LIGHT RAIL PERMITTING
ADVISORY COMMITTEE MEETING

Date: August 28, 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: September 3rd, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your eighteenth Advisory Committee meeting next Wednesday, September 3rd. 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 Van Houten.

This packet includes:

1. Agenda
2. July 30th Meeting Minutes
3. Set Of Issued CAC Advisory Documents
4. Attachment A From South Bellevue Design and Mitigation Permit
5. Attachment R From South Bellevue Design and Mitigation Permit
6. Bel Red Plan Sheet Index

We will have hard copies of all electronic packet materials for you on July 30th. 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, September 3, 2014
3:00 p.m. – 5:00 pm • Room 1E-113
Bellevue City Hall • 450 110th Ave NE

AGENDA

3:00 p.m.	**1. Call to Order, Approval of Agenda, Approval of July 30th Meeting Minutes** *Committee Co-Chairs Mathews and Van Houten*
3:10 p.m.	**2. Public Comment** *Limit to 3 minutes per person*
3:20 p.m.	**3. Introduction to South Bellevue Design and Mitigation Permit** *Matthews Jackson*
3:30 p.m.	**4. Sound Transit Response to South Bellevue Pre-Development Advisory Document** *Sound Transit*
4:00 p.m.	**5. South Bellevue Sweyolocken Wetland Mitigation Plan** *David Pyle City of Bellevue, Ellie Ziegler Sound Transit*
4:45 p.m.	**6. Public Comment** *Limit to 3 minutes per person*
5:00 p.m.	**7. 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

July 30, 2014 Bellevue City Hall
3:00 p.m. Room 1E-113

MEMBERS PRESENT:	Doug Mathews, Susan Rakow Anderson, Siona van Dijk, Joel Glass, Don Miles
MEMBERS ABSENT:	Marcelle Lynde, Ming-Fang Chang, Erin Derrington, Wendy Jones
OTHERS PRESENT:	Matthews Jackson, Department of Development Services; Kate March, Department of Transportation; Justin Lacson, John Walser, Sound Transit
RECORDING SECRETARY:	Gerry Lindsay

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

The meeting was called to order at 3:04 p.m. by Co-Chair Mathews. All Committee members were present with the exception of Co-Chair Lynde, Mr. Chang, Ms. Jones and Ms. Derrington, all of whom were excused.

The agenda was approved by consensus.

A motion to approve the July 16, 2014, minutes was made by Mr. Miles. The motion was seconded by Ms. van Dijk and it carried unanimously.

2. PUBLIC COMMENT - None

3. SOUND TRANSIT RESPONSE TO CITY BEL-RED REVISION REQUEST AND CAC PRE-DEVELOPMENT ADVISORY DOCUMENT

BEL-RED DESIGN AND MITIGATION PERMIT CAC ADVISORY DOCUMENT

Planning Manager Matthews Jackson noted that the Committee discussed asking Sound Transit to revise their drawings for the 130th station to reflect the change in the design direction relative to the use of CorTen and moving the signal bungalow to another location to accommodate future development. The revised drawings shared with the Committee on July 16 met with a favorable response. Sound Transit is working toward 90 percent incorporating the redesign direction given by the Committee.

Mr. Jackson commented that the City had also asked for updates to the critical areas

report submitted under both the design and mitigation permit and the shoreline permit. The element having to do with Bel-Red is the mitigation site. The Committee discussed the mitigation site issues on June 4, including wetland creation and stream enhancements. Sound Transit is revising its plans in accord with the direction given by the Committee.

Justin Lacson with Sound Transit said the anticipation is that the draft update to the critical areas report will be completed by August 6. It will be submitted to the city as well for review.

Mr. Jackson said the critical areas report is more developed than normally required because of the nature of the project. Typically the city simply indicates that mitigation is required and dictates the amount; in this case far more hours have been put in by both staff and the Committee to address the mitigations needed to address the temporary and permanent impacts. The report from Sound Transit relative to tree canopy mitigation has not yet been received by the city; it will be part of the permit package revisions ahead of issuing the design and mitigation permit.

The noise analysis, including construction and operational issues, is currently being peer reviewed by the city's consultant. The segment of the alignment in Bel-Red has maximum allowable sound levels much higher than in the residential areas so it is unlikely sound impacts there will have much of an impact on the final outcome, though conditions of approval will be established and monitoring will be required over time. Screening of staging areas and the storage of any kind of materials will be discussed when the focus turns to the construction plans.

The Committee discussed the opportunities for artistic touches and highlighted the 130th station platform railing and additional opportunities at the station. Sound Transit has incorporated the notion of the perforations in the concrete panels to allow for backlighting and additional color, which is something the Committee recommended. At the Pacific Northwest Ballet site at 136th Avenue NE where the train makes a turn there will be a future plaza and an opportunity for an art installation. The intention is to have the 130th station be a signature station reflective of the Bel-Red arts district.

The Committee had some questions about landscaping as well. Staff believe that with the modifications asked for the Land Use Code requirements will be met. The type of street tree required will change from ash to ginkgo for the linear portions of the alignment. Evergreens will be planted around the perimeter of the park and ride lot but deciduous trees will be used on the interior areas. Sound Transit has been informed of the Committee's desire to see mature trees planted and the direction will be incorporated in the advisory document as well. The Bel-Red code includes requirements for corner treatments and staff has been working with Sound Transit to develop a plant pallet that fits the vision for the corridor. The city does not have a landscaping architect to assist in reviewing applications. The land use planners make sure plans comply with all landscaping requirements in the Land Use Code. Land Use staff includes those with technical experience and training in Landscape Architecture. There are, of course, experts in the Parks Department who can be consulted when needed.

The Committee also discussed station lighting and stressed the need to incorporate designs that will keep light from escaping the site. Sound Transit did not include any type of uplighting in its proposal. Aside from the accent penetrations in the wall, nothing will be broadcasting light outside the site into adjacent areas beyond what is allowed by the code.

Sound Transit has made the change from CorTen to precast concrete panels in accord with the Committee's direction. They have also incorporated organic shapes in the redesign as recommended by the Committee in the advisory document.

The Committee had a full discussion about the fact that there will be a period of time between when the 130th station is built and when the city completes the new road. The Committee was clear that during the interim nothing should look unfinished or incomplete. Staff agrees with Sound Transit that there are limited opportunities to include additional landscaping behind the station due to lack of space, but by incorporating a formliner pattern into the retaining wall will give it a more finished look.

Mr. Glass suggested that for the sake of having a complete document it would be good to note which items proposed by the Committee have been incorporated into the new design. John Walser with Sound Transit agreed and said it would be helpful for Sound Transit to have a statement indicating which bullet points have been adequately addressed ahead of the final advisory document.

Mr. Miles asked what the probability is that the parking will be expanded and in what timeframe it might occur. Mr. Walser said from the predesign level forward the discussions with the city have always indicated a maximum size park and ride for the location. The future vision for the site is not to have a park and ride at all in favor of a transit-oriented development. The anticipation is that at some point in time a developer will create a transit-oriented development on the site that can incorporate replacement parking, either in the development or on an adjacent parcel. According to the city's vision for the Bel-Red corridor, 130th Avenue NE will be the primary retail street for the subarea; as such retail uses will occupy the ground floor fronting the street rather than a parking structure. Mr. Jackson added that where there is mixed use development and far more residents living in the catchment area, there will be less demand for parking.

Mr. Glass noted that the Committee had talked about simplifying the concrete pattern for the south face of the 130th station retaining wall. Mr. Walser said since hearing that discussion he has been puzzling over whether the formliner should be left in or if the wall should be smoother. Mr. Glass said his concern was that having patterned concrete in the retaining wall along with the patterned concrete walls on the station would be too busy. Simplifying the base and including architectural patterns above would make more sense. There was consensus among the Committee members to make that recommendation.

With regard to landscaping, Mr. Glass suggested the Committee should recommend including a featured or special tree tree somewhere on the station site. Mr. Jackson

agreed it would be good to make that recommendation, leaving to another time what that species of tree may be.

Co-Chair Mathews proposed that the site near Pacific Northwest Ballet might be the appropriate place for a signature tree. Mr. Walser said Sound Transit had actually had that in mind for that site. With regard to the station site, given the uncertainties of the future transit-oriented development, the northeast corner of the site to the north of the bike cage, adjacent to Goff Creek, is the least likely to get built up over time and could be a good place for a signature tree.

Mr. Jackson said he would discuss those two locations with the internal staff team.

4. PUBLIC COMMENT - None

5. ADJOURN

Co-Chair Mathews adjourned the meeting at 3:40 p.m.

LIGHT RAIL PERMITTING
CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT
CONTEXT SETTING REVIEW PHASE - JANUARY 15, 2014

Introduction

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

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

* Identifies the focus of this Advisory Document

Section 20.25M.035.C of the LUC guides the scope of CAC work to ensure that the Committee's intended purpose is achieved, and describes the CAC role as advisory to city staff who are charged with making decisions on the Design and Mitigation Permits required to approve light rail systems and facilities. The CAC work is intended to occur in phases that are roughly aligned with Sound Transit design phases and city permit review phases in order to achieve permit streamlining and consolidation objectives. For each phase of review, the CAC is charged with providing feedback in an Advisory Document, and city staff is charged with supporting CAC preparation of this work product (LUC 20.25M.035D.3). This written summary constitutes the Advisory Document for the Context Setting Review Phase per item #3 above.

Context Setting Review

The work product required following the Context Setting Phase of CAC review is intended to provide "context" to which Sound Transit should respond when designing elements and features of the East Link light rail system and facility, and by which permit compliance should be judged. The work of the CAC during this review phase was informed by three CAC meeting topics.

At its first meeting on October 24, 2013, the CAC toured the Central Link project to familiarize CAC members with project elements that support the Link light rail system and its associated functions, and common design features used to mitigate project impacts. At its November 20 meeting, the CAC reviewed context setting material samples assembled by city staff from presentations to and feedback from the Arts Commission and Light Rail Best Practices Committee. On that same night, Sound Transit staff presented the 130th Station design package to the CAC to determine if the submittal provided an appropriate level of detail or whether additional information was necessary for CAC members to evaluate compliance with policy and design guidelines during later CAC review phases. At its December 4th meeting the CAC toured the Bellevue subareas through which the East Link alignment, as it was approved by the Sound Transit Board and the Bellevue City Council, will pass. Members of the CAC were able to develop a more comprehensive perspective of the future alignment and its significant features, and the present context in Enatai, Surrey Downs, the commercial areas east of 112th Ave SE, Downtown, Wilburton, the vicinity of Lake Bellevue, and in Bel-Red.

Context Setting Advice

On December 18th, the CAC considered the context and design considerations that were provided in LUC 20.25M.050.B, and offered additional input that should be considered for each subarea through which the East Link alignment is proposed to pass. The context and design considerations from the Land Use Code together with the additional input provided by the CAC has been organized by subarea and general alignment sections and presented below for ease of reference. This constitutes the CAC Advisory Document on the Context Setting phase of its review, and will be used to determine whether the proposed design and mitigation complies with the context sensitivity provisions of the Land Use Code.

1. Southwest Bellevue Subarea (LUC 20.25M.050.B.1). In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The RLRT system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and "greening features" such as living walls and trellises. Design features

for the alignment passing through this subarea and for the East Main Station should include landscaping that provides dense screening when viewed from residential areas and visual relief along transportation rights-of-way while maintaining sightlines that ensure user safety. Design features should be incorporated to discourage vehicular drop-off activities adjacent to the single-family areas. The character of this area is defined by:

a. The expansive Mercer Slough Nature Park;

b. Historic references to truck farming of strawberries and blueberries;

c. Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and

d. Unique, low-density residential character that conveys the feeling of a small town within a larger City.

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

e. The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a "Grand Entry" into Bellevue. This gateway area defines Bellevue as the "City in a Park." The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, visitors to the Mercer Slough Nature Park, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.

f. All structures located at the South Bellevue Park and Ride and Station should be designed to express a strong ecological connection to Mercer Slough Nature Park.

g. The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.

h. References to Southwest Bellevue's truck farming history should be incorporated into the South Bellevue Station and Parking Garage.

i. Along 112th SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.

j. The portal and tunnel between the East Main and Downtown Stations present an opportunity to "Visually Transport" transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context

of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.

k. Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.

l. Wayfinding at the East Main Station should include "youth friendly" information for riders who will be accessing Bellevue High School.

2. Downtown Subarea (LUC 20.25M.050.B.2). In addition to complying with all applicable provisions of the Downtown Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to enhance Downtown Bellevue's identity as an urban center that serves as the residential, economic, and cultural heart of the Eastside. The above-ground expression of the Downtown Station is envisioned as a highly utilized urban "place" with an architectural vocabulary that not only reflects and communicates the high quality urban character of Downtown as a whole, but also complements the immediately adjacent civic center uses including Bellevue City Hall, Meydenbauer Convention Center, the Transit Center, Pedestrian Corridor, and the Downtown Art Walk. The alignment crossing over I-405 will be prominent to visitors entering, leaving, and passing through the Downtown, and its design should be viewed as an opportunity to create a landmark that connects Downtown Bellevue with areas of the City to the east. The station and freeway crossing should reflect Bellevue's branding, and should be comfortable and attractive places to be and experience, with high quality furnishings and public art that capitalize on place-making opportunities. The character of this area is defined by:

   a. Private entertainment and cultural attractions;

   b. High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;

   c. High rise buildings that attract a creative and innovative work force;

   d. Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;

   e. Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and

   f. Stable property values that make it a desirable place for businesses to locate and invest.

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

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

h. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.

i. The aesthetics of the station roof should be taken into account and finished to enhance views down on the Downtown station for adjacent high rise and convention center development.

j. Clear connectivity, accessibility, and wayfinding should be provided between the Downtown Station, the Bellevue City Hall site, and the Bus Transit Center.

3. Wilburton/NE 8th Street Subarea (LUC 20.25M.050.B.3). In addition to complying with all applicable provisions of the Wilburton/N.E. 8th Street Subarea Plan, the design intent for the RLRT system and facility segment that passes through this subarea is to focus on the hospital station's role as a gateway location to points east of Downtown on to Bel-Red and beyond. The alignment crossing over I-405 should create a cohesive connection between the Downtown and hospital stations, but the hospital station itself should have its own identity. With significant ridership anticipated to be generated from the Medical Institution District to the west, the hospital station should take design cues from the hospital, the ambulatory health care center, and the medical office buildings that were designed to be responsive to the Medical Institution Design Guidelines that are shaping the character of this area. The character of this area is emerging and design guidelines envision an area defined by:

   a. Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;

   b. Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;

   c. Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and

   d. Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.

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

   e. Height of the flyovers (freeway, 116th Ave NE, and NE 8th) between the Downtown Station and the Hospital Station presents unique opportunities and challenges.

i. Design attention should be given to the under-portions of the flyover structures that will be visible from vehicles and pedestrians that pass underneath them.

ii. Required railings on the flyover structures could present an art opportunity if they could be employed without further emphasizing the mass of the structure.

f. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.

g. Clear connectivity, accessibility, and wayfinding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.

h. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.

i. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.

j. Physical connections and clear wayfinding should be provided between the Hospital Station and the regional trail proposed for the old Burlington Northern Railroad right-of-way.

k. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.

4. Bel-Red Subarea (LUC 20.25M.050.B.4). 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. The 2013 context provides only glimpses of the future that is envisioned for this area. As a result, the public investment in light rail infrastructure provides an opportunity to reinforce the future outcomes that are desired for the area. The desired future character of this area is undefined by current development, but the Bel-Red Subarea Plan envisions a condition that is defined by:

a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;

b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;

c. A comprehensive and connected parks and open space system;

d. Environmental improvements resulting from redevelopment;

e. A multimodal transportation system;

f. An unique cultural environment;

g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and

h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

The CAC found the context and design considerations for the Bel-Red Subarea in LUC 20.25M.050.B.4 to be very thorough. The CAC advises that wayfinding to and from the 120th Street Station should receive special attention to ensure that pedestrians are able to easily locate the station within the larger Spring District complex.

5. General Alignment. In addition to the subarea specific context advice provided above, the CAC advises that the following context and design considerations should be taken into account across the entire East Link alignment.

   a. Art should be used to tell the history of Bellevue

   b. Stations and associated features and amenities should be accessible to all users.

   c. Signage and wayfinding should create continuity across the alignment and individuality that helps define and enhance specific points of interest along the alignment.

   d. Light rail through Bellevue should be a "two way experience" for riders, and opportunities for art, design, landscaping and architectural detail should be considered when viewed from trains traveling to both Redmond and Seattle.

   e. Visual simulations of sensitive view sheds (such as views of the South Bellevue Parking Garage from Mercer Slough Nature Park and Enatai) would be useful for assessing context sensitivity during future phases of CAC review.

Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system. This advice should also be shared with the Arts Commission as they evaluate arts opportunities and commission art associated with the East Link project, and with Wright Runstad as the company progresses in the design and development of the Spring District project. Context setting completed by the Light Rail Permitting CAC may also help inform development of character profiles during future work undertaken as part of the Station Area planning program.

LIGHT RAIL PERMITTING
CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT
BEL RED SEGMENT PRE-DEVELOPMENT REVIEW
MARCH 19, 2014

Introduction

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

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

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

At the November 20th, 2013 CAC meeting Sound Transit staff presented the 130th Station design package to the CAC to determine if the submittal provided an appropriate level of detail or whether additional information was necessary for CAC members to evaluate compliance with policy and design guidelines during later CAC review phases. On January 15, 2014, Sound Transit formally presented its pre-development review stage package for the Bel Red Segment. The CAC continued to discuss the Bel Red Segment during the February 5th, 2014 CAC meeting.

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

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
    - The CAC would like to see more native vegetation incorporated in the overall landscape plans. This should particularly include more evergreen trees.
    - The CAC would like to know if there are any opportunities to provide more mature landscaping with the initial planting.
    - Although the landscaping around the 130th Station will be an interim condition, the CAC would like to see more landscaping on the back side of the station.
4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

5. Light and Glare

    - 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.

6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

8. Critical Areas - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

<u>20.25M.050 Design guidelines</u>

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.

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, businesses 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 130th Station over the original cor-ten design.

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

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

    - 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.

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

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

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

<u>Next Steps</u>

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

LIGHT RAIL PERMITTING
CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT
SOUTH BELLEVUE SEGMENT PRE-DEVELOPMENT REVIEW
MAY 13, 2014

Introduction

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

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

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

At the February 5th, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the South Bellevue Segment. The CAC continued to discuss the South Bellevue Segment at the February 19th, 2014 and March 5th, 2014 meetings.

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

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development

- The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.
- The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.
- The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessary be a living wall but a landscape feature that achieves the same goal.
- The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway.
- The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.

4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

5. Light and Glare

   - The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.

6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

8. Critical Areas

   - The CAC would like to see a plan for bird management and safety at the South Bellevue Station.

   - The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park.

9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

<u>20.25M.050 Design guidelines</u>

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and “greening features” such as living walls and trellises.

2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the

design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:

- The expansive Mercer Slough Nature Park;
- Historic references to truck farming of strawberries and blueberries;
- Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
- Unique, low density residential character that conveys the feeling of a small town within a larger City.

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

- The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a "Grand Entry" into Bellevue. This gateway area defines Bellevue as the "City in a Park." The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.

3. Additional General Design Guidelines

- The CAC would like to see a design of the South Bellevue Station and Garage that more visually relates to the city in the park vision. This may be achieved through the use of natural materials or colors that include earth tones.
- The CAC would like to see less hard edges in the design of the South Bellevue Station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.
- The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.

- The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.

- The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc).

- The CAC would like Sound Transit to evaluate the use of paint under the guideway for elevated segments outside of the WSDOT ROW and through the South Bellevue Station to the north towards the Winters House.

- The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its' Design and Mitigation Permit submittal.

- The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.

- The CAC would like to Sound Transit to expand its' color palette for those features where standard Sound Transit color options are limited.

Next Steps

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

LIGHT RAIL PERMITTING
CITIZEN ADVISORY COMMITTEE

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

Introduction

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

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

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

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

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

20.25M.040 RLRT system and facilities development standards

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

9. Use of City Right of Way - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major City gateway feature that already helps define Bellevue Way and the 112th Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened through tree retention where possible and enhanced landscaping and "greening features" such as living walls and trellises.

2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:

   - The expansive Mercer Slough Nature Park;
   - Historic references to truck farming of strawberries and blueberries;
   - Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and
   - Unique, low density residential character that conveys the feeling of a small town within a larger City.

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

   - Along 112th SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.
   - The portal and tunnel between the East Main and Downtown Stations present an opportunity to "Visually Transport" transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context

of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.

- Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.

3. Additional General Design Guidelines

- The CAC recommends both visual and audio signals installed at the stations provided they are not too obtrusive.

- The CAC recommends stone or brick for the wall along 112th so that it reflects the tree lined boulevard envisioned in the context characteristics. This could be achieved with a more natural formliner pattern rather than a smooth surface.

- The CAC recommends Sound Transit evaluate opportunities to use the tunnel portal as an opportunity for an artistic expression.

- The CAC wants Sound Transit to evaluate additional opportunities for pedestrian access to the East Main Station from the Surrey Downs neighborhood.

- The CAC wants to see detailed technical analysis of anticipated noise impacts from train construction and operations along the alignment.

<u>Next Steps</u>

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

LIGHT RAIL PERMITTING
CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT
DOWNTOWN SEGMENT PRE-DEVELOPMENT REVIEW
JULY 15, 2014

Introduction

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

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

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

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

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

20.25M.040 RLRT system and facilities development standards

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

7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

8. Critical Areas - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

9. Use of City Right of Way – See comment above regarding landscape development. More project specific information will be included during the Design and Mitigation Permit review stage.

<u>20.25M.050 Design guidelines</u>

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

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

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

Downtown Subarea

- Private entertainment and cultural attractions;
- High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;

- High rise buildings that attract a creative and innovative work force;

- Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;

- Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and

- Stable property values that make it a desirable place for businesses to locate and invest.

Wilburton/NE 8th Street

- Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;

- Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;

- Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and

- Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.

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

Downtown Subarea

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

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

b. The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.

c. The aesthetics of the station roof should be taken into account and finished to enhance views down on the Downtown station for adjacent high rise and convention center development.

d. Clear connectivity, accessibility, and way finding should be provided between the Downtown Station and the Bus Transit Center.

Wilburton/NE 8th Street Subarea

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

a. Height of the flyovers (freeway, 116th Ave NE, and NE 8th) between the Downtown Station and the Hospital Station presents unique opportunities and challenges.

    i. Design attention should be given to the under-portions of the flyover structures that will be visible from vehicles and pedestrians that pass underneath them.

    ii. Required railings on the flyover structures could present an art opportunity if they could be employed without further emphasizing the mass of the structure.

b. The aesthetics of the Hospital station roof should be taken into account and finished to enhance views down on the station for adjacent development on Midlakes Hill to the east and future development anticipated in the Wilburton Village.

c. Clear connectivity, accessibility, and way finding should be provided between the Hospital Station and the Medical Institution District where Overlake Hospital and the Group Health Ambulatory Care Center are located.

d. Weather protection should be provided on the route between the Hospital Station and the Medical Institution District.

e. References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Hospital Station.

f. The Hospital station context should convey a sense of institutional permanence and quality that is broader in focus than accessibility to health care.

3. Additional General Design Guidelines

- The CAC recommends that the issue of lighting be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues be included in station design.

- The CAC recommends that the design of the Downtown Transit Center Station should complement the existing City Hall and new plaza design while providing distinct elements that demarcate the different uses.

- The CAC recommends enhanced weather protection at the corners between the existing bus transit center and the new Downtown Transit Center Station.

- The CAC recommends that restroom facilities be incorporated into the Downtown Transit Center Station design.

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

- The CAC recommends that Sound Transit include places for people to rest along the walkway connecting the Hospital Station to 116th Ave NE.

- The CAC recommends a signature treatment of the railing for the entire span from the Downtown Transit Center Station to the Hospital Station. The CAC recommends painting the underside of the elevated guideway green and for Sound Transit to look for opportunities to further enhance the aesthetics of the NE 8th Street crossing south of the Hospital Station.

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

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

<u>Next Steps</u>

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

1.0 Project Planning

1.1 Background – East Link Light Rail Project

Sound Transit (ST) is a regional transit authority created pursuant to RCW 81.104 and 81.112 and authorized to implement high capacity transit systems within its boundaries in Pierce, King, and Snohomish counties. On November 4, 2008, Central Puget Sound area voters approved the Sound Transit 2 plan (ST2 plan), a package of transit improvements and expansions including increased bus service, increased commuter rail service, an expansion of link light rail, and improved access to transportation facilities. (See **Attachment A)**

The expansion of link light rail approved in the ST2 plan includes the East Link Project. The East Link Project extends the light rail system approximately 14 miles between Seattle and the east side of Lake Washington as shown on the attached system plan (see **Attachment B**) and includes 10 stations serving Seattle, Mercer Island, South Bellevue, downtown Bellevue, Bel-Red and Overlake areas in Redmond. The Growth Management Act (RCW 36.70A) provides that regional transportation facilities are essential public facilities and the City has acknowledged this fact through recent revisions to the Bellevue Land Use Code (LUC). Sound Transit is implementing the East Link Project pursuant to its statutory authority and the voter approved ST2 plan.

Since the approval of the ST2 plan in 2008, the City of Bellevue (City) and Sound Transit have been committed to working together in a collaborative manner in order to achieve the shared goals of reducing costs and delivering a quality project on schedule and in compliance with applicable codes and regulations. Consistent with these shared goals, on November 15, 2011, the City and Sound Transit executed two agreements: (1) an Umbrella Memorandum of Understanding (MOU), and (2) a Transit Way Agreement. Taken together, these agreements outline the general terms and conditions for development of the East Link Project in the City. The MOU identified specific funding contributions, joint commitments to develop a collaborative design process and to work together to identify cost-saving modifications, and a commitment by the City to process land use code amendments to accommodate light rail and consolidate the permit process.

On February 28, 2013, as provided in the MOU, the City adopted regulatory changes to the LUC by creating the Light Rail Overlay District (new Chapter 20.25M LUC) that governs permit decisions for "Regional Light Rail Transit Facilities (RLRT Facility)."

On April 22, 2013, the City Council passed Resolution No. 8576 endorsing modifications for inclusion in the Project and approving the alignment location and general profile of the Project for the purposes of LUC 20.25M. As a result of this Council action, RLRT Facilities are now permitted land uses in all land use districts throughout the City. On April 25, 2013, the Sound Transit Board adopted Resolution No. R2013-09 selecting the route, profiles and station locations for the East Link Project, including those modifications identified by the City in Resolution No. 8576.

On June 21, 2013, the City and Sound Transit executed amendments to the MOU and Transit Way Agreement incorporating the modifications. (See Sound Transit Motion No. M2013-27 and City Resolution No. 8596) In addition, the Collaborative Design Process (CDP) included more than 50 technical working group meetings. A complete copy of the CDP Management Plan is included as **Attachment C.**

The process of designing the East Link Project has spanned several years, and extensive outreach to the community; a complete federal and state environmental analysis; and hundreds of public meetings, hearings, and open houses with the cities of Seattle, Mercer Island, Bellevue, and Redmond, neighbors and other stakeholders, as well as numerous Bellevue City Council meetings and actions. A summary of the Community Outreach efforts completed for the Project is provided in **Attachment D** and http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive. This site is updated periodically throughout the Project timeline.

The East Link Project is now in the final design stage, and Sound Transit is seeking City approval of the second of several Design and Mitigation Permits (DMPs). As provided in Chapter 20.25M LUC, the DMP is the single, consolidated project permit issued by the City in response to an application to develop a RLRT facility or portion thereof. The key elements of the East Link Project that are located within the City's boundaries include approximately 6 miles of new light rail track, 6 stations, and 2 parking facilities, as well as other structures and facilities described in Exhibit C-1 to the MOU. For the purposes of this DMP Application, the term "Project" refers only to those elements of the East Link Project that are located within the City of Bellevue. As described further, the Facilities proposed in this DMP Application generally include the portions of the Project between the WSDOT right-of-way at approximately SE 30th Street and Bellevue Way SE to approximately 500 feet north of SE 4th Street and 112th Avenue SE (See **Figure 1**). The significant project components considered in this DMP Application include the following:

a. Approximately two (2) miles of track guideway: Includes retained cut, at-grade, retained fill, and elevated track

b. One (1) RLRT Station: South Bellevue Station

c. One (1) Park-and-Ride Garage at South Bellevue Station with capacity for 1,500 parking stalls

d. One (1) wetland mitigation site at Sweyolocken Blueberry Farm within the Mercer Slough wetland complex

e. One (1) wetland/stream buffer enhancement site at the Bellefield Office Park property

f. One (1) Traction Power Substation (TPSS) Site within WSDOT limited access right of way

g. One (1) Signal bungalow near 111th Place SE and 112th Avenue SE

1.2 Environmental Evaluation and Procedures

Sound Transit has complied with both the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) by conducting an evaluation of the potential environmental impacts of the East Link Project. On July 15, 2011, Sound Transit issued the East Link Project Final Environmental Impact Statement (FEIS). The Federal Transit Administration (FTA) issued its Record of Decision (ROD) on the East Link Project on November 11, 2011, and the Federal Highway Administration issued its ROD on November 17, 2011. On March 26, 2013, Sound Transit completed and published the East Link Extension 2013 SEPA Addendum. Copies of these environmental documents have been shared with the City, and are publicly available. As provided in the MOU, the City has agreed to use the East Link Project Environmental Documents for its review and decisions on permit applications related to the East Link Project. Building a Better Bellevue, an association of Bellevue homeowners, residents, businesses and neighborhood groups, challenged Sound Transit's compliance with federal law in a lawsuit filed in the United States District Court for Western Washington. The Court found that Sound Transit's environmental evaluation and analysis was reasonable and that the decision-making was the result of a careful and deliberative process. The Court dismissed this legal challenge on March 7, 2013 (See **Attachment E**).

Sound Transit is the "lead agency" for purposes of the Project's compliance with the State Environmental Policy Act (SEPA) RCW Chapter 43.21C. As provided in the MOU, the City agreed that the Project has been subject to procedural and substantive SEPA compliance through issuance of the following environmental documents, which comprise the "Project Environmental Documents," incorporated herein by reference:

a. East Link Project Final Environmental Impact Statement, July 15, 2011

b. East Link Records of Decision (FTA and FHWA, November 2011)

c. SEPA Addendum to the FEIS, March 26, 2013

d. The related documents referenced in the FEIS, RODS, or SEPA Addendum including but not limited to those submitted by the City.

Pursuant to the MOU and WAC 197-11-600 (adopted by reference in BCC 22.02.020), as supplemented by BCC 22.02.037, the parties agreed that the Project Environmental Documents will be used by the City unchanged for its review and decisions on permit applications related to the Project, unless otherwise indicated pursuant to WAC 197-11-600 and BCC 22.02.037.

The FTA, acting as the lead agency under the National Environmental Policy Act (NEPA), issued its ROD in November 2011, which includes the environmental commitments for the Project.

See **Attachment F** for a summary of applicable mitigation measures contained in the ROD. **Attachment G** provides references from the FEIS and ROD that respond to the City's land use codes.

The Project Environmental Documents provide detailed information regarding the potential environmental impacts associated with the Project and details regarding mitigation measures to which Sound Transit has committed, including potential short term construction-related impacts and proposed mitigation measures specifically related to this Project. These commitments have been incorporated into the Project as proposed in this application, and Sound Transit will implement them or provide funding for their implementation. Copies of the applicable FEIS Technical Report sections and the entire ROD can be provided upon request.

East Link Timeline

August 2006 - Sound Transit begins the environmental scoping process for the East Link Project.

November 4, 2008 - Central Puget Sound area voters approved the Sound Transit 2 plan (ST2 plan), a package of transit improvements and expansions including increased bus service, increased commuter rail service, an expansion of link light rail, and improved access to transportation facilities.

July 15, 2011 - Sound Transit issued the East Link Project FEIS.

November 11, 2011 - The FTA issued its ROD on the East Link Project.

November 15, 2011 - The City and Sound Transit executed two agreements: (1) an Umbrella MOU, and (2) a Transit Way Agreement which, taken together, outline the general terms and conditions for development of the East Link Project in the City.

November 17, 2011 - Federal Highway Administration issued its ROD on the East Link Project.

March 2012 - The CDP and Design and Value Engineering (DAVE) meetings began.

February 28, 2013 - As provided in the MOU, the City adopted regulatory changes to the LUC by creating the Light Rail Overlay District (new Chapter 20.25M) that governs permit decisions for "Regional Light Rail Transit Facilities (RLRT Facility)."

March 26, 2013 - Sound Transit completed and published the East Link Extension 2013 SEPA Addendum.

April 22, 2013 - The City Council passed Resolution No. 8576 endorsing modifications for inclusion in the East Link Project and approving the alignment and general profile and station locations for the East Link Project for the purposes of LUC 20.25M.

April 25, 2013 - The Sound Transit Board adopted Resolution No. R2013-09, selecting the route, profiles and station locations for the East Link Project, including those modifications identified by the City in Resolution No. 8576.

June 21, 2013 - The City and Sound Transit executed amendments to the MOU and Transit Way Agreement incorporating the modifications described in Sound Transit Motion No. M2013-27 and Bellevue Resolution No. 8576.

December 6, 2013 - After a year and half and approximately 50 CDP/DAVE meetings; design for the South Bellevue section of the East Link Project reaches the 60% design level.

1.3 Project Description – South Bellevue Design and Mitigation Permit

The City's approval of the alignment location and profile of the Project in Resolution No. 8576 made RLRT Facilities permitted uses in all land use districts. Therefore, LUC 20.25M.030.C allows Sound Transit to seek approval of RLRT Facilities through the DMP review process. Under this DMP Application, Sound Transit seeks a DMP for approximately two miles of the Project.

The alignment for the portion of the Project covered by this DMP application commences at the WSDOT Interstate 90 (I-90) right-of-way at approximately the intersection of SE 30th Street and Bellevue Way SE, where the alignment is elevated (See **Figure 1**). The elevated alignment continues north on the east side of Bellevue Way SE where it enters the South Bellevue Station. The station includes a parking garage with capacity for approximately 1,500 cars and a surface drop off parking lot, bus and paratransit passenger loading areas, and bus/paratransit layover. The alignment continues north from the station on the east side of Bellevue Way SE and west side of the Mercer Slough Nature Park in an elevated guideway that transitions to a lidded trench near the historic Winters House. The Winters House parking lot access is revised to accommodate access to the Blueberry Farm and a future retail Blueberry Farm building. As the alignment proceeds north out of the trench, it follows along the east side of Bellevue Way SE and 112th Avenue SE and the west side of the Mercer Slough Nature Park in combinations of cut/fill and at-grade sections. At approximately SE 15th Street, the at-grade alignment crosses to the west side of 112th Avenue SE at the elevation of the existing street. 112th Avenue SE will be reconstructed to cross over the light rail guideway to create a grade separation in a road-over-rail configuration (**Figure 1**). The guideway proceeds north, along the west side of 112th Avenue SE past a signal house, the Surrey Downs Park, and through an at-grade crossing of SE 4th Street. Access will be maintained for emergency vehicles only via a moveable gate system across SE 4th Street. The guideway remains at-grade to the terminus of the contract package, approximately 500 feet north of SE 4th Street (**Figure 1**). An animation of the alignment is

available on Sound Transit's web page at the following address: http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/Video---East-Link-animation.

The major components of the Project design, such as the alignment, the location and number of stations, and the critical areas mitigation sites have been determined through the process outlined in Section 2.1. Sound Transit has preliminarily divided the 6-mile Project into five separate design packages to be prepared by the final design consultants on a staggered schedule, see **Attachment H**. The portion of the Project covered by this DMP Application includes the E320 design package from the I-90 WSDOT right-of-way, at approximately SE 30th Street, to the vicinity of SE 4th Street and 112th Avenue SE (**Figure 2**). These packages have been designed collaboratively with the City with an eye towards submitting a complete mitigation proposal along with each DMP application, consistent with the City's vision for the South Bellevue area. The design plans addressed in this DMP Application include the design-enhancement, mitigation, and cost-saving measures identified and incorporated through the CDP.

The South Bellevue segment includes one construction staging area at the South Bellevue Park and Ride site, as shown in **Attachment I**.

Figure 1. East Link Project Vicinity Map – WSDOT ROW to about SE 4th

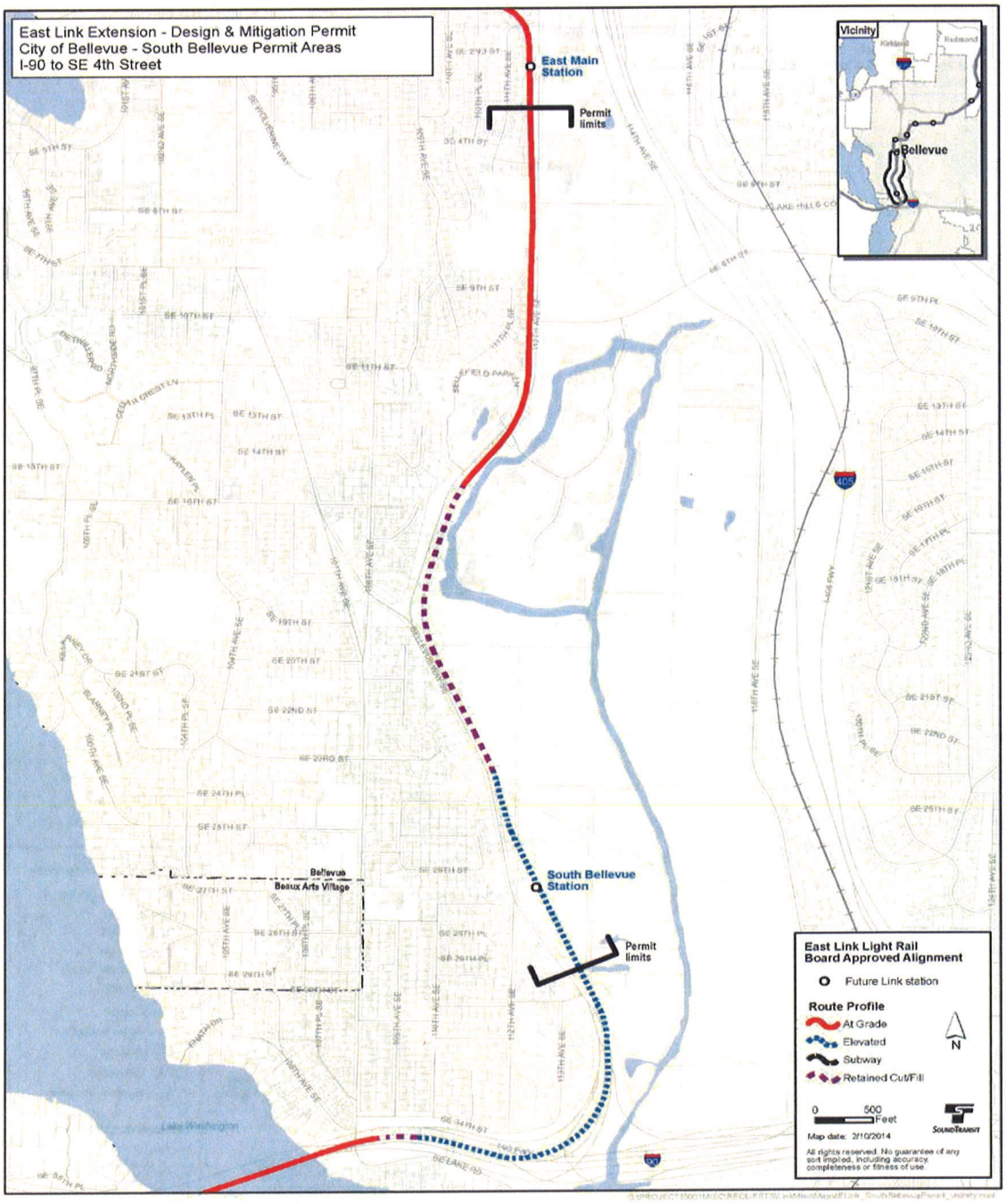
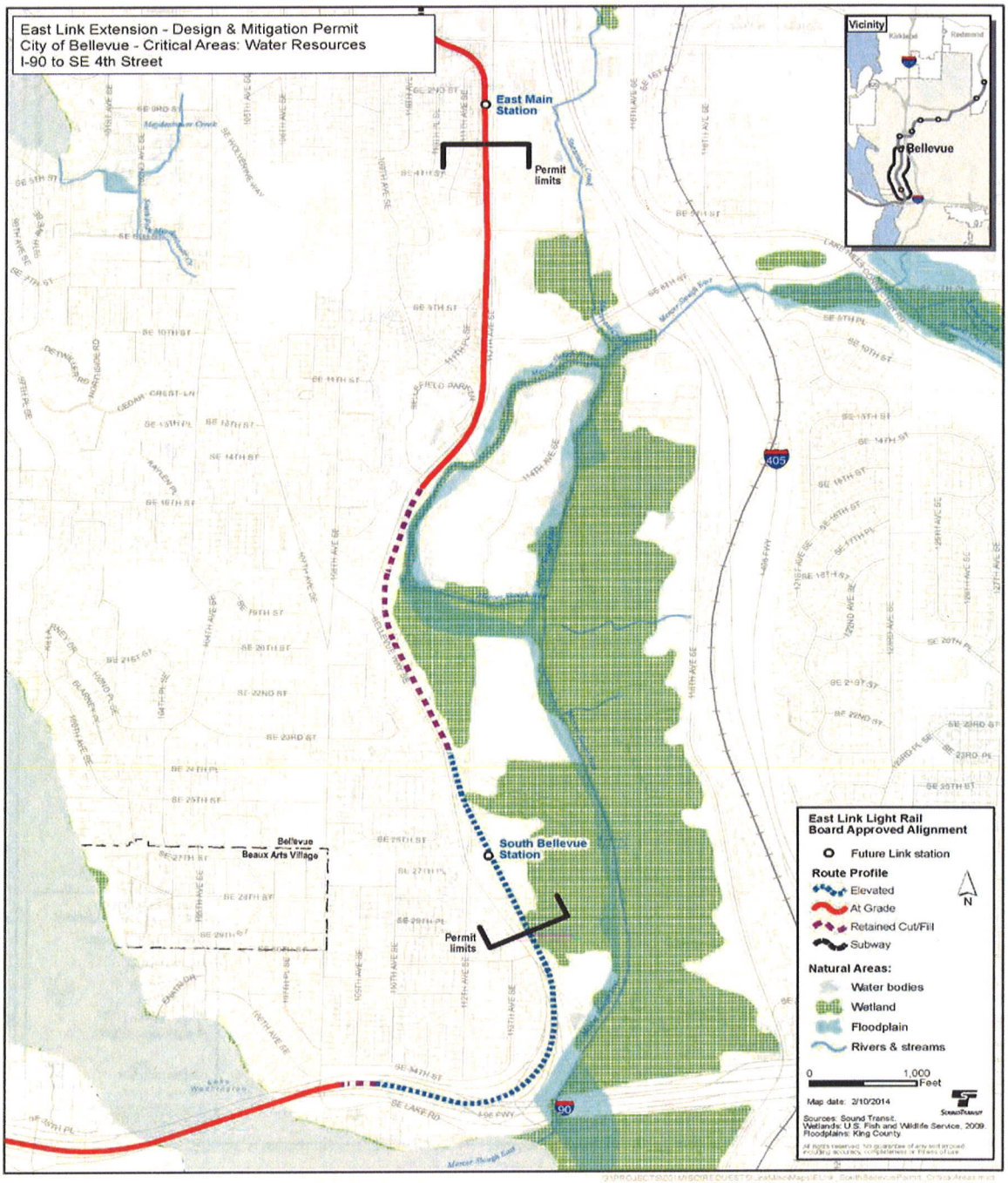


Figure 2. South Bellevue Design and Mitigation Permit Limits



2.0 Regulatory Framework

2.1 Pre-Application Design Process and Remaining Approvals

The Facilities proposed in this DMP Application resulted from many years of collaboration and public decision-making. Prior to the preparation of this DMP Application, Sound Transit and the City engaged in continuous and regular discussions regarding the design of this portion of the Project to ensure a high-quality, appropriately mitigated, cost-effective and feasible design for all DMP Applications. Various mitigation measures have been identified and will be incorporated into the Project design to maximize quality of design, functionality, cost-effectiveness and efficiency. For example, a key design change from Preliminary Engineering (PE) to 60% design is the road-over-rail configuration at SE 15th Street. The PE design identified an at-grade crossing over 112th Avenue SE. The road-over-rail configuration provides a grade-separated crossing that eliminates impacts to traffic that would have occurred due to at-grade train crossings. This road-over-rail configuration will permit continuous traffic movement through the South Bellevue area. To construct the road-over-rail configuration, the realignment of SE 15th Street is necessary to maintain access to the Bellefield Office Park from 112th Avenue SE. The access roadway to the Bellefield Office Park will be rebuilt to allow traffic right-in and right-out movements. An example of the cost-effective design of the Project is the crossing at SE 4th Street, which will be at-grade instead of an under-crossing. The intersection of SE 4th street and 112th Ave SE, which currently allows right and left in and out movements will be closed to general vehicular traffic with the selected RLRT alignment. A moveable noise gate was selected instead of an under-crossing in order to minimize Project impacts and gain efficiencies in the construction of the Project. A moveable noise gate was chosen as opposed to a permanent structure so that emergency access could be maintained in an effective and efficient manner. Locating the alignment at-grade was the most cost-effective, feasible alternative to preserve the use of this emergency access. The noise gate will attenuate noise impacts to the adjacent residential neighborhood from light rail operations.

Because portions of the overall Project will be located within the City's shoreline areas, a Shoreline Substantial Development Permit (SSDP) is required under State law and the City's Shoreline Master Program. See LUC 20.25M.030.D.1; Chapter 173-26, WAC. Sound Transit submitted a separate SSDP and Shoreline Variance application to the City in December of 2013; impacts to the shoreline and associated wetlands and/or streams will be mitigated, as proposed in the SSDP and Shoreline Variance applications for the Project. The City is processing the SSDP and Variance applications under permit numbers 13-135764 WG and 13-135765 LS, respectively.

2.2 Collaborative Design Process

The Collaborative Design Process (CDP) established pursuant to the MOU provides the fundamental approach to intergovernmental cooperation for final design of the Project. Through the CDP, the City and Sound Transit committed to work together in a collaborative

manner throughout the Project final design process in order to achieve the goal of delivering a quality project on schedule and in compliance with the applicable codes and regulations. The major goals of the CDP include the following:

a. Design a project that preserves environmental quality, is sensitive to the surrounding community and integrates quality urban design;
b. Advance long-term, multi-modal transportation system development;
c. Develop a project that meets Sound Transit operational and performance requirements and minimizes impacts to City infrastructure and operations;
d. Meet the objectives of the project schedule, including major milestones, while allowing adequate time for evaluation and reliable decision making; and
e. Support regional and local land use goals and objectives.

The CDP has been one of the most significant and useful processes established for implementation of light rail within the City. The CDP provides the mechanism for the City and Sound Transit to jointly advance the design of the Project through design phases and identify cost savings. The CDP provides a venue where City Staff, Sound Transit, and its designers have been able to work together in a collaborative manner to reconcile different objectives and to ensure that the design elements proposed in this DMP Application are consistent with Chapter 20.25M LUC as well as other provisions of the LUC. The Project elements that were identified and refined through the CDP process have been incorporated in the design plans covered by this DMP Application. Through the collaborative work under the CDP, these goals have been met as evidenced by the design package included in this DMP Application. Using the CDP's iterative process, the City and Sound Transit have accommodated the future vision for the South Bellevue area as embodied in the City's Code, Comprehensive Plan, and other planning documents.

2.3 Design and Value Engineering ("DAVE") Technical Working Group

The CDP established a number of technical working groups to help design the Project. One of these is the Design and Value Engineering (DAVE) working group. The purpose of the DAVE working group is to support the advancement of all aspects of design development, to ensure adequate resources are available, and to reach agreement between Sound Transit and City staffs on design plans that can serve as the basis for final land use approvals while providing for mitigation measures that are appropriate and feasible for a project of this character. A copy of the DAVE charter is included as **Attachment J.**

The DAVE working group has met weekly since early 2012 to discuss and resolve issues with a focus on the following four main deliverables:

1. Review of the Project elements for Code compliance, and suggestions for design alternatives to ensure the same;
2. Site specific concurrence on Project scope (*e.g.* design of the 112th avenue SE LRT crossing including cross section, profile, limits of construction, utility relocation, landscaping, requirements, