



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: July 11, 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: July 14th, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your sixteenth Advisory Committee meeting next Wednesday, July 14th. 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 18th and July 2nd Meeting Minutes
3. Bel Red Landscape Renderings
4. 130th Station Draft Update

We will have hard copies of all electronic packet materials for you on July 16th. 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, July 16, 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 18th and July 2nd 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. Bel Red Landscaping
<i>Tom Kuykendall - City of Bellevue Parks and Community Services</i> |
| 4:00 p.m. | 4. 130th Station Update
<i>Sound Transit</i> |
| 4:45 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 18, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: Erin Derrington

OTHERS PRESENT: Matthews Jackson, Department of Development
Services; Kate March, Department of
Transportation; Chad Zettle, Sound Transit

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Lynde called the meeting to order at 3:07 p.m. All Committee members were present with the exception of Ms. Derrington who was excused.

The agenda was approved by consensus.

A motion to approve the minutes of the June 4, 2014, meeting was made by Ms. Anderson. The motion was seconded by Mr. Glass and it carried unanimously.

2. PUBLIC COMMENT

Mr. Todd Woosley with Hal Woosley Properties, owner of four buildings on 120th Avenue NE to the east of Lake Bellevue, thanked the Committee members for the important role they are playing on behalf of the city. He stressed the need for the permitting process to ensure that designs and mitigations will be the most effective. Of particular concern is traffic at the hospital district station. The section of NE 8th Street between 116th Avenue NE and 120th Avenue NE carries a tremendous volume of traffic and will continue in the future to play a critical role as the eastern entrance into the downtown. An additional westbound lane from The Pump House to 116th Avenue NE is needed to help maintain the level of service at the intersection of NE 8th Street and 116th Avenue NE, to improve the throughput on NE 8th Street that is critical to the downtown, and to reduce the time it takes an ambulance it takes to get to the hospital. A multimodal design is needed that will allow busses to pull in and pick people up or drop them off at the station, including grade-separated pedestrian/bicycle access up and over NE 8th Street from the station to the Wilburton area.

Mr. Howard Katz agreed with the previous speaker. He said he drives the section of NE 8th Street between 116th Avenue NE and 120th Avenue NE every day and often finds it backed up to 120th Avenue NE and beyond. The backup also causes problems for the U-turn. The hospital station is likely to see large numbers of people being dropped off and picked up in the morning and afternoon and an additional lane is vitally needed. Sound Transit has not said anything about the issue because it is not their problem, but the city should be addressing the issue. The Committee was thanked for including a recommendation for platform lighting and different seating heights at the stations. He said his uncle, the father of traffic engineering for the city of New York, a deputy police commissioner, and the father of the 9-1-1 system. At the time the 9-1-1 concept was proposed, AT&T opposed it because it was something different. Platform lighting and varying seating heights is also something different from the approach Sound Transit has traditionally taken, but it is the right thing to do.

Ms. Betsy Blackstock, a Surrey Downs resident, said she had been impressed by the presentation regarding the environmental made by David Pyle at the June 4 meeting of the Committee. He clearly and concisely covered a lot of issues. Using his words, she stressed the need to avoid, minimize and mitigate as things move forward. Avoiding is not always possible, but minimizing and mitigating the impacts is absolutely necessary. It will not, however, be up to Bellevue alone to provide mitigation for the Sound Transit project.

3. CAC FEEDBACK ON SOUND TRANSIT ENVIRONMENTAL MITIGATION

Planning Manager Matthews Jackson agreed that Mr. Pyle did an exemplary job addressing the issue of environmental mitigation at the June 4 meeting. He sought from the Committee members feedback on the materials provided in the submittal for the permit and the proposed approach for the mitigation site.

Mr. Miles said the materials were helpful in understanding the city's code requirements and how they apply to the project. He said the mitigation site is intended to serve as replacement wetlands for areas that will be destroyed by the East Link project.

Co-Chair Mathews said the location of the proposed mitigation site is excellent and will adequately serve the intended function. The site will be able to handle runoff and storm water storage. The proposal offers a good solution.

Mr. Jackson noted that the majority of impacts along the East Link corridor are to buffers; there will be very few impacts to wetlands. The challenge for the city will be to make sure that the areas to be enhanced will provide the biological lift needed to mitigate for the impacts.

Answering a question asked by Co-Chair Lynde, Mr. Jackson reminded her that Sound Transit will be relocating the Sturtevant Creek channel to accommodate their columns. The channel is currently overgrown, largely with invasive species, and it must be

maintained by the city. The restoration work will bring the channel to a more natural condition to support the potential use of the channel by fish. Sound Transit will also be required to maintain the hydrology of Lake Bellevue, which is regulated as an open water wetland. With regard to the area along 112th Avenue SE, the permanent buffer impacts will be replaced in-kind with new buffers, and the areas that will see temporary impacts associated with construction will be restored to be either equal or better than pre-existing conditions. The city, Sound Transit, Fish and Wildlife, the Department of Ecology, the Corps of Engineers and others have all been working together to make sure the mitigation site will work as intended. About two acres of the site will be developed as a park that may include some public education activities. Co-Chair Lynde said she was satisfied with the approach Sound Transit is planning to take.

Co-Chair Lynde asked what the city's criteria are for monitoring. Mr. Jackson said the code spells out the specific monitoring requirements. For most projects the city requires monitoring and maintenance for between three and five years. For private development the city usually requires security devices to assure the monitoring and maintenance will be done. Co-Chair Lynde said she would like to see monitoring required for at least five years, adding that the professional literature is clear that many mitigation sites fail after five to ten years.

Co-Chair Mathews asked if the park will be passive or active. Mr. Jackson said that is still to be determined along with how the park will be accessed.

Answering a question asked by Ms. Jones, Mr. Jackson said the wetland creation portion of the mitigation site is sufficiently sized to meet the code mitigation requirements. The outstanding issue is the stream. There is an open-water channel that flows into a pipe. Originally as part of its mitigation Sound Transit was going to open the channel, but based on the topography and soils on the site the opportunity to do that does not exist. The city is working with Sound Transit to identify additional opportunities for stream mitigation; those opportunities do not have to be along the light rail alignment.

Mr. Chang asked if Sound Transit is fully responsible for funding the mitigation efforts. Mr. Jackson allowed that Sound Transit will be responsible for installing, maintaining and monitoring over time.

Ms. van Dijk asked what would happen if the mitigation wetland fails. Mr. Jackson answered that the intent is to design a project that will work. If during the monitoring period the project fails, Sound Transit will be required to go back to the drawing board and come up with a new solution. The mitigation requirements will not go away even if the site does not work. Ms. van Dijk said she was convinced the documentation is adequate.

4. CAC REVIEW OF THE BEL-RED DESIGN AND MITIGATION PERMIT
(Permit #13-135564 LD)
 - 130th Station Design
 - Landscape Development

Mr. Jackson reminded the Committee members that the 130th Station site is located in the BR-RC-1 zone, the purpose of which is to provide an area for a mix of housing, retail, office and service uses, all intended to be served by a high level of transit. The Committee is charged with reviewing the structural elements within the site based on the requirements in the Land Use Code. Building heights of up to 150 feet are allowed in the zone. No setbacks are required for buildings less than 80 feet tall, and the maximum impervious surface allowance is 75 percent. The station complies with those specifics.

Mr. Jackson said one challenge is the fact that interim conditions will be faced until the NE 15th Street/NE 16th Street project is completed. The landscape code in the light rail overlay does not apply in the Bel-Red corridor, but the Bel-Red landscape requirements do. NE 15th Street/NE 16th Street is designated as a transit boulevard, the landscaping for which defers to the corridor design approval process through the Transportation Department; that process has yet to be finalized. Sound Transit has come up with a landscape plan for the linear elements of the alignment to the east and west of the station, but the plan cannot be finalized until the design study for the project is completed by the transportation department.

Mr. Jackson sought from the Committee members guidance relative to the width of landscaping along the linear alignment. He noted that the code requires a minimum ten-foot linear landscape buffer for most street frontages, with trees planted 30 feet on center. The Bel-Red code further requires no more than 30 percent of the trees to be deciduous, and requires that they be a minimum of 10 feet tall when planted. The city has been working with a consultant to look at the streetscapes for Bel-Red and some modifications to the tree palette in the code may be offered using the alternative landscape option. For the transit corridor, the consultant is recommending that the tree of choice should be the ginko.

Chad Zettle with Sound Transit said the landscaping on the north side of the station will be an interim condition, except for the three-foot strip immediately adjacent to the station platform. The selections used on the park and ride lot are based on the city's buffer requirements. Sound Transit bases its landscaping selections on security and safety issues and assuring visual access by security personnel.

Mr. Jackson said 130th Avenue NE in the Bel-Red corridor is themed a retail street overall, though the consultants are identifying the frontage on the west side of the park and ride lot as a green street. Sound Transit will be incorporating some low-impact development tools to help mitigate for stormwater impacts, including silva cells, which are facilities that provide a place for trees to grow while also providing structure and filtering for stormwater. Mr. Zettle said some of the low-impact areas will utilize more of a swale-type look.

Mr. Glass said he would be interested in learning more about silva cells, what they look like, how they function, and how successful they have been where they are used. Mr. Jackson said he would provide some information. He added that there are some silva

cells in use in the city.

Mr. Glass said he had a difficult time visualizing what the landscape plans will look like once they go in and how long it will take for the landscaping to look full and nice. He said he would benefit from receiving feedback from the parks department and those familiar with plants. Mr. Jackson said he would do that. He added that the landscaping is intended to augment the linear portion of the alignment. The code allows for larger trees to be planted than those that are typically planted, though the smaller trees actually grow faster over time. Mr. Glass said one thing he would like to know is if the landscaping will provide four seasons of color and fragrance.

With regard to interior park and ride lot landscaping, Mr. Jackson noted that the code requires landscaped islands. The city will be working with Sound Transit on plant density.

Co-Chair Lynde pointed out that the Committee has made recommendations relative to the design of the station. She asked if the Committee has been shown a visual representation of what the recommendation might actually look like. Mr. Zettle said one rendering of the station was done showing an early concept that moves away from the Cor-Ten steel. New graphic renderings will be put together for the next round of open houses. Mr. Jackson said the new graphics will not be ready until mid to late July.

Co-Chair Lynde asked what the city's long-term transportation plan is for NE 8th Street. Mr. Jackson said he did not know exactly what is being planned and would seek information to share with the Committee.

Mr. Chang asked if there will be a passenger drop-off on NE 8th Street by the station. Mr. Jackson said the passenger drop-off area will be internal to the station site, not on NE 8th Street. There will be a bus stop on NE 8th Street, however. What happens with NE 8th Street is beyond the scope of what the Committee is focused on, though because it will impact the station any recommendations the Committee has will be passed on.

Ms. Jones thanked staff for the email containing the WSDOT information regarding sound walls that had been sent to the Committee members.

5. PUBLIC COMMENT

Mr. Howard Katz suggested that regardless of the improvements made there will never be any fish in Sturtevant Creek. Any fish in the creek would have to come from Lake Bellevue and there are no fish in Lake Bellevue, though at one time there were salmon in the lake. It will be important in realigning the street to avoid making a sharp right turn which causes the water flow to backup and trigger flooding. Care should be taken with regard to the plantings associated with the stream to avoid clogging the stream. The discussions to date have not included anything about Lake Bellevue's environment. There are clear issues in play there that need to be addressed, particularly with regard to wildlife. Noise is an environmental issue and it has not yet been addressed by Sound

Transit. Sound Transit has no experience with projects so close to a natural lake, which Lake Bellevue is.

