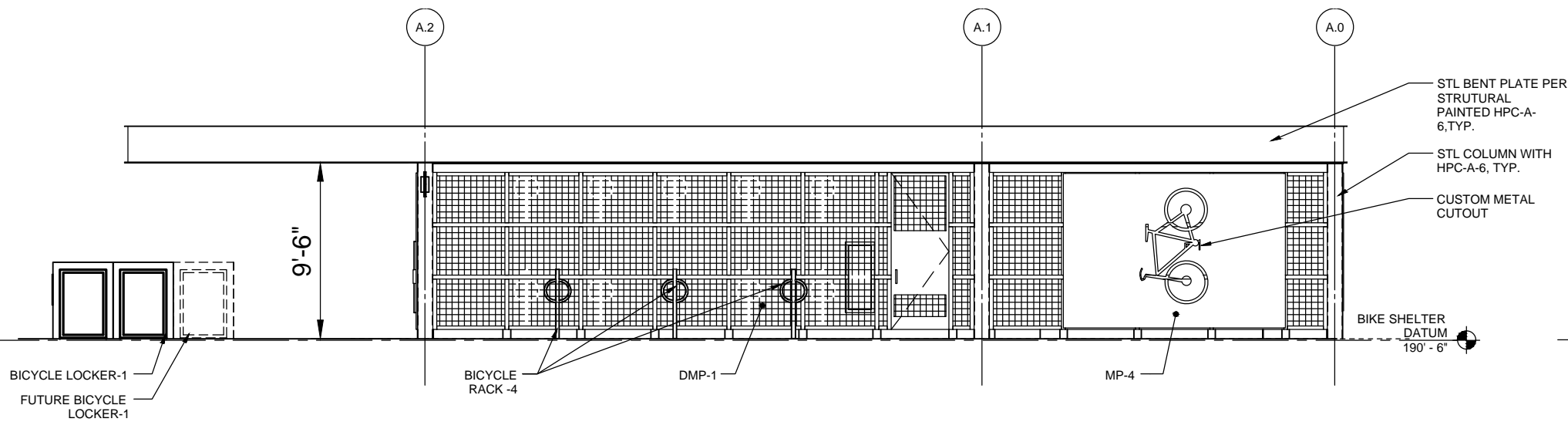
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E23-AEE013
E23-APP103



NORTH ELEVATION - BIKE SHELTER

SCALE: 1/4" = 1'-0"

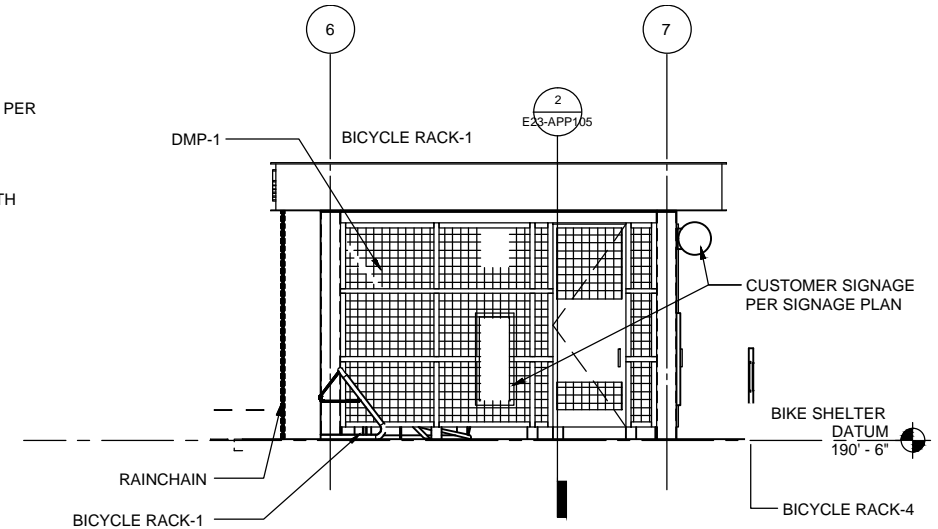
2
E23-AEE013
E23-APP103



EAST ELEVATION - BIKE SHELTER

SCALE: 1/4" = 1'-0"

3
E23-AEE013
E23-APP103



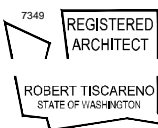
SOUTH ELEVATION - BIKE SHELTER

SCALE: 1/4" = 1'-0"

4
E23-AEE013
E23-APP103

60% SUBMITTAL

DESIGNED BY:
A. BOTTMAN-HAASE
DRAWN BY:
A. BOTTMAN-HAASE
CHECKED BY:
C. DOWELL
APPROVED BY:
B. TISCARENO



TISCARENO ASSOCIATES
ARCHITECTURE + URBAN DESIGN

SUBMITTED BY:



DATE:

REVIEWED BY:



DATE:

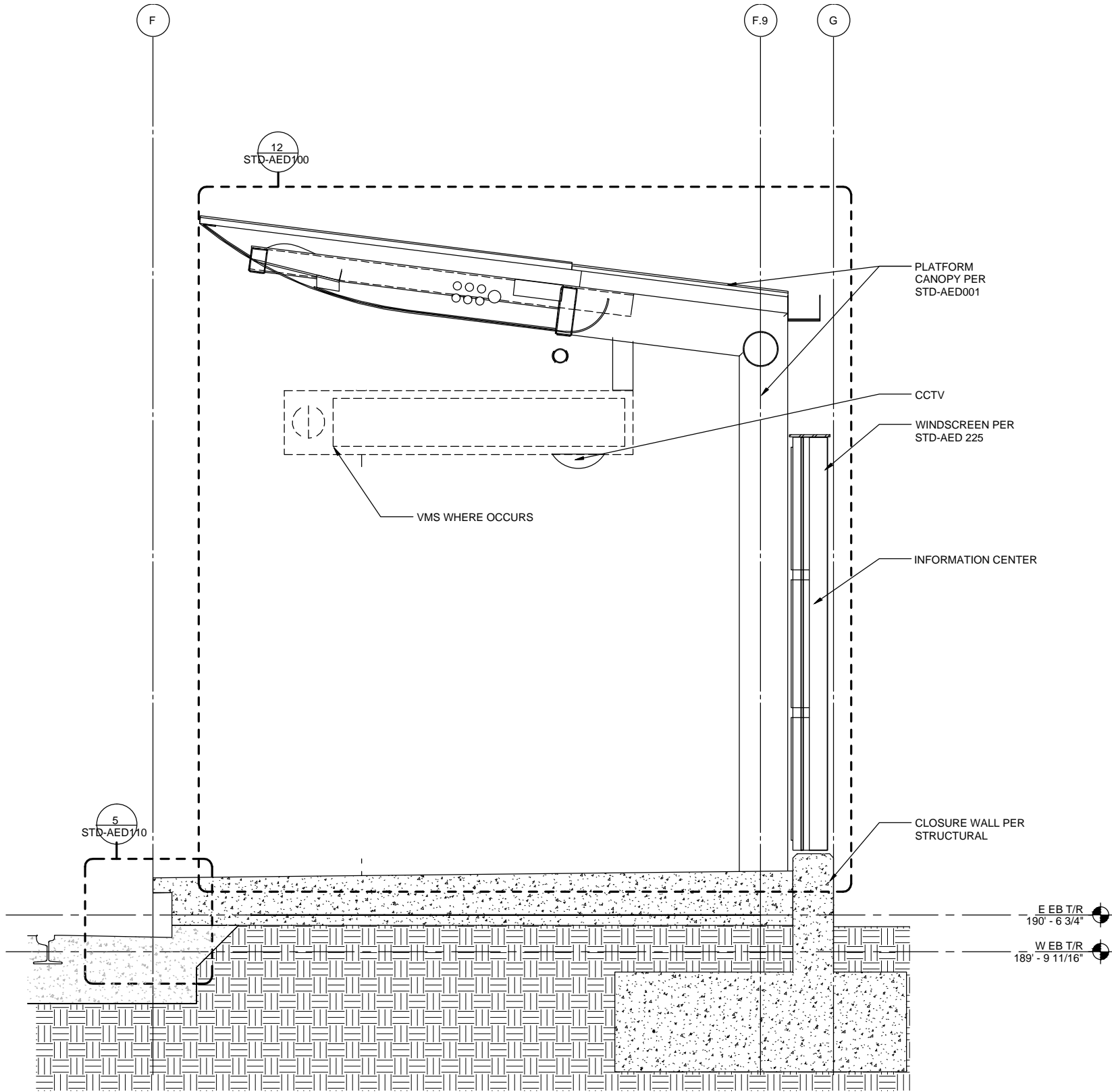
SCALE:
1/4" = 1' 0"
FILENAME:
E340-E23-AEE013
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
BIKE SHELTER

DRAWING No.:
E23-AEE013
LOCATION ID:
TBD
SHEET No.:
890
REV:
0

XREF LIST:
E340-GB-TB22x34
GB-SEAL-R_77349

ORIGINATED BY: / DATE: / CORRECTED BY: / DATE: /
CHECKED BY: / DATE: / VERIFIED BY: / DATE: /
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60% SUBMITTAL						
No.	DATE	DSN	CHK	APP	REVISION	

DESIGNED BY:	A. BOTTMAN-HAASE
DRAWN BY:	A. BOTTMAN-HAASE
CHECKED BY:	C. DOWELL
APPROVED BY:	B. TISCARENO

7349 REGISTERED ARCHITECT

ROBERT TISCARENO
STATE OF WASHINGTON

TISCARENO ASSOCIATES
ARCHITECTURE + URBAN DESIGN

SUBMITTED BY:

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE

DATE:

REVIEWED BY:

SOUNDTRANSIT

SCALE:
3/4" = 1'-0"

FILENAME:
E340-E23-AEX630

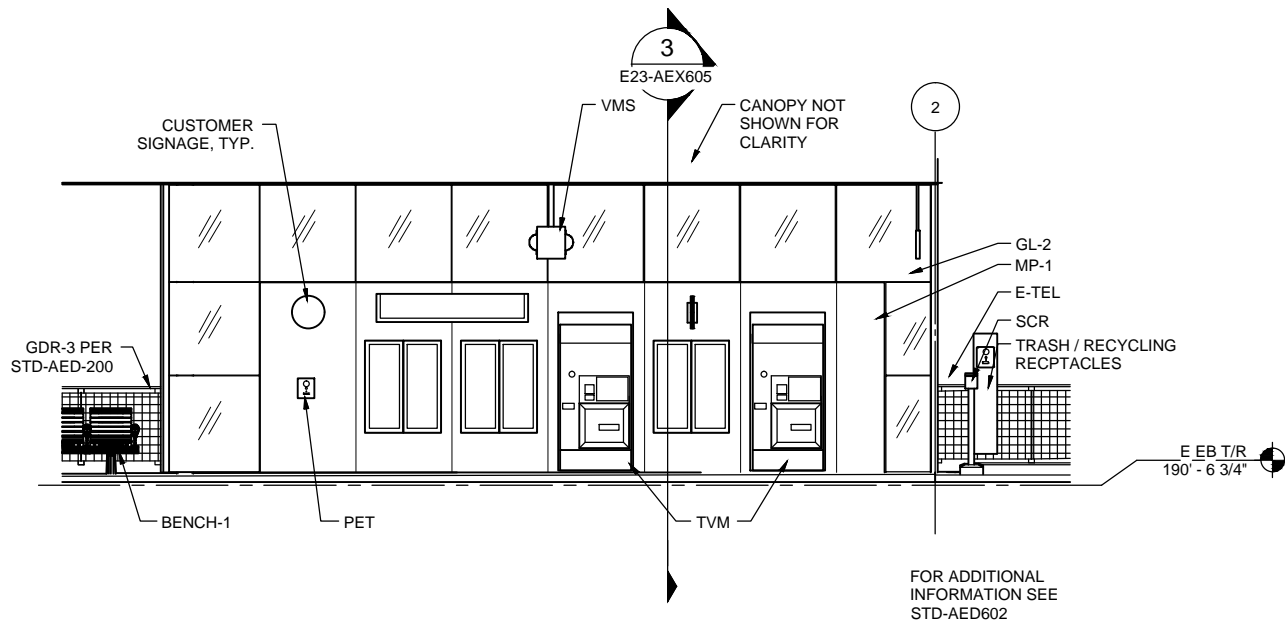
CONTRACT No.:
RTA/LR XXXX-XX

DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - ARCHITECTURAL
SECTIONS
PLATFORM CANOPY

DRAWING No.:	E23-AEX630
LOCATION ID:	TBD
SHEET No.:	893
REV:	0

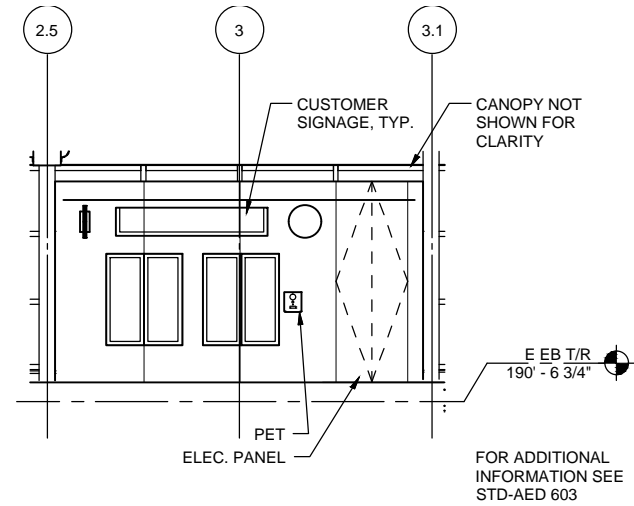
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GB-SEAL-R_77349



TYPICAL ELEVATION AT ENTRY

SCALE: 1/4" = 1'-0"

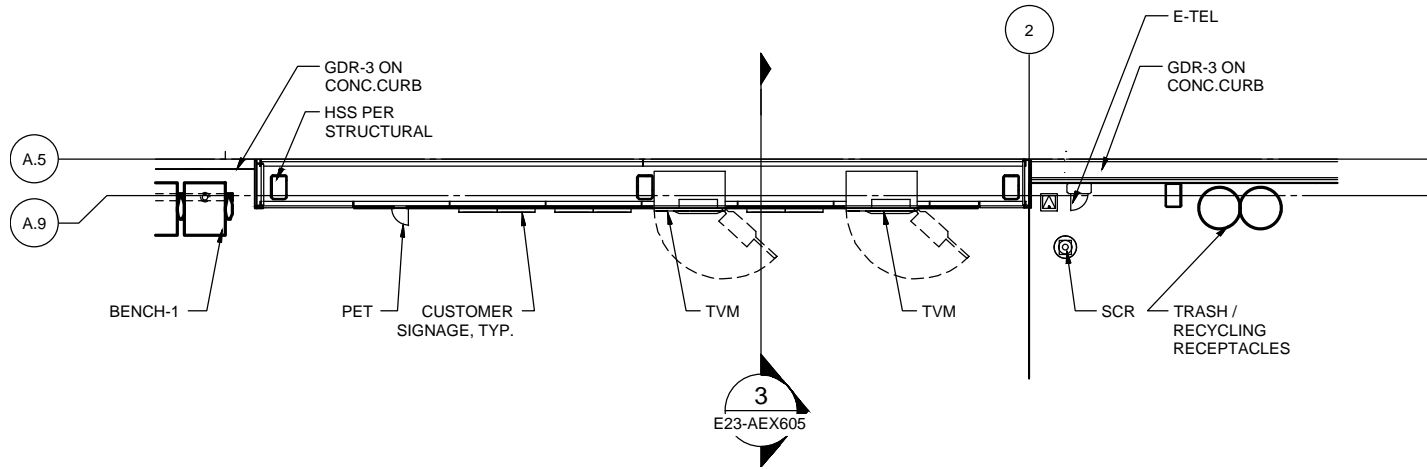
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E23-APP104
E23-AEE011



