

# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date**: July 10, 2015

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: July 15, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your 36<sup>th</sup> Advisory Committee meeting next Wednesday, July 15. 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:

- Agenda
- 2. Meeting minutes from June 17<sup>th</sup> and July 1<sup>st</sup>
- 3. City PowerPoint Presentation from July 1st
- 4. Sound Transit Presentation from July 1st
- Downtown Segment Pre-Development Advisory Document (Includes Wilburton/Hospital Station)

We will have hard copies of all electronic packet materials for you on July 15th. Materials will also be posted on the City's project web site at <a href="http://www.bellevuewa.gov/light-rail-permitting-cac.htm">http://www.bellevuewa.gov/light-rail-permitting-cac.htm</a>.

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



Wednesday, July 15, 2015 3:30 p.m. - 5:30 pm • Room 1E-113 Bellevue City Hall • 450 110th Ave NE

# AGENDA

3:30 p.m. 1. Call to Order, Approval of Agenda, Approval of June 17th and July 1st

**Meeting Minutes** 

Committee Co-Chairs Mathews and Lynde

3:40 p.m. 2. Public Comment

Limit to 3 minutes per person

3. Bellevue Downtown Station Area Elements Draft Advice 3:50 p.m.

Matthews Jackson and CAC

4. Wilburton Station Area Elements 4:15 p.m.

- 405 Crossing

- Wilburton (Hospital) Station

- Lake Bellevue Area

Sound Transit

5. Public Comment 5:20 p.m.

Limit to 3 minutes per person

6. Adjourn 5:30 p.m.

Project web site located at: <a href="http://www.bellevuewa.gov/light-rail-permitting-cac.htm">http://www.bellevuewa.gov/light-rail-permitting-cac.htm</a>. For additional information, please contact the Light Rail Permitting Liaisons: Matthews Jackson (425-452-2729, <a href="mailto:mjackson@bellevuewa.gov">mjackson@bellevuewa.gov</a>) 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

#### CITY OF BELLEVUE LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING MINUTES

June 17, 2015 Bellevue City Hall 3:30 p.m. Room 1E-113

MEMBERS PRESENT: Doug Mathews, Marcelle Van Houten, Susan

Rakow Anderson, Joel Glass, Wendy Jones, Don

Miles

MEMBERS ABSENT: Ming-Fang Chang

OTHERS PRESENT: Matthews Jackson, Mike Kattermann, 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 3:32 p.m. by Co-Chair Mathews who presided.

The agenda was approved by consensus.

A motion to approve the May 20, 2015, meeting minutes was made by Mr. Glass. The motion was seconded by Ms. Jones and it carried unanimously.

A motion to approve the June 3, 2015, meeting minutes was made by Mr. Glass. The motion was seconded by Ms. Jones and it carried without dissent; Co-Chair Mathews abstained from voting.

#### 2. PUBLIC COMMENT - None

#### 3. EAST MAIN STATION AREA PLANNING CAC

Senior Planner Mike Kattermann explained that the citizen advisory committee appointed for the East Main station area planning process has ten members, including residents of the Surrey Downs and Bellecrest neighborhoods, representatives from the Bellevue Club, the Red Lion site, an architect, and a downtown property manager. The group has been meeting at least monthly since September 2014.

Mr. Kattermann identified the study area on the map, noting that it extends slightly into the downtown proper north of Main Street. The City Council gave direction for the committee to examine the area to the east of 112th Avenue SE zoned OLB in terms of redevelopment potential. The main focus of the group has been on the three parcels that

make up the northern portion of the OLB: the Bellevue Club, the Hilton hotel and the Red Lion hotel sites. The committee has not spent as much time looking at the southern portion of the OLB area. The five-minute walk zone extends to SE 6th Street, so the properties within that zone could see somewhat greater intensity, while the ten-minute walkshed extends to SE 8th Street where there could also be some changes in zoning, though not quite as much as the northern segment.

The charge from the Council to the committee included working with staff and consultants, ensuring good community engagement, developing strategies to enhance the community and help integrate the future station with the community, optimizing access and development around the site, addressing neighborhood concerns regarding traffic and vehicular access, and supporting the land use vision in the Comprehensive Plan by looking at redevelopment opportunities for the area to the east of 112th Avenue SE. No redevelopment for the single family areas is even being considered by the committee in line with Council direction, nor is the committee considering zoning changes for the properties to the north of Main Street. The recommendation of the committee will ultimately be forwarded to the Council, and the Council will divvy up the implementation assignments to the appropriate commissions. The charge of the committee does not include anything the East Link light rail CAC is charged with doing.

Continuing, Mr. Kattermann said the list of topics the committee has been focusing on include redevelopment of the OLB area. The committee is looking at the area in terms of creating a new neighborhood on the east side of 112th Avenue SE. They are considering mixed use with some form of multifamily housing mixed in with retail and possibly office. With regard to traffic, neighborhood access has been a focus given that the two access points into the neighborhood from 112th Avenue SE will be eliminated. There are ongoing concerns about cut-through traffic, particularly on 108th Avenue SE. Noise from I-405 is an existing issue and one the committee is investigating. They are looking at how the noise impacts on the neighborhood to the west of 112th Avenue SE can be reduced by putting taller buildings along the I-405 side of the redevelopment area. Preliminarily the data indicates there would be a beneficial effect.

Hide and ride parking is a concern being addressed by the committee. There are residential parking zones already in place and the committee is considering whether or not they need to be expanded or otherwise altered. Kiss and ride parking is also being studied. There will be drop-off areas along 112th Avenue SE associated with the station and the concern of the committee is what impact they might have on traffic. The committee is also concerned about drop-offs occurring inside the neighborhood along 111th Avenue SE, though anecdotally that likely would involve people living in the neighborhood.

With regard to station access, residents of the neighborhood wanting to access the station will have to walk around the north end of the portal. One of the ideas under exploration by the committee involves a pedestrian bridge crossing over the light rail, possibly near Surrey Downs Park, landing on one side or the other of 112th Avenue SE. Such a bridge would increase the walkshed for the station and would also improve access to the

redevelopment area.

Mr. Kattermann explained that when the work of the committee kicked off low-end and high-end development potential bookends were established for the redevelopment area. For the low end the committee chose the existing zoning. Under Scenario 1 there would be no changes at all to the zoning, and while there could be more than what currently exists, the redevelopment potential would be limited to some retail on the corner of 112th Avenue SE and Main Street, some residential over retail across from the station, and a parking structure to serve new office buildings on the Red Lion and Hilton sites. The Red Lion site is most likely to redevelopment given it is under new ownership that is interested in tearing down and starting over. A major renovation project is under way at the Hilton which means that structure likely will not be going away during the 20-year planning horizon, but there is quite a bit of parking area closer to 112th Avenue SE that could provide some opportunity for redevelopment. Under Scenario 1 no redevelopment of the Bellevue Club site is anticipated.

Scenarios 2 and 3 anticipate increased heights, decreased setbacks, and elimination of the existing transition zone. The amount of redevelopment potential increases accordingly, with more residential on the Hilton site and redevelopment of the parking area behind the Bellevue Club, possibly including residential or additional hotel space. Scenario 4, the upper bookend, anticipates what is currently being proposed under the Downtown Livability Initiative for the OLB in the downtown to the north of Main Street, namely substantially increased building height and density. The Hilton site could add a wing, the Bellevue Club site could add club space and taller residential along the freeway. Parking structures would be incorporated into the new buildings.

The bookend scenarios were shared with the public and the response was mixed. Concerns were voiced about the increase in traffic that could result from the higher end redevelopment scenario. Concerns were also voiced about tall buildings creating shadows on the residential neighborhood, and concerns were voiced about taller buildings along 112th Avenue SE creating privacy issues for the neighborhood. There was a clear interest in having some retail and residential uses in the redevelopment area. There was interest in creating a new pedestrian-friendly neighborhood with provisions for bicycles and open space.

Mr. Kattermann said the committee established some guiding principles to be used in evaluating the different redevelopment scenarios. The principles include being complementary to the community, providing services that are valued by the community, incorporating trees and green spaces, creating pedestrian-oriented street frontage along 112th Avenue SE, addressing the issues of shadows and privacy for the neighborhood, being complementary to the downtown, optimizing the use of the station with land uses that have the potential to increase ridership, improving safety by assuring there will be eyes on the station, and making sure people can get to the station from the new development, the neighborhood, and the entire walkshed.

The committee is in the process of putting together preliminary recommendations. The

preliminary recommendations will again be shared with the public. There have been two public events to date, including an online open house focused on obtaining feedback on the redevelopment scenarios. Additional analysis and environmental review will be conducted on the refined recommendations, and the recommendations will be finalized and sent to the Council hopefully by the end of the year.

Ms. Jones asked what is meant by having eyes on the station. Mr. Kattermann said the term references having people living and working across the street from the station. The people occupying the apartments and retail establishments across the street should be able to see the station. The term can also refer to having more street-level activity on both sides of 112th Avenue SE, such as sidewalk cafés.

Co-Chair Mathews asked how the building heights in Scenarios 3 and 4 compare to the restrictions currently in place for the downtown perimeter districts. Mr. Kattermann said they match what is currently proposed for the OLB zone immediately to the north of Main Street. However, the proposed building heights would be taller than the area along the north side of Main Street toward the west. The redevelopment area is unique in terms of land use and development potential given its adjacency to a major freeway, a single family neighborhood, and the downtown; it overlaps each of those but is not actually a part of any of them.

Co-Chair Mathews asked if the area along 116th Avenue NE in the Wilburton area is still open to potential big box uses. Planning Manager Matthews Jackson said the Target store that was talked about will not be locating there, but there are plans in the air for other but smaller stores, for that area.

Answering a question asked by Co-Chair Van Houten, Mr. Kattermann said the committee will be looking at the redevelopment potential of the OLB area to the south of SE 6th Street. Co-Chair Van Houten asked what the disposition of Sturtevant Creek that runs through that area might be and Mr. Kattermann said it could serve as a potential amenity for the area, though how that might come about has not yet been investigated. Most of the area south of SE 6th Street is wetland so the overall redevelopment potential is limited. The creek is considered fish bearing and thus there is a 50-foot critical area buffer and a 50-foot structure setback.

Mr. Jackson said the light rail permitting CAC looked at the frontage on the east side of 112th Avenue SE to the north of SE 8th Street and has recommended additional street trees. He added that currently the tallest buildings in Bellevue, Lincoln Square and Bellevue Towers, are 450 feet; both are located in the city's most intense zone. The Downtown Livability Initiative CAC recommended potential additional height up to 600 feet for that zone, and some additional height in the next intense downtown zone. There are concerns about allowing buildings up to 210 feet in the redevelopment area in that they could impact the view corridors looking to the west from Wilburton.

Answering a question asked by Mr. Glass, Mr. Kattermann said a traffic analysis has been done for the different redevelopment scenarios and shared with the committee. The

mitigation projects to address the level of service changes have not yet been addressed.

Mr. Glass commented that having the owners of properties in the redevelopment area serving on the committee is a bit like having the fox guarding the henhouse. Clearly increased density increases property values. Mr. Kattermann said there is a mix of voices on the committee, of which those property owners are only three of the ten. Ultimately the Council will make the final decisions. Mr. Jackson added that it is not unique to have developers and property owners serving on such committees or asking for changes.