6. ADJOURN

Co-Chair Lynde adjourned the meeting at 4:11 p.m.

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

July 2, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: Ming-Fang Chang

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

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF JUNE 18
MINUTES

Co-Chair Mathews called the meeting to order at 3:03 p.m.

Co-Chair Mathews passed along to the Committee a thank-you from the City Council.
He noted that the Council was provided with an update of the work of the Committee for
which the Council was very appreciative.

The agenda was approved by consensus.

There was consensus to delay approval of the June 18, 2014, meeting minutes until the
next Committee meeting.

2. PUBLIC COMMENT

Mr. Michael Link, president of the Lake Bellevue Sub-basin Alliance with the Spring
District, vice-president of the Lake Bellevue Homeowners Association, vice-president of
the Lake Bellevue Water Quality Association, and a founding member of what will
become the Lake Bellevue Neighborhood Association, said it was his understanding that
Lake Bellevue Station was the leading choice among those voting to name what has been
called the hospital station. Wilburton-Midlakes was the second choice. As part of the
settlement agreement with the city relative to 120th Avenue NE there will be a Lake
Bellevue neighborhood sign just like those posted for other neighborhoods around the
city. Many area businesses are playing supportive roles in the formation of the
neighborhood association, including Barrier Motors, Group Health, Children's Hospital,
Whole Foods, and Moxie Bar and Grill. The neighborhood remains unclear about where

things stand in the process of naming the station and the design work involved with addressing the stream and the sidewalk connecting the station with the hospital. Light rail will bring benefits to the neighborhood but there are still details to be worked out; the neighborhood does not want to learn about the details once it is too late to affect them. Depending on where Sound Transit elects to locate a maintenance operation, Lake Bellevue residents may be impacted by having some type of a storage track facility that would require an easement involving Lake Bellevue properties.

Mr. Howard Katz, 7 Lake Bellevue Drive, noted that the environmental issues as they relate to Lake Bellevue have not yet been discussed. He said their sound study adds white noise that counts against the total. Sound Transit has no experience working so close to a wetland so that is a concern. Speaking as a member of the Bellevue Network on Aging, he thanked the Committee for its recommendations that will positively affect older adults. Security is an issue that has not yet been discussed in depth. Sound Transit certainly has not talked about the issue. Recently there was an incident where someone would not pay their fare and the result was gunfire and death. It could well have been that passengers could have gotten caught up in the gunfire. Security issues at the stations must be addressed, especially at the elevated hospital station given that it will not be visible from the ground.

3. CITY OF BELLEVUE NOISE CODE

Kate Berens, Deputy City Attorney, said the noise impacts associated with light rail have been a significant topic of discussion for folks throughout the city, particularly those with properties close to the alignment. The Council and city staff have been talking about the issue throughout the discussions with Sound Transit.

Ms. Berens explained that noise will be addressed through the environmental review process. In Sound Transit's Environmental Impact Statement process, noise was identified and evaluated with regard to federal standards relating to transit facilities. Some preliminary work was done to identify where noise mitigation will be required and design techniques that will result in less noise being produced, including limiting or eliminating crossovers and limiting track curvature to avoid wheel squeals. The city hired a consultant a couple of years ago to provide technical input and to review Sound Transit materials; the consultant remains on retainer and will be utilized throughout the permitting process.

Sound Transit is bringing plans forward that show mitigation features, including the traditional noise walls. The city is looking at the mitigation techniques. The updated studies Sound Transit will be submitting about their noise projections relative to noise generated by the trains, the level of background and ambient noise, will include some noise modeling with mitigation techniques applied to determine the final results. The city's consultant is looking at the application package to determine if the modeling is appropriate and if the proposed mitigation techniques make sense. The resulting information will help the city determine how the mitigation complies with the findings of the environmental review process and the city's noise code.

The city's noise code covers construction period noise and noise from trains and safety features, such as audible warning devices, which will be part of the permanent facilities. The technical consultant will be reviewing the final plans for compliance and whether or not the mitigation efforts will meet the city's expectations.

Answering a question asked by Mr. Jackson, Ms. Berens said the consultant and Development Services staff will be providing detailed technical support, including how tall a particular noise wall should be to achieve the level of mitigation expected based on the modeling coming in from Sound Transit. The Committee will be asked to weigh in on such things as how a proposed hardscape sound wall feature meets the situational context. The Committee will not be asked to weigh in on the technical aspects of how effective a particular sound wall will be and the degree to which it will mitigate noise.

Co-Chair Lynde asked what kind of compliance monitoring will occur once the construction process is completed, and what actions will be taken should it be found that a particular mitigation is not effective. Ms. Berens said the permits will establish conditions. If a certain level of mitigation is expected but not achieved, the city will initiate an enforcement process aimed at achieving full compliance. Co-Chair Lynde noted that enforcement in Bellevue is often complaint based and asked if the city will actively monitor noise levels once the system is up and running. Ms. Berens agreed that currently enforcement of the noise code is complaint based. She suggested the city likely will engage with the consultant to conduct spot checks through the construction and operations testing phases.

Ms. Jones said the construction period will be far lengthier than most. She asked if there will be a cap on construction noise and how it will be monitored. Ms. Berens said the city regulates construction noise by hours. Depending on the area around construction projects, there are different work windows. Hours of operation is the regulating factor rather than noise decibels. There are ways to obtain variances from the work windows given special circumstances. Construction noise issues are regulated through the Department of Development Services separate and apart from land use entitlements. Certainly there will be challenges for adjacent property owners and they will be handled in a variety of ways, but sometimes construction noise simply cannot be fully avoided.

Mr. Miles asked if there will be a noise baseline to work from. Ms. Berens said Sound Transit did test some ambient noise levels as part of the initial environmental review process. Their modeling added projected train noise to the ambient levels and was used to help them develop the environmental information and mitigation efforts. The ambient noise level information likely will be included in their application materials as part of their demonstration of compliance with the city's noise code.

Answering a question asked by Mr. Glass, Ms. Berens said Sound Transit will be required to comply with the city's noise code. Their Environmental Impact Statement addresses the federal noise standards. The city has been working with Sound Transit on what they will need to do to demonstrate compliance. Bells and other kinds of safety

devices are under the city's noise code exempt from specific decibel limitations. The code acknowledges the need for warning sounds to rise above ambient noise levels. The consultant is working on the application of shields and other things that will help to avoid to the degree possible having the noise spill over to areas that are not relevant. Wheel squeal is not a safety issue and there will be a certain amount of decibel averaging to determine compliance with the code.

Mr. Glass commented that noise can be mitigated either at the source or at the receiving end, such as at a private residence through the installation of better windows and insulation. During the summer months, however, residents often open their windows to let in fresh air, but that will also let in the noise. It would be better to focus on mitigating noise at the source either through good rail and train design or through good sound walls. Ms. Berens said mitigation of noise at the source has been a significant issue for the Council and the community to allow for open windows and the use of outdoor spaces.

Ms. van Dijk suggested the context in which certain noise happens should be a factor. More attention should be given to keeping things more quiet in certain areas, allowing more flexibility in other areas. She asked if the consultant will be looking only at technical issues or be able to include context factors. Ms. Berens explained that the city's noise ordinance does to some extent take context into account. Residential properties have a lower receiving threshold than commercial does, and industrial properties are allowed even more noise at the receiving end. The federal standards take context into account as well.

Co-Chair Mathews observed that the documentation talks about Category 1, 2 and 3 areas and how sound must be mitigated in each. He noted that the difficulty with the Bel-Red section is that there are uses not yet in place that will be sensitive, including residential. He asked if it will be necessary to revisit the sound levels as residential and other uses are constructed in areas that currently are more industrial. Ms. Berens said the code review will be predicated on zoning rather than existing use. Accordingly, there will be requirements to mitigate noise based on what the zoning allows, not on what currently exists. There is also a part of the noise code that applies to future development, particularly new residential development. That section has certain construction standards for sleeping areas in new development.

Co-Chair Lynde asked how mixed use zones are treated relative to setting noise thresholds. Ms. Berens said the threshold is set somewhere between the residential and commercial uses. That is the approach used in the downtown as well.

4. REVIEW AND DISCUSSION OF BEL-RED TREE MITIGATION

Mr. Jackson explained that the Bel-Red overlay requirements apply to the light rail system in the Bel-Red corridor. Those requirements are more stringent. Within the areas Sound Transit will be required to provide new landscaping, they will be required to save all significant trees not certified as hazards. There are specific requirements relative to tree mitigation for critical areas. A more context-sensitive evaluation is done for non-

critical areas aimed at assessing the impact to the environment and to the portion of Bel-Red in question. All best management practices will be applied during construction, but the Committee can weigh in on the specific areas of mitigation.

Justin Lacson, Assistant Permit Administrator for Sound Transit, said he was the principal author of the design and mitigation permit under review by the Committee. He explained that a tree survey and assessment was conducted the design team members in December 2013 when there was no foliage on the trees. The team was led in the field by an arborist certified by the International Society of Arborists. The focus was on the area 50 feet on either side of the guide rail alignment. One result of the survey was the creation of a data dictionary that was loaded onto a GPS device. The data captured included tree species, the significant and non-significant trees, and the overall health of the trees. Under Bellevue standards, significant trees are those with an eight-inch diameter at four feet.

Ms. Lacson explained that all trees existing in the footprint of the alignment will be removed. In addition, all trees within a 34-foot clear vegetation zone as measured on each side from the centerline will also be removed. The clear vegetation zone is intended to maintain operations, maintenance and safety for personnel in the field.

The survey identified a total of 634 trees within 50 feet on either side of the center of the Bel-Red alignment. Within the Bel-Red overlay itself the survey identified 549 significant trees, all of which would be subject to the Bel-Red tree preservation standards. The total number of significant trees that will need to be removed from the rail alignment within the Bel-Red corridor was pegged at 372, 282 of which are in the delineation of the Bel-Red land use district. The trees outside the Bel-Red land use district are not subject to the Bel-Red tree preservation standards.

The proposed number of trees to be planted as mitigation totals 255, all of which are within the Bel-Red overlay. The total number of trees to be planted within the entire Bel-Red corridor is 457. Pyramidal European Hornbeam trees will be planted primarily around the stations, where Weeping Yellow Cedar Shore Pine and Austrian Pine trees will be planted in the more naturalized settings. The list of deciduous trees will range from Red Alder to Vine Maples and will be planted interspersed with more naturalized forested settings along the alignment. Native trees will be used outside the vegetation clear zone.

Answering a question asked by Co-Chair Lynde, Mr. Lacson said the permit package will include plan sets from the 60 percent design. The Committee will also have opportunity to review the tree removal and mitigation memos which summarize the findings of the field efforts.

Mr. Glass pointed out that some of the significant trees that will be removed are quite large. Replacing them with two-inch caliper trees will represent a significant reduction in the tree canopy. Throughout the Bel-Red best practices study and in the final report, landscaping and exceptional mitigation were held up as being very important. Mr.

Jackson said the city has a consultant on board who is focused on the Bel-Red landscape and tree preservation requirements. He said he is working to schedule a briefing from someone from Parks who has been involved with Sound Transit's plan sets from the beginning, and will seek directly from the consultant a recommendation on whether or not the proposed plant varieties are appropriate. Mr. Glass allowed that Sound Transit has the math correct relative to the number of trees they have to plant as mitigation, but every effort should be put into getting the look and feel right as well.

Co-Chair Lynde asked if the Committee could recommend including some mature trees in the replanting scheme. Mr. Jackson suggested the Committee will need to be realistic in formulating recommendations. There will be immediate impacts as development happens and the existing trees come down, and one step will be to find ways to soften that blow. An eye also needs to be kept on what the trees will look like in the years to come. There has been talk of getting nursery stock started early so there will be more mature trees to plant. Clearly the more mature a tree the more challenging it would be to plant and keep alive as part of the mitigation.

Mr. Lacson said Sound Transit is working to develop graphics showing what the different tree types will look like 10 and 20 years out. He said the Committee will have the opportunity to see those graphics.

Mr. Miles asked if there are size at maturity limits for what will be planted near elevated trackways. John Walser, architect with Sound Transit, explained that Sound Transit has through its experience with the initial segment developed criteria for trees adjacent to elevated guideways. The criteria includes how close the branch structure of a mature tree is to the side of the elevated guideway. Sound Transit looks for a two-foot clearance beyond the edge of the guideway. The tree type and normal diameter of the branch structure dictate where the trunk of the tree can be located in relation to the guideway. The sway element of trees is not a critical factor. For the at-grade sections, the measurement is from the OCS lines themselves. There is a ten-foot clearance zone for workers to stay away from the highly energized power line.

Mr. Jackson asked how the vegetation clear zone for construction, which is 34 feet on either side of the centerline, correlate to how the area will be replanted. Mr. Walser said trees that meet the criteria will be allowed to be planted in that area once the construction work is completed.

Ms. Jones asked if the trees and landscaping materials to be planted by Sound Transit will be procured from a vendor. Mr. Lacson allowed that Sound Transit will be contracting with a vendor to obtain what is needed. Ms. Jones noted that the light rail best practices report recommends replacing mature trees with trees that are as mature as possible and there are nurseries that specialize in that. She asked if it is within the purview of the Committee to recommend exploring options that include planting trees that are as mature as possible, and Mr. Jackson agreed that it is. Mr. Lacson said those discussions are in fact under way with city Parks staff with an eye on retaining the character of areas to the degree possible, especially around residential areas.

5. REVIEW AND DISCUSSION OF BEL-RED ANCILLARY STRUCTURES

Mr. Walser said the ancillary structures associated with the 130th station include the bike cage. The communications room that originally was designed to be attached to the bike cage has since been moved to just west of 130th Avenue NE in an enclosed compound. A signals bungalow will be located just underneath the guideway.

The signal bungalow under the guideway is in an office park area. In order to construct the alignment it will be necessary to purchase and demolish one of the single-story industrial buildings. On an interim basis, there will be grading, smoothing and the planting of ground cover vegetation. The adjacent property owner will ultimately improve the area after the construction work is done. Sound Transit will retain the aerial easement. There are also future city plans for Spring Boulevard that will come through the area.

Mr. Walser shared with the Committee drawings of the enclosed compound with screening around the sides. He noted that it includes the signal bungalow for the crossing gates at the intersection near the at-grade station. He said the concept is to create a screened compound with interspersed metal screen and concrete panels. The design team is looking at replicating the patterns to be used at the station itself in the concrete panels of the screened compound.

The only ancillary building at the 130th station will be the bike storage facility. The designers have taken advantage of the additional space and have moved the bike storage building further to the north to create more of an open plaza area, and the bike storage facility is more simplified with open mesh screening, making it possible for people to see who is in the facility before they enter. In September when at the 90 percent open house the drawings will be updated along with the materials sample boards.

Mr. Jackson asked if there would be benefit to having the Committee revisit the ongoing construction going on in Seattle. Mr. Walser said the construction under way in Seattle involve two tunnel stations. The work is significantly different from what will be seen either in South Bellevue or in the Bel-Red area. The construction activity occurring at South 200th includes an elevated guideway. A video clip on the Sound Transit website shows the traveling gantry picking up the precast segments and hoisting them into place over a roadway.

Answering a question asked by Mr. Glass, Mr. Walser said Sound Transit does install video surveillance inside bike storage facilities along with an emergency phone that connects with the command center. In the new stations the emergency phones are intertied to the security cameras so that the nearest camera will automatically tilt toward the phone so the command center person can see what is going on. The intent is to also utilize a card entry system. All of Sound Transit's linked facilities are connected with the command center. Because the drivers also communicate with the command center, consideration is being given to separating the drivers' communication traffic from the

passenger security system.

Ms. Jones asked what the process is when a passenger uses the emergency phone and needs immediate assistance. Mr. Walser said the command center contacts either Sound Transit security or the local jurisdiction.

6. PUBLIC COMMENT - None

Mr. Jackson briefly said he soon would provide the Committee members with an updated copy of the schedule.

With regard to the comments made by Mr. Link earlier in the meeting about a signal house and crossover storage tracks, Ms. Jones said it was her understanding those facilities will be constructed regardless of where the operations and maintenance facilities are located. Mr. Walser said the pre-design documents indicate that at a minimum Sound Transit will need a small storage track facility just to the north of the turn that heads east through the Spring District. It is referred to as a light maintenance facility where trains can be stored and cleaned overnight. Depending on where the maintenance facility will ultimately be located, the need for the storage will either be eliminated or increased in size. The latter will be the case if the maintenance facility is located in Lynnwood. The signal building, however, will be needed regardless in that it controls the track switches for all three of the intersections at the triangle. The signal building will be located in the Burlington Northern/Sante Fe right-of-way, but access to it will be through the Lake Bellevue parking lot.

7. ADJOURN

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

Landscaping plan (After NE 16th St. Extension)



Landscaping plan (Before NE 16th St. Extension)



Station landscaping and design materials



130th Station Materials: Planting and Hardscape

TREES - EVERGREEN



Weeping Yellow Cedar
Chamaecyparis nootkatensis

Screening evergreen tree proposed along the northwestern property boundary of the 130th Station parking lot.



Austrian Pine
Pinus nigra

Screening evergreen tree proposed along the southern edge of the 130th Station parking lot.



Mountain Hemlock
Tsuga mertensiana

Screening evergreen tree proposed throughout the northern property boundary of the 130th Station parking lot.



TREES - DECIDUOUS



Vine Maple
Acer circinatum

Forest understory tree proposed for the north side of 130th Station and along the stream buffer in the northeastern corner of the site.
photo by Ed Book



Coral Bark Japanese Maple
Acer palmatum 'Sango Kaku'

Ornamental tree proposed for the north side of 130th Station



Serviceberry
Amelanchier grandiflora
'Princess Diana'

Tree proposed for the north side of 130th Station and in parking islands throughout the site.



Pacific Crabapple
Malus fusca

Tree proposed for natural drainage areas throughout the parking lot.



130th Station Materials: Planting and Hardscape

SHRUBS



Tall Oregon Grape
Mahonia aquifolium

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.



Salal
Gaultheria shallon

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.



Kelsey Dogwood
Cornus stolonifera
'Kelsey'

Deciduous shrub proposed for natural drainage areas throughout the parking lot.



Birch Leaf Spirea
Spiraea betulifolia 'Tor'

Deciduous shrub proposed for natural drainage areas throughout the parking lot.



Mock Orange
Philadelphus lewisii

Deciduous shrub proposed throughout the northern property boundary of the 130th Station parking lot.



Evergreen Huckleberry
Vaccinium ovatum

Evergreen shrub proposed throughout the 130th Station parking lot and surrounding areas.



Tangerine Cinquefoil
Potentilla fruticosa 'Tangerine'

Deciduous shrub proposed as an accent plant at 130th Station.



Red Edge Hebe
Hebe 'Red Edge'

Evergreen shrub proposed for 130th Station.

130th Station Materials: Planting and Hardscape

GROUNDCOVERS & PERENNIALS



Kinnikinnick
Arctostaphylos uva-ursi

Evergreen groundcover proposed throughout the 130th Station parking lot and surrounding areas.



Sword Fern
Polystichum munitum

Fern proposed as an accent plant throughout the 130th Station parking lot and surrounding areas.



Douglas Iris
Iris douglasiana

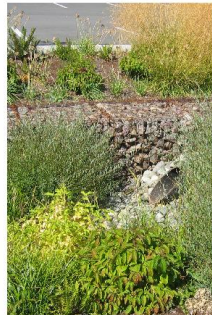
Flowering perennial proposed for natural drainage areas throughout the parking lot.



Natural Drainage System Mix
Carex obnupta
Juncus effusus var. *Pacificus*
Juncus ensifolius

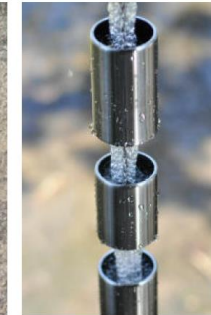
A mixture of sedges and rushes proposed for natural drainage areas throughout the parking lot.

HARDSCAPE



Gabion Walls

Proposed for screening along the southern and western perimeter of the 130th Station parking lot.
photo (left) by: Bangon Tree Design Studio



Basalt Pillar w/Slanted Concave Dish & Rainchain

Proposed at the northwestern and northeastern ends of the 130th Station platform.

Bicycle Facility

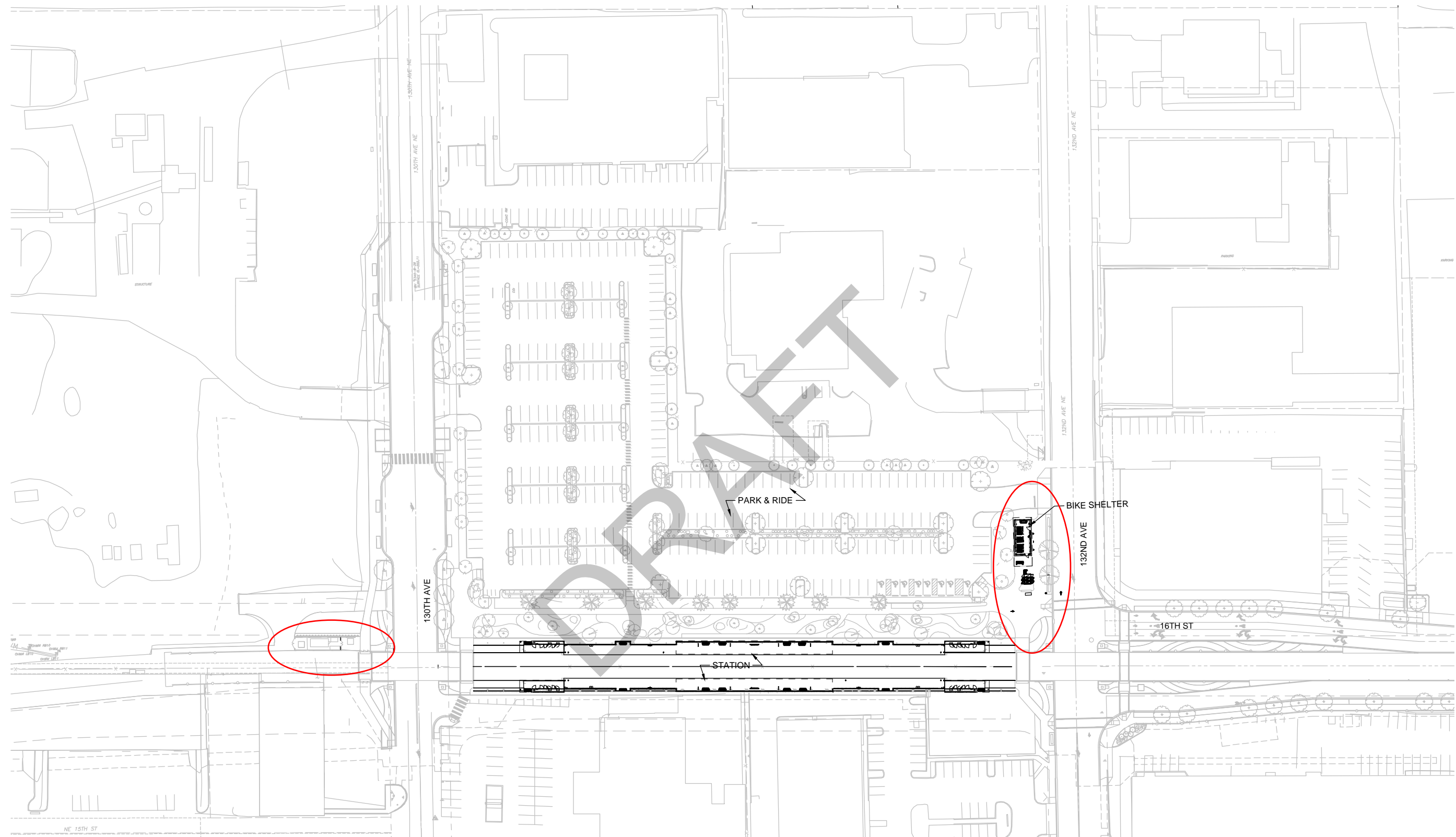


View of bike plaza from 132nd Avenue NE



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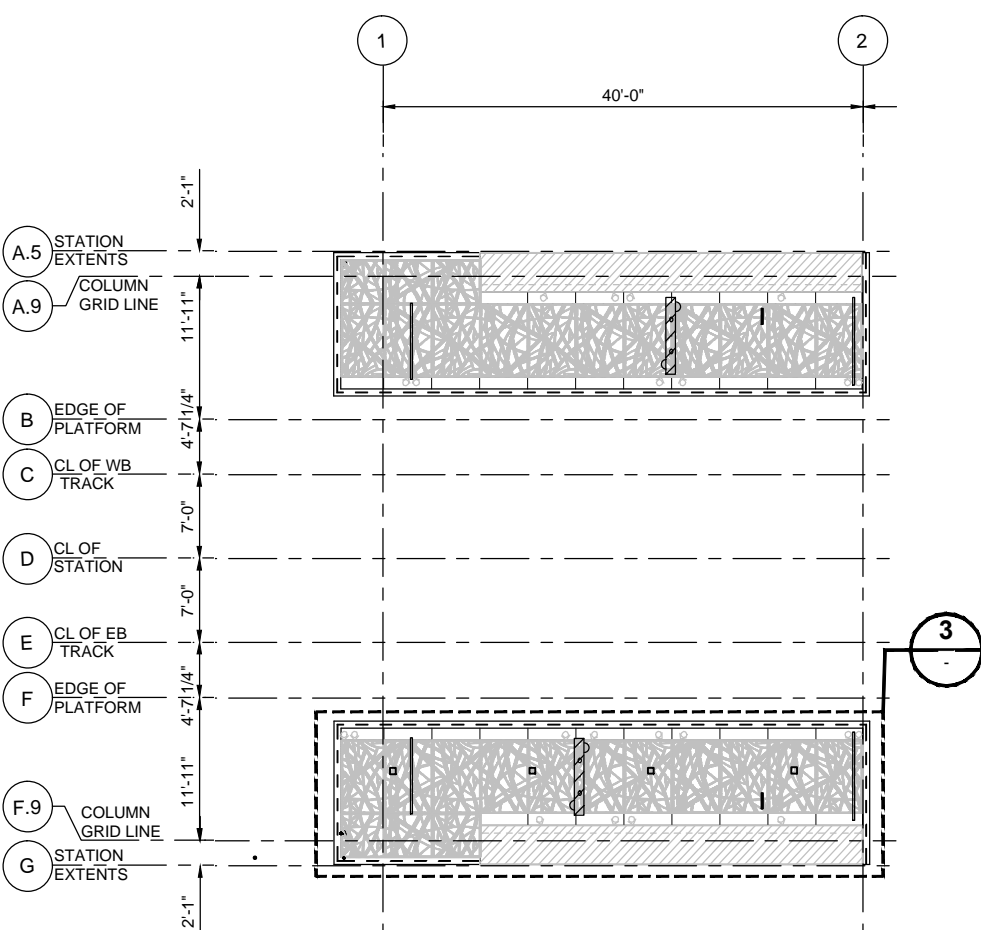
INDICATES AREAS OF DRAWING
WITH REVISIONS OR REVISED
SHEETS



<div>90% SUBMITTAL</div>						<div>DESIGNED BY: A. BOTTMAN-HAASE</div>		<div>7349 REGISTERED ARCHITECT</div> <div>ROBERT TISCARENO STATE OF WASHINGTON</div>	<div>TISCARENO ASSOCIATES</div> <div>ARCHITECTURE + URBAN DESIGN</div>		<div><div>H</div><div>J</div><div>H</div></div> <div>FINAL DESIGN PARTNERS.</div>		<div>LINE IS 1" AT FULL SCALE</div>	<div><div>ST</div><div>SOUNDTRANSIT</div></div>		<div>SCALE: 1" = 50'</div>		<div>EAST LINK EXTENSION CONTRACT E340</div> <div>BEL-RED</div> <div>130TH STATION - ARCHITECTURAL SITE CONTEXT PLAN</div>						<div>DRAWING No.: E23-AZK001</div>																											
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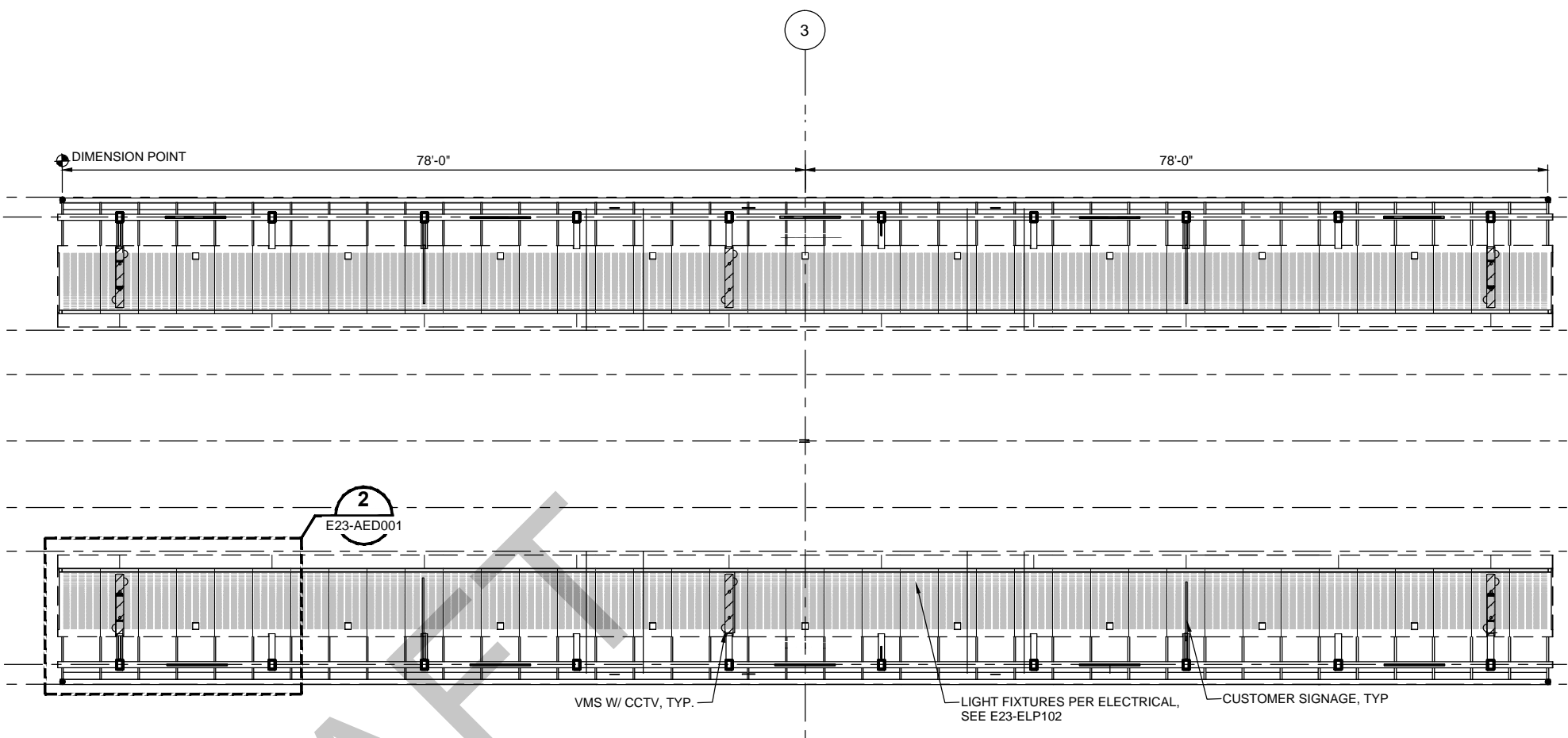
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XEMO-OB-TB220204
XEMO-E23-ACP100
XEMO-E23-JOP100
XEMO-E23-ANP100

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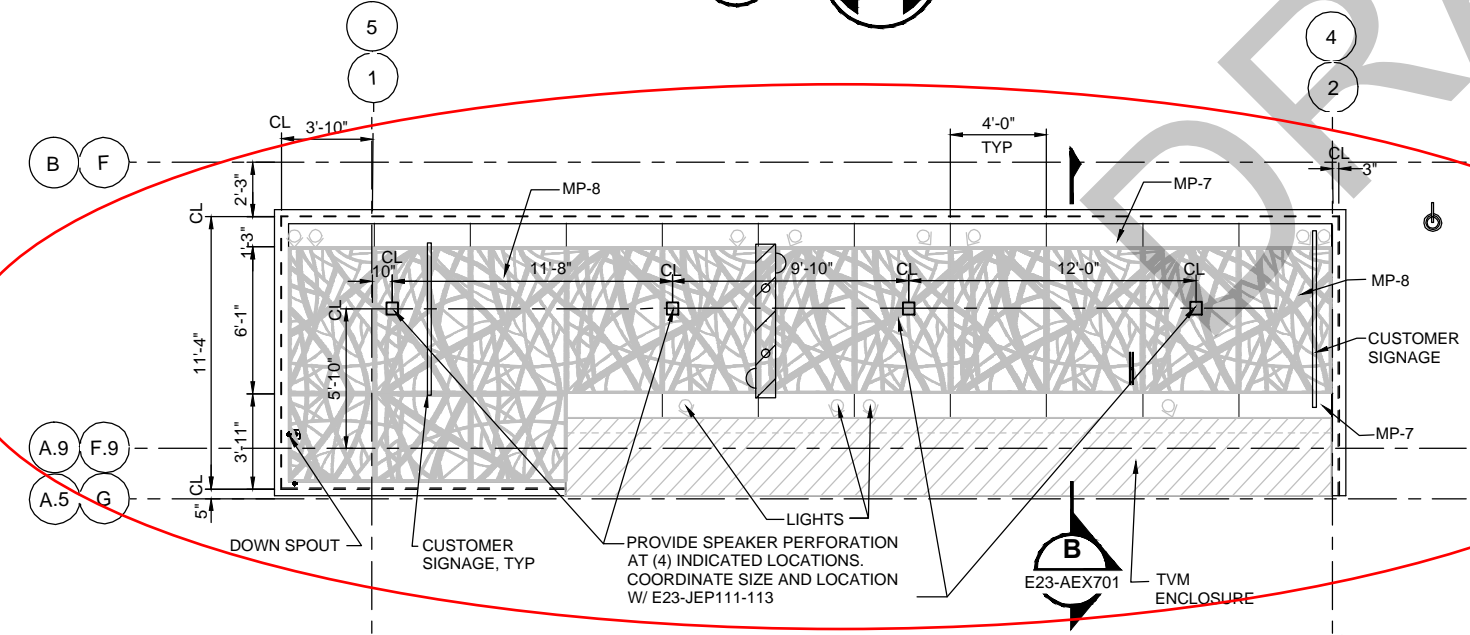
REFLECTED CEILING PLAN - SIM AT EAST END
SCALE: 1/8" = 1'-0"