TYPICAL ELEVATION AT INFO. CENTER

SCALE: 1/4" = 1'-0"

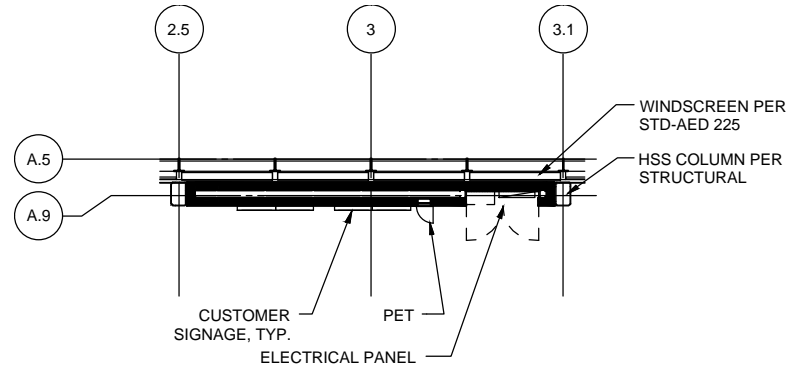
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E23-APP104
E23-AEE011



TYPICAL ENLARGED PLAN AT ENTRY

SCALE: 1/4" = 1'-0"

3
E23-APP104
E23-APP100



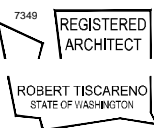
TYPICAL ENLARGED PLAN AT INFO. CENTER

SCALE: 1/4" = 1'-0"

4
E23-APP104
E23-APP101

60% SUBMITTAL

DESIGNED BY:
A. BOTTMAN-HAASE
DRAWN BY:
A. BOTTMAN-HAASE
CHECKED BY:
C. DOWELL
APPROVED BY:
B. TISCARENO



TISCARENO
ASSOCIATES
ARCHITECTURE + URBAN DESIGN



LINE IS 1" AT
FULL SCALE



SCALE:
1/4" = 1'-0"
FILENAME:
E340-E23-APP104
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - ARCHITECTURAL
ENLARGED PLAN / ELEVATIONS
ENTRY AND INFO CENTER

DRAWING No.:
E23-APP104
LOCATION ID:
TBD
SHEET No.:
895
REV:
0

ORIGINATED BY: / DATE: /

CHECKED BY: / DATE: /

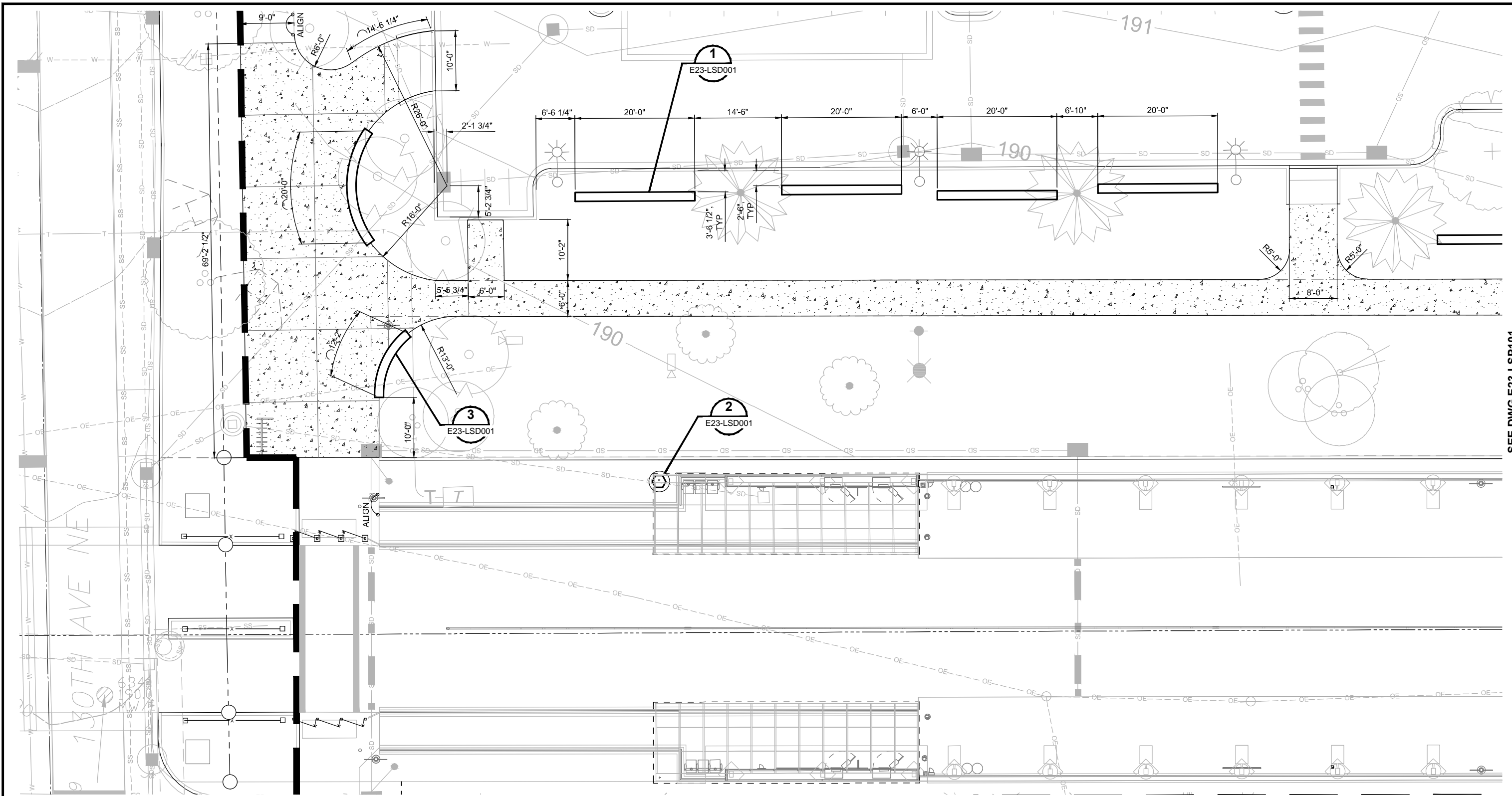
BACK-CHECKED BY: / DATE: /

07/08/13 | 9:06 AM | CALDWELL

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ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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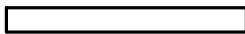
DESIGNED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



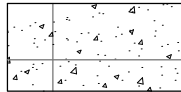
SITE PLAN SYMBOLS KEY



SEAT WALL



GABION SCREENING WALL



12' x 12' PLAZA SCORING ON PERVIOUS CONCRETE

NOTES:

1. ALL MEASUREMENTS TAKEN FROM CURBLINES ARE DIMENSIONED FROM THE BACK OF CURB.
2. ALL ARC LENGTHS AT SEATWALLS ARE MEASURED FROM THE EDGE OF PAVING.



60% SUBMITTAL

DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
CHECKED BY:
A. WEST
APPROVED BY:
M. YAMAGUCHI



MASATOSHI YAMAGUCHI
LICENSE NO. 371
EXPIRES ON:

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS
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Seattle, WA 98144
Tel: 206.292.9392
www.nakanolandscape.com

SUBMITTED BY:



DATE:

REVIEWED BY:



DATE:

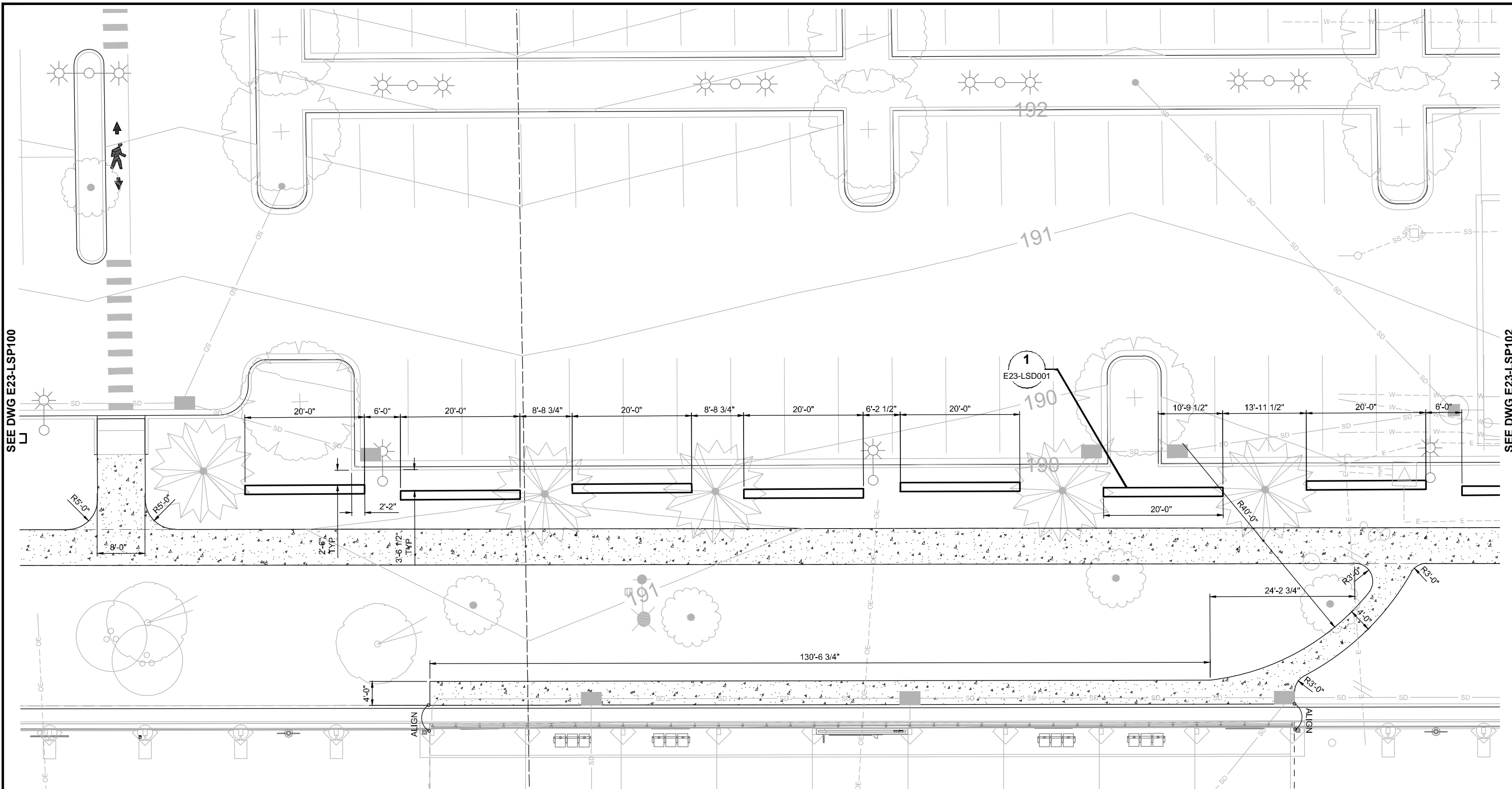
SCALE:
1/8" = 1'-0"
FILENAME:
E340-E23-LSP100
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
HARDSCAPE PLAN - WEST

DRAWING No.:
E23-LSP100
LOCATION ID:
TBD
SHEET No.:
904
REV:
0

XREF LIST:
GB-SEAL-MY371
xEL-1131m
xEL-1131f
xEL-1134m
xEL-1134f
xES40-E23-APP100
xES40-L87-CAP100
xES40-L87-CBP400
xES40-P23-CMP100
xES40-L87-CPP100
xES40-E23-LPP100
xES40-E23-LSP100
xES40-P23-CRP100
xES40-GB-TB22X34
xEL-1131m
xEL-1134m
xES40-P23-CLP100
xES40-L87-UCP100
xEL-1131m
xEL-1134m
xES40-L87-LPP100
xES40-E23-ARP300
xES40-P23-CPP100
xES40-P23-CRP100
xES40-L87-CMP100
xES40-L87-CRP100
xES40-L87-CDP100
xES40-L87-CLP100
xEL-1131f
xES40-E23-SFP100

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BACK-CHECKED BY: / DATE: /
07/11/13 | 5:44 AM | CALDWELL
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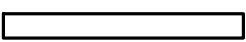
SEE DWG E23-LSP100

SEE DWG E23-LSP102

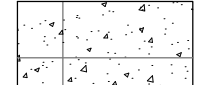
SITE PLAN SYMBOLS KEY



SEAT WALL



GABION SCREENING WALL



12' x 12' PLAZA SCORING ON PERVIOUS CONCRETE

NOTES:

1. ALL MEASUREMENTS TAKEN FROM CURBLINES ARE DIMENSIONED FROM THE BACK OF CURB.



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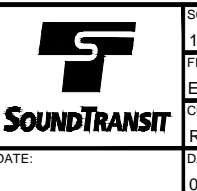
DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
CHECKED BY:
A. WEST
APPROVED BY:
M. YAMAGUCHI



NAKANO ASSOCIATES
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Seattle, WA 98144
Tel: 206.292.9392
www.nakanassociates.com

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE



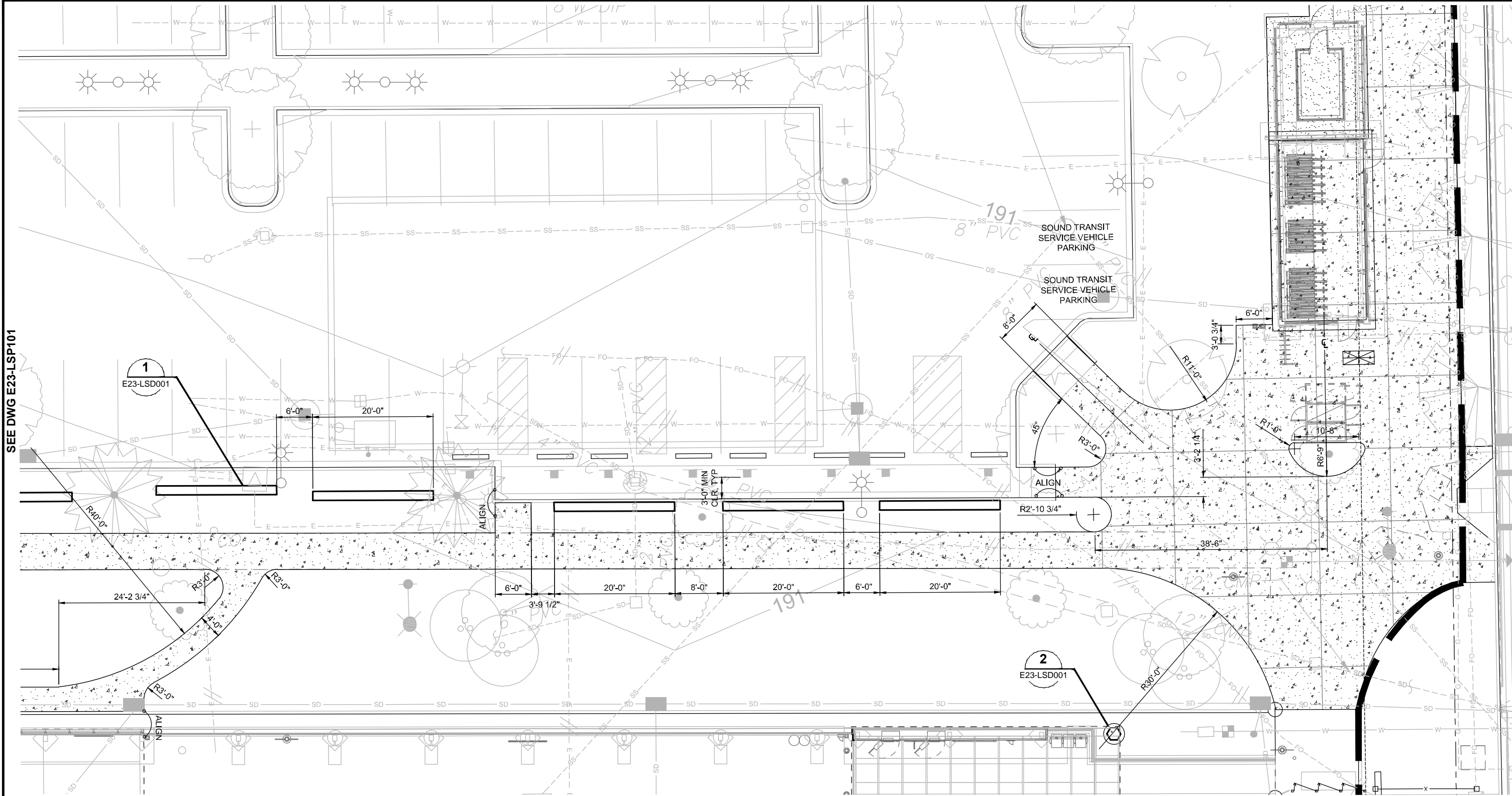
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FILENAME:
E340-E23-LSP101
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
HARDSCAPE PLAN - CENTRAL