#### 4. EAST LINK ART UPDATE

John Walser, senior architect with Sound Transit, said the work being done by artists Vicki Scuri and Katy Stone for the South Bellevue station is moving along. He said that Ms. Scuri's focus is on the guideway and station columns. The committee was shown an image showing the acoustic panel color sequence for the one-thousand-foot run, starting with gray, transitioning to blue with a hint of a pattern, to greens, to blues and progressing to orange toward the center of the station before reversing the sequence toward the other side. He noted that the color pallet was in direct response to the request to include more oranges and browns that evoke the plant materials found in the Mercer Slough. Ms. Scuri envisions the panels as being porcelain enamel, a very durable material that holds up and does not fade over time.

Mr. Walser said for the columns Ms. Scuri began with the notion of having a single leaf pattern and color pallet for each. She has since turned to the concept of putting autumn yellow colors on the outer ends of the eight pairs of columns and transitioning to a yellow/brown and to primarily green with a yellow background in the center. The intent is to provide interest for those on the platform and moving through the station by having something different from one end to the other.

Ms. Stone has worked to inform the architects relative to including a pattern on the perforated metal screens at three locations along the length of the parking garage. She also pushed for introducing color on those screens. The current plans call for the use of muted greens. Her sculptural artwork will span a corner of the entry screen and continue to the north in a representation of the cattails that grow in the Slough. The fins across the front of the garage are comprised of eight segments of perforated panels, each with a progression of color. Her work will involve strips of metal with a fluoropolymer coating, the type of coating used on metal roofing systems. The details for how to secure the pieces are still being worked out.

Mr. Walser reminded the committee that two artists are under contract for the Bellevue downtown station. The Los Angeles artists Ball - Nogues have an architectural background as well as an art background and has taken on large sculptural projects. They are coming up with concepts for the portal wall at the station. Paul Marioni, a local artist who specializes in glass, is developing a concept for a textured extruded glass for the wind screen along the back edge of the platform facing NE 6th Street and the convention center. Mr. Marioni also works in terrazzo and is working on a treatment for the floor of

the east entry from 112th Avenue SE.

An artist has been selected for the hospital station as well and Sound Transit is currently working with Phillip Smith to bring him under contract. Mr. Smith, who is based in the Phoenix area, just finished a residency in Vermont. Discussions as to what his art may entail will begin soon. The focus is on elements for the east side of the station running from the southern to the northern limits and possibly trailing out into the connecting walkway.

Mr. Glass voiced his support for the colors for the South Bellevue station art. Ms. Jones agreed that the richer colors will be a good fit for the station. Co-Chair Mathews added that each evolution of the art has looked better.

With regard to the green wall concept, Mr. Jackson asked the committee to comment on which facades, west or south, the green walls should be attached to. Mr. Walser pointed out that along the west side there will be trees in front of the garage that will screen one if not two of the three bands of the garage. He said the design team is currently considering hanging a series of oversize planter boxes off the top band of the garage. There is no floor space on the deck of the garage on which to locate planters. Plant material would be chosen to hang over the edge of the planters.

Co-Chair Van Houten asked if the top of the garage will be seen from I-90. Mr. Walser answered that the guideway along with the existing and new trees will keep the south face of the garage from being very visible except to those coming in on the train. The west side of the garage will be fully visible from the station platform.

Mr. Miles said he was less inclined to seek a treatment for the south wall. Those coming in on the train will not be looking for murals on walls.

Co-Chair Van Houten said she liked the idea of hanging planters and said she would like to see them around the entire perimeter of the garage. Mr. Walser said currently on the south side there are existing trees that are taller than the garage will be by some 30 feet. Cottonwoods have a fairly short lifespan and that is why there is a plan to plant conifers that will reach the height of the top deck of the garage by the time the cottonwoods die out. The effort to put planter boxes and maintain the vegetation in them will not provide the best bang for the buck. Additionally, the ramps on the back side of the garage will mean there will be no continuous top deck on that side.

Mr. Glass commented that the recommendation to green the walls was to help soften the concrete mass of the structure and to help it blend in with the park. The structure will have vegetation around it, but it is so large it could also use greenery on it. If the metallic screens were living walls there would be an overall softening effect.

Co-Chair Mathews said there are multiple points of view from which the west side of the garage will be seen, including from the train, from the road and from the neighborhoods. In each case the viewers will see different parts of the structure from their vantage points.

It will be important to make sure each of those perspectives is covered. The color scheme will help the structure blend into the park behind. He said he personally had not considered the views toward the east side of the structure.

Answering a question asked by Mr. Glass, Mr. Walser said the bank of existing trees down the bank along the north edge of the park and ride will largely shield the northern end of the structure. The guideway will be visible, and the parking lot lights will be visible from the gaps in the trail to the blueberry farm.

Ms. Jones recommended greening the north, west and south sides of the parking structure. The ramps will make the east side less doable. Mr. Walser said there are some short stretches of level deck on the east side but the vast majority of the total area will have ramps. Ms. Jones pointed out that the committee has been consistent in highlighting the need to use living greenery to soften the structure and minimize its expanse. If there is a way to include greenery on the east wall, it should be done.

Mr. Walser reiterated that the roadway coming out of the garage wraps around the back side of the structure. There is a fair amount of land in front of the garage that will get new trees and landscaping, with a mix of both conifers and deciduous trees. Where the busway is located in front there will be smaller trees. The plaza area will have trees planted in front of the airwell, and there will be vegetation in the airwell. At the south end the existing trees will wrap around the back side. Additional infill trees will be added around the back side of the road and the detention pond. There is also the opportunity to add planter boxes on the top deck to soften the edges from the top down. At two of the three locations where the perforated screens will be they are over the entrance roadways, so there is no ground in which to plant material to grow up on the screens

Co-Chair Van Houten asked if all of the fins will be colored. Mr. Walser allowed that they will be. Co-Chair Van Houten commented that that will help to brighten up the west side.