1
E23-ACP100
N



REFLECTED CEILING PLAN - MAIN CANOPY - SEE E23-AED001
SCALE: 1/8" = 1'-0"

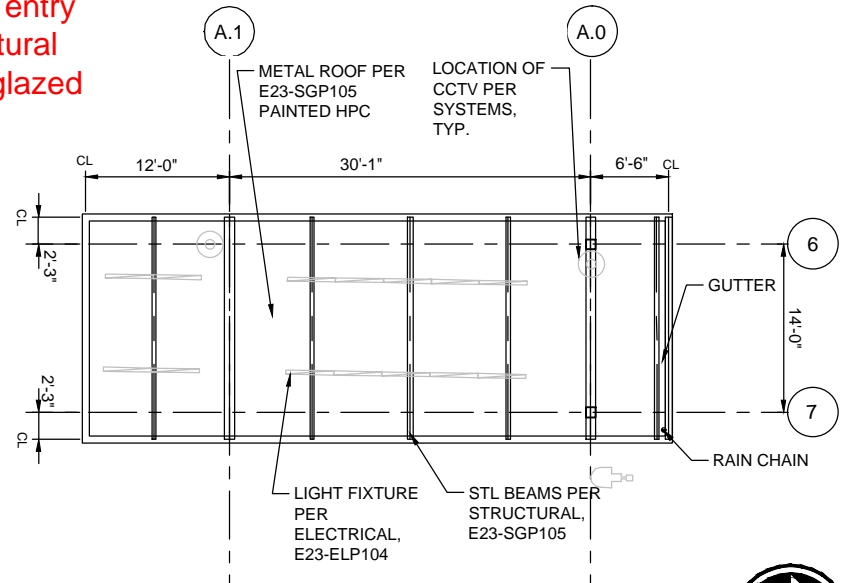
2
E23-ACP100
N



PARTIAL REFLECTED CEILING PLAN - ENTRY CANOPY - TYPICAL
SCALE: 1/4" = 1'-0"

3
E23-ACP100
N

Revised pattern for entry canopy ceiling. Natural light will filter from glazed canopy above

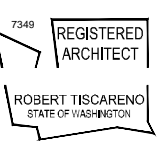


BIKE SHELTER REFLECTED CEILING PLAN
SCALE: 1/4" = 1'-0"

4
E23-ACP100
N

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DESIGNED BY:
A. BOTTMAN-HAASE
DRAWN BY:
A. BOTTMAN-HAASE
CHECKED BY:
D. NELSON
APPROVED BY:
M. COWARD



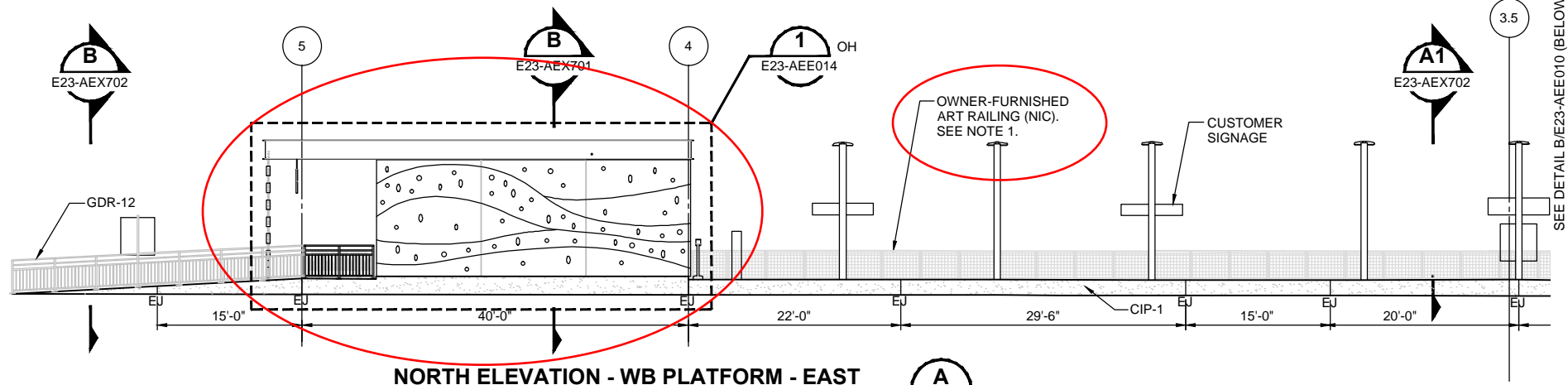
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E340-E23-ACP100
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/21/2014

**EAST LINK EXTENSION
CONTRACT E340
BEL-RED**
130TH STATION - ARCHITECTURAL
REFLECTED CEILING PLANS
PLATFORM / BIKE SHELTER

DRAWING No.:
E23-ACP100
LOCATION ID:
E23
SHEET No.:
670
REV:
0

XREF LIST:
GDR-12
E340-APP102
E340-APP103
E340-APP104

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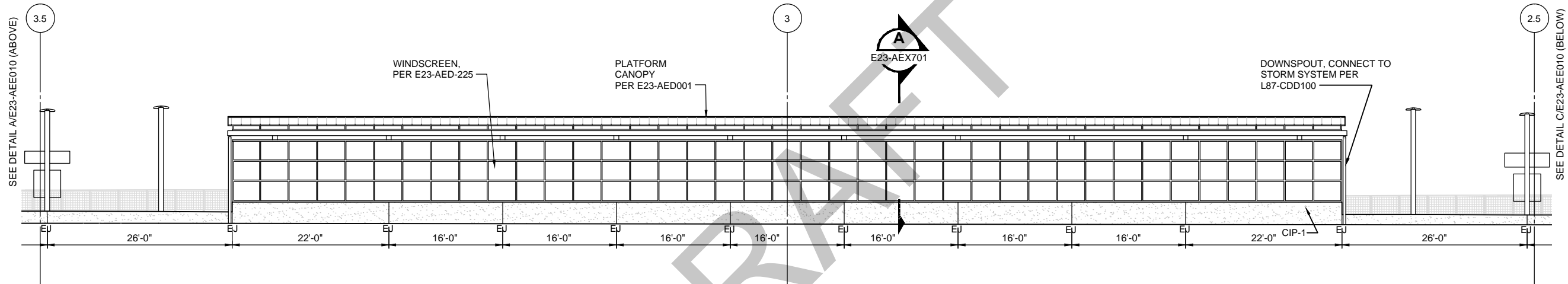


NORTH ELEVATION - WB PLATFORM - EAST

SCALE: 1/8" = 1'-0"

E23-AEE010
E23-APP102

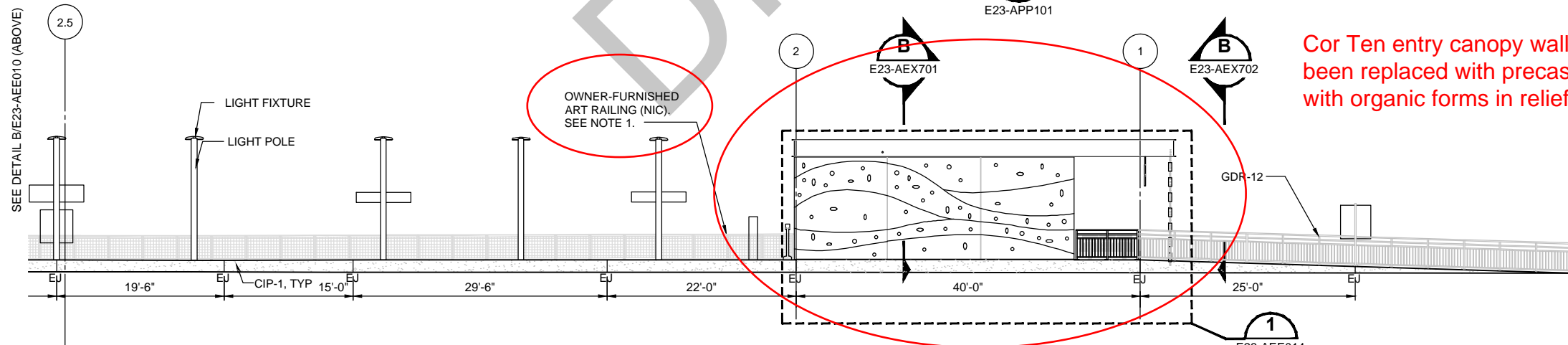
NOTES:
1. ARTIST WILL FABRICATE AND INSTALL RAILING, AS INDICATED. RAILING DESIGN UNDER DEVELOPMENT.



NORTH ELEVATION - WB PLATFORM - CENTER

SCALE: 1/8" = 1'-0"

E23-AEE010
E23-APP101



NORTH ELEVATION - WB PLATFORM - WEST

SCALE: 1/8" = 1'-0"

E23-AEE010
E23-APP100

Cor Ten entry canopy wall panels have been replaced with precast concrete panels with organic forms in relief

90% SUBMITTAL

DESIGNED BY:
A. BOTTMAN-HAASE
DRAWN BY:
M. MCINTIRE
CHECKED BY:
D. NELSON
APPROVED BY:
M. COWARD

7349 REGISTERED ARCHITECT
ROBERT TISCARENO
STATE OF WASHINGTON

TISCARENO ASSOCIATES
ARCHITECTURE + URBAN DESIGN

H J H
FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE
SOUNDTRANSIT

SCALE:
1/8" = 1'-0"
FILENAME:
E340-E23-AEE010
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/21/2014

**EAST LINK EXTENSION
CONTRACT E340
BEL-RED**
130TH STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
WB PLATFORM- OVERALL NORTH

DRAWING No.:
E23-AEE010
LOCATION ID:
E23
SHEET No.:
674
REV:
0

XREF LIST:
GB-SEAL-R_T7349
xE340-GB-TB22X3
xE340-E23-AEE103



DESIGNED BY:	A. BOTTMAN-HAASE
DRAWN BY:	M. MCINTIRE
CHECKED BY:	D. NELSON
APPROVED BY:	M. COWARD

7349
REGISTERED
ARCHITECT
ROBERT TISCARENO
STATE OF WASHINGTON

**TISCARENO
ASSOCIATES**
ARCHITECTURE + URBAN DESIGN



SOUNDTRANSIT

SCALE:	1/8" = 1'-0"
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CONTRACT No.:	RTA/LR XXXX-XX
DATE:	07/21/2014