DRAWING No.:
E23-LSP101
LOCATION ID:
TBD
SHEET No.:
905
REV:
0

XREF LIST:
GB-SEAL-MY371
NEL-1131m
NEL-1131f
NEL-1134m
NEL-1134f
E340-E23-APP100
E340-L87-CAP100
E340-L87-CBP400
E340-P23-CMP100
E340-L87-DPP100
E340-E23-LPP100
E340-E23-LSP100
E340-P23-CRP100
E340-GB-TB22X34
NEL-1131m
NEL-1134m
E340-P23-CLP100
E340-L87-UCP100
NEL-1131m
NEL-1134m
E340-L87-LPP100
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E340-L87-CLP100
NEL-1131f
E340-E23-SFP100

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ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
VERIFIED BY: / DATE: /



SITE PLAN SYMBOLS KEY

- SEAT WALL
- GABION SCREENING WALL
- GRAVEL
- 12' x 12' PLAZA SCORING ON PERVIOUS CONCRETE

NOTES:

- ALL MEASUREMENTS TAKEN FROM CURBLINES ARE DIMENSIONED FROM THE BACK OF CURB.



60% SUBMITTAL

DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
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A. WEST
APPROVED BY:
M. YAMAGUCHI



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Seattle, WA 98144
Tel: 206.292.9392
www.nakanolandscape.com



SCALE:
1/8" = 1'-0"
FILENAME:
E340-E23-LSP102
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
HARDSCAPE PLAN - EAST

DRAWING No.:
E23-LSP102
LOCATION ID:
TBD
SHEET No.:
906
REV:
0

XREF LIST:
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X/E340-L87-CMP100
X/EL-1131r
X/EL-1131f
X/EL-1134r
X/EL-1134f
X/E340-L87-RPP100
X/E340-E23-APP100
GB-SEAL-MY371
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X/E340-P23-CLP100



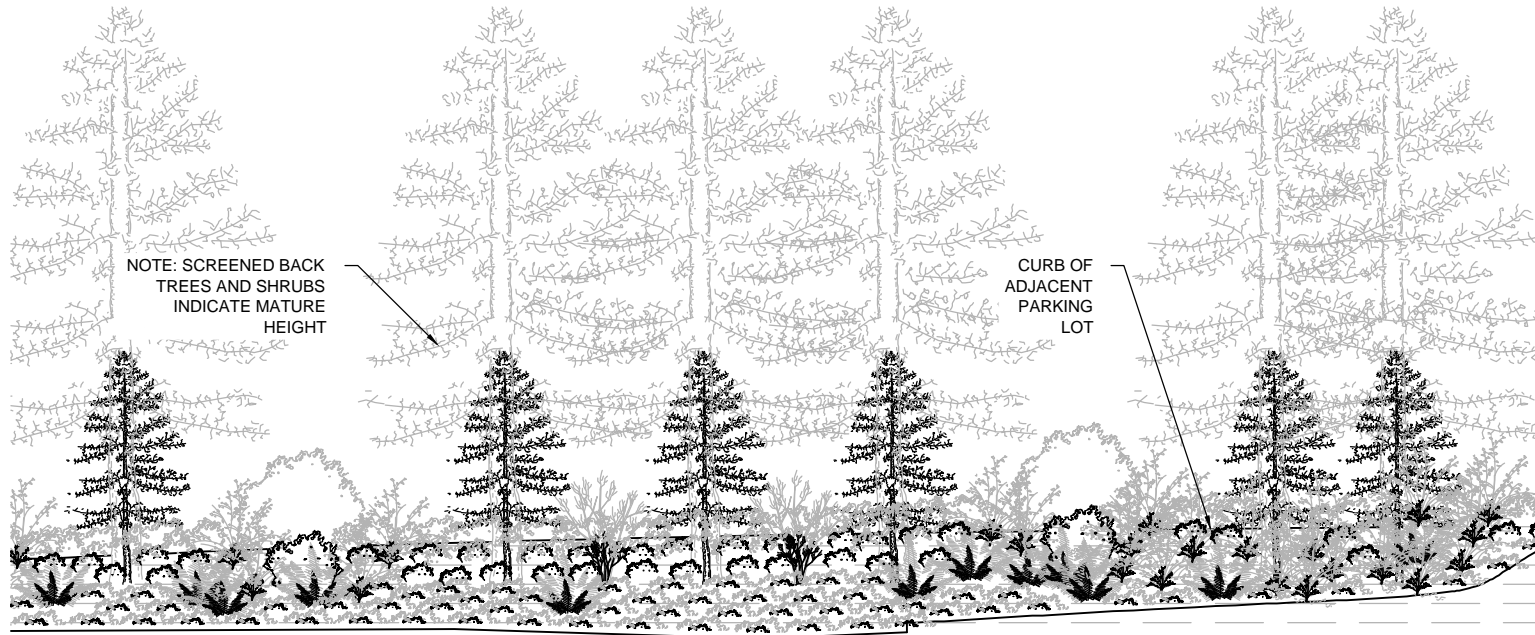
SCREENING ALONG INTERIOR PROPERTY BOUNDARY - NORTH

SCALE: 1" = 5'-0"

1
E23-LSE001

FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE ABOVE



SCREENING ALONG INTERIOR PROPERTY BOUNDARY - NORTH

SCALE: 1" = 5'-0"

1
E23-LSE001

ORIGINATED BY: / DATE: /
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BACK-CHECKED BY: / DATE: /
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60% SUBMITTAL

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
CHECKED BY:
A. WEST
APPROVED BY:
M. YAMAGUCHI



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Seattle, WA 98144
Tel: 206.292.9392
www.nakanassociates.com

SUBMITTED BY:



DATE:

REVIEWED BY:

LINE IS 1" AT
FULL SCALE



DATE:

SCALE:
1" = 5'-0"
FILENAME:
E340-E23-LSE001
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
ELEVATIONS

DRAWING No.:
E23-LSE001
LOCATION ID:
TBD
SHEET No.:
907
REV:
0

XREF LIST:
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GB-SEAL-MY311
E340-GB-TB22X34
E340-E23-LP100
E340-P23-CRX100

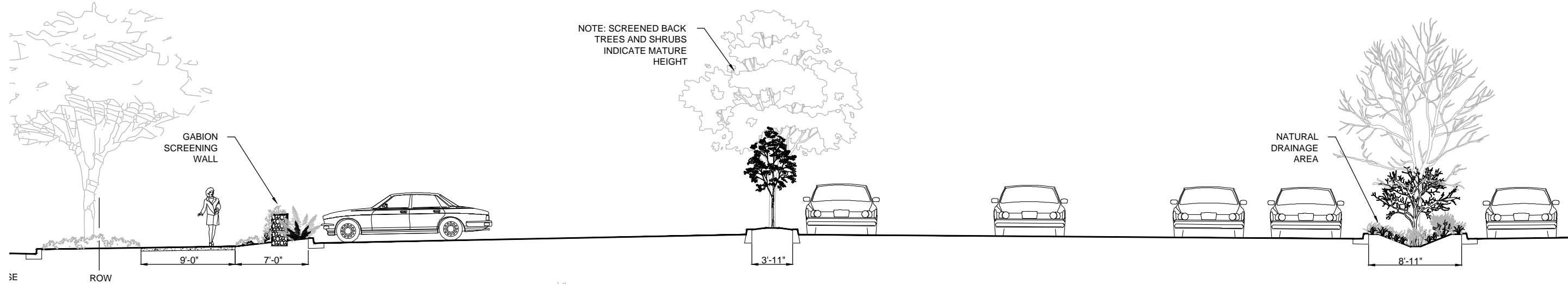
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CHECKED BY: / DATE: /
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07/11/13 | 5:44 AM | CALDWELL
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VERIFIED BY: / DATE: /

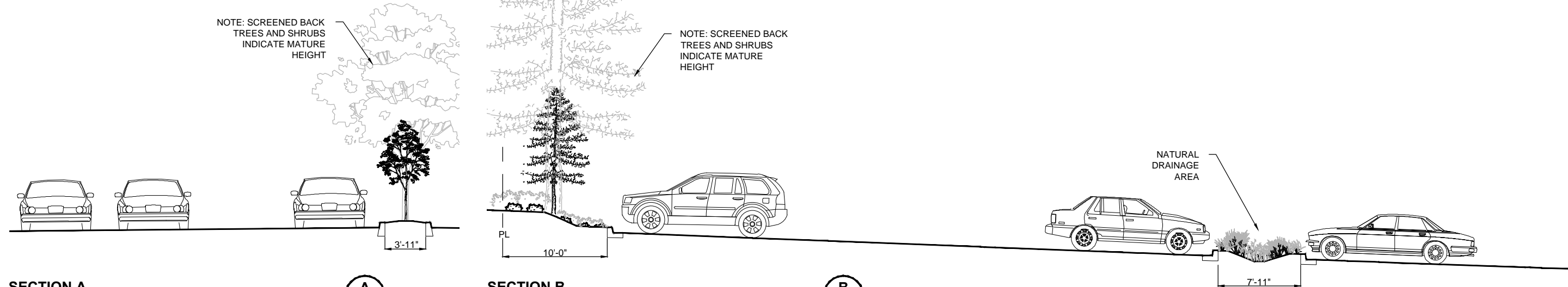
CORRECTED BY: / DATE: /

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION SEE ABOVE

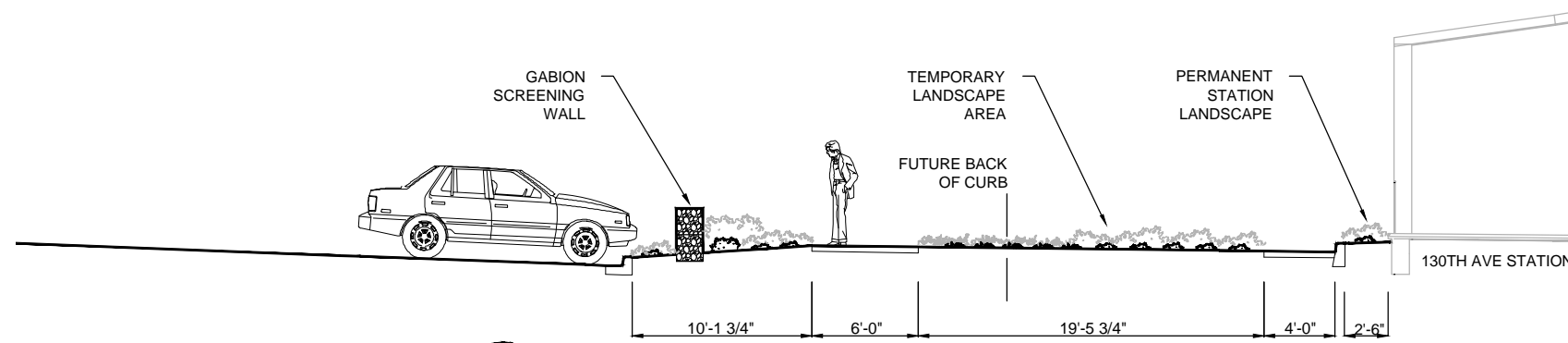


SECTION A
SCALE: 1" = 5'-0"
A
E23-LSX001



SECTION A
SCALE: 1" = 5'-0"
A
E23-LSX001

SECTION B
SCALE: 1" = 5'-0"
B
E23-LSX001



SECTION B
SCALE: 1" = 5'-0"
B
E23-LSX001

FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE BELOW

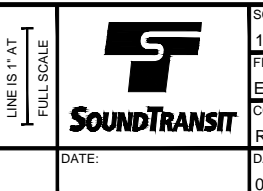
60% SUBMITTAL

DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
CHECKED BY:
A. WEST
APPROVED BY:
M. YAMAGUCHI



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Seattle, WA 98144
Tel: 206.292.9392
www.nakanolandscape.com

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FINAL DESIGN PARTNERS.
SUBMITTED BY: / DATE: / REVIEWED BY: / DATE: /



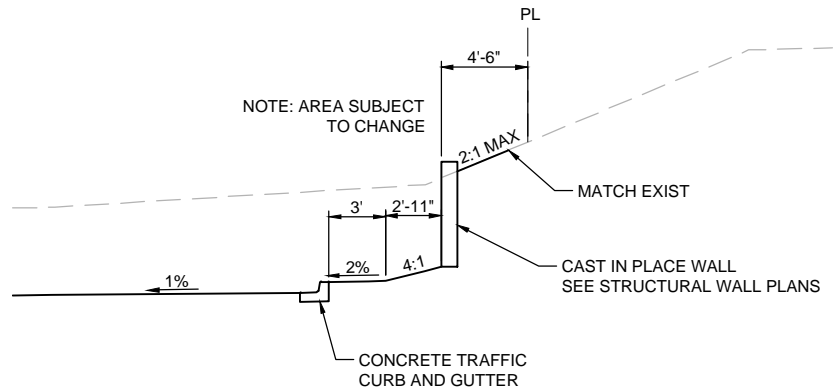
SCALE:
1" = 5'-0"
FILENAME:
E340-E23-LSX001
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

**EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
SECTIONS**

DRAWING No.:
E23-LSX001
LOCATION ID:
TBD
SHEET No.:
908
REV:
0

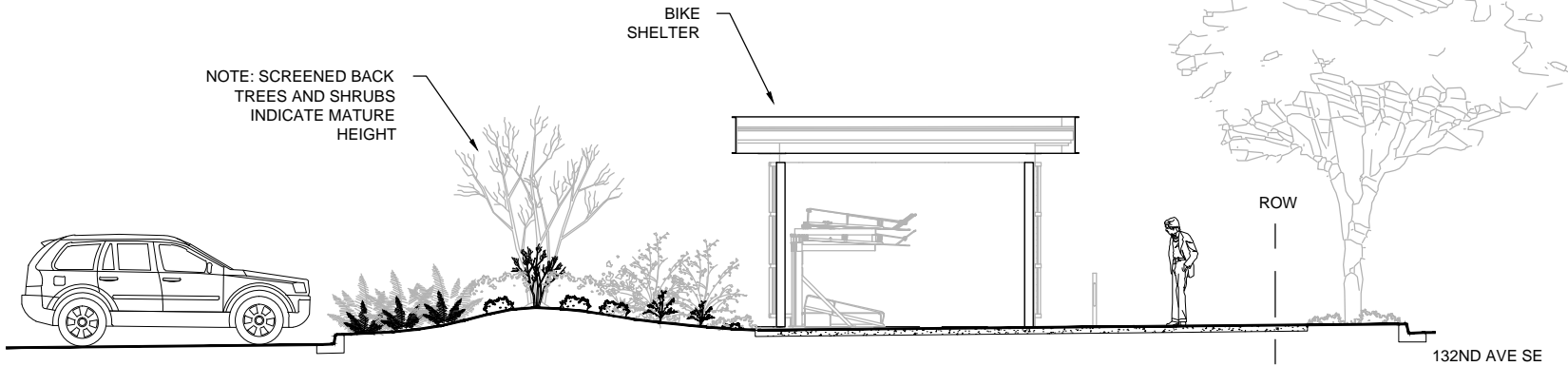
No.	DATE	DSN	CHK	APP	REVISION

XREF LIST:
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GB-SEAL-MY371
E340-GB-TB22X34
E340-E23-LSP100
E340-P23-CRX100



