



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** July 25, 2014  
**To:** Light Rail Permitting Advisory Committee  
**From:** Matthews Jackson (425-452-2729, [mjackson@bellevuewa.gov](mailto:mjackson@bellevuewa.gov))  
Carol Helland (425-452-2724, [chelland@bellevuewa.gov](mailto:chelland@bellevuewa.gov))  
*Liaisons to the Advisory Committee*  
*Development Services Department*  
**Subject:** July 30<sup>th</sup>, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your seventeenth Advisory Committee meeting next Wednesday, July 30<sup>th</sup>. 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. July 16<sup>th</sup> Meeting Minutes
3. Sound Transit CAC Advisory Document Response
4. Sound Transit Bel Red Design & Mitigation Revision Response
5. Bel Red 130<sup>th</sup> Station Planting Schedule
6. Bel Red Plan Sheet Index

We will have hard copies of all electronic packet materials for you on July 30<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, July 30, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |                  |   |
|------------------|---|
| <b>3:00 p.m.</b> | <b>1. Call to Order, Approval of Agenda, Approval of July 16<sup>th</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Lynde</i>                         |
| <b>3:10 p.m.</b> | <b>2. Public Comment – (Final opportunity for public comment prior to CAC Design and Mitigation Permit Advisory Document)</b><br><i>Limit to 3 minutes per person</i> |
| <b>3:20 p.m.</b> | <b>3. Sound Transit Response to City Bel Red Revision Request and CAC Pre-Development Advisory Document</b><br><i>Matthews Jackson and Sound Transit</i>              |
| <b>4:00 p.m.</b> | <b>4. Bel Red Design and Mitigation Permit CAC Advisory Document</b><br><i>Matthews Jackson</i>   |
| <b>4:45 p.m.</b> | <b>5. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>5:00 p.m.</b> | <b>6. Adjourn</b>   |

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

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

July 16, 2014  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Erin Derrington, Siona van Dijk

OTHERS PRESENT: Matthews Jackson, Department of Development Services; Kate March, Department of Transportation; Tom Kuykendall, Department of Parks and Community Services; Paul Cornish, John Walser, Chad Zettle, Sound Transit

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:03 p.m. by Co-Chair Mathews. Committee members Erin Derrington and Siona van Dijk were excused.

The agenda was approved by consensus.

A motion to approve the June 18, 2014, meeting minutes was made by Mr. Glass. The motion was seconded by Ms. Anderson and it carried unanimously.

With regard to the July 2, 2014, meeting minutes, Co-Chair Mathews called attention to the last paragraph on page 1 and said he was not aware of a Moxie Bar and Grill. Planning Manager Matthews Jackson said he would clarify that and update the minutes as needed.

A motion to approve the July 2, 2014, meeting minutes as amended was made by Mr. Glass. The motion was seconded by Ms. Jones and it carried unanimously.

2. PUBLIC COMMENT - None

3. BEL-RED LANDSCAPING

Tom Kuykendall with the Department of Parks and Community Services was introduced as having been directly involved with Sound Transit regarding the Bel-Red landscaping, and as having a lead role in working with the consultant working to update the landscaping standards for the Bel-Red corridor. Mr. Kuykendall said his primary role is

maintaining streetscapes in Bellevue, particularly those constructed through transportation CIP projects. He said the city maintains about 8.5 million square feet of landscape, half of which is greenscape and half of which is hardscape. In the mix are about 10,000 street trees; 150 sites with irrigation systems totaling about 900 zones.

Mr. Kuykendall said he has been working closely with Sound Transit in reviewing their landscaping plans. The talks have included maintenance goals and the resources that would be available to make sure the landscapes are maintainable. The issue of maintenance responsibilities is yet to be finalized. There have been talks about buffer areas and about how greenscapes and hardscapes interact.

Continuing, Mr. Kuykendall said the original work done by ZGF to develop a landscaping plan for the Bel-Red corridor is good from a flyover perspective. The landscape code for the corridor is actually quite prescriptive relative to tree and plant choices, though the ability to broaden the list is allowed through an alternative landscape option. A few problems were found with the plant choices so staff are working either to update the code or to make some recommendations regarding alternative landscape option. One of the species is in the Ash family and since the ZGF work and the code update, ash trees have been found to have a lot of problems with insects, particularly on the East Coast.

Mr. Jackson noted that the Committee had previously talked about using ginko as a street tree choice. He said that choice would be an alternative to what is prescribed in the Land Use Code. Mr. Kuykendall said there are some ginko trees planted along the east side of 140th Avenue NE to the north of Bel-Red Road.

Answering a question asked by Mr. Glass, Mr. Kuykendall explained that the consultant ZGF was tapped to focus on landscaping issues as the Bel-Red corridor plan was being developed.

Mr. Jackson said the plans submitted by Sound Transit relative to landscaping will be reviewed in detail to determine how they sync with what is in the code. He said the review work will be done with Mr. Kuykendall. One thing yet to be discussed is the notion of planting more mature trees. Mr. Kuykendall said in the early phase of reviewing landscape plans he focuses less on actual plant selection and more toward soil volumes and type, irrigation systems, maintenance resources, and what utilities and other things will impact the landscape. The code for the downtown requires larger trees to be planted. Where the hole is not big enough to accommodate the root ball, the root ball must be shaved down to size and the result is a tree that is less than healthy. Large trees from nurseries often get to be as mature as they are because they have not been selected by landscapers over time, often because they are not nice trees. It is generally better to start with healthy younger trees and allow them to grow as desired. The city's streetscape crews prefer not to plant trees any larger than 2.5 inches in diameter, most of which are around ten feet tall.

Mr. Miles asked what the expectations are for screening vegetation at the time of planting

and three years out. Mr. Kuykendall said the code is very specific about the size of plant material to be used for screening, and the plants must be relatively large in most instances. With regard to groundcover plants, the code typically requires that the plants must cover the ground within three years. With the densities proposed, the ground will be covered in about two years.

Co-Chair Mathews asked what a tree 2.5 inches in diameter and ten feet tall will look like in ten years. Mr. Kuykendall said given a decent amount of soil the tree will double in size. If healthy, after about year tree growth on the order of 1.5 to 3 feet of growth per year can be expected. The more soil the better and traditionally in parking areas there is not much by way of soil volumes, the result of which is poor looking trees.

Ms. Jones commented that each property that redevelops in the Bel-Red corridor will be required to install landscaping according to the code. Over time all of that landscaping will mature together. However, for those living near Lake Bellevue, along 112th Avenue SE, or in the South Bellevue area, mature landscaping will be lost as construction occurs and the visual impact will be substantial. She said she would prefer to see the plants in those areas be more mature when planted to help ameliorate the loss of mature vegetation. Mr. Kuykendall responded that it would make sense to use larger and more mature trees to create a focal point; that would be better than requiring all trees to be more mature at time of planting.