Co-Chair Mathews added that the panels will keep their color year round whereas living walls will have months of being dormant and colorless. Mr. Walser said the landscape architect is working on trailing plant materials that would be suitable for planter boxes that are exposed to direct summer sun. Some plants could provide a variety of color throughout the seasons.

Ms. Anderson said her highest priority would be to treat the west face of the garage but agreed it would be important to treat the north and south faces as well. She said the east side would be her lowest priority.

Mr. Walser pointed out that about a third of the walls the north and south sides are sheer walls. That is where the architects are looking to create a textured pattern using a form liner approach.

Mr. Miles said his experience over the years has been that hanging plants on buildings is not the best approach. He said he would use a limited amount if any, and would not use any hanging plants on the west side.

Mr. Jackson said he was hearing general agreement that planters with hanging plants should be recommended. He stressed that Sound Transit is obligated to accept the advice of the committee except where the director makes a justifiable decision that a recommendation is inconsistent with the code. There is a process in the Land Use Code amendment for light rail that allows for modification to an approved design and mitigation permit.

Mr. Miles said he would prefer to see a graphic on each of the sheer walls blending down into the landscaping. Something similar is used on a building in Crossroads where a mural has been painted on a wall.

Answering a question asked by Mr. Glass, Mr. Walser said the living wall at the downtown library incorporates welded wire mesh with vine material growing on it. It is almost like horizontal flower pots with plant material growing in dirt in the individual cells. It works well for the first story where it is easy to water and care for.

Mr. Walser pointed out that any living wall treatment on the east side will require creating a paved zone on which maintenance workers can operate the man-lifts that will be necessary to maintain the five-story structure. That may require pushing the landscaping away from the garage.

There was agreement to give direction from the committee for Sound Transit to incorporate planters on the west wall, to soften the look and feel of the north and south walls through the use of plantings or color treatment to look like living material blending in with the Slough environment, and to not utilize planters on the east wall.

#### 5. PRELIMINARY EAST MAIN STATION AREA ADVISORY COMMENTS

Mr. Jackson said he went back and reviewed the comments made and advice given by the committee relative at the predevelopment stage. One new idea raised at the last meeting involved having a decorative gate that accesses the electrical building. He said he would seek an answer directly from the fire department as to whether or not the use of grasscrete is acceptable in areas used by emergency vehicles. The committee also had previously discussed the use of visual and audio signals at all stations.

Co-Chair Mathews said he saw recently a news piece about King County Metro using visual signals to give an additional level of safety and awareness to those using buses.

Mr. Jackson noted that Sound Transit has already indicated its intent to continue the Ashlar stone wall recommended for the South Bellevue station to the East Main station. The committee previously voiced support for exploring art opportunities at the tunnel portal.

Ms. Jones asked if access to the tunnel portal area will be closed overnight while the trains are not running so that homeless persons will not be able to use it. Mr. Walser said similar to the Beacon Hill tunnel, there are no gates or doors planned for the East Main tunnel. There will be intrusion detectors installed that will alert Sound Transit security should there be someone wandering down the tracks. The track itself will be fenced so the only opportunity to approach the tunnel would be from the north end of the East Main station. The same approach will be taken with the downtown station portal, only there the platform will be sealed off with security grills during non-operating hours.

Mr. Jackson asked how the site will be secured during the nighttime hours while construction is ongoing. Mr. Walser said during construction there will be a tall fence erected and there will be gates in that fence that can be closed off and secured. Once construction is complete and operations have commenced, there will be no gates at the tunnel portal. The nighttime non-operational hours are when maintenance work will be done and that will add another level of security.

Mr. Jackson reminded the committee members that there have been comments made by about the challenges regarding pedestrian access to and from Surrey Downs. The station area planning team has talked about the issue quite a bit and details are still being addressed. The fact is that beyond the park there are very limited opportunities. With regard to the noise report, Mr. Jackson informed the committee that it will be peer reviewed by the city's noise consultant. The committee will be asked to address construction impacts associated with the East Main station at coming meetings, and in accord with the Memorandum of Understanding it will be recommended that construction walls for noise be implemented as the earliest feasible time.

Ms. Jones noted that the committee had previously discussed including an overhanging roof on the TPSS facility and a stucco finish rather than metal. She said there also was a previous discussion about including some signature trees in the park at the north end of the station. Mr. Jackson said the park design work will be addressed by the parks board; he added that the corner has been identified as a gateway location. Staff have been working with Sound Transit and its landscape architects to come up with alternative landscape options and solutions for the areas where street trees cannot be placed 25 feet on center. The draft advisory document includes the notion of planting sequoia trees in the meadow area on the south side of the entrance to the South Bellevue station. There is also a focus on planting bigger trees at the Y intersection of Bellevue Way and 112th Avenue SE. Some additional trees will be planted in the median in conjunction with a more formal gateway-type treatment.

Mr. Glass asked if there are any critical areas in the central segment. Mr. Jackson said there are at Sturtevant Creek that will meander around the columns at hospital/Wilburton station. There are no critical areas associated with the East Main station specifically. The detail from the critical areas permitting for the first permit will be relied on and referenced.

Mr. Jackson said the downtown Bellevue segment will be discussed at the committee's July 1 meeting. He stressed that the station names have not yet been approved by the Sound Transit board, but the names South Bellevue, East Main, Downtown Bellevue and Wilburton will likely be approved.

- 6. PUBLIC COMMENT None
- 7. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:41 p.m.

#### CITY OF BELLEVUE LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING MINUTES

July 1, 2015 Bellevue City Hall 3:30 p.m. Room 1E-113

MEMBERS PRESENT: Doug Mathews, Susan Rakow Anderson, Joel

Glass, Wendy Jones, Ming-Fang Chang, Don Miles

MEMBERS ABSENT: Marcelle Van Houten

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 3:33 p.m. by Co-Chair Mathews who presided.

The agenda was approved by consensus.

2. PUBLIC COMMENT - None

#### 3. BELLEVUE DOWNTOWN STATION AREA ELEMENTS

#### A. Mid-Tunnel Access Point

John Walser, senior architect with Sound Transit, reminded the Committee members that the light rail line leaving the East Main station will enter a tunnel and curve to the west, running under 110th Avenue and the northwest corner of the City Hall parking garage before exiting at the downtown station just to the south of NE 6th Street. From there the line will cross over I-405 on an elevated guideway. At about the midpoint of the tunnel there will be an access shaft that will primarily facilitate the maintenance of two tunnel ventilation fans that will be used for emergency purposes only. The tunnel access headhouse will resemble a rooftop stair penthouse just large enough to accommodate access to the stairway inside. The frosted glass windows will at night provide the appearance of someone being at home; there may be opportunity for an artist-designed tile surface on the front side. The city owns the corner property and the parks department intends to develop a pocket park on the site.

#### B. Bellevue Downtown Station

The tunnel runs up 110th Avenue NE and after curving toward the east exits the tunnel at

the newly named Bellevue Downtown Station. The entry canopy area will be connected to the existing transit center. The City Hall entrance plaza will be redesigned to fit with the station layout. Once construction begins, the north end of the parking garage will be demolished; a new entrance out to 110th Avenue NE will be constructed prior to the demolition work. During construction there will be a small public parking area for accessing City Hall that will have its entrance and exit onto 110th Avenue NE. A new entrance will be created at the south end of the trellis area with a new pedestrian crosswalk to provide access to the existing City Hall plaza area while the sidewalk out front will be shut down during construction. A new permanent accessible ramp pathway will be created as well. The terracotta on City Hall will be reflected but not exactly matched on the station.

Mr. Walser said the entry plaza at the upper end will have a large umbrella canopy to provide weather protection along with the specific roof canopies over the stairs, escalators and the platform itself. Visually the columns and supports will be configured to represent trees, and the overhead blue glass will create a dappled light pattern on the floor. An extension of the roof will cover the bike racks outside the bike cage, and there will be a windscreen wall at the end of the plaza that will allow viewing of the platform below and out toward the Cascades. The windscreen will be extended out a bit further at the head of the stairs to provide for more weather protection from wind-driven rain; that will also provide a place to add an emergency exit door to be used when the security grills are closed.

The design team has taken the glass modules and staggered and shifted them to avoid a pure square or rectangular grid pattern. The windscreen panels on the back of the platform will retain the regular grid because the artist will be working on textured glass pattern. The entry lobby will also have a terrazzo floor pattern.

At the lower entrance the ceiling lobby will be roughly 17 feet high. The art team is working on what they are calling a cyclorama, a transparent ring hanging from the ceiling that will be a framework for artwork that can be changed out on a regular basis.

Ms. Jones asked if the glass for the entry on 112th Avenue NE will also be textured. Mr. Walser said the glass there will be clear. Ms. Jones asked about the canopy coverage and Mr. Walser said the canopy will come out to within a foot or so from the edge of the platform. The canopy cannot encroach on what is called the vehicle dynamic envelope to avoid getting clipped by the train and to allow any smoke from a platform fire to escape up and out. Additionally, there will be a gap between the bottom of the canopy and the top of the windscreen to create an airflow to evacuate any smoke.

Mr. Miles pointed out that the drawings of the station did not include any benches. Mr. Walser said there will indeed be benches in the entry areas.

Mr. Jackson commented that consideration is being given to extending the pedestrian corridor to the east and options are being looked at for weather protection. He said one comment that likely will be made by staff will involve the need to integrate weather

protection for the corridor into the design for the station plaza. Mr. Walser noted that the Land Use Code requires a sidewalk that is 16 feet wide along NE 6th Street and also requires the planting of street trees. Mr. Jackson said consideration is being given to doing away with the tree grates in favor of linear planter strips. He added that there is no proposal to include weather protection for pedestrians crossing the street from the transit center to the light rail station. It is likely, however, that an all-walk scramble will be created. Mr. Walser commented that the planters to be constructed by Sound Transit along NE 6th Street will include areas for people walking up the hill to stop and catch their breath, and those areas could include benches or positioning the planter boxes at seat level. Talks are under way with the city about who will have the responsibility of maintaining the vegetation, the entry plaza for City Hall and the entry plaza in front of the station.

Co-Chair Mathews asked if Sound Transit has had to install other mid-tunnel access shaft headhouses. Mr. Walser said there are not other headhouses in the system. Co-Chair Mathews voiced concern that it could be mistaken for a restroom. Mr. Walser said he anticipating signing the door for authorized personnel only.

Ms. Anderson asked if there could in fact be a public restroom added at that location. Mr. Walser said the city could potentially add a restroom facility as part of the design of the pocket park. Public restrooms can be problematic for a variety of reasons ranging from maintenance to safety.

Mr. Glass suggested the mid-tunnel headhouse could also be a target for graffiti, particularly on the back side. Some landscaping on the back side might help, or tile could be used that could be easily washed. Mr. Walser said the design team is looking at using graffiti-resistant materials wherever possible, including graffiti repellant treatments.

Mr. Glass asked what the plan is to accommodate the loss of parking during construction. Mr. Jackson said a new parking area has already been paved and striped and lighting has been installed behind the Meydenbauer Center. The area will be available to City Hall employees. Additionally, there will be an expansion of the existing garage. The parking behind Meydenbauer Center will be temporary during construction.

Answering a question asked by Mr. Glass, Mr. Jackson explained that the City Hall pavilion will be going away. Unfortunately some green space will be lost as well. There will be a new reflecting pool water feature in which the root sculpture will be sited. Some of the artwork that currently reside in the plaza will be relocated. The plaza redesign work is being coordinated between Sound Transit and the city.

Mr. Glass also asked what the plans are for the vacant Metro parcel to the east of the plaza area and north of City Hall. Mr. Walser said there will be glass walls along the platform facing the site. The walls will be designed to serve as fire walls to allow for redevelopment right up next to it. There will be a 15-foot landscape area that will accommodate the lower levels of any development on the site to have glass windows looking toward the station. Mr. Jackson added that there are no specific plans for the site,

which is now owned by the city.

Mr. Jackson called attention the original pre-development advisory comments made by the Committee included the issues of station lighting; the use of audio/visual cues; the need for variable seating heights; a call to include a restroom facility; enhanced weather protections; and using materials on the station that complement those in place at City Hall. Comments received from the public have included access to the site, particularly by bicycle.

Answering a question asked by Mr. Chang, Mr. Walser said the challenge regarding the ADA access ramp for the plaza revolves around the change in elevation between the front doors and the street. It will be necessary to wind the sidewalk ramp around just to make it long enough to meet the requirements. It will become a permanent feature.

4. PUBLIC COMMENT - None

#### 5. ADJOURN

Mr. Jackson commented that whether or not to include an additional Committee meeting on July 29 will depend on the July 15 conversation regarding the Wilburton station elements.

Co-Chair Mathews adjourned the meeting at 4:41 p.m.





# Agenda

- 3:30
  - Call to Order, Approval of Agenda, Approval of June 17<sup>th</sup>
     Meeting Minutes Co-Chairs Mathews and Van Houten
  - Public Comment
- 3:50
  - Bellevue Downtown Station Elements, Mid Tunnel Access Point,
     Bellevue Downtown Station Sound Transit
- 5:20
  - Public Comment
- 5:30
  - Adjourn

Light Rail Permitting Citizen Advisory

Committee



# Bellevue Downtown Station Pre-Development Advice

- 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.
- The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Light Rail Permitting Citizen Advisory

Committee



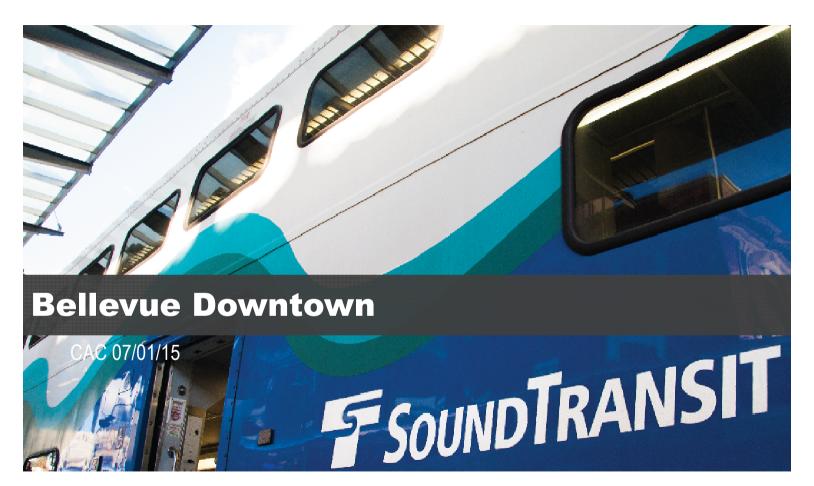
July 15, 2015

- Downtown Bellevue Segment Elements Design and Mitigation Permit Preliminary Advice
- Wilburton Station Elements
  - -405 Crossing
  - -Wilburton Station
  - -Lake Bellevue Area

July 29<sup>th</sup> Meeting?

Light Rail Permitting Citizen Advisory

Committee

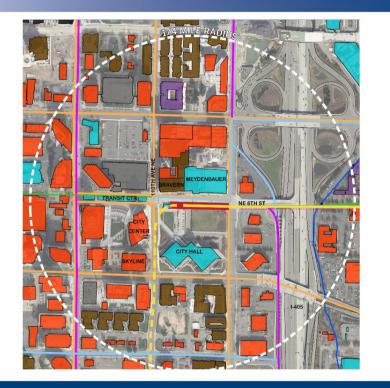






#### **Bellevue Transit Center**





LEGEND

BUS ROUTE

BICYCLE ROUTE

BICYCLE LANE

OFF STREET PATH

LIGHT RAIL TRACKS

STATION

PATRON CATCHMENT AREA

CITY OF BELLEVUE - 2009 PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

■ COMMERCIAL

CIVIC / INSTITUTIONAL

MULTI-FAMILY RESIDENTIAL

HOTEL

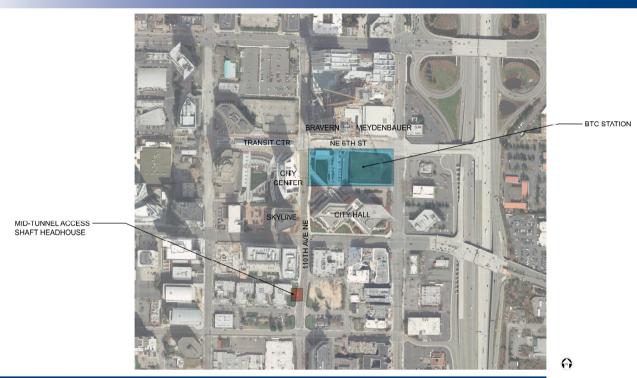
PARKING STRUCTURE



# **Neighborhood Context Plan**

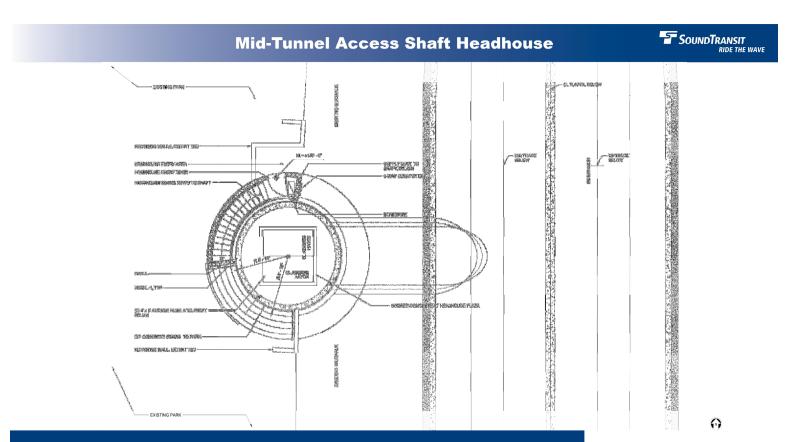
### **Mid-Tunnel Access Shaft Headhouse**





**Neighborhood Context Plan** 







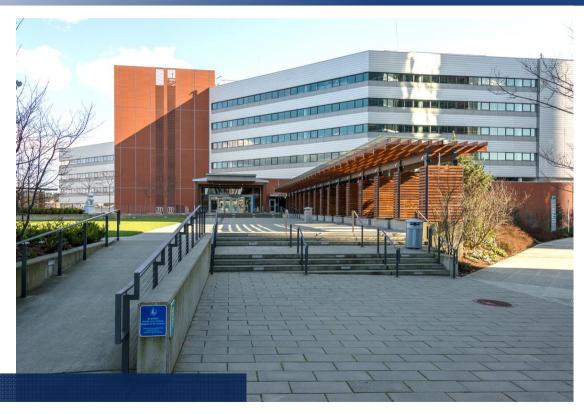




**Site Plan** 

# Bellevue Downtown Station





**City Hall Entrance** 

# Bellevue Downtown Station





View to Meydenbauer CC

## **Bellevue Transit Center**









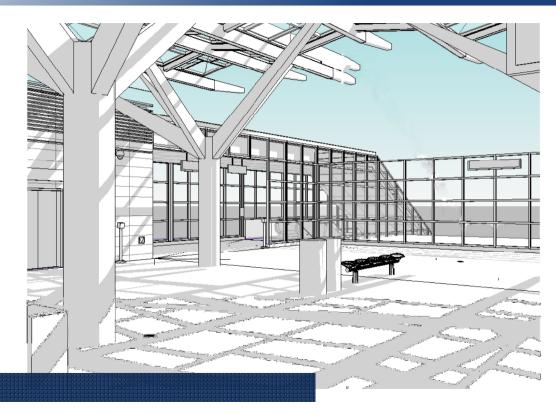


**West Entrance Plan & Section** 



# Bellevue Downtown Station



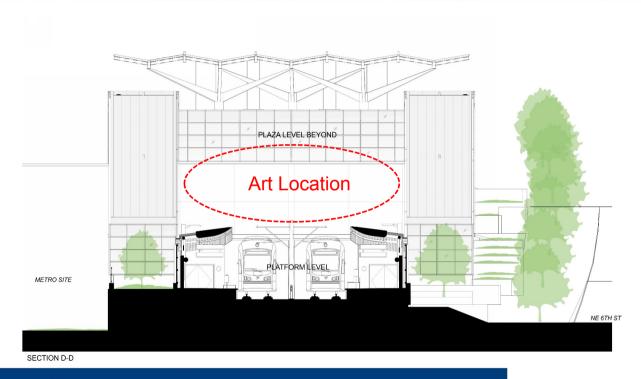


W. Entry Plaza







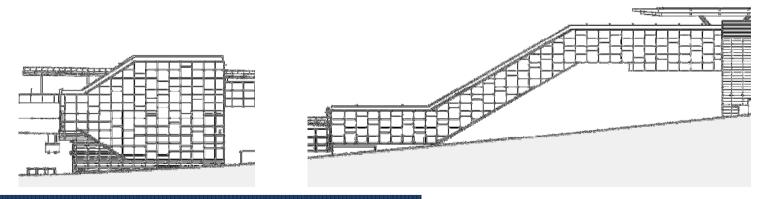


**Cross Section** 

# Bellevue Downtown Station



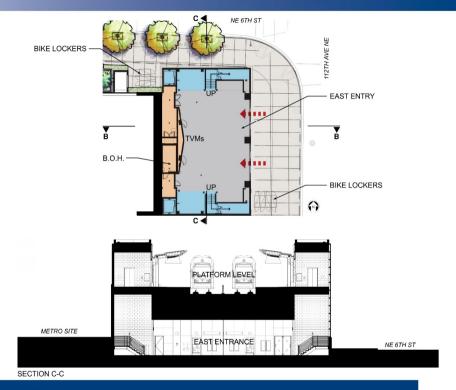




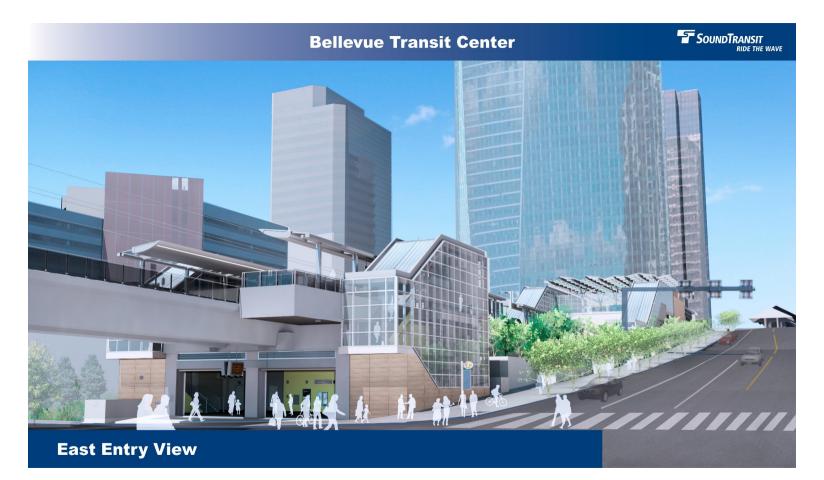
**Glass Curtainwall Pattern** 







**Lower Street Level Plan** 









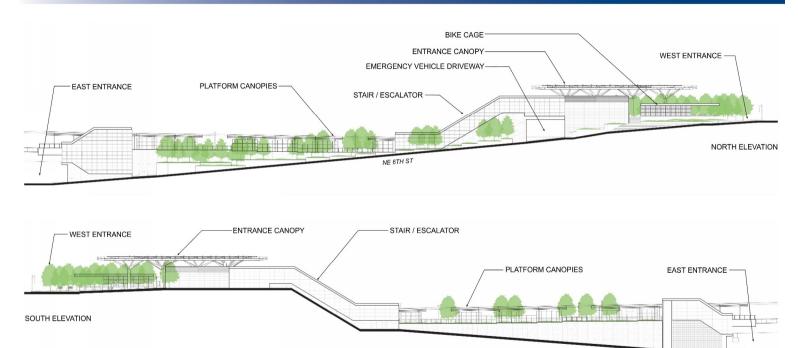
**East Entry Stairs** 

# **BTC STATION - MATERIAL BOARD EAST LINK EXTENSION** CANOPY GLASS GLAZING MULLIONS TICKET VENDING WALLS PAINTED STEEL WEST ENTRY VIEW

EAST ENTRY CEILING

#### **Bellevue Transit Center**





#### **North & South Elevations**



#### **SHRUBS & GROUNDCOVERS**



# **BTC Station Plant Palette**



#### TREES



# **BTC Station Plant Palette**



# **Questions?**





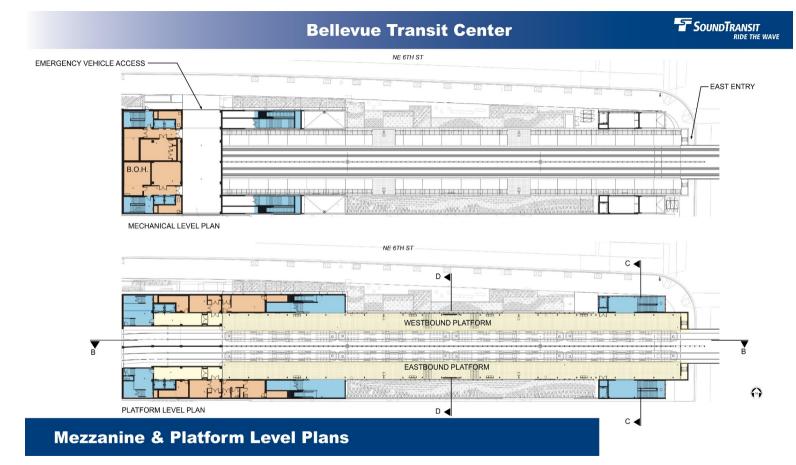
Page 45 of 56

## Bellevue Downtown Station

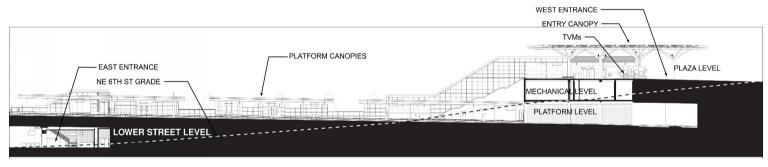


## Bellevue Downtown Station









SECTION B-B

### **Longitudinal Section**







**East Entry Ticketing** 

# ADVISORY DOCUMENT DOWNTOWN SEGMENT PRE-DEVELOPMENT REVIEW JULY 15, 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
- 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
- Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and
- 6. Build the public's sense of ownership in the project\*; and
- 7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.
  - \* Identifies the focus of this Advisory Document

#### Pre-Development Review

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

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

#### **CAC Work Product**

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

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

- Building Height No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
- 2. Setbacks No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
- 3. Landscape Development
  - The CAC recommends that landscape development at the Hospital Station, particularly in the vicinity of NE 8<sup>th</sup> Street, be designed in a way which does not create a site obstruction for motorists.
- 4. Fencing No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
- Light and Glare No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
  - The CAC recommends that no stations should have up lights that could shine into neighboring buildings or residential areas. All lighting should remain within the confines of the stations to the greatest extent possible.
- 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.

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

#### 20.25M.050 Design guidelines

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

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

2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the stations and alignment is consistent with the vision for the Downtown and Wilburton/NE 8<sup>th</sup> Street Subareas. The Land Use Code states that the character of this area is defined by:

#### **Downtown Subarea**

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

#### Wilburton/NE 8th Street

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

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

#### Downtown Subarea

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

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

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

#### Wilburton/NE 8th Street Subarea

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

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

- The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.
- 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.
- 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 multipurpose path for pedestrians and bicyclists over I-405.

#### **Next Steps**

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