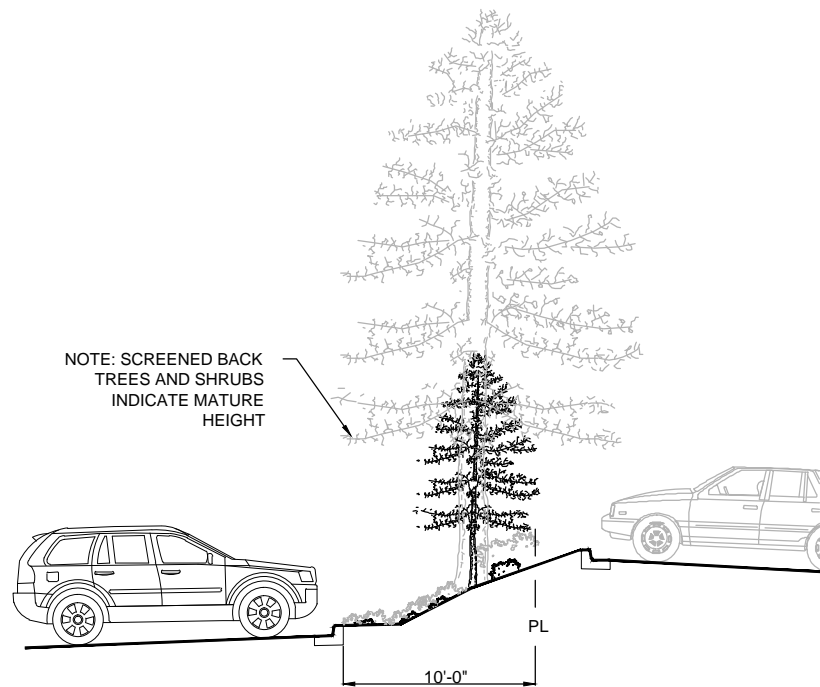
SECTION C
SCALE: 1" = 5'-0"

C
E23-LSX002



SECTION D
SCALE: 1" = 5'-0"

D
E23-LSX002



SECTION E
SCALE: 1" = 5'-0"

E
E23-LSX002

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
07/11/13 | 5:44 AM | CALDWELL
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60% SUBMITTAL

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
I. OTTESEN
DRAWN BY:
H. BAUMANN
CHECKED BY:
A. WEST
APPROVED BY:
M. YAMAGUCHI



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Seattle, WA 98144
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www.nakanassociates.com



LINE IS 1" AT
FULL SCALE



SCALE:
1" = 5'-0"
FILENAME:
E340-E23-LSX002
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - LANDSCAPE
SECTIONS

DRAWING No.:
E23-LSX002
LOCATION ID:
TBD
SHEET No.:
909
REV:
0

Figure 2

130th Station: Entrance from 132nd Ave NE



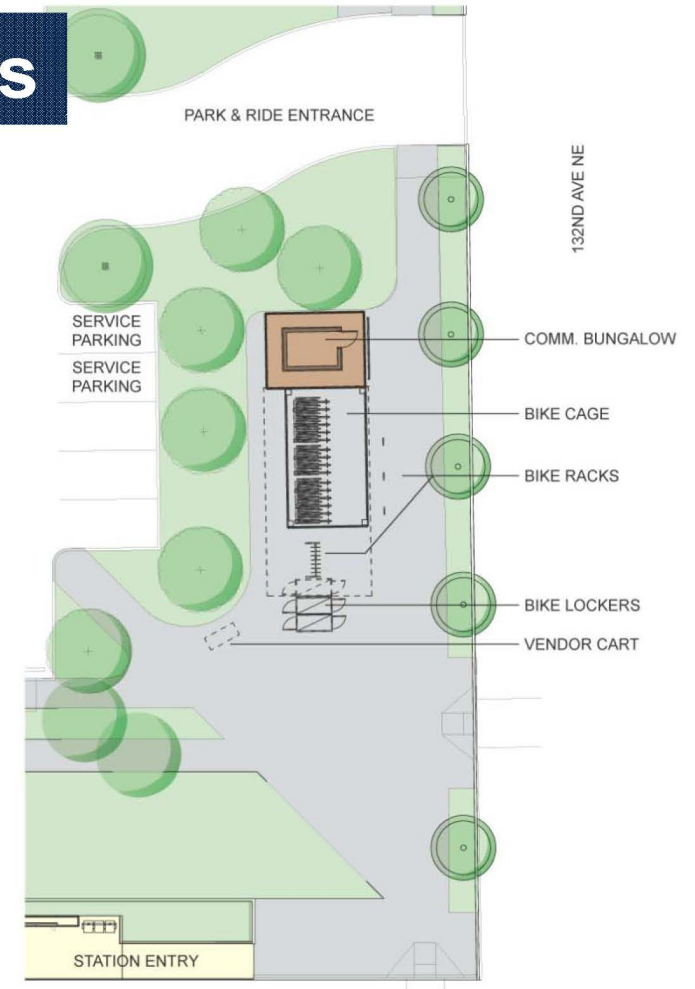


Figure 3



Figure 7

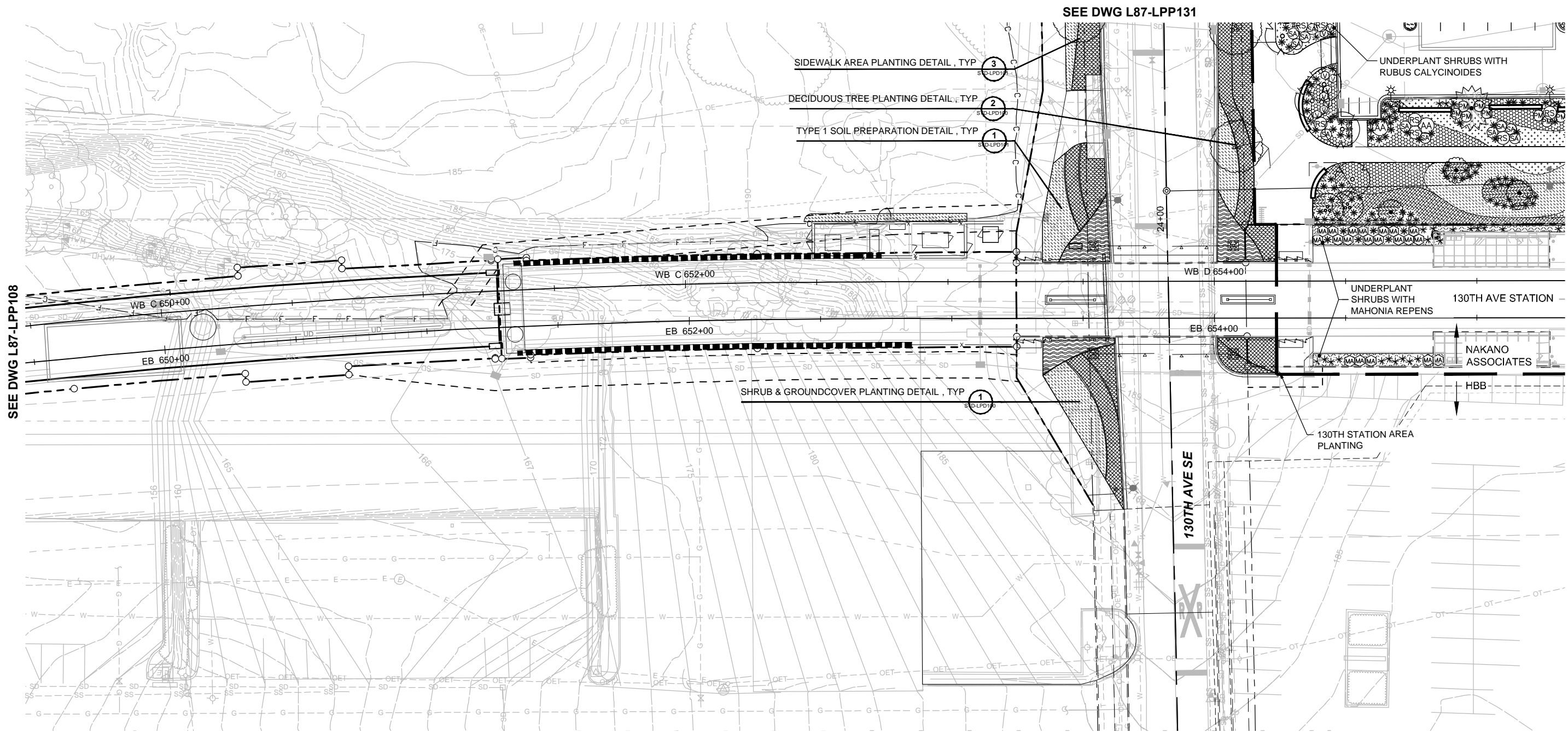
130th Station: Ancillary Structures



XREF LIST:
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#E340-L87-CMP100
#E340-L87-KAP100
#E340-L87-RPP100
#E340-L87-RZV020
#E340-L87-UCP100
#EL-1131fx
#EL-1131fx
#EL-1131fx
#E340-GB-TB2x34
#E340-L87-LPP100
#E340-L87-CRP100
#E340-L87-LMP100
#E340-L87-LMP200
#E340-L87-JEP100
#E340-P23-CRP100
#E340-P23-CMP100
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#EL-1131fx
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



NOTES:

- 1. SEE SHEET L87-LPS100 FOR CORRIDOR PLANT SCHEDULE.
- 2. SEE SHEET L87-LPS102 FOR 130TH STATION PLANT SCHEDULE.

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS
853 Hiawatha Place S. Tel: 206.292.9392
Seattle, WA 98144 www.nakanolandscape.com



SCALE:
1" = 20'
FILENAME:
E340-L87-LPP109
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP109
LOCATION ID:
TBD
SHEET No.:
538
REV:
0

60% SUBMITTAL					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
J. VONG/I.OTTESSEN
DRAWN BY:
M. OVIIR/H. BAUMANN
CHECKED BY:
J. HOWARD/A. WEST
APPROVED BY:
J. VONG/M.YAMAGUCHI

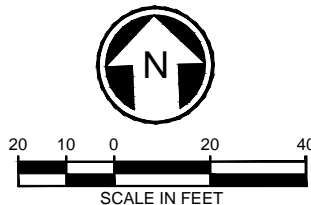
JULIET B. VONG
LICENSE NO. 857
EXPIRES ON:

SUBMITTED BY:

DATE:

REVIEWED BY:

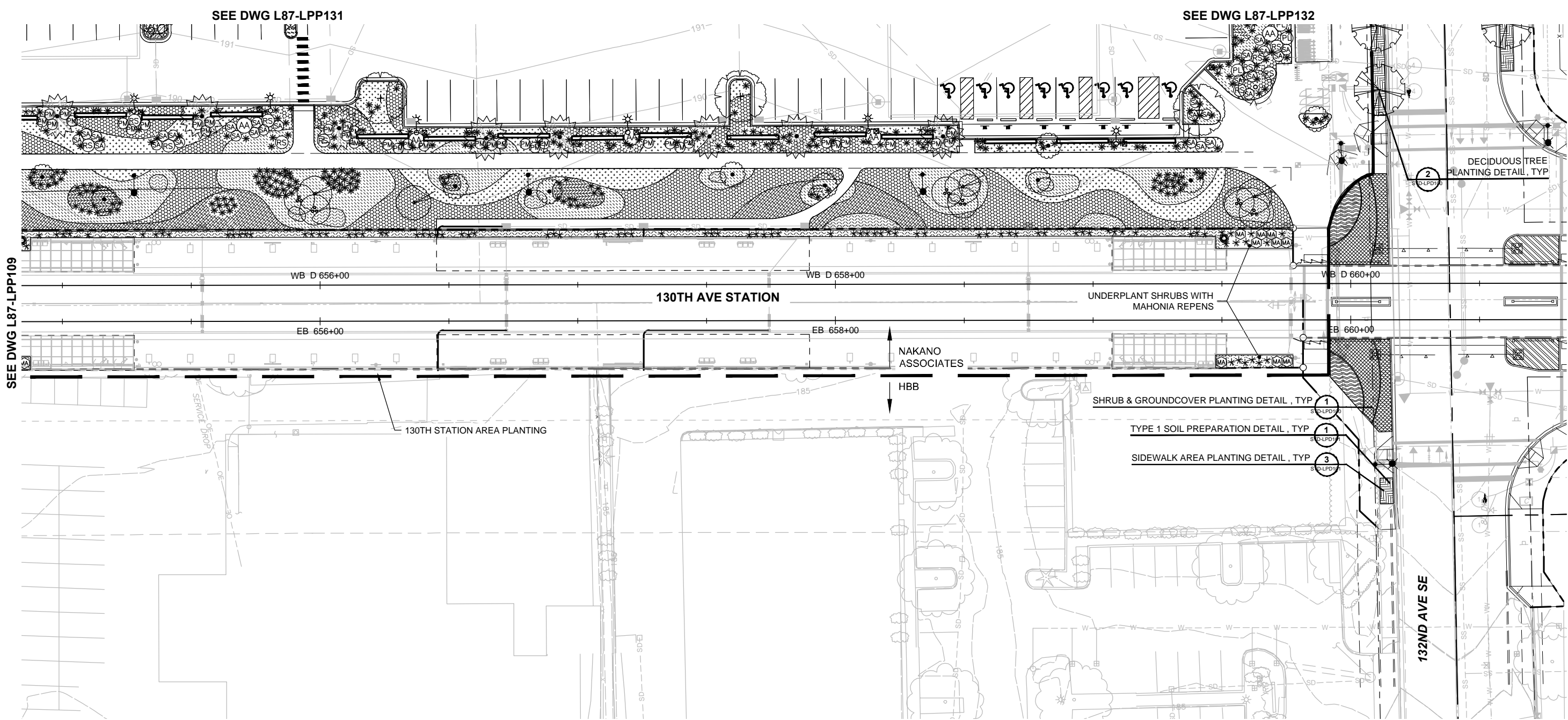
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /



- NOTES:
- 1. SEE SHEET L87-LPS100 FOR CORRIDOR PLANT SCHEDULE.
 - 2. SEE SHEET L87-LPS102 FOR 130TH STATION PLANT SCHEDULE.