Mr. Jackson said trees that are ten feet tall are considered to be quite large. The city usually asks for trees three to six feet tall depending on the species.

Co-Chair Lynde said it would be difficult to say just how tall a tree should be for a particular application given the number of different species that will be involved. Some species are mature at 15 feet while others are not mature until 30 feet. She suggested, however, that the Committee clearly does not want to see rows of trees that are only three- to six-feet tall that will require many years to mature. Additionally, the amount of soil needed to produce a healthy tree should be specified and required for each tree type. Mr. Kuykendall agreed and pointed out that at least in rights-of-way areas planter widths are specified by the Bel-Red code. Mr. Jackson said the city can require certain soil amendments and amounts aimed at achieving landscaping success.

Co-Chair Mathews asked what is currently required along 112th Avenue SE and near the South Bellevue station. Mr. Kuykendall said the city will be looking for at least 24 inches of viable soil depth. John Walser, architect with Sound Transit, said planters along the multiuse path will be four feet in width to preserve room. The requirement in Bel-Red is for planter widths of five feet. There are some areas along 112th Avenue SE where there is additional room. Where possible the path will be located as close to the light rail tracks as possible to allow for a larger space between the curb and the path to facilitate more successful landscaping. He stressed that the code established for light rail specifies that Sound Transit is to comply with the parks department's best practices for landscaping, some of which is not in the current Land Use Code.

Mr. Jackson commented that there are prescriptive landscape requirements for the areas around the stations. There are also templates in place for dealing with temporary and permanent impacts to critical areas. The challenge lies more with the landscaping along the linear alignment. Mr. Walser said the landscape plan developed by Sound Transit for the alignment includes different tree, ground cover and shrub types to avoid having a long line that all looks the same mile after mile. Sound Transit staff have met with city staff to review in general the plant materials types. Hopefully when the drawings are submitted there will be a need for only minor tweaks.

Mr. Jackson said the plans call for a vegetation clear zone 30 feet on either side of the centerline of the transit alignment. All vegetation within that zone will be removed, except where judgment calls can be made relative to allowing some trees to remain. In the Tukwila area there are many trees growing very close to the guideway, and in fact some trees planted underneath the guideway. It is unlikely that as East Link gets constructed through Bellevue the entire alignment will be completely cleared of all vegetation.

Mr. Walser stated Sound Transit's construction contracts generally run between four and five years. Within a short time after the contracts are executed, the contractor is directed to confirm the plant materials on the drawings that will be purchased. Sound Transit typically requires the contractor to obtain the materials and get them established in a nursery so that it will be available and ready when the time comes to plant it. The approach prevents contractors from claiming at the last minute that a specific species is not available but another and less expensive species is.

Mr. Glass asked what the results have been so far relative to soil amounts. Mr. Kuykendall said the soil in the planter beds is better than what the city normally gets. The silva cell approach, which involves a suspended sidewalk system, allows for more soil under the sidewalk but are project specific and budget dependent. Mr. Walser said silva cells were contemplated in association with Spring Boulevard where the light rail tracks will run down the middle of the street, but the fire department voiced concern about the structural support they would provide in the event the department needed to use the outriggers on its trucks. Silva cells likely will not be used there.

Mr. Jackson said the design and mitigation permit will include conditions of approval for the plans. Conditions of approval could include having more mature trees in specific locations. When the clearing and grading permit applications are submitted, they will be reviewed to make sure the conditions of approval are met and to make sure soil conditions and plant materials will be as required.

Mr. Glass suggested the landscaping is one of the best tools the Committee has for mitigating the visual impacts of the light rail system. Mr. Jackson agreed. He added that Sound Transit is currently finalizing reports for each of the permit packages relative to tree impacts and non-critical area mitigation. Those reports will be made available for the Committee to review prior to issuing the design and mitigation permit advisory documents. Mr. Glass said he continued to struggle in trying to visualize what the

landscaping plans will actually look like on the ground; he said his comfort level was not overly high relative to what the end results will be. Mr. Jackson said he would be willing to provide the Committee with information about the typical growth habits of any of the trees being proposed.

Mr. Glass said what he really wanted was a feel for what things will look like the day Sound Transit says the project is complete, and for how long it will take for the plants to fill in and no longer look like part of a new construction site. Using the 130th station as an example, Mr. Jackson noted that there will be interim conditions prior to the development of the full roadway project. He allowed that the Committee has been clear about not wanting the landscaping there to look like something that will only be there for a limited amount of time. Mr. Kuykendall said the vegetation called for in the plan should create a fine landscape within two years, though there will not be a strong tree canopy for up to ten years. The best way to obtain a more mature-looking landscape will be to preserve existing trees to the extent possible. He allowed, however, that there will not be much that can be retained in and around the 130th station.

Mr. Glass asked if the plant pallet is limited by the Bel-Red code or for some other reason. Mr. Kuykendall said the Bel-Red code sets the limits. However, there is the alternative landscape option that allows for a much more expansive pallet. Mr. Jackson said the code allows the alternative landscape option to be used if the result will be equal or superior to what a strict application of the code would produce.

Mr. Glass asked if the review process includes an analysis of whether or not the street and sidewalk areas should be widened to make room for trees and planters. Mr. Jackson said the Committee has no authority to address issues that fall outside the transitway.

Mr. Miles commented that when the work was done along 148th Avenue NE a city staffer walked the route to identify which trees should be saved and asked if the same approach would be used along the light rail alignment. Mr. Kuykendall said he assumed something similar would be done. Sound Transit will submit their proposal for tree removal and the city will review it carefully and make changes as needed.

Mr. Walser added that land use permits are usually issued based on information available at roughly 60 percent design and the details are filled in as the process moves ahead. Many of the questions being asked have to do with the more detailed information that will be coming with the next round of permit applications. Mr. Jackson said the reason for having the design and mitigation permit and the Committee is to provide for a finer level of detail at the land use approval stage for the light rail project given that it is unique. While it will not be possible to know every detail, the intent is to have a very good understanding of what the final results will be prior to issuance of the design and mitigation permits, which typically occurs at 60 percent design. The construction permits are not issued until 100 percent design. The involvement of the Committee will focus largely on the 60 percent land use approval, but it will also review the permit applications for structures.

Mr. Glass commented that Bel-Red is often viewed as an industrial area that is largely paved over and built up, but the slides shown to the Committee at the July 2 meeting indicated that a large number of trees will likely be removed. He said the impact in the South Bellevue area will likely be even bigger relative to the number of trees that will be removed. Mr. Jackson agreed and said the required mitigation will be established according to the impact.

Mr. Walser reminded the Committee members that the city has targeted the park and ride area associated with the 130th station for conversion to a transit-oriented development as soon as possible, so the interim landscaping will not be chosen for longevity and maturity.