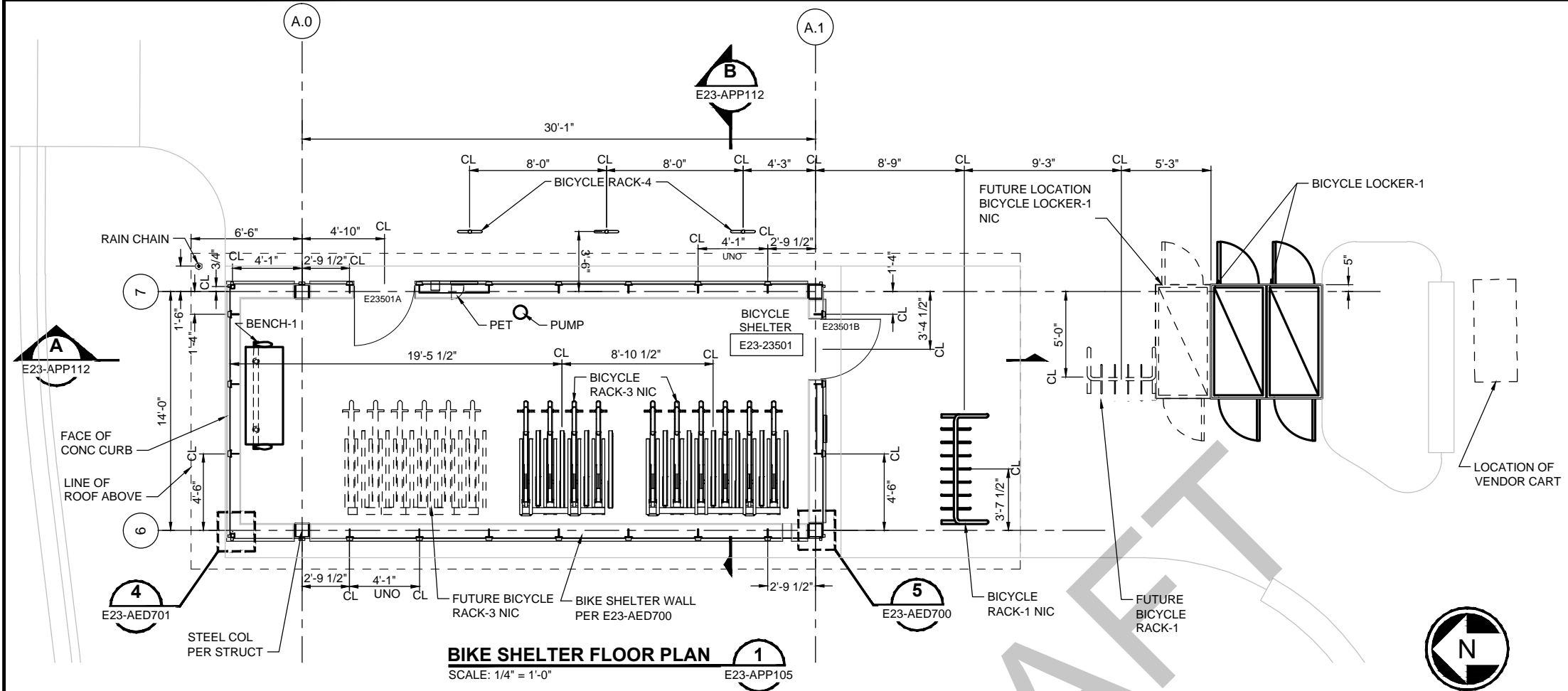
EAST LINK EXTENSION
CONTRACT E340
BEL-RED
130TH STATION - ARCHITECTURAL
EXTERIOR ELEVATIONS
EB PLATFORM - OVERALL SOUTH

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E23	
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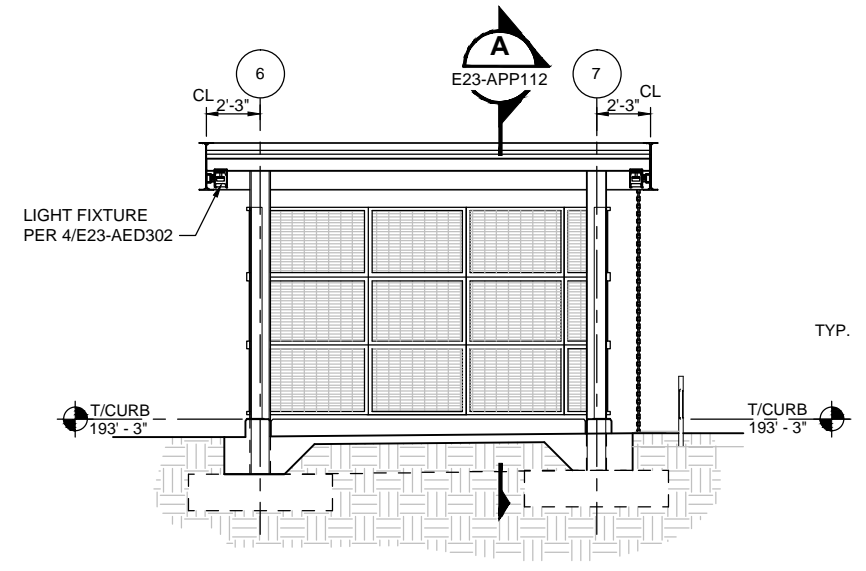
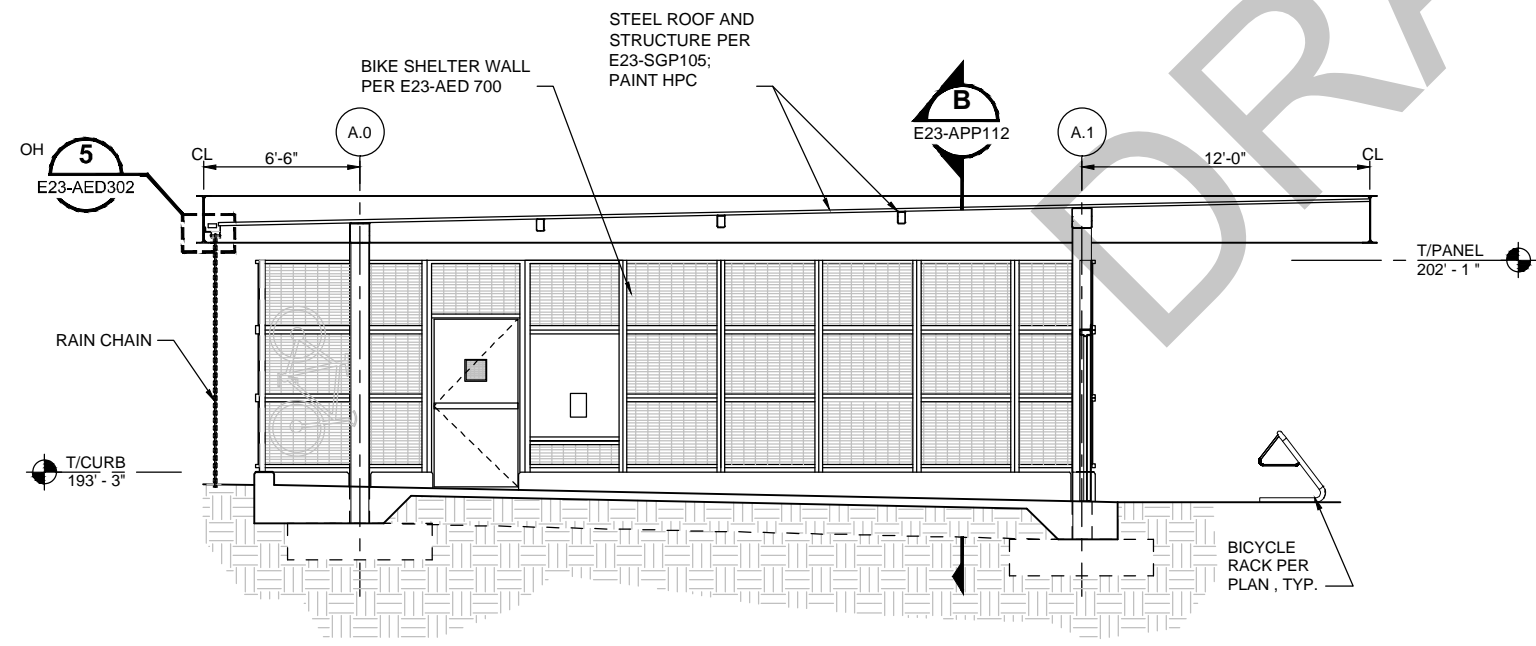
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Communications bungalow and associated cor ten screening no longer attached to north side of bike cage.

Bike Cage has increased in size to accommodate bench and pump. It has shifted to the north to increase adjacent plaza area.



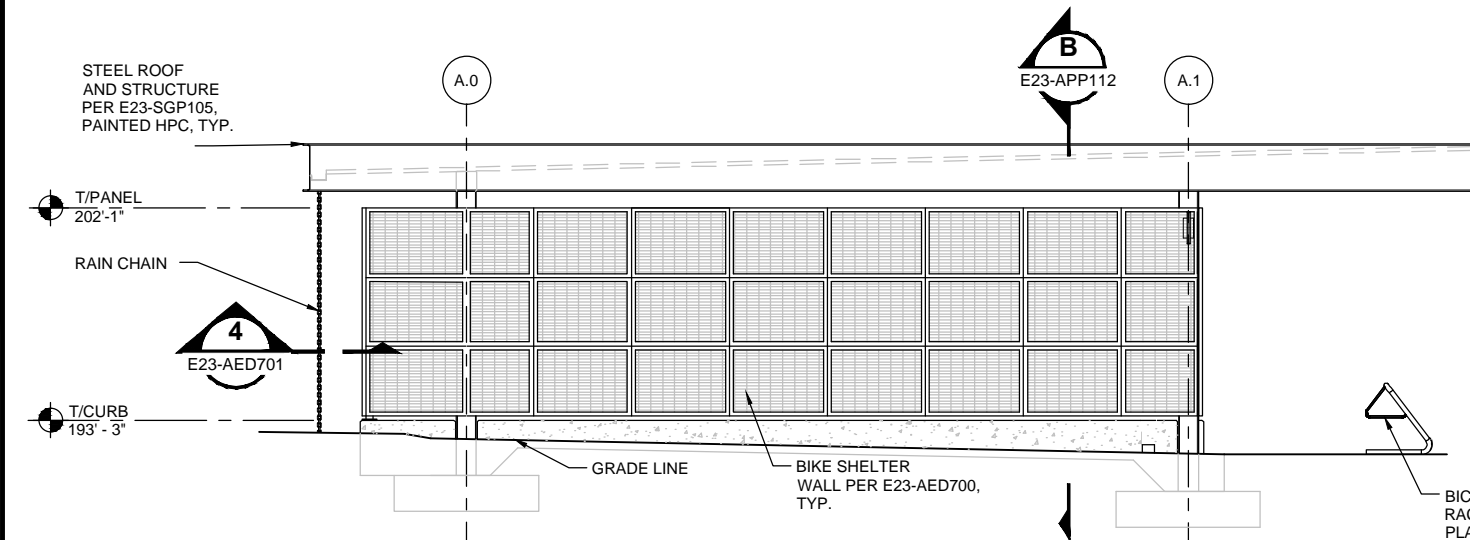
BIKE SHELTER SECTION A
SCALE: 1/4" = 1'-0"
E23-APP105
E23-AEE013

BIKE SHELTER SECTION B
SCALE: 1/4" = 1'-0"
E23-APP105

<div>90% SUBMITTAL</div>						<div>DESIGNED BY: A. BOTTMAN-HAASE</div>		<div>7349 REGISTERED ARCHITECT</div> <div>ROBERT TISCARENO STATE OF WASHINGTON</div>	<div>TISCARENO ASSOCIATES</div> <div>ARCHITECTURE + URBAN DESIGN</div>		<div>H J H</div> <div>FINAL DESIGN PARTNERS.</div>		<div>LINE IS 1" AT FULL SCALE</div> <div>SOUNDTRANSIT</div>	<div>SCALE: 1/4" = 1'-0"</div>		<div>EAST LINK EXTENSION CONTRACT E340 BEL-RED</div>				<div>DRAWING No.: E23-APP112</div>	
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						<div>CHECKED BY: D. NELSON</div>								<div>CONTRACT No.: RTA/LR XXXX-XX</div>		<div>SHEET No.: 682</div>					
						<div>APPROVED BY: M. COWARD</div>								<div>DATE: 07/21/2014</div>		<div>REV: 0</div>					
<div>No. DATE DSN CHK APP REVISION</div>																					

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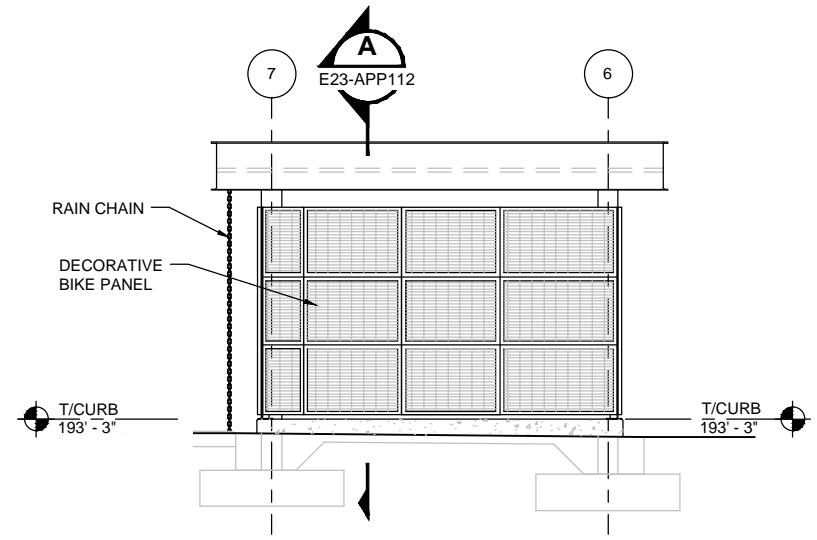
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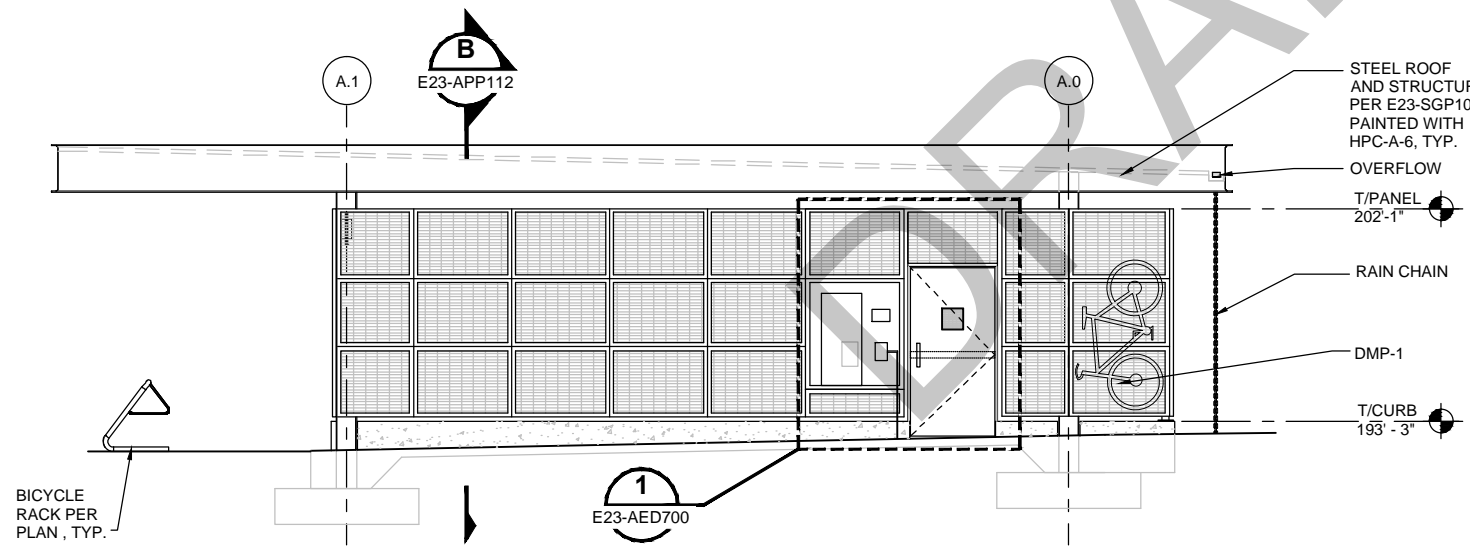
WEST ELEVATION - BIKE SHELTER
SCALE: 1/4" = 1'-0"
E23-APP013
E23-APP103

Communications bungalow and associated cor ten screening no longer attached to north side of bike cage.

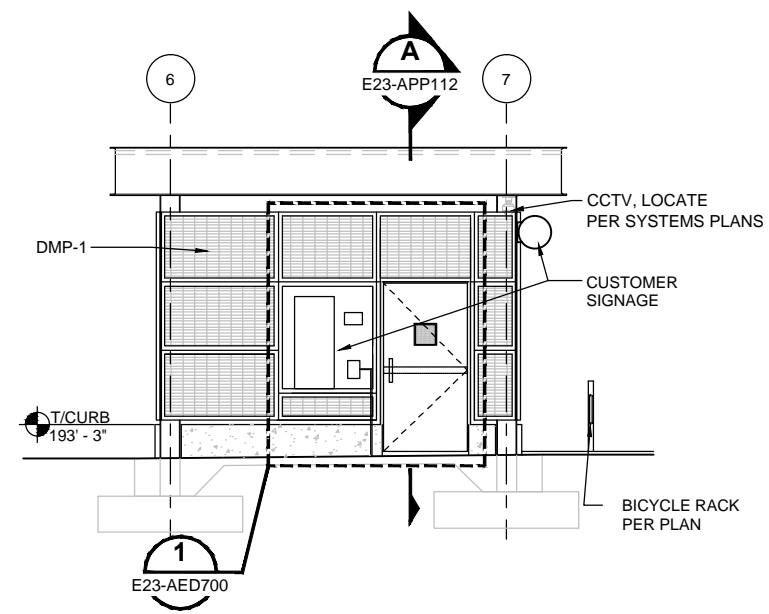
Bike Cage has increased in size to accommodate bench and pump. It has shifted to the north to increase adjacent plaza area.



NORTH ELEVATION - BIKE SHELTER
SCALE: 1/4" = 1'-0"
E23-APP013
E23-APP103



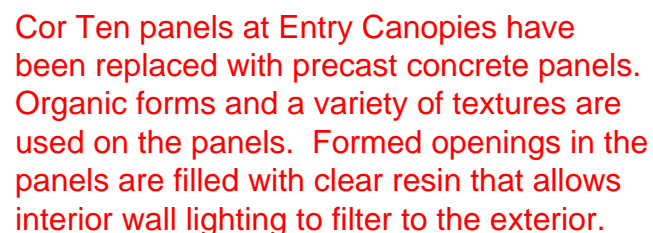
EAST ELEVATION - BIKE SHELTER
SCALE: 1/4" = 1'-0"
E23-APP013
E23-APP103



SOUTH ELEVATION - BIKE SHELTER
SCALE: 1/4" = 1'-0"
E23-APP013
E23-APP103

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						CHECKED BY: D. NELSON								SHEET No.: 684			
						APPROVED BY: M. COWARD								REV: 0			
No.	DATE	DSN	CHK	APP	REVISION												

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VERIFIED BY: / DATE: /



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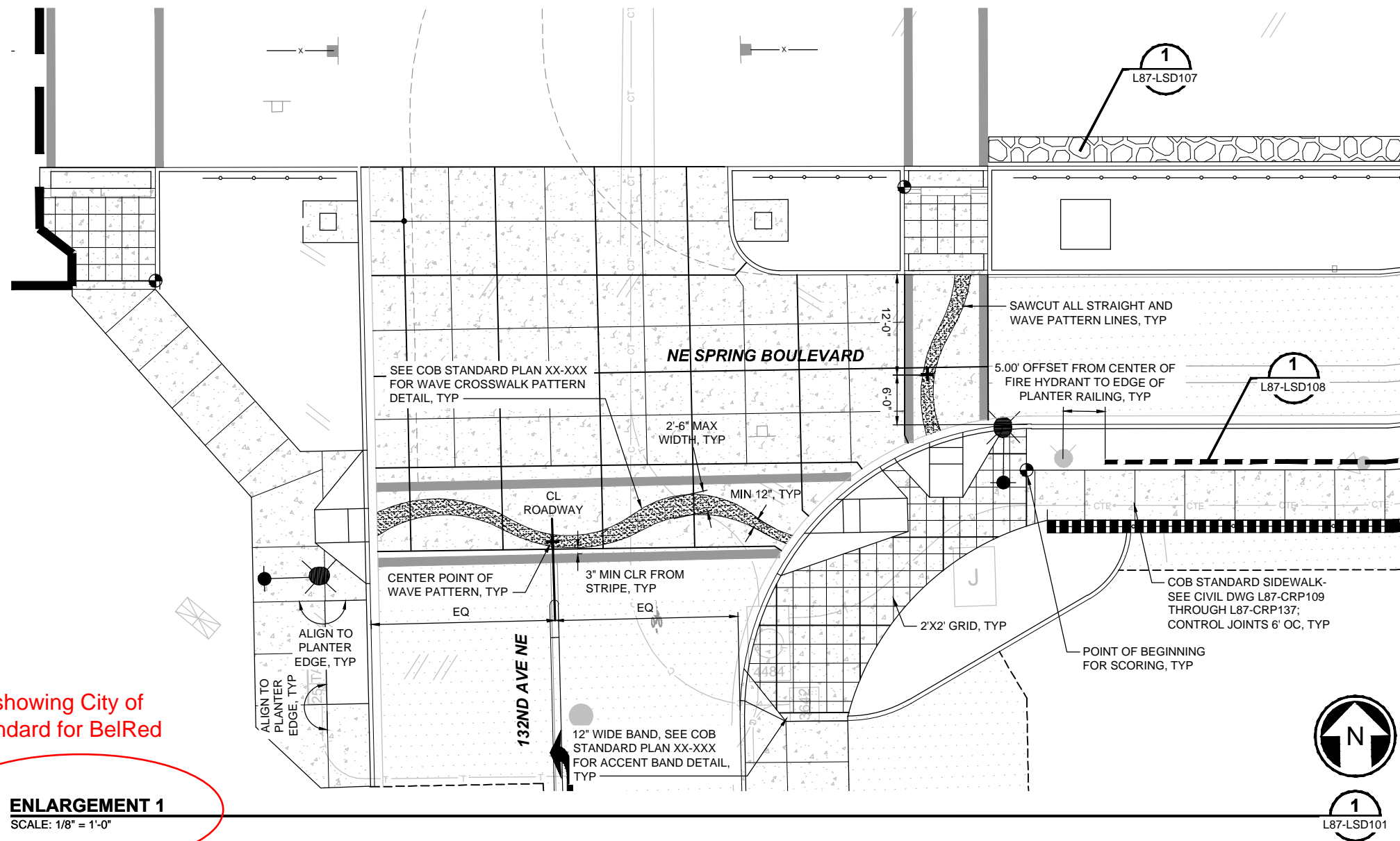
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VERIFIED BY: / DATE: /

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90% SUBMITTAL

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:	J. VONG
DRAWN BY:	A. YOUNGERMAN
CHECKED BY:	D. KOONTS
APPROVED BY:	M. COWARD



JULIET B. VONG
LICENSE NO. 857
EXPIRES ON _____



SUBMITTED BY: _____



36 of 38

REVIEWED BY:



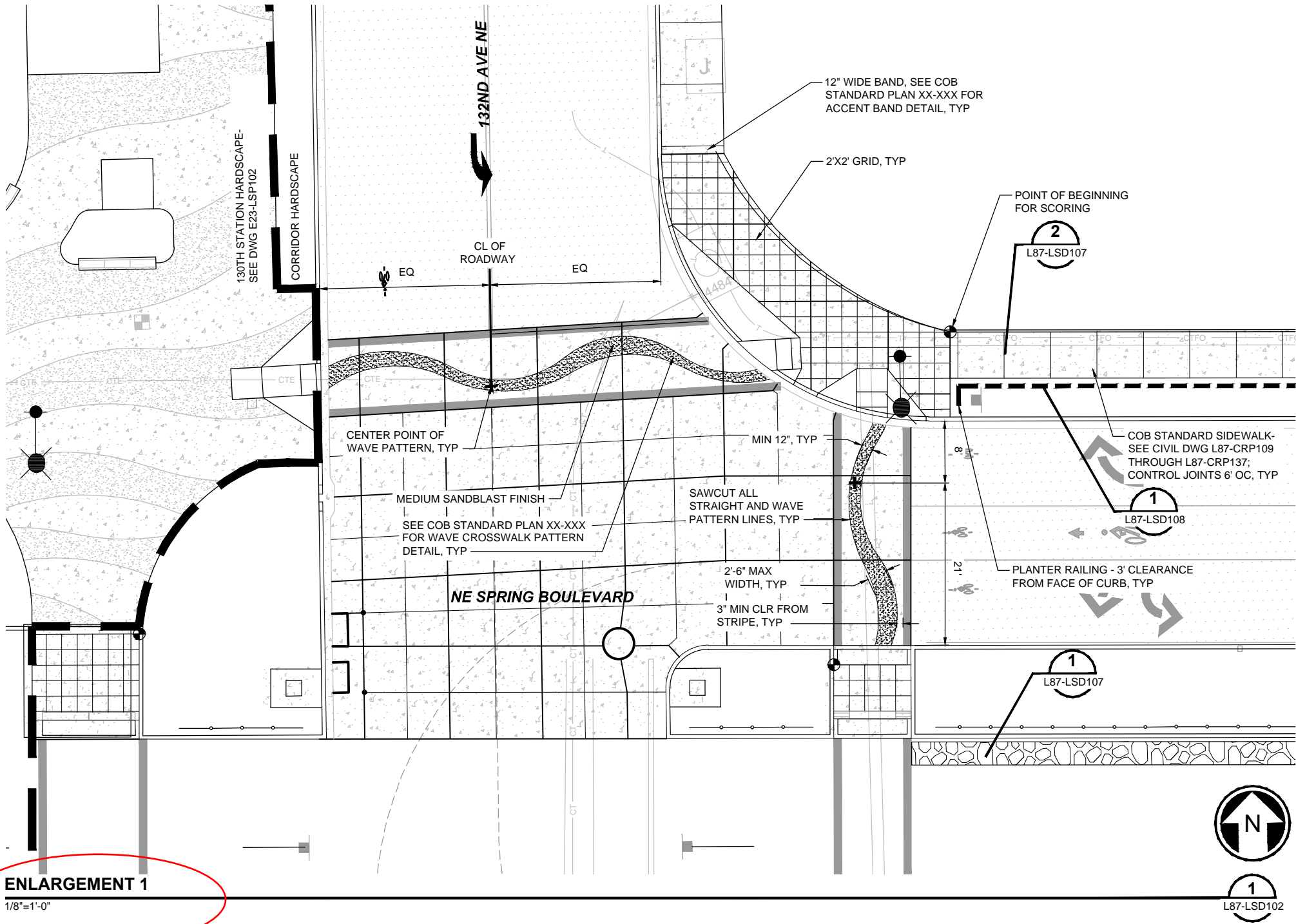
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CONTRACT No.:	RTA/LR XXXX-XX
DATE:	07/21/2014

**EAST LINK EXTENSION
CONTRACT E340
BEL-RED
CORRIDOR LANDSCAPING
HARDSCAPE ENLARGEMENTS**

DRAWING No.:	
L87-LSD101	
LOCATION ID:	
E22	
SHEET No.:	REV:
509	0

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XES40-L87-LSD196
XES40-L87-LSD197
XES40-L87-LSD198
XES40-L87-LSD199
XES40-L87-LSD200



ENLARGEMENT 1

1/8"=1'-0"

Crosswalks showing City of
Bellevue standard for BelRed

90% SUBMITTAL

DESIGNED BY:
J. VONG
DRAWN BY:
A. YOUNGERMAN
CHECKED BY:
D. KOONTZ
APPROVED BY:
M. COWARD



JULIET B. VONG
LICENSE NO. 657
EXPIRES ON:



SUBMITTED BY:



DATE OF 38

REVIEWED BY:



DATE:

SCALE:
NTS
FILENAME:
E340-L87-LSD102
CONTRACT No.:
RTA/LR XXXX-XX
DATE:
07/21/2014

EAST LINK EXTENSION
CONTRACT E340
BEL-RED
CORRIDOR LANDSCAPING
HARDSCAPE ENLARGEMENTS

DRAWING No.:
L87-LSD102
LOCATION ID:
E22
SHEET No.:
510
REV:
0



PATTERN 14384 Adot Rustication

1.5" Deep Random Rib

GrayLastic™

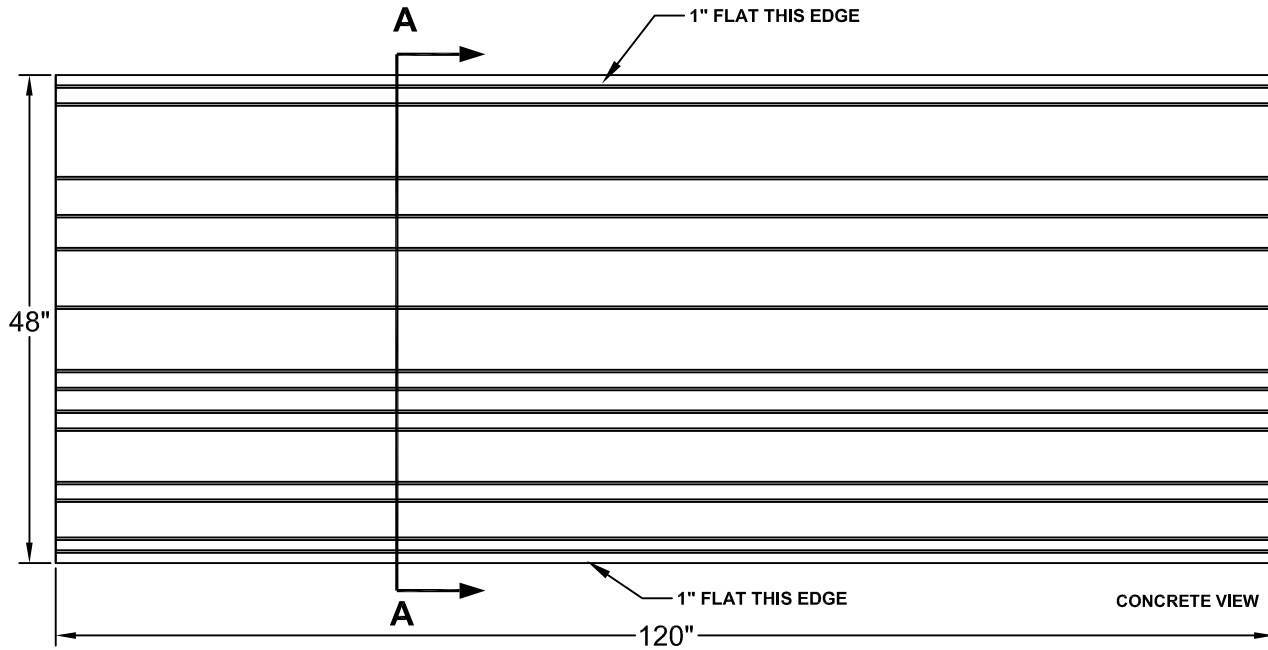
Elastomeric Urethane - up to 100 uses.
Mold bonded to 0.75" plywood. Add 1.125" to liner thickness.

Fluted Rib

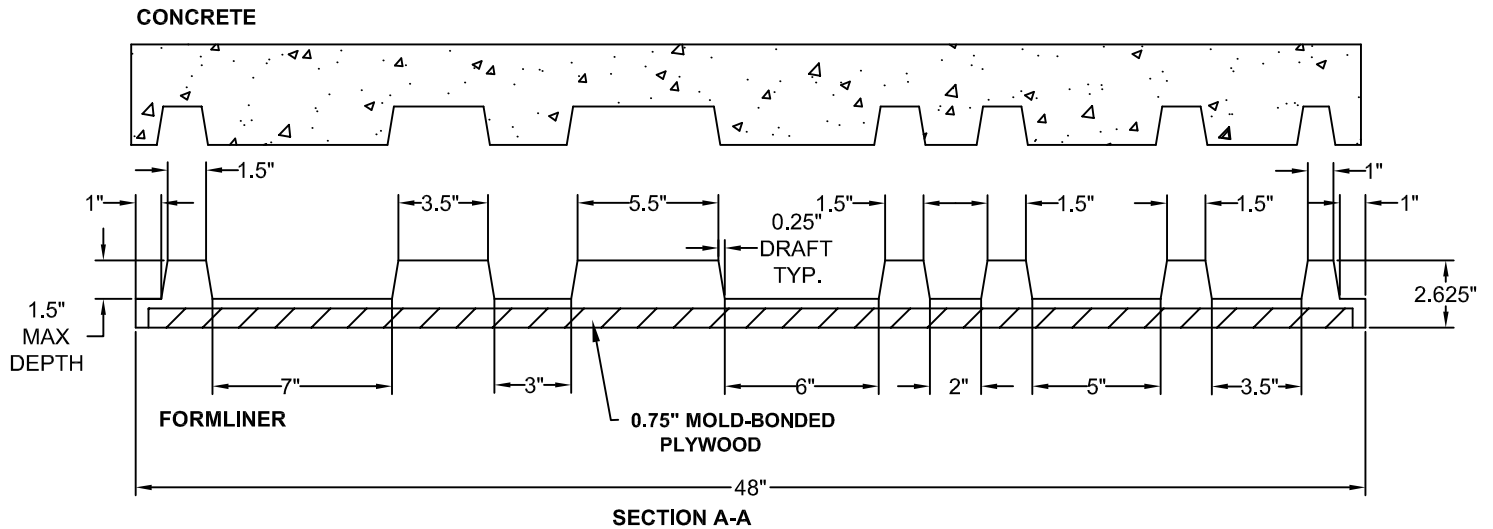
Part Size: 48"W x 120"H

Max Depth: 1.5"

Draft: 0.25"



Revised formliner style for the south platform retaining wall. Striations will run vertical on wall.



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FITZGERALD FORMLINERS

1500 East Chestnut Avenue • Santa Ana, CA 92701

Ph: (800) 547-7760 • Fax (714) 245-9715 • WWW.FORMLINERS.COM

Pattern can be requested in AutoCad format.

File Name: S-14384-GR-07-28-11

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