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS
853 Hiawatha Place S. Tel: 206.292.9392
Seattle, WA 98144 www.nakanassociates.com



SCALE:
1" = 20'
FILENAME:
E340-L87-LPP110
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP110
LOCATION ID:
TBD
SHEET No.:
539
REV:
0

60% SUBMITTAL					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
J. VONG/ I. OTTESEN
DRAWN BY:
M. OVIIR/H. BAUMANN
CHECKED BY:
J. HOWARD/ A. WEST
APPROVED BY:
J. VONG/ M. YAMAGUCHI

JULIE B. VONG
LICENSE NO. 857
EXPIRES ON:

SUBMITTED BY:

DATE:

REVIEWED BY:

DATE:

XREF LIST:
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#E340-L87-CLP100
#E340-L87-CPP100
#EL-1131g
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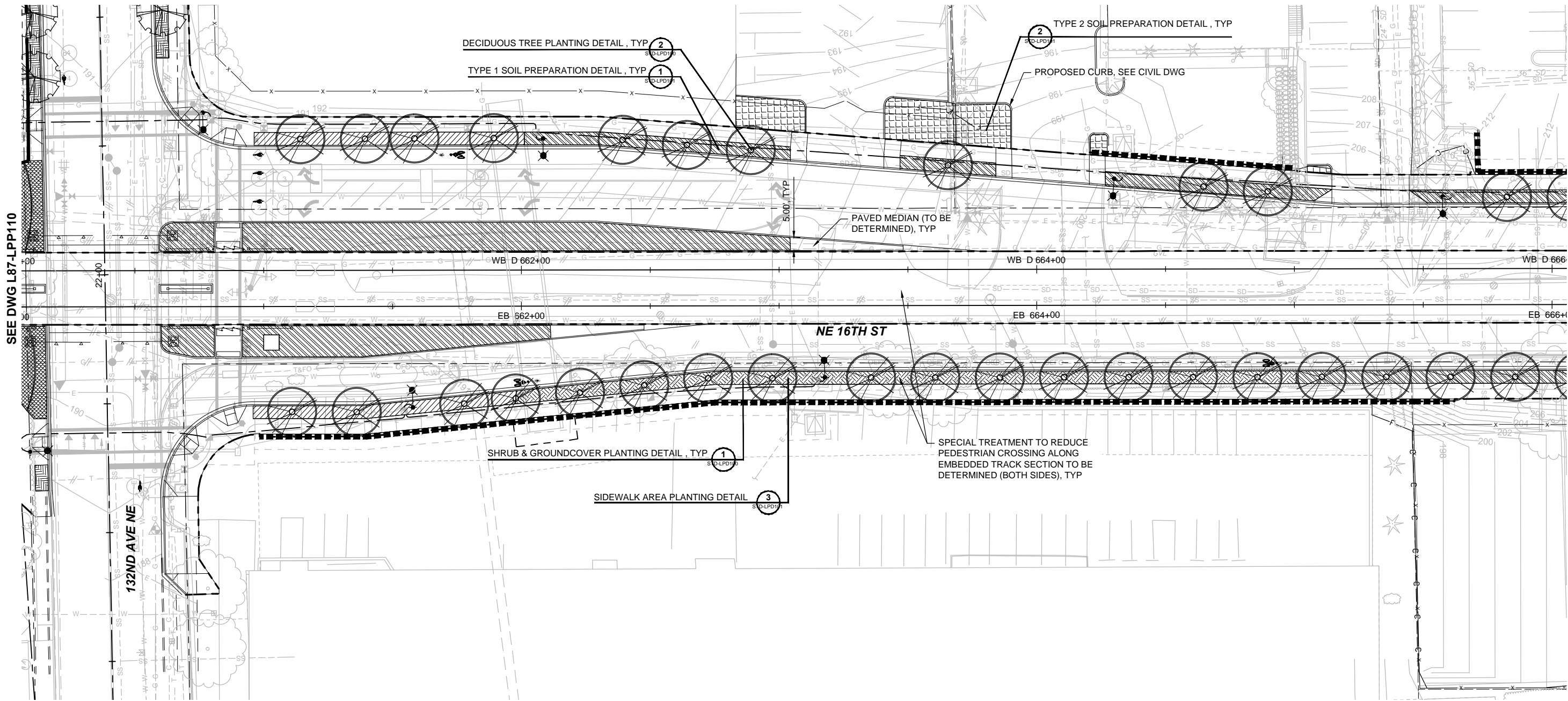
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DESIGNED BY: J. VONG
DRAWN BY: M. OVIIR
CHECKED BY: J. HOWARD
APPROVED BY: J. VONG

60% SUBMITTAL

No.	DATE	DSN	CHK	APP	REVISION

SEE DWG L87-LPP132



NOTES:

- SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.



JULIET B. VONG
LICENSE NO. 657
EXPIRES ON



SUBMITTED BY:



DATE:

REVIEWED BY:



DATE:

SCALE:
1" = 20'
FILENAME:
E340-L87-LPP111
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

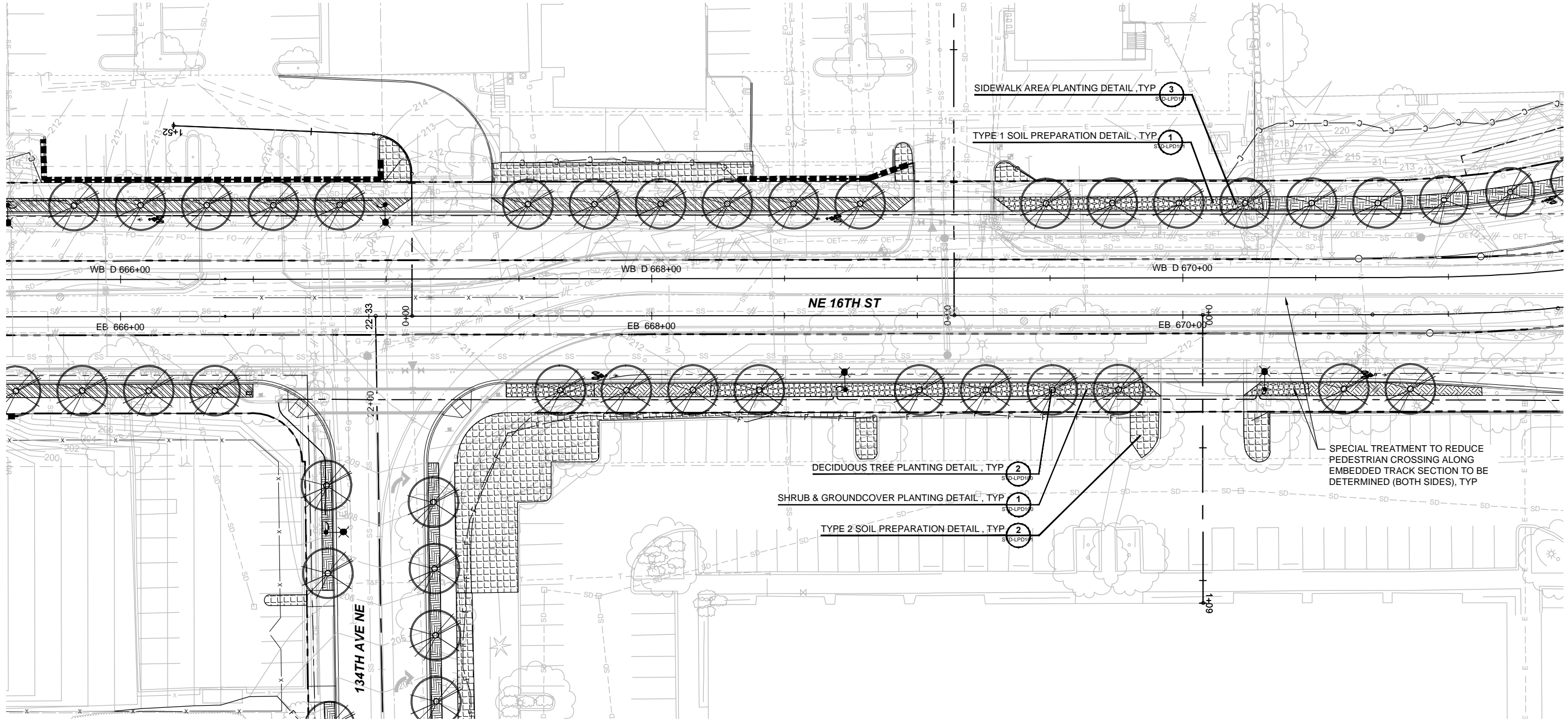
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L87-LPP111
LOCATION ID:
TBD
SHEET No.:
540
REV:
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L87-LPP111



SEE DWG L87-LPP113

NOTES:

1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.

SEE DWG L87-LPP134

60% SUBMITTAL

DESIGNED BY:
J. VONG
DRAWN BY:
M. OVIIR
CHECKED BY:
J. HOWARD
APPROVED BY:
J. VONG



SCALE:
1" = 20'
FILENAME:
E340-L87-LPP112
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP112
LOCATION ID:
TBD
SHEET No.:
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REV:
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CHECKED BY: / DATE: /

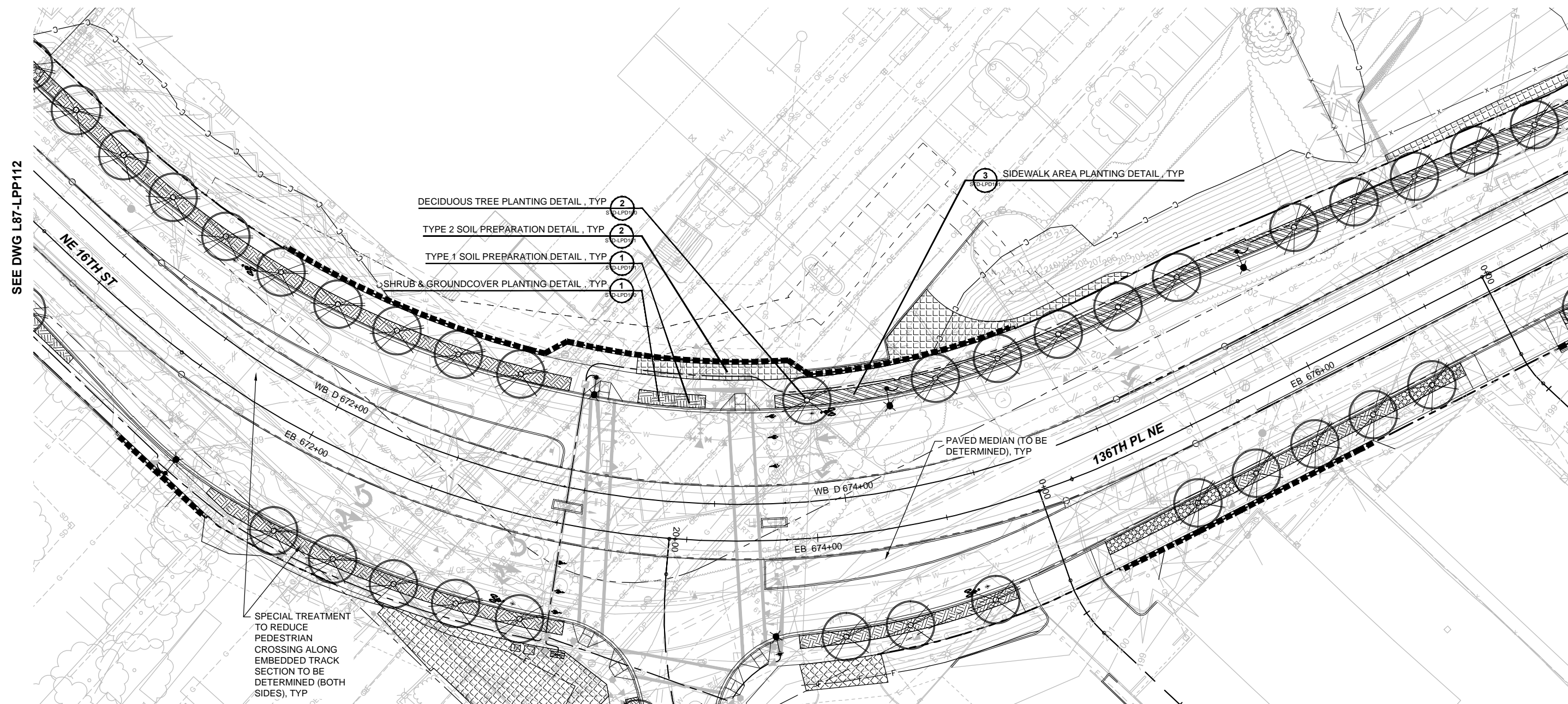
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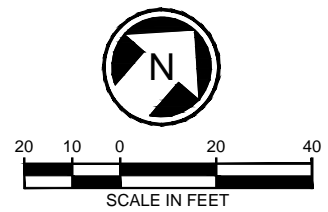
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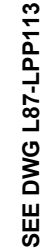
1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.

SEE DWG L87-LPP135



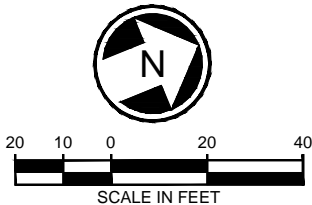
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						<div>DRAWN BY: M. OVIIR</div>			<div>CHECKED BY: J. HOWARD</div>		<div>APPROVED BY: J. VONG</div>		<div>DATE:</div>		<div>REVIEWED BY:</div>		<div>DATE:</div>	
No.	DATE	DSN	CHK	APP	REVISION													





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SEE DWG L87-LPP115

1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.

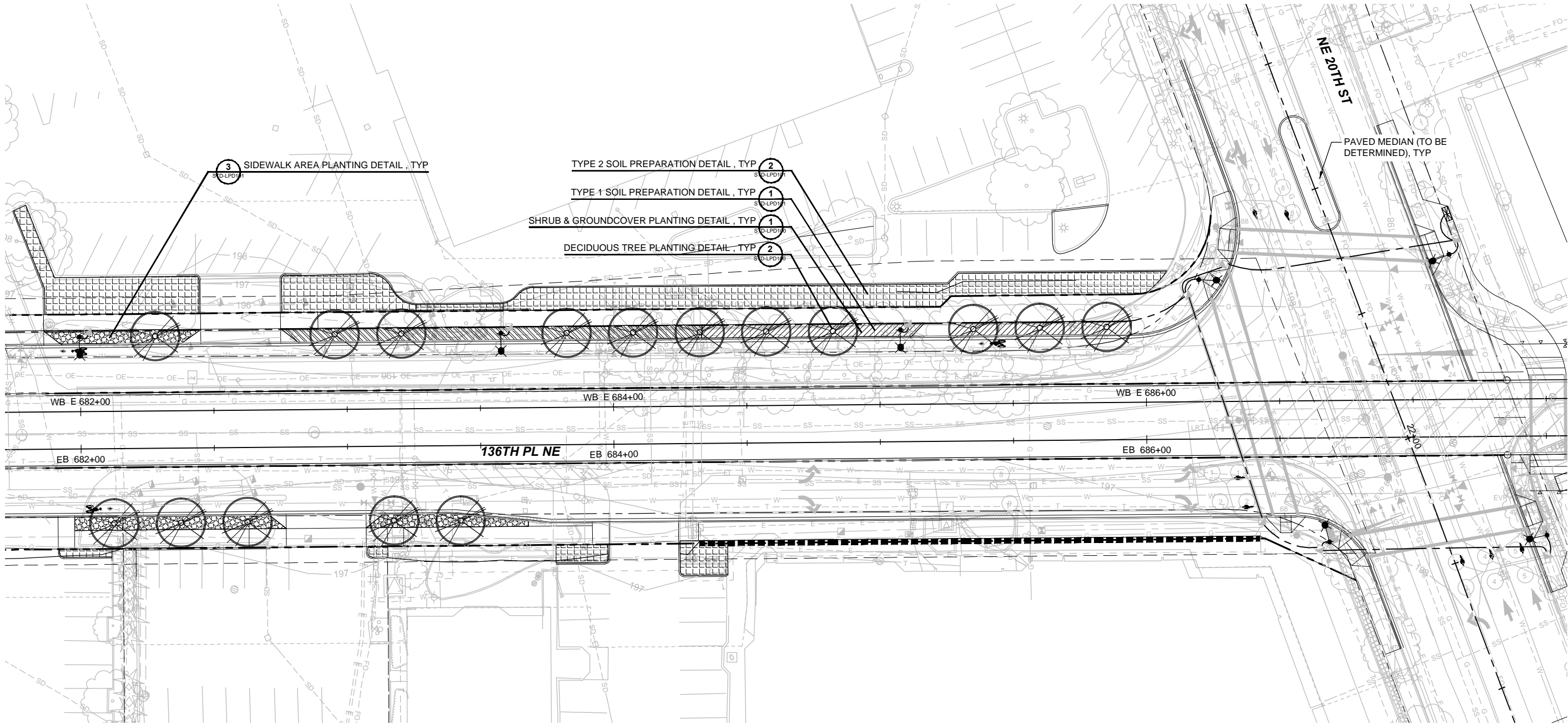


<div>60% SUBMITTAL</div>						<div>DESIGNED BY: J. VONG</div>	<div><div>STATE OF WASHINGTON LICENSED LANDSCAPE ARCHITECT</div><div>JULIET B. VONG LICENSE NO. 857 EXPIRES ON _____</div></div>	<div><div>LANDSCAPE ARCHITECTURE 215 WEST LAKE AVENUE - NORTH 09A-08Z-05S phone: SEATTLE, WA 98109 206.682.0242 fax</div></div>	<div><div>FINAL DESIGN PARTNERS.</div></div>	<div>LINE IS 1" AT FULL SCALE</div>	<div><div>SOUNDTRANSIT</div></div>	<div>SCALE: 1" = 20'</div>	<div>FILENAME: E340-L87-LPP114</div>	<div>CONTRACT No.: RTA/LR XXXX-XX</div>	<div>DATE: 07/15/2013</div>	<div>EAST LINK EXTENSION CONTRACT E340 BEL-RED LANDSCAPE PLANTING CORRIDOR</div>				<div>DRAWING No.: L87-LPP114</div>	<div>LOCATION ID: TBD</div>	<div>SHEET No.: 543</div>	<div>REV: 0</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

XREF LIST:
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SEE DWG L87-LPP114



NOTES:

1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.

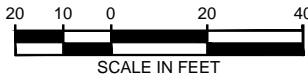






60% SUBMITTAL					DESIGNED BY: J. VONG	 STATE OF WASHINGTON LICENSED LANDSCAPE ARCHITECT JULIET B. VONG LICENSE NO. 857 EXPIRES ON: / /	 LANDSCAPE ARCHITECTURE 715 WESTLAKE AVENUE NORTH SEATTLE, WA 98109 206.682.3637 JPV 206.682.3245 BK	 FINAL DESIGN PARTNERS.	 SOUNDTRANSIT	SCALE: 1" = 20'	EAST LINK EXTENSION CONTRACT E340 BEL-RED LANDSCAPE PLANTING CORRIDOR	DRAWING No.: L87-LPP115
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				CONTRACT No.: RTA/LR XXXX-XX	SHEET No.: 544							
				DATE: 07/15/2013	REV: 0							
No.	DATE	DSN	CHK	APP	REVISION	APPROVED BY: J. VONG	SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:		

ORIGINATED BY: / DATE: /
 CHECKED BY: / DATE: /
 BACK-CHECKED BY: / DATE: /
 CORRECTED BY: / DATE: /
 VERIFIED BY: / DATE: /

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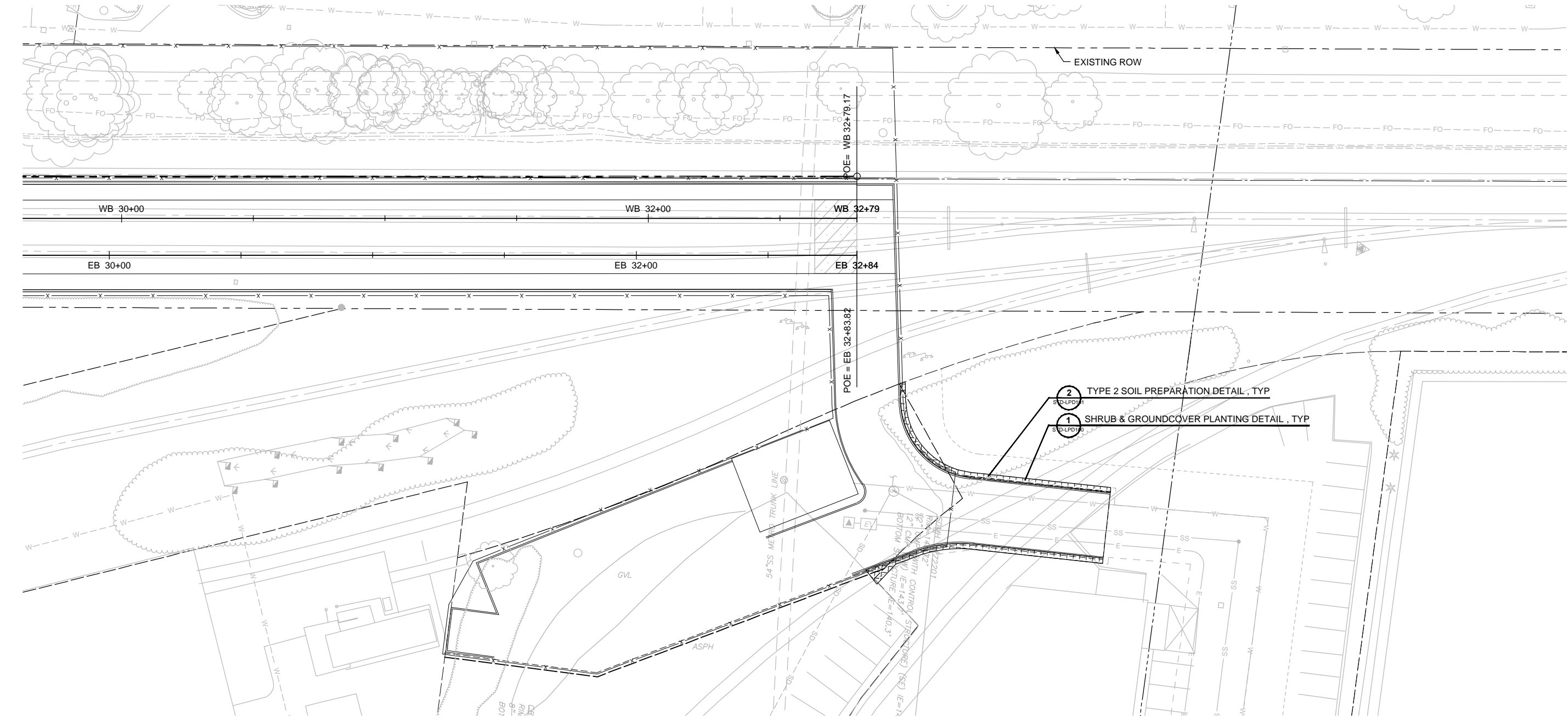


<div>60% SUBMITTAL</div>						<div>DESIGNED BY: J. VONG</div>	<div></div>	<div></div>	<div></div>	<div></div>	<div>SCALE: 1" = 20'</div>	<div>EAST LINK EXTENSION CONTRACT E340</div>		<div>DRAWING No.: L87-LPP117</div>																																											
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						<div>APPROVED BY: J. VONG</div>	<div>JULIE B. VONG LICENSE NO. 857</div>	<div>206.62.2651 (phone) 206.622.0245 fax</div>	<div>SUBMITTED BY:</div>	<div>DATE:</div>	<div>REVIEWED BY:</div>	<div>DATE:</div>	<div>07/15/2013</div>		<div>REV: 0</div>																																										
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No.	DATE	DSN	CHK	APP	REVISION																																																				

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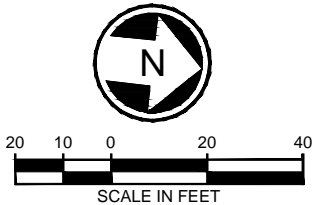
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VERIFIED BY: / DATE: /



NOTES:

1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.



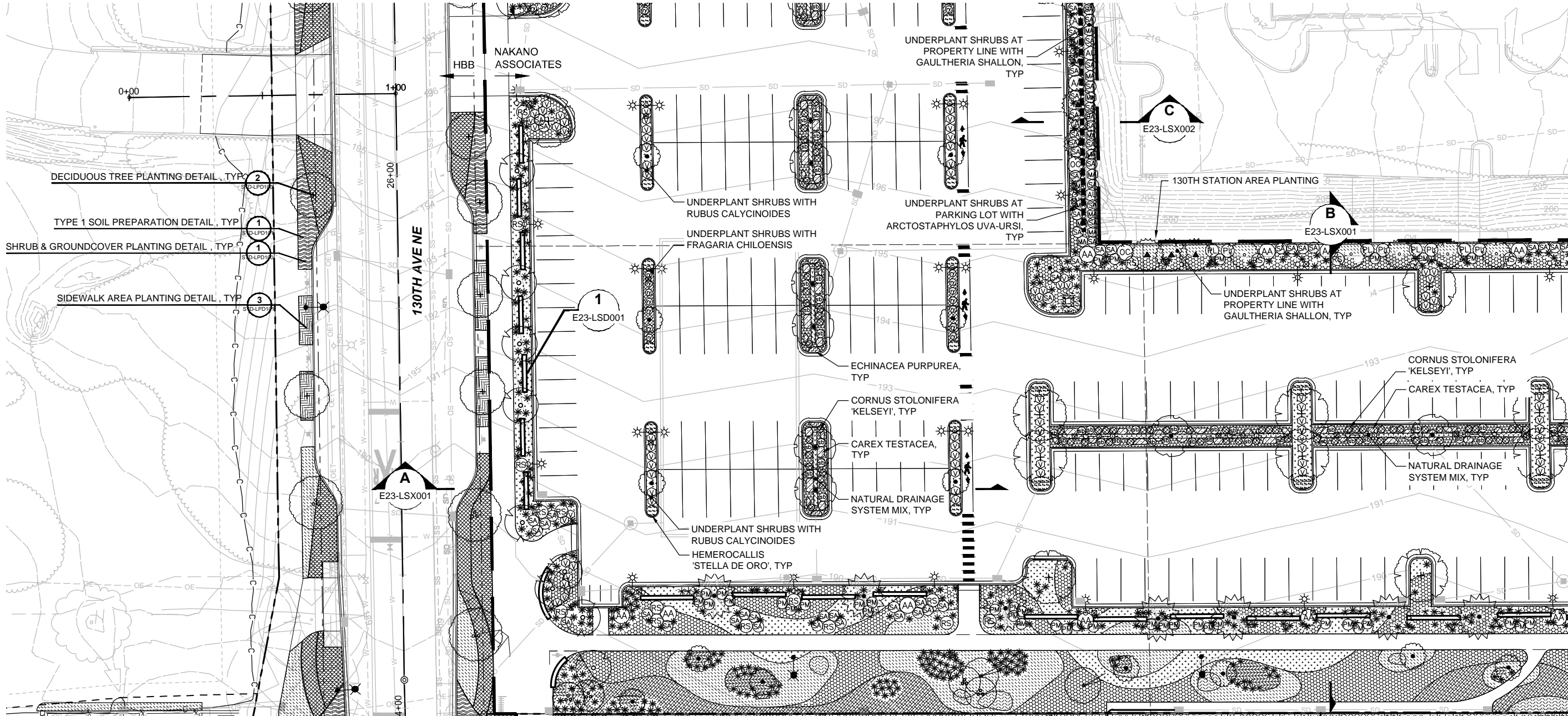
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						<div>DRAWN BY: M. OVIIR</div>						<div>FILENAME: E340-L87-LPP120</div>		<div>LOCATION ID: TBD</div>			
						<div>CHECKED BY: J. HOWARD</div>						<div>CONTRACT No.: RTA/LR XXXX-XX</div>		<div>SHEET No.: 546</div>	<div>REV: 0</div>		
						<div>APPROVED BY: J. VONG</div>	<div>JULIE B. VONG LICENSE NO. 857 EXPIRES ON</div>	<div>SUBMITTED BY:</div>	<div>DATE:</div>	<div>REVIEWED BY:</div>	<div>DATE:</div>	<div>07/15/2013</div>					
<div>No.</div>	<div>DATE</div>	<div>DSN</div>	<div>CHK</div>	<div>APP</div>	<div>REVISION</div>												

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#E340-P23-CGP100
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#E340-L87-CLP100
GB-SEAL-JBV857

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
BACK-CHECKED BY: / DATE: /
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CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

SEE DWG L87-LPP130



SEE DWG L87-LPP132

- NOTES:
- SEE SHEET L87-LPS100 FOR CORRIDOR PLANT SCHEDULE.
 - SEE SHEET L87-LPS102 FOR 130TH STATION PLANT SCHEDULE.

SEE DWG L87-LPP109

SEE DWG L87-LPP110

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS
853 Hiawatha Place S. Tel: 206.292.9392
Seattle, WA 98144 www.nakanoassociates.com



HBB
LANDSCAPE ARCHITECTURE
715 WESTLAK AVENUE NORTH SEATTLE, WA 98105 206.622.3637 JPH/MS 206.622.3245 BK

H J H
FINAL DESIGN PARTNERS.

SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E340-L87-LPP131
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP131
LOCATION ID:
TBD
SHEET No.:
548
REV:
0



20 10 0 20 40
SCALE IN FEET

60% SUBMITTAL

DESIGNED BY:
J. VONG/I.OTTESSEN
DRAWN BY:
M. OVIIR/H. BAUMANN
CHECKED BY:
J. HOWARD/A. WEST
APPROVED BY:
J. VONG/M.YAMAGUCHI

JULIE B. VONG
LICENSE NO. 857
EXPIRES ON:

SUBMITTED BY:

DATE:

REVIEWED BY:

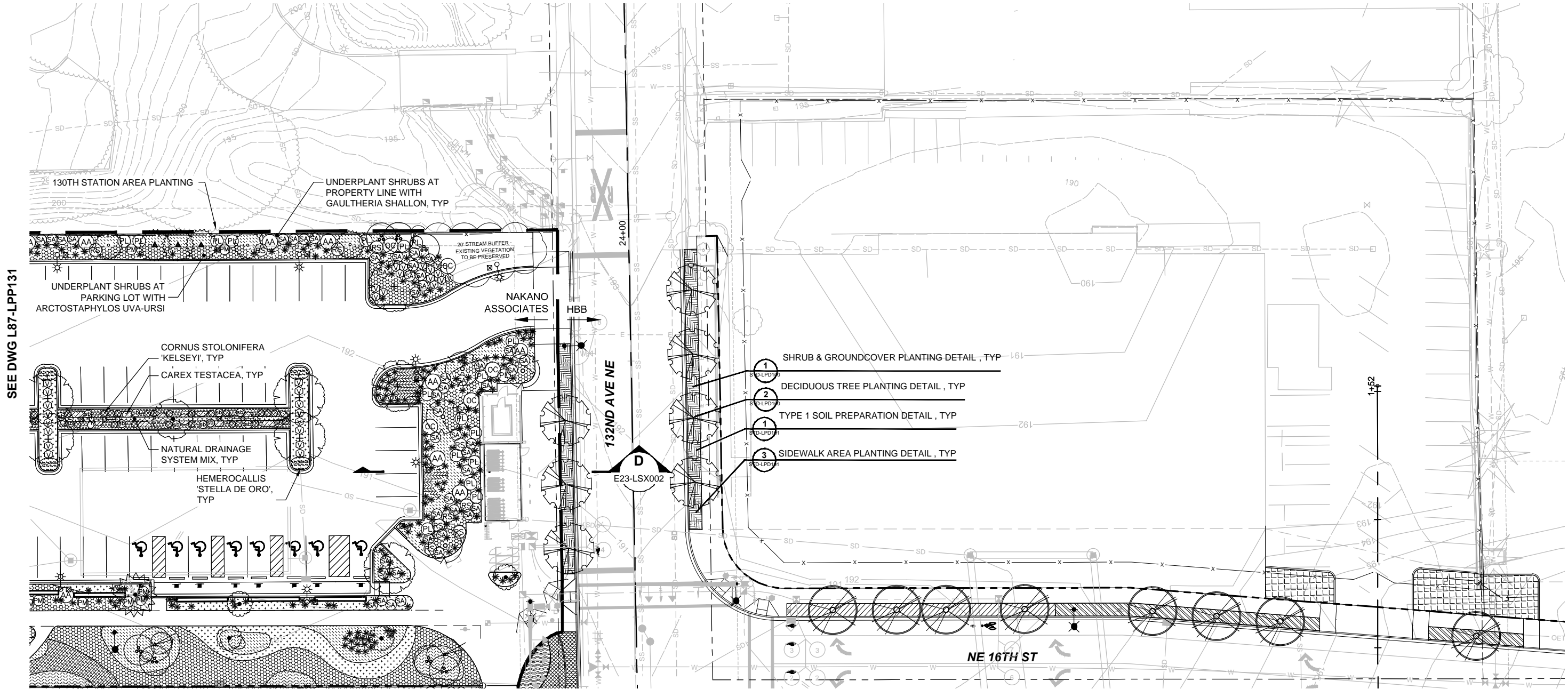
DATE:

No. DATE DSN CHK APP REVISION

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#E340-L87-SWP200
#E340-L87-CLP100
#E340-L87-TSP100
GB-SEAL-JBV857

ORIGINATED BY: / DATE: /
CORRECTED BY: / DATE: /
VERIFIED BY: / DATE: /

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NOTES:

- SEE SHEET L87-LPS100 FOR CORRIDOR PLANT SCHEDULE.
- SEE SHEET L87-LPS102 FOR 130TH STATION PLANT SCHEDULE.

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS
853 Hiawatha Place S. Tel: 206.292.9392
Seattle, WA 98144 www.nakanolandscape.com



SCALE:
1" = 20'
FILENAME:
E340-L87-LPP132
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP132
LOCATION ID:
TBD
SHEET No.:
549
REV:
0



20 10 0 20 40
SCALE IN FEET

60% SUBMITTAL

DESIGNED BY:
J. VONG/I. OTTESEN
DRAWN BY:
M. OVIIR/H. BAUMANN
CHECKED BY:
J. HOWARD/A. WEST
APPROVED BY:
J. VONG/M. YAMAGUCHI

SUBMITTED BY:

DATE:

REVIEWED BY:

DATE:

xE340-L87-CAP100
 xE340-L87-CMP100
 xE340-L87-CAP100
 xE340-L87-RPP100
 xE340-L87-RZV020
 xE340-L87-UCP100
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 xE340-GB-TB2x34
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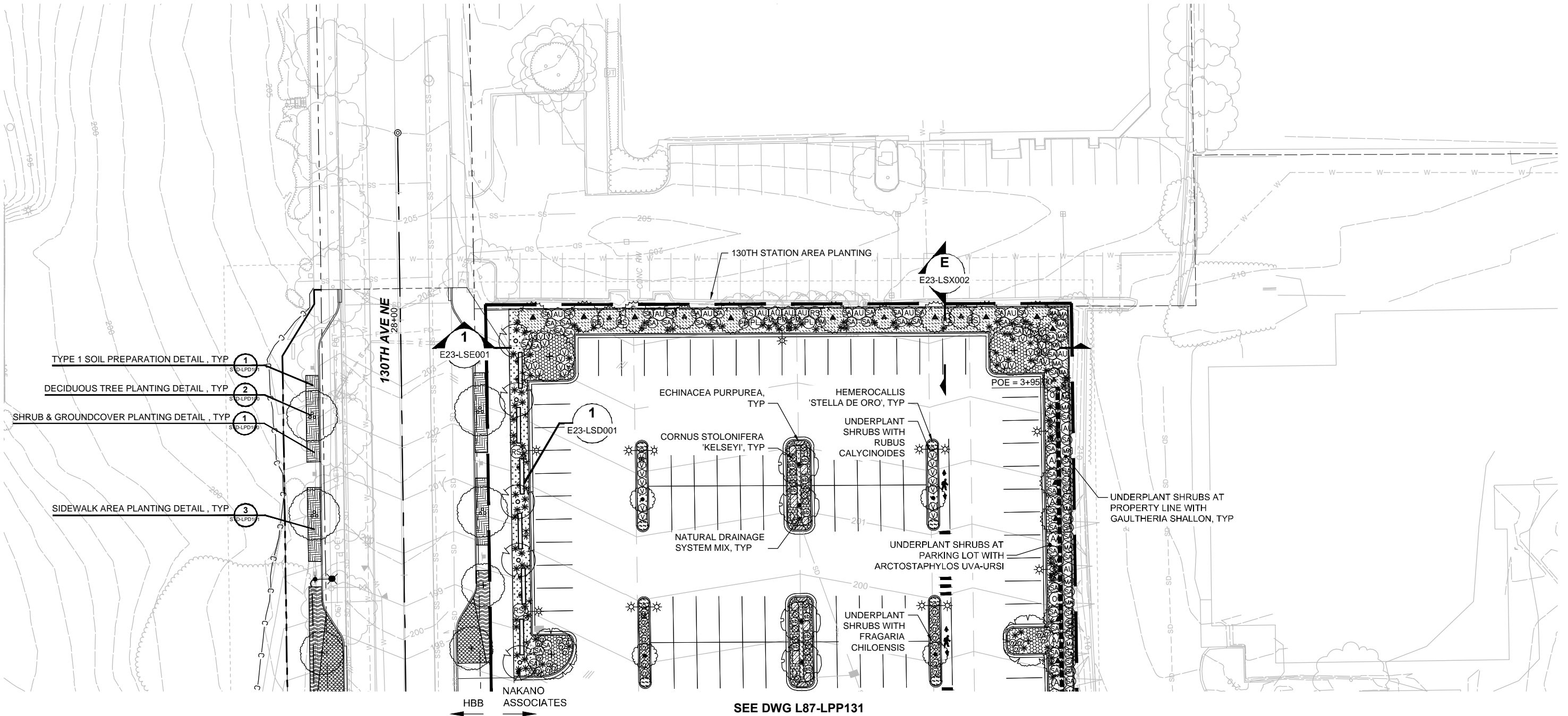
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VERIFIED BY: / DATE: /

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1. SEE SHEET L87-LPS100 FOR CORRIDOR PLANT SCHEDULE.
2. SEE SHEET L87-LPS102 FOR 130TH STATION PLANT SCHEDULE.

NAKANO ASSOCIATES
LANDSCAPE ARCHITECTS

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HBB

LANDSCAPE ARCHITECTURE
215 WESTLAKE AVENUE NORTH
SEATTLE, WA 98109

206.682.3051 phone
206.682.3245 fax



LINE IS 1" AT
FULL SCALE



SCALE:	1" = 20'
FILENAME:	E340-L87-LPP133
CONTRACT No.:	RTA/LR XXXX-XX
DATE:	07/15/2013

**EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR**

RAWING No.:	
L87-LPP133	
LOCATION ID:	
TBD	
HEET No.:	REV:
550	0



20 10 0 20 40

SCALE IN FEET

ORIGINATED BY: / DATE: /
CHECKED BY: / DATE: /
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DESIGNED BY: J. VONG
DRAWN BY: M. OVIIR
CHECKED BY: J. HOWARD
APPROVED BY: J. VONG

STATE OF WASHINGTON
LICENSED
LANDSCAPE ARCHITECT
JULIET B. VONG
LICENSE NO. 857
EXPIRES ON: / /

HBB
LANDSCAPE ARCHITECTURE
715 WEST LANE AVENUE NORTH
SEATTLE, WA 98109
206.662.3633 JPVN
206.662.3245 BK

H J H
FINAL DESIGN PARTNERS.

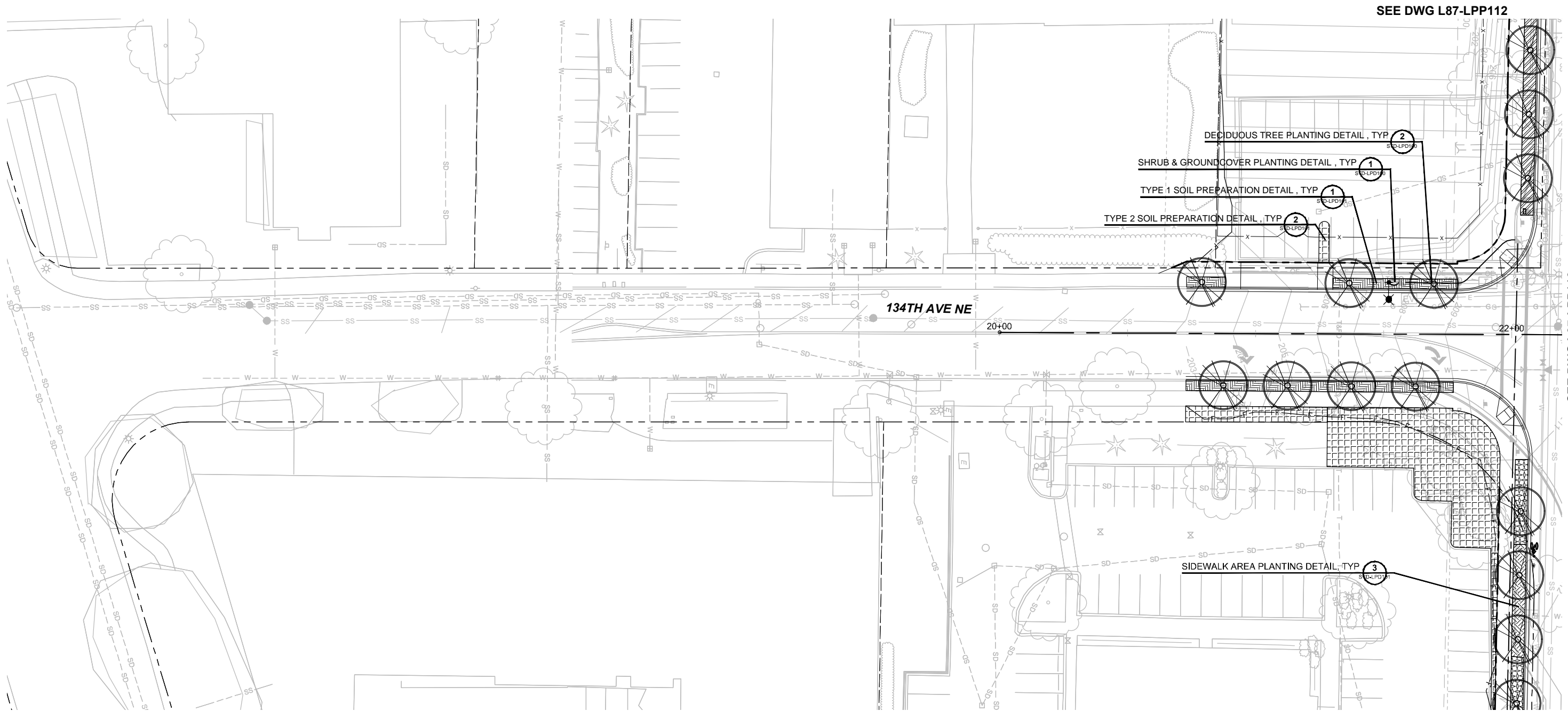
LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE:
1" = 20'
FILENAME:
E340-L87-LPP134
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP134
LOCATION ID:
TBD
SHEET No.:
551
REV:
0



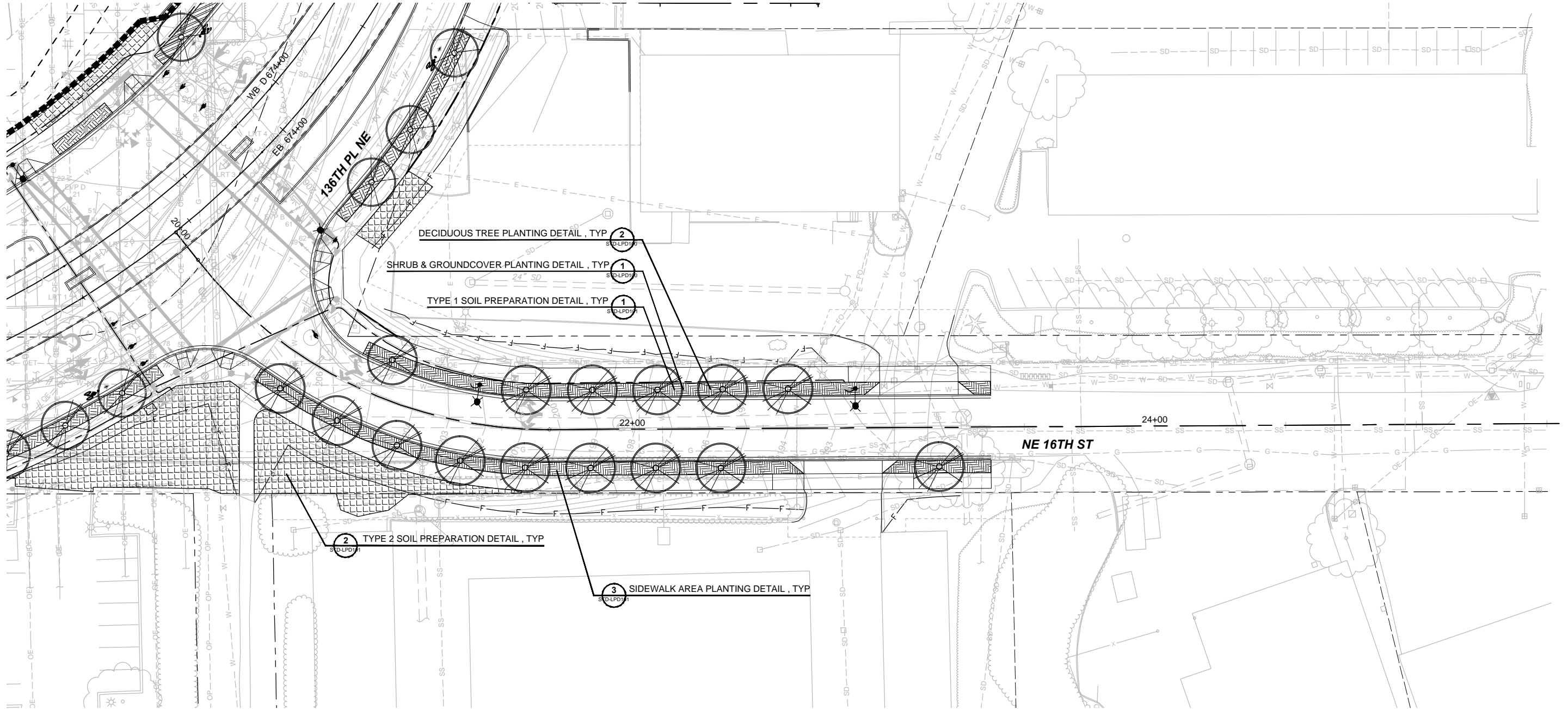
NOTES:

1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.

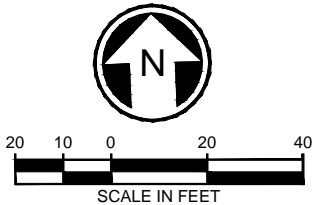
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ORIGINATED BY: / DATE: /
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SEE DWG L87-LPP113



NOTES:
1. SEE SHEET L87-LPS100 FOR PLANT SCHEDULE.



60% SUBMITTAL

DESIGNED BY:
J. VONG
DRAWN BY:
M. OVIIR
CHECKED BY:
J. HOWARD
APPROVED BY:
J. VONG




































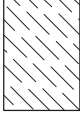

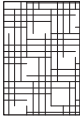





SCALE:
1" = 20'
FILENAME:
E340-L87-LPP135
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/15/2013

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
LANDSCAPE PLANTING
CORRIDOR

DRAWING No.:
L87-LPP135
LOCATION ID:
TBD
SHEET No.:
552
REV:
0

XREF LIST:
XEMUGB-TB22x04
GB-SEAL-B01957

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CORRIDOR PLANT SCHEDULE B (RESTORATION)									
SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE / REMARKS	SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE / REMARKS
TREES					SHRUBS / GROUNDCOVERS				
	16	ACER CIRCINATUM	VINE MAPLE	8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; MIN 3 TRUNKS;		4	PINUS MUGO PUMILIO	DWARF MUGO PINE	1 GAL CONT; FULL & WELL ROOTED;
	6	CALOCEDRUS DECURRENS	INCENSE CEDAR	8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; NOT SHEARED;		22	AZALEA EXBURY X 'KLONDYKE'	KLONDYKE AZALEA	1 GAL CONT; FULL & WELL ROOTED;
	3	CEDRUS DEODARA	DEODAR CEDAR	8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; NOT SHEARED;		10	SPIRAEA JAPONICA 'GOLDMOUND'	GOLDMOUND SPIREA	1 GAL CONT; FULL & WELL ROOTED;
	22	CHAMAECYPARIS OBTUSA 'GRACILIS'	SLENDER HINOKI CYPRESS	6'-8' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; NOT SHEARED;		6	SYMPHORICARPOS ALBUS	SNOWBERRY	1 GAL CONT; FULL & WELL ROOTED;
	9	CORNUS KOUSA X NUTTALLII 'VENUS'	VENUS DOGWOOD	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT;		10	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	1 GAL CONT; FULL & WELL ROOTED;
	5	FRAXINUS LATIFOLIA	OREGON ASH	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT;		27	VIBURNUM TINUS 'COMPACTUM'	SPRING BOUQUET LAURUSTINUS	1 GAL CONT; FULL & WELL ROOTED;
	19	LIQUIDAMBAR STYRACIFLUA 'WORPLESDON'	WORPLESDON SWEET GUM	2 1/2" CAL; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT;		2,177	ARCTOSTAPHYLOS UVA-URSI 'VANCOUVER JADE'	KINNIKINNICK	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	12	PINUS NIGRA	AUSTRIAN BLACK PINE	8'-10' HT; B&B; FULL, WELL BRANCHED & WELL ROOTED; STRAIGHT CENTRAL LEADER & SINGLE TRUNK; SYMMETRICAL BRANCHING HABIT; NOT SHEARED;		67	CAREX OSHIMENSIS 'EVERGOLD'	VARIEGATED JAPANESE SEDGE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
SHRUBS / GROUNDCOVERS						82	CAREX TESTACEA	ORANGE NEW ZEALAND SEDGE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	13	ABELIA X GRANDIFLORA	GLOSSY ABELIA	1 GAL CONT; FULL & WELL ROOTED;		301	EPIMEDIUM X VERSICOLOR 'SULPHUREUM'	SULPHUREUM BARRENWORT	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	3	AZALEA X 'GIRARD'S ROSE'	GIRARD'S ROSE AZALEA	1 GAL CONT; FULL & WELL ROOTED;		305	FESTUCA GLAUCA	BLUE FESCUE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	122	CISTUS X HYBRIDUS	ROCKROSE	1 GAL CONT; FULL & WELL ROOTED;		608	GAULTHERIA SHALLON	SALAL	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	5	CORNUS SERICEA	RED TWIG DOGWOOD	1 GAL CONT; FULL & WELL ROOTED;		1412	GERANIUM MACRORRHIZUM	CRANESBILL	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	37	COTONEASTER HORIZONTALIS	ROCK COTONEASTER	1 GAL CONT; FULL & WELL ROOTED;		78	HELIANTHEMUM X NUMMULARIUM 'HENFIELD BRILLIANT'	HENFIELD BRILLIANT ROCKROSE	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	7	EUONYMUS ALATUS 'COMPACTUS'	COMPACT BURNING BUSH	1 GAL CONT; FULL & WELL ROOTED;		243	HYPERICUM CALYGINUM	CREEPING ST. JOHN'S WORT	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC
	45	JUNIPERUS SABINA VAR. TAMARICIFOLIA 'NEW BLUE'	NEW BLUE TAMARIX JUNIPER	1 GAL CONT; FULL & WELL ROOTED;		117	MAHONIA REPENS	CREEPING MAHONIA	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 18" OC, WITH 12" OFFSET FROM PAVING EDGE;
	63	JUNIPERUS SABINA VAR. TAMARICIFOLIA	TAMARIX JUNIPER	1 GAL CONT; FULL & WELL ROOTED;	DETENTION POND SEED/GROUNDCOVER MIXES				
	16	JUNIPERUS SQUAMATA 'BLUE STAR'	BLUE STAR JUNIPER	1 GAL CONT; FULL & WELL ROOTED;		736 736 491 368 123	AGROSTIS CAPILLARIS L. POA PRATENSIS FESTUCA ARUNDINACEA LOLIUM PERENNE TRIFOLIUM REPENS	COLONIAL BENTGRASS KENTUCKY BLUEGRASS TALL FESCUE PERENNIAL RYEGRASS WHITE CLOVER	PER COB SURFACE WATER ENGINEERING STANDARDS
	50	MISCANTHUS SINENSIS 'YAKU JIMA'	JAKU JIMA DWARF MAIDEN GRASS	1 GAL CONT; FULL & WELL ROOTED;		201 201 201 201 201	GAULTHERIA SHALLON BLECHNUM SPICANT POLYSTICHUM MUNITUM MAHONIA REPENS ARCTOSTAPHYLOS UVA-URSI	SALAL DEER FERN WESTERN SWORD FERN CREEPING MAHONIA KINNIKINNICK 'VANCOUVER JADE'	1 GAL CONT; FULL & WELL ROOTED; TRIANGULAR SPACING @ 24" OC
	56	NANDINA DOMESTICA 'MOON BAY'	MOON BAY HEAVENLY BAMBOO	1 GAL CONT; FULL & WELL ROOTED;	LAWN/MULCH				
	11	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	1 GAL CONT; FULL & WELL ROOTED;		58,613 SF	SEED LAWN		SEE SPECIFICATIONS
						1563 SF	SOD LAWN		SEE SPECIFICATIONS
						27,686 SF	MULCH ONLY		SEE SPECIFICATIONS

90% SUBMITTAL


No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
J. VONG


DRAWN BY:
A. YOUNGERMAN

CHECKED BY:
D. KOONT

APPROVED BY:
M. COWARD




STATE OF WASHINGTON
LICENSED
LANDSCAPE ARCHITECT



HBB
LANDSCAPE ARCHITECTURE
745 FIRST AVE AVENUE NORTH
SEATTLE, WA 98109
206.461.3801 (PH)
206.462.3495 (FX)

JULIET B. YONG
LICENSE NO. 657
EXPIRES ON _____


SUBMITTED BY:



FINAL DESIGN PARTNERS.

DATE: _____

REVIEWED BY: _____



SOUNDTRANSIT

LINE IS 1" AT FULL SCALE

DATE: _____

SCALE:
NTS
FILENAME:
E340-L87-LPS101
CONTRACT No.:
RTA/LR XXXX-XX

DATE:
07/21/2014

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
CORRIDOR LANDSCAPING
PLANTING SCHEDULE B

DRAWING No.:
L87-LPS101

LOCATION ID:
E22

SHEET No.:
543





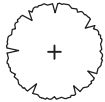




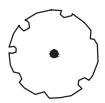









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
















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VERIFIED BY: / DATE: /

PLANT SCHEDULE




SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
EVERGREEN TREES				
	5	CHAMAECYPARIS NOOTKATENSIS	WEeping YELLOW CEDAR*	MIN 10-12' HT, B&B
	8	PINUS CONTORTA VAR. CONTORTA	SHORE PINE*	MIN 10-12' HT, B&B
	8	PINUS NIGRA	AUSTRIAN PINE*	MIN 10-12' HT, B&B
	21	TSUGA MERTENSIANA	MOUNTAIN HEMLOCK*	MIN 10-12' HT, B&B
MEDIUM DECIDUOUS TREES				
	15	GINGKO BILOBA 'FASTIGIATA	MAIDENHAIR TREE *	MIN 2 1/2" CAL, 12'-14' HT, B&B, STRAIGHT CENTRAL LEADERS & SINGLE TRUNK, SYMMETRICAL BRANCHING, 4' MIN BRANCH HT
SMALL/ORNAMENTAL DECIDUOUS TREES				
	11	ACER CIRCINATUM	VINE MAPLE*	MIN 3 STEMS @ 1-1/2" CAL EACH, MIN 8' HT
	18	ACER GRISEUM	PAPERBARK MAPLE*	MIN 2" CAL, 12'-14' HT, B&B, STRAIGHT CENTRAL LEADERS & SINGLE TRUNK, SYMMETRICAL BRANCHING, 4' MIN BRANCH HT
	8	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK MAPLE*	MIN 2" CAL, 10'-12' HT, B&B/CONT, WELL BRANCHED & WELL ROOTED
	22	AMELANCHIER GRANDIFLORA 'PRINCESS DIANA'	PRINCESS DIANA SERVICEBERRY*	MIN 2" CAL, 10-12' HT, B&B, FULL, WELL BRANCHED & WELL ROOTED, STRAIGHT CENTRAL LEADER & SINGLE TRUNK, SYMMETRICAL BRANCHING, 5' MIN BRANCH HT
	16	MALUS FUSCA	PACIFIC CRABAPPLE*	MIN 2" CAL, 10-12' HT, B&B, FULL, WELL BRANCHED & WELL ROOTED, STRAIGHT CENTRAL LEADER & SINGLE TRUNK, SYMMETRICAL BRANCHING, 5' MIN BRANCH HT
LARGE DECIDUOUS SHRUBS				
	26	AMELANCHIER ALNIFOLIA	SHRUB SERVICEBERRY*	5 GAL, MIN 36" HT
	10	OEMLERIA CERASIFORMIS	INDIAN PLUM*	5 GAL, MIN 36" HT, 4 CANES
	22	PHILADELPHUS LEWISII	MOCK ORANGE*	5 GAL, MIN 36" HT, 5 CANES
	31	RIBES SANGUINEUM	RED FLOWERING CURRANT*	5 GAL, MIN 24" HT, 4 CANES
LARGE EVERGREEN SHRUBS				
	15	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE*	5 GAL, MIN 30" HT
	39	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE*	5 GAL, MIN 30" HT
SMALL DECIDUOUS SHRUBS				
	133	CORNUS STOLONIFERA 'KELSEY'	KELSEY DOGWOOD*	2 GAL, MIN 12" HT
	88	SPIRAEA BETULIFOLIA 'TOR'	BIRCH LEAF SPIREA*	3 GAL, MIN 18" HT
	191	POTENTILLA FRUTICOSA 'TANGERINE'	TANGERINE CINQUEFOIL*	3 GAL, MIN 18" HT

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
SMALL EVERGREEN SHRUBS				
	1,962	GAULTHERIA SHALLON	SALAL*	1 GAL, MIN 12" HT, 8" SPREAD, 24" OC
	122	PAXISTIMA MYRSINITES	FALSEBOX*	2 GAL, MIN 18" HT, 12" SPREAD
	44	ROSMARINUS OFFICINALIS 'ARP'	ARP ROSEMARY*	2 GAL, MIN 18" HT, 12" SPREAD
	171	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY*	5 GAL, MIN 18" HT, 12" SPREAD
PERENNIALS AND GROUNDCOVERS				
	3,272	ARCTOSTAPHYLOS UVA-URSI	KINNIKINICK*	1 GAL, 18" OC
	126	ATHYRIUM FILIX-FEMINA	LADY FERN*	1 GAL, 24" OC
	35	BLECHNUM SPICANT	DEER FERN *	1 GAL, MIN 12" HT
	238	CAREX TESTACEA	ORANGE NEW ZEALAND SEDGE*	1 GAL, 36" OC
	34	ECHINACEA PURPUREA	PURPLE CONEFLOWER*	4" POTS, 18" OC
	153	FRAGARIA CHILOENSIS	BEACH STRAWBERRY*	4" POTS, 18" OC
	124	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY*	1 GAL, 24" OC
	2,804	IRIS DOUGLASIANA	DOUGLAS IRIS*	1 GAL, 12" OC
	168	MAHONIA REPENS	CREEPING MAHONIA*	1 GAL, 24" OC
	628	POLYSTICHUM MUNITUM	SWORD FERN*	1 GAL, MIN 12" HT
	3,227	RUBUS CALYCINOIDES	CREEPING BRAMBLE*	1 GAL, 18" OC
	759 SF	BIORETENTION MIX 1/3 CAREX OBNUPTA / SLOUGH SEDGE 1/3 JUNCUS EFFUSUS VAR. PACIFICUS / SOFT RUSH 1/3 JUNCUS ENSIFOLIUS / DAGGER-LEAF RUSH		BR/PLUG 9" OC IN CLUSTERS OF 5-7 BR/PLUG 9" OC IN CLUSTERS OF 5-7 BR/PLUG 9" OC IN CLUSTERS OF 5-7
	5,568 SF	PLANTING ENLARGEMENT 1 - GROUNDCOVER MIX A, SEE DETAIL 1/L87-LPD200 FOR LAYOUT AND PLANT SPACING		
		CAMASSIA QUAMASH MAHONIA REPENS SEDUM DIVERGENS SEDUM OREGANUM	COMMON CAMAS* CREEPING MAHONIA* SPREADING STONECROP* OREGON STONECROP*	1 GAL 1 GAL 4" POTS 4" POTS
	2,928 SF	PLANTING ENLARGEMENT 2 - GROUNDCOVER MIX B, SEE DETAIL 2/L87-LPD200FOR LAYOUT AND PLANT SPACING		
		GAULTHERIA SHALLON SEDUM DIVERGENS SEDUM OREGANUM	SALAL* SPREADING STONECROP* OREGON STONECROP*	1 GAL, MIN 12" HT, 8" SPREAD 4" POTS 4" POTS
	1,556 SF	GROUNDCOVER MIX C 1/3 ARCTOSTAPHYLOS UVA-URSI 1/3 FRAGARIA CHILOENSIS 1/3 SEDUM OREGANUM		
			KINNIKINICK* BEACH STRAWBERRY* OREGON STONECROP*	18" OC EVEN DISTRIBUTION OF SPECIES 1 GAL 4" POTS 4" POTS
VINES				
	34	LONICERA CILIOSA	WESTERN TRUMPET HONEYSUCKLE*	1 GAL
	9	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY*	1 GAL

* INDICATES DROUGHT TOLERANT AND/OR NORTHWEST NATIVE SPECIES

NOTE:

1. SEE DWG STD-LZN001 FOR LANDSCAPE NOTES.

90% SUBMITTAL						DESIGNED BY: I. OTTESEN		NAKANO ASSOCIATES LANDSCAPE ARCHITECTS		LINE IS 1" AT FULL SCALE		SCALE: NTS	EAST LINK EXTENSION CONTRACT E340 BEL-RED 130TH STATION - LANDSCAPING PLANTING SCHEDULE			DRAWING No.: L87-LPS200
						DRAWN BY: P. GILMOUR						FILENAME: E340-L87-LPS200				
						CHECKED BY: A. WEST						CONTRACT No.: RTA/LR XXXX-XX				
						APPROVED BY: M. COWARD						DATE: 07/21/2014				
No.	DATE	DSN	CHK	APP	REVISION		MASATOSHI YAMAGUCHI LICENSE NO. 371 EXPIRES ON _____	SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:				SHEET No.: 544	REV: 0