#### 4. 130TH STATION UPDATE

Chad Zettle with Sound Transit shared with the Committee a site plan drawing from the 60 percent design submittal. He reminded the members that the street trees in the city right-of-way are defined by the Bel-Red code standards. The plantings within the parking lot are also addressed by the city's standards, though Sound Transit has more leeway to use plantings from its pallet. The Committee's advisory document makes reference to the use of more native vegetation. Sound Transit's proscribed plantings utilize both native and adaptive species. Evergreens will be planted primarily along the buffer zones adjacent to neighboring parcels. Deciduous trees rather than evergreen trees will be used in the middle portions of the park and ride because of security concerns.

Mr. Zettle noted that on the 60 percent drawings there was a communications bungalow, a bike shelter and bike lockers facing 132nd Avenue NE. The communications bungalow has since been relocated to the west of 130th Avenue NE to better accommodate the planned future transit-oriented development. Based on stakeholder feedback, the CorTen cladding shown in the 60 percent drawings on the entry canopies has been revised to indicate precast concrete panels that utilize organic forms. Consideration has also been given to including penetrations within the precast panels filled with resin to allow light to pass through the wall. The concrete itself could also utilize color.

Following the selection of an artist for the station, the decision was made to focus on the platform guardrails between the entry canopies. The artist, Patrick Marold, is known for creating interesting vertical elements. Mr. Zettle said the Committee will be updated at a future meeting regarding the art installation.

Each of the four entry canopies will have a ceiling which from above will be translucent glazing. Looking up riders will see cut metal forms designed to evoke the notion of looking at the sky through tree branches. The ceiling, along with the center canopy mullions, offer opportunities for including custom color.

There is more of an elevation change on the south side thus a retaining wall will be utilized. At its highest the retaining wall will be close to six feet tall. Mr. Zettle said the concerns voiced earlier by the Committee about avoiding creating a blank wall have been



heard. A formliner with a variety of widths of vertical striations is being considered. Mr. Walser said the wall will be eliminated with the construction of Spring Boulevard as the street elevation will be raised.

Mr. Glass suggested that a simple finish to the wall would be sufficient. Some bushes could be planted in front of it. Mr. Walser said there is no property available on which to plant bushes. Mr. Zettle said the adjacent property owner uses much of the site for parking and acquiring sufficient land to include landscaping would represent a serious impact.

Ms. Jones asked how high the guardrail will be. Mr. Zettle explained that it must be a minimum of 42 inches, though portions of it, particularly on the south side where there will be bench alcoves, it will be 42 inches above the seat level.

Mr. Zettle explained that moving the communications bungalow to the west allows for moving the bike facility further to the north, gaining additional plaza space. The bicycle image on the side of the building will be made of cut metal and could include a custom color.

Mr. Zettle said at the direction of the Committee consideration has been given to scoring and concrete paving types for the plazas. Scoring patterns can be added to the pervious concrete, possibly using two different colors of concrete to create a banding aesthetic representing the flow of water. The city's standard for crosswalks calls for a similar treatment to be achieved through sandblasting or etching the concrete.

Co-Chair Mathews indicated his support for the changes made since the 60 percent designs were shared with the Committee. He said he particularly likes bringing in various types of artistic expression.

Co-Chair Lynde said she too is excited about the artistic touches.

Mr. Glass reiterated his call for a simple retaining wall on the south side, particularly given the art wall will likely catch the eye.

Mr. Jackson said his intent was to start drafting the advisory document for the Bel-Red permit. He asked if the Committee needed to hear from any other technical experts, or wanted additional information, regarding specific elements.

Mr. Glass said he would not mind having more information from the sound consultant. Mr. Jackson said the sound consultant has been asked to write up a technical opinion. Once completed, that document will be provided to the Committee for review. Mr. Glass said he also was not yet fully understand what the mature landscaping will look like in the different seasons and what the attributes of the various plantings might be. He said he particularly wanted to know about the South Bellevue section along 112th Avenue SE. More information would be helpful.

5. PUBLIC COMMENT - None

Mr. Jackson briefly reviewed with the Committee the calendar of upcoming meetings.

East Link Public Outreach Lead Kate March said Sound Transit will be conducting its 90 percent open house for the 130th station and Bel-Red segment in late September. The event will not be co-hosted by the Committee but the Committee members are welcome to attend.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:00 p.m.

# **Sound Transit Responses to Bel-Red Segment CAC Pre-Development Review March 19th, 2014**

**Received  
JUL 10 2014  
Permit Processing**

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

1. Building Height - **No concerns were expressed by the CAC.**
2. Setbacks - **No concerns were expressed by the CAC.**
3. Landscape Development –
  - **The CAC would like to see more native vegetation incorporated in the overall landscape plans. This should particularly include more evergreen trees.**

ST Response: The selection of plant materials is made up of native and adaptive species (defined on ST acceptable plant list). Evergreen trees have been placed primarily around the perimeter of the Park and Ride in the buffer zones to adjacent parcels. For security and safety concerns evergreen trees are not grouped in front or in the middle areas of the property in order to allow maximum eye level visibility for security personnel. Austrian pines are scheduled for planting between the parking area and future street, but not as a “screening” element. Current landscape designs meet the requirements as stated in the applicable COB Land Use Code(s).

- **The CAC would like to know if there are opportunities to provide more mature landscaping with the initial planting.**

ST Response: Sound Transit has optimized the size of plant materials to be installed to ensure successful, healthy plant establishment and the fastest long term growth of the plant material. Larger, mature plants do not necessarily establish well.

- **Although the landscape around the 130<sup>th</sup> Station will be an interim condition, the CAC would like to see more landscaping on the back side of the station.**

**ST Response:** ST is maximizing planting wherever possible, including planting the entire width of the future NE 16<sup>th</sup> St (Spring Blvd) on the north side of the station. If by “back side of the station” the CAC means the south side of the station, there is no room for additional landscaping. Sound Transit is acquiring enough property to operate and maintain the station and still allow the adjacent property owner and established business continued access to their property until such time as the City is prepared to construct the eastbound traffic lanes.

4. Fencing – **No concerns were expressed by the CAC.**

## 5. Light and Glare -

- **Although the CAC had comments regarding the use of lighting within the station to accent the structure they want to ensure that no lighting is directed skyward and any accent lighting results in a reflective glow.**

ST Response: Sound Transit's lighting criteria prohibits up lighting directed skyward. The design does not include such lighting. Design revisions at the station entry concrete panels include penetrations that accent back lighting.

6. Mechanical Equipment – **No concerns were expressed by the CAC.**

7. Recycling and Solid Waste – **No concerns were expressed by the CAC.**

8. Critical Areas – **No concerns were expressed by the CAC.**

9. Use of City Right of Way – **No concerns were expressed by the CAC.**

## 20.25M.050 Design Guidelines

**1. Design Intent – In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to foster a new path for Bel-Red that is directed toward a model of compact, mixed use, and “smart growth” that represents a departure from the area’s historic industrial roots.**

ST Response: Addressed in base DMP application.

**2. Context and Design Considerations – The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for Bel Red. The following characteristics are intended to implement the vision for Bel Red:**

- **A thriving economy anchored by major employers, business unique to the subarea, and services important to the local community;**
- **Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;**
- **A comprehensive and connected parks and open space system;**
- **Environmental improvements resulting from redevelopment;**
- **A multimodal transportation system;**
- **An unique cultural environment;**
- **Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and**
- **Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.**

### 3. Additional General Design Guidelines:

- **The CAC prefers the proposed sculptured precast concrete panels proposed for the 130<sup>th</sup> Station over the original cor-ten design.**

ST Response: Sound Transit's design team is incorporating sculptured precast concrete panels instead of cor-ten steel at the entries. Updated design information will be available once the 90% Design level package for the Bel-Red segment is submitted to Sound Transit in late July, 2014.

- **The CAC prefers the opportunity to incorporate organic shapes into the concrete panels versus the cor-ten design.**

ST Response: The design team has modified the entry walls to create organic shapes in the design. .

- **The CAC would like to see more color options for the 130<sup>th</sup> Station than the standard Sound Transit colors that were presented in the renderings and at the CAC meetings.**

ST Response: The design team is exploring the use of additional colors for materials that are not painted steel. In order for ST to adequately maintain the stations, standard paint colors for the steel components are necessary.

- **The CAC would like Sound Transit to incorporate backlighting of the translucent panels and or the uses of colored lights on the exterior wall to create interesting shadows and forms.**

ST Response: We agree. The design has always included backlighting of the translucent glass at the entry areas. The design team has incorporated these ideas into the design of the entry areas.

- **The CAC would like to see more color incorporated into the 130<sup>th</sup> Station design; however, there is also the desire to maintain a classic appearance.**

ST Response: See response above regarding color options at the 130<sup>th</sup> Station.

- **The CAC wants to insure that the south end of the 130<sup>th</sup> Station including the retaining wall does not appear to be unfinished as an interim solution until such time the City completes the planned street.**

ST Response: The concrete wall will have a formliner with a pattern to provide a "finished" appearance. This wall finish will be shown on the graphics.

- **The CAC would like alignment and station design to reflect the concept of an arts district as expressed in the Bel Red Subarea in Policy S-BR-45.**

Sound Transit Response: The design team and selected artist have collaborated on the platform railings and the custom precast entry panels to reflect the concept of an active arts district as expressed in the Bel Red Subarea Policy S-BR-45.

July 10, 2014

Matthews Jackson  
City of Bellevue – Development Services Department  
450 110<sup>th</sup> Avenue NE  
Bellevue, Washington 98009-9012

Dear Mr. Jackson,

This document provides Sound Transit's responses to the comments received from the City of Bellevue, and Citizen's Advisory Committee (CAC), regarding the East Link Extension Bel-Red Segment Design and Mitigation Permit (DMP) Application, 13-135564 LD.

#### **A. Land Use**

1. The Light Rail Permitting CAC has provided Sound Transit with its Pre-Development Advisory Document. Please provide a narrative that describes how the existing permit submittal or subsequent revision responds to the CAC advisory document content regarding RLRT system and facilities development standards, CAC added context and design considerations, and additional general design guidelines.

**ST Response:** See Attachment R included in this E340 DMP Revision 1 Application which provides ST responses to the March 19<sup>th</sup>, CAC Pre-Development Review guidance document.

2. Sound Transit has proposed a re-design of the 130<sup>th</sup> station structure that includes a significant departure from the original Cor Ten design included in the permit application. Please submit revised plans that illustrate the proposed station structure re-design including the bike storage and signal bungalow structures. Sample materials and color boards should be provided in support of the design and Mitigation Permit application.

**ST Response:** See attached conceptual renderings, 90% design plan sets, ST response to CAC feedback (3/19/14 Bel-Red Pre-development Document) and a narrative discussing the design evolution of the 130<sup>th</sup> Station. Sample materials and color boards may or may not be available with the 90% design will be available at 100% design.

3. Please provide a sheet index to assist in navigating the design plan sheets. With the volume of information and sheets included in this submittal it is difficult to locate specific project elements and this is particularly true for those who are not familiar with reviewing technical plan sheets

**ST Response:** See Revised Attachment M included in the E340 DMP Revision 1 Application which provides a drawing sheet index to help navigate Attachment M.

**Received**

**JUL 10 2014**

**Permit Processing**

4. There are many drawings with references to standard plans that are not identified with a specific plan sheet. This includes chain link fencing and screen walls. Please identify the appropriate standard plan reference for clarification.

**ST Response:** There are multiple standard plans that will need to be reviewed by the City per code requirements and hence they were all submitted to the City for review in July of 2013. If there are only specific standard plans the City wishes to review, ST can provide a more limited number of standard plans; please identify what standard plan elements the City would like to review.

5. As part of both this Design and Mitigation Permit and active Shoreline Permits, a revision to the Critical Areas Report and Mitigation Plan submitted on March 5, 2014. The following information was provided by David Pyle, City of Bellevue to Ellie Ziegler, Sound Transit on May 20<sup>th</sup>, 2014.

**ST Response:** Critical Areas Report: Sound Transit and H-J-H are currently working to respond to comments received from David Pyle regarding the Critical Areas Report for the Project. Shoreline Permits are not applicable to the Bel-Red DMP Application as there are no shorelines located within the permit limits.

Bullet 1: Shoreline permit is not applicable to this segment of the Project.

Bullet 2: Shoreline permit is not applicable to this segment of the Project.

Bullet 3: Understood. ST concurs with the 4 week lead time needed to process the final report(s)

Bullet 4: JD-5 will be reflected as a stream in the revised submittal of the Critical Areas Report.

#### **B. Tree Canopy Impacts and Mitigation Report:**

##### **ST Response:**

Bullet 1: The Tree Removal and Mitigation Analysis Memos are currently organized by contract package and organize tree removal and planting by critical area or upland/corridor. The Shoreline Substantial Development Permit (13 135764WG) for the Project provides trees in reference to regulated shorelines, however there are no shorelines located within the Bel-Red DMP limits.

Bullet 2: Shoreline permit is not applicable to this segment of the Project.

Bullet 3: Agreed. No response required.

6. Please identify and sensitive receptors located adjacent to proposed construction staging sties identified on sheets CCP. Sensitive receptors would those whose normal function would be impacted by construction noise, hauling activities, and on-site material storage and distribution activities.

**ST Response:** The City of Bellevue Noise code, Chapter 9.18, exempts construction noise during most weekday daytime hours. Activities at the construction staging sites in Bel-Red will be limited to these hours. Therefore, there are no sensitive receptors to identify.

7. We are in receipt of the E340 Construction Noise and Vibration Study dated August 2013 and E340 Noise and Vibration Report dated April 2014 that was submitted as a revision to this permit on Apr91 {sic} 8, 2014. Any changes that result from review of noise analysis and methodologies in this or other segments must be consistent for the entire East Link alignment in the City of Bellevue which may require additional documents to supplement the above referenced reports. Any changes resulting from an action will need to be revised in the appropriate section of the Design and Mitigation Permit.

**ST Response:** ST will submit a revised application should there be any changes to the Noise Report provided as part of the application.

8. Various landscape requirements

**ST Response:** Please see Attachment M in the E340 DMP Revision 1 submittal for drawings L87-LPS100-102.

9. Various types of fences are prohibited within Bel Red Overlay. Please provide a graphic that identifies all proposed fence locations for ease of review. Please include any screening, seat, or gabion wall locations

**ST Response:** Please see attached plan sheet for a summary of proposed fence locations.

10. Please provide a Bel Red specific description of the art opportunities that have been identified by ST working in collaboration with the City of Bellevue. This should include locations as well as specific design feature opportunities that are available at the state of development.

**ST Response:** Confirmed and potential art opportunities for the

A. Bel-Red Art Opportunities

**130<sup>th</sup> Street Station:** Platform railing as major art opportunity for riders. Art at the station will be visible from train as well as from passers-by outside the station.

Artist: Patrick Marold, currently collaborating with the design team.

**PNB Node:** Signature artwork on a future plaza as the train alignment curves near the Pacific Northwest Ballet school. Visible from train and multiple directions.

Artist: To be selected in late 2014.

B. Potential Art Opportunities – in development

- Murals on building(s) east of 130<sup>th</sup> Street Station, to enhance to street configuration. Currently in development.



- Wetlands west of 130<sup>th</sup> Station. Learning more from Sound Transit Environmental about mitigation effort to see if an art opportunity is feasible.

**C. Transportation**

1. Driveway width at 132<sup>nd</sup> Avenue NE

**ST Response:** See attached exhibit demonstrating vehicle turn movements on 132<sup>nd</sup> Ave NE.

2. Parking bays along 130<sup>th</sup> Avenue NE

**ST Response:** See attached exhibit demonstrating pavement markings and signage details.

**D. Utilities**

1. Agreed. No response required at this time.
2. Agreed. No response required at this time.









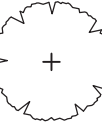


























**E. Fire**

No Comments at this time provided by the Fire Department.

In addition to the responses above, the following documents are provided with this permit revision:

- Attachment R – ST responses to the March 19<sup>th</sup>, 2014 Bel-Red CAC Pre-development Document
- Attachment M – Engineering drawing index and complete drawing set including L87-LPS102
- E340 L87-LPS102 130<sup>th</sup> Station Planting Schedule
- E340 90% Design Fence Location Summary
- E340 132nd Avenue NE Driveway Alternative
- E340 L87-CMD100 Pavement Marking & Signage Detail Sign Schedule
- April 2014 103th Station Concepts
- Draft 130<sup>th</sup> Station 90% Drawings
- 130<sup>th</sup> Station Design Evolution Narrative

## NOTES

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
1. SEE CIVIL FOR PAVING AND HARDSCAPE.									
<u>EVERGREEN TREES</u>									
	5	CHAMAECYPARIS NOOTKATENSIS	WEeping YELLOW CEDAR*	MIN 12'-14' HT		1,401	GAULTHERIA SHALLON	SALAL*	MIN 12" HT, 8" SPREAD, 24" OC
	8	PINUS CONTORTA VAR. CONTORTA	SHORE PINE*	MIN 12'-14'		50	PAXISTIMA MYRSINITES	FALSEBOX*	MIN 18" HT, 12" SPREAD
	8	PINUS NIGRA	AUSTRIAN PINE*	MIN 12'-14' HT		46	ROSMARINUS SPP.	ROSEMARY*	MIN 18" HT, 12" SPREAD
	21	TSUGA MERTENSIANA	MOUNTAIN HEMLOCK*	MIN 12'-14' HT		143	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY*	MIN 18" HT, 12" SPREAD
<u>MEDIUM DECIDUOUS TREES</u>									
	19	GINGKO BILOBA	GINGKO*	MIN 2 1/2" CAL, 12'-14' HT					
<u>SMALL/ORNAMENTAL DECIDUOUS TREES</u>									
	11	ACER CIRCINATUM	VINE MAPLE*	MIN 3 STEMS @ 1-1/2" CAL EACH, MIN 8' HT		4,218	ARCTOSTAPHYLOS UVA-URSI	KINNIKINICK*	1 GAL, 18" OC
	18	ACER GRISEUM	PAPERBARK MAPLE*	MIN 2" CAL		152	ATHYRIUM FILIX-FEMINA	LADY FERN*	1 GAL, 24" OC
	4	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK MAPLE*	MIN 2" CAL		139	BLECHNUM SPICANT	DEER FERN*	1 GAL, MIN 12" HT
	22	AMELANCHIER GRANDIFLORA 'PRINCESS DIANA'	PRINCESS DIANA SERVICEBERRY*	MIN 2" CAL		60	CAREX TESTACEA	ORANGE NEW ZEALAND SEDGE*	4" POTS, 36" OC
	13	MALUS FUSCA	PACIFIC CRABAPPLE*	MIN 2" CAL		34	ECHINACEA PURPUREA	PURPLE CONEFLOWER*	4" POTS, 18" OC
<u>LARGE DECIDUOUS SHRUBS</u>									
	24	AMELANCHIER ALNIFOLIA	SHRUB SERVICEBERRY*	MIN 36" HT		1,007	FRAGARIA CHILOENSIS	BEACH STRAWBERRY*	4" POTS, 18" OC
	9	OEMLERIA CERASIFORMIS	INDIAN PLUM*	MIN 36" HT		141	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY*	1 GAL, 24" OC
	28	PHILADELPHUS LEWISII	MOCK ORANGE*	MIN 36" HT, 5 CANES		1,817	IRIS DOUGLASIANA	DOUGLAS IRIS*	1 GAL, 12" OC
	36	RIBES SANGUINEUM	RED FLOWERING CURRANT*	MIN 24" HT, 4 CANES		456	MAHONIA REPENS	CREEPING MAHONIA*	1 GAL, 24" OC
	170	SYMPHORICARPOS ALBUS	SNOWBERRY*	MIN 36" HT		639	POLYSTICHUM MUNITUM	SWORD FERN*	1 GAL, MIN 18" HT
<u>LARGE EVERGREEN SHRUBS</u>									
	15	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE*	MIN 30" HT		2,352	RUBUS CALYCINOIDES	BRAMBLE*	1 GAL, 18" OC
	63	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE*	MIN 30" HT	NATURAL DRAINAGE SYSTEM MIX 1/3 CAREX OBNUPTA / SLOUGH SEDGE 1/3 JUNCUS EFFUSUS VAR. PACIFICUS / SOFT RUSH 1/3 JUNCUS ENSIFOLIUS / DAGGER-LEAF RUSH				
<u>SMALL DECIDUOUS SHRUBS</u>									
	106	CORNUS STOLONIFERA 'KELSEY'	KELSEY DOGWOOD*	MIN 18" HT, 5 CANES	<u>VINES</u>				
	62	SPIRAEA BETULIFOLIA 'TOR'	BIRCH LEAF SPIREA	MIN 18" HT		14	LONICERA CILIOSA	WESTERN TRUMPET HONEYSUCKLE*	1 GAL
* INDICATES DROUGHT TOLERANT AND/OR NORTHWEST NATIVE SPECIES									

## 60% SUBMITTAL

No.	DATE	DSN	CHK	APP	REVISION

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



**NAKANO ASSOCIATES**  
LANDSCAPE ARCHITECTS

853 Hiawatha Place S. Tel: 206.292.9392  
Seattle, WA 98144 [www.nakanoassociates.com](http://www.nakanoassociates.com)

853 Hiawatha Place S. Tel: 206.292.9392  
Seattle, WA 98144 [www.nakanoassociates.com](http://www.nakanoassociates.com)

SUBMITTED BY: P



FINAL DESIGN PARTNERS.

LINE IS 1" AT FULL SCALE



SCALE:	NTS
FILENAME:	E340-L87-LPS102
CONTRACT No.:	RTA/LR XXXX-XX
DATE:	07/15/2013

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

DRAWING No.:	
<b>L87-LPS102</b>	
LOCATION ID:	
TBD	
SHEET No.:	REV:
555	0

**DESIGN DRAWING INDEX**

Drawing No.	Drawing Title	DMP Attachment M Page Number
L87-GZV101	HORIZONTAL AND VERTICAL CONTROL NOTES	M-1
L87-GZV102	HORIZONTAL AND VERTICAL CONTROL PLAN	M-2
L87-GZV103	HORIZONTAL AND VERTICAL CONTROL PLAN	M-3
L87-RMP102	ROW MONUMENTATION	M-4
L87-GZK009	GENERAL ARRANGEMENTS TYPICAL AT GRADE SECTION AT GRADE GUIDEWAY	M-5
L87-GZK010	GENERAL ARRANGEMENTS TYPICAL RETAINED CUT SECTION RETAINED CUT GUIDEWAY	M-6
L87-GZK011	GENERAL ARRANGEMENTS TYPICAL RETAINED CUT SECTION RETAINED FILL GUIDEWAY	M-7
L87-GZK054	GENERAL ARRANGEMENT TYPICAL RETAINED CUT SECTION RETAINED CUT WITH CROSS-BEAM STRUT	M-8
L87-GZK055	GENERAL ARRANGEMENT TYPICAL AERIAL GUIDEWAY SECTION I-BEAM WITH OCS POLE EXTENSIONS	M-9
L87-GZK056	GENERAL ARRANGEMENT TYPICAL AERIAL GUIDEWAY SECTION I-BEAM WITH LINK SLAB	M-10
L87-GZK058	GENERAL ARRANGEMENT IN STREET RUNNING GUIDEWAY SECTION EMBEDDED TRACK	M-11
L87-RPP101	RIGHT-OF-WAY PLANS EB STA 608+00 TO EB STA 613+00	M-12
L87-RPP107	RIGHT-OF-WAY PLANS EB STA 639+00 TO EB STA 644+50	M-13
L87-RPP111	RIGHT-OF-WAY PLANS EB STA 660+50 TO EB STA 666+00	M-14
L87-KAP101	TRACKWORK TRACK PLAN & EASTBOUND (EB) PROFILE EB STA 618+50 TO EB STA 629+00	M-15
L87-KAP102	TRACKWORK TRACK PLAN & EASTBOUND (EB) PROFILE EB STA 629+00 TO EB STA 640+00	M-16
L87-KAP103	TRACKWORK TRACK PLAN & EASTBOUND (EB) PROFILE EB STA 640+00 TO EB STA 650+50	M-17
L87-KAP104	TRACKWORK TRACK PLAN & EASTBOUND (EB) PROFILE EB STA 650+50 TO EB	M-18

	<b>STA 661+50</b>	
<b>L87-CYX102</b>	<b>CIVIL TYPICAL SECTIONS R44 – 130<sup>TH</sup> AVE NE</b>	<b>M-19</b>
<b>L87-CYX104</b>	<b>CIVIL TYPICAL SECTIONS R46 – NE 16<sup>TH</sup> ST &amp; 136<sup>TH</sup> PL NE</b>	<b>M-20</b>
<b>L87-CXP101</b>	<b>CIVIL DEMOLITION AND REMOVAL PLAN EB STA 608+00 TO EB STA 613+00</b>	<b>M-21</b>
<b>L87-CRP107</b>	<b>CIVIL SITE PLAN EB STA 639+00 TO EB STA 644+50</b>	<b>M-22</b>
<b>L87-CRP108</b>	<b>CIVIL SITE PLAN EB STA 644+50 TO EB STA 649+50</b>	<b>M-23</b>
<b>L87-CRP109</b>	<b>CIVIL SITE PLAN EB STA 649+50 TO EB STA 655+00</b>	<b>M-24</b>
<b>L87-CRP117</b>	<b>CIVIL SITE PLAN EB STA 14+00 TO EB STA 19+50</b>	<b>M-25</b>
<b>L87-CRP118</b>	<b>CIVIL SITE PLAN EB STA 19+50 TO EB STA 24+50</b>	<b>M-26</b>
<b>L87-CRP119</b>	<b>CIVIL SITE PLAN EB STA 24+50 TO EB STA 30+00</b>	<b>M-27</b>
<b>L87-CRP120</b>	<b>CIVIL SITE PLAN EB STA 30+00 TO EB STA 32+83</b>	<b>M-28</b>
<b>L87-CRP121</b>	<b>CIVIL SITE PLAN</b>	<b>M-29</b>
<b>L87-CRP122</b>	<b>CIVIL SITE PLAN</b>	<b>M-30</b>
<b>L87-CRP123</b>	<b>CIVIL SITE PLAN</b>	<b>M-31</b>
<b>L87-CRP124</b>	<b>CIVIL SITE PLAN</b>	<b>M-32</b>
<b>L87-CRP125</b>	<b>CIVIL SITE PLAN</b>	<b>M-33</b>
<b>L87-CRP126</b>	<b>CIVIL SITE PLAN</b>	<b>M-34</b>
<b>L87-CRP127</b>	<b>CIVIL SITE PLAN</b>	<b>M-35</b>
<b>L87-CRP128</b>	<b>CIVIL SITE PLAN</b>	<b>M-36</b>
<b>L87-CRP129</b>	<b>CIVIL SITE PLAN</b>	<b>M-37</b>
<b>L87-CRP130</b>	<b>CIVIL SITE PLAN</b>	<b>M-38</b>
<b>L87-CRP131</b>	<b>CIVIL SITE PLAN 130<sup>TH</sup> STATION PARK AND RIDE</b>	<b>M-39</b>
<b>L87-CRP132</b>	<b>CIVIL SITE PLAN 130<sup>TH</sup> STATION PARK AND RIDE</b>	<b>M-40</b>
<b>L87-CRP133</b>	<b>CIVIL SITE PLAN 130<sup>TH</sup> STATION PARK AND RIDE</b>	<b>M-41</b>
<b>L87-CMP100</b>	<b>CIVIL PAVEMENT MARKING &amp; SIGNAGE</b>	<b>M-42</b>
<b>L87-UCP114</b>	<b>COMPOSITE UTILITY PLANS UTILITY</b>	<b>M-43</b>
<b>L87-CHP100</b>	<b>TRUCK HAUL ROUTES FOR WORK SITES BETWEEN BNSF &amp; 120<sup>TH</sup> AVE NE</b>	<b>M-44</b>
<b>L87-CHP101</b>	<b>TRUCK HAUL ROUTES FOR WORK SITES BETWEEN 120<sup>TH</sup> AVE NE &amp; 130<sup>TH</sup> AVE NE</b>	<b>M-45</b>

L87-CHP102	TRUCK HAUL ROUTES FOR WORK SITES BETWEEN 130 <sup>TH</sup> AVE NE & NE 20 <sup>TH</sup> ST	M-46
L87-TZN200	MAINTENANCE OF TRAFFIC GENERAL NOTES, LEGEND AND ABBREVIATIONS	M-47
L87-TMP210	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT 136 <sup>TH</sup> PLACE NE – PHASE 1A	M-48
L87-TMP211	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT 136 <sup>TH</sup> PLACE NE – PHASE 1B	M-49
L87-TMP212	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT 136 <sup>TH</sup> PLACE NE – PHASE 1C	M-50
L87-TMP213	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT 136 <sup>TH</sup> PLACE NE – PHASE 1D	M-51
L87-TMP220	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT 132 <sup>ND</sup> AVE NE & NE 16 <sup>TH</sup> ST – PHASE 2A & 2B	M-52
L87-TMP221	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT NE 16 <sup>TH</sup> ST – PHASE 2C	M-53
L87-TMP222	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT NE 16 <sup>TH</sup> ST – PHASE 2D	M-54
L87-TMP223	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT NE 16 <sup>TH</sup> ST – PHASE 2E	M-55
L87-TMP230	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT GUIDEWAY CONSTRUCTION – NE 16 <sup>TH</sup> ST – PHASE 3A	M-56
L87-TMP231	MAINTENANCE OF TRAFFIC TRAFFIC PHASING PLAN CONCEPT GUIDEWAY CONSTRUCTION – 136 <sup>TH</sup> PL NE – PHASE 3B	M-57
L87-TDP100	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN NE 16 <sup>TH</sup> ST (SPUR) CLOSED	M-58
L87-TDP101	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN NE 16 <sup>TH</sup> ST & 134 <sup>TH</sup> AVE NE CLOSED	M-59
L87-TDP102	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN NE 16 <sup>TH</sup> ST, EAST OF 134 <sup>TH</sup> AVE NE, CLOSED	M-60
L87-TDP103	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN 130 <sup>TH</sup> AVE NE CLOSED	M-61
L87-TDP104	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN 132 <sup>ND</sup> AVE NE	M-62

	<b>CLOSED</b>	
L87-TDP105	MAINTENANCE OF TRAFFIC ROAD CLOSURE DETOUR PLAN NE 20 <sup>TH</sup> ST CLOSED	M-63
L87-TZN001	TRAFFIC ABBREVIATIONS & SYMBOLS	M-64
L87-TSP100	TRAFFIC SIGNALIZATION 130 <sup>TH</sup> AVE NE	M-65
L87-TSP101	TRAFFIC SIGNALIZATION 132 <sup>ND</sup> AVE NE/NE 16 <sup>TH</sup> ST	M-66
L87-TSP102	TRAFFIC SIGNALIZATION – INTERCONNECT NE 16 <sup>TH</sup> ST	M-67
L87-TSP103	TRAFFIC SIGNALIZATION – INTERCONNECT NE 16 <sup>TH</sup> ST	M-68
L87-TSP104	TRAFFIC SIGNALIZATION NE 16 <sup>TH</sup> ST/136 <sup>TH</sup> PL NE	M-69
L87-TSP105	TRAFFIC SIGNALIZATION – INTERCONNECT 136 <sup>TH</sup> PL NE	M-70
L87-TSP106	TRAFFIC SIGNALIZATION – INTERCONNECT 136 <sup>TH</sup> PL NE	M-71
L87-TSP107	TRAFFIC SIGNALIZATION 136 <sup>TH</sup> PL NE/NE 20 <sup>TH</sup> ST	M-72
L87-TSP108	TRAFFIC TEMPORARY SIGNALIZATION AND ILLUMINATION 136 <sup>TH</sup> PL NE/NE 20 <sup>TH</sup> ST	M-73
L87-TSD100	TRAFFIC SIGNALIZATION – POLE DETAILS 132 <sup>ND</sup> AVE NE/NE 16 <sup>TH</sup> ST	M-74
L87-TSD101	TRAFFIC SIGNALIZATION – POLE DETAILS NE 16 <sup>TH</sup> ST/136 <sup>TH</sup> PL NE	M-75
L87-TSD102	TRAFFIC SIGNALIZATION – POLE DETAILS 136 <sup>TH</sup> PL NE/NE 20 <sup>TH</sup> ST	M-76
L87-CZN800	CIVIL ILLUMINATION NOTES AND SYMBOLS	M-77
L87-CLP100	CIVIL ILLUMINATION	M-78
L87-CLP101	CIVIL ILLUMINATION	M-79
L87-CLP102	CIVIL ILLUMINATION	M-80
L87-CLP103	CIVIL ILLUMINATION	M-81
L87-CLP104	CIVIL ILLUMINATION	M-82
L87-CLP105	CIVIL ILLUMINATION	M-83
L87-CLP106	CIVIL ILLUMINATION	M-84
L87-CLP107	CIVIL ILLUMINATION	M-85
L87-CLP108	CIVIL ILLUMINATION	M-86
L87-CLP109	CIVIL ILLUMINATION	M-87
L87-CLP110	CIVIL ILLUMINATION	M-88
L87-CLS001	CIVIL ILLUMINATION LUMINAIRE SCHEDULES	M-89
L87-CLS002	CIVIL ILLUMINATION PANEL SCHEDULES149	M-90

L87-TNP100	TRAFFIC OPERATIONAL SIGNAGE	M-91
L87-TNP101	TRAFFIC OPERATIONAL SIGNAGE	M-92
L87-TNP102	TRAFFIC OPERATIONAL SIGNAGE	M-93
L87-TNP103	TRAFFIC OPERATIONAL SIGNAGE	M-94
L87-TNP104	TRAFFIC OPERATIONAL SIGNAGE	M-95
L87-TNP105	TRAFFIC OPERATIONAL SIGNAGE	M-96
L87-TNP106	TRAFFIC OPERATIONAL SIGNAGE	M-97
L87-TNP107	TRAFFIC OPERATIONAL SIGNAGE	M-98
L87-TND001	TRAFFIC OPERATIONAL SIGNAGE DETAILS	M-99
L87-TND002	TRAFFIC OPERATIONAL SIGNAGE DETAILS	M-100
L87-LMP301	MITIGATION PLAN	M-101
L87-LMP302	MITIGATION PLAN	M-102
L87-LMP303	MITIGATION PLAN	M-103
L87-LMP304	MITIGATION PLAN	M-104
L87-LPD100	LANDSCAPE PLANTING CORRIDOR PLANTING ENLARGEMENTS	M-105
L87-LPP101	LANDSCAPE PLANTING CORRIDOR	M-106
L87-LPP102	LANDSCAPE PLANTING CORRIDOR	M-107
L87-LPP103	LANDSCAPE PLANTING CORRIDOR	M-108
L87-LPP104	LANDSCAPE PLANTING CORRIDOR	M-109
L87-LPP109	LANDSCAPE PLANTING CORRIDOR	M-110
L87-LPP110	LANDSCAPE PLANTING CORRIDOR	M-111
L87-LPP111	LANDSCAPE PLANTING CORRIDOR	M-112
L87-LPP112	LANDSCAPE PLANTING CORRIDOR	M-113
L87-LPP113	LANDSCAPE PLANTING CORRIDOR	M-114
L87-LPP114	LANDSCAPE PLANTING CORRIDOR	M-115
L87-LPP115	LANDSCAPE PLANTING CORRIDOR	M-116
L87-LPP117	LANDSCAPE PLANTING CORRIDOR	M-117
L87-LPP120	LANDSCAPE PLANTING CORRIDOR	M-118
L87-LPP121	LANDSCAPE PLANTING CORRIDOR	M-119
L87-LPP131	LANDSCAPE PLANTING CORRIDOR	M-120

L87-LPP132	LANDSCAPE PLANTING CORRIDOR	M-121
L87-LPP133	LANDSCAPE PLANTING CORRIDOR	M-122
L87-LPP134	LANDSCAPE PLANTING CORRIDOR	M-123
L87-LPP135	LANDSCAPE PLANTING CORRIDOR	M-124
L87-LPS100	LANDSCAPE PLANTING CORRIDOR PLANT SCHEDULE	M-125
L87-LPS101	LANDSCAPE 120 <sup>TH</sup> STATION PLANTING SCHEDULE	M-126
L87-LPS102	LANDSCAPE 130 <sup>TH</sup> STATION PLANTING SCHEDULE	M-127
E23-SFD001	130 <sup>TH</sup> STATION – STRUCTURES FOUNDATION DETAILS	M-128
E23-ASP100	130 <sup>TH</sup> STATION – ARCHITECTURAL SITE SITE PLAN – OVERALL	M-129
E23-APP100	130 <sup>TH</sup> STATION – ARCHITECTURAL FLOOR PLANS PLATFORM LEVEL – WEST	M-130
E23-APP101	130 <sup>TH</sup> STATION – ARCHITECTURAL FLOOR PLANS PLATFORM LEVEL – CENTER	M-131
E23-APP102	130 <sup>TH</sup> STATION – ARCHITECTURAL FLOOR PLANS PLATFORM LEVEL – EAST	M-132
E23-APP103	130 <sup>TH</sup> STATION – ARCHITECTURAL FLOOR PLANS/ROOF/RCP PLATFORM LEVEL – BIKE SHELTER	M-133
E23-AEE013	130 <sup>TH</sup> STATION – ARCHITECTURAL EXTERIOR ELEVATIONS BIKE SHELTER	M-134
E23-AEX630	130 <sup>TH</sup> STATION – ARCHITECTURAL SECTIONS PLATFORM CANOPY	M-135
E23-APP104	130 <sup>TH</sup> STATION – ARCHITECTURAL ENLARGED PLAN/ELEVATIONS ENTRY AND INFO CENTER	M-136
E23-AFP100	130 <sup>TH</sup> STATION – ARCHITECTURAL FINISH PLANS PLATFORM – WEST	M-137
E23-AFP101	130 <sup>TH</sup> STATION – ARCHITECTURAL FINISH PLANS PLATFORM – CENTER	M-138
E23-AFP102	130 <sup>TH</sup> STATION – ARCHITECTURAL FINISH PLANS PLATFORM – EAST	M-139
E23-ANP100	130 <sup>TH</sup> STATION – ARCHITECTURAL SIGNAGE STATION SIGNAGE PLAN - WEST	M-140
E23-ANP101	130 <sup>TH</sup> STATION – ARCHITECTURAL SIGNAGE STATION SIGNAGE PLAN – CENTER	M-141
E23-ANP102	130 <sup>TH</sup> STATION – ARCHITECTURAL SIGNAGE STATION SIGNAGE PLAN - EAST	M-142
E23-ANP103	130 <sup>TH</sup> STATION – ARCHITECTURAL SIGNAGE PLAZA SIGNAGE PLAN	M-143
E23-LSP100	130 <sup>TH</sup> STATION – LANDSCAPE HARDSCAPE PLAN - WEST	M-144
E23-LSP101	130 <sup>TH</sup> STATION – LANDSCAPE HARDSCAPE PLAN - CENTRAL	M-145
E23-LSP102	130 <sup>TH</sup> STATION – LANDSCAPE HARDSCAPE PLAN - EAST	M-146
E23-LSE001	130 <sup>TH</sup> STATION – LANDSCAPE ELEVATIONS	M-147
E23-LSX001	130 <sup>TH</sup> STATION – LANDSCAPE SECTIONS	M-148



<b>E23-LSX002</b>	<b>130<sup>TH</sup> STATION – LANDSCAPE SECTIONS</b>	<b>M-149</b>
<b>E23-LSD001</b>	<b>130<sup>TH</sup> STATION – LANDSCAPE DETAILS</b>	<b>M-150</b>
<b>E23-ELP100</b>	<b>130<sup>TH</sup> STATION – ELECTRICAL ELECTRICAL – LIGHTING PLATFORM LEVEL PLAN - OVERALL</b>	<b>M-151</b>
<b>P23-CMP100</b>	<b>130<sup>TH</sup> STATION PARK &amp; RIDE PAVEMENT MARKING &amp; SIGNAGE</b>	<b>M-152</b>
<b>P23-CMP101</b>	<b>130<sup>TH</sup> STATION PARK &amp; RIDE PAVEMENT MARKING &amp; SIGNAGE</b>	<b>M-153</b>
<b>P23-CMP102</b>	<b>130<sup>TH</sup> STATION PARK &amp; RIDE PAVEMENT MARKING &amp; SIGNAGE</b>	<b>M-154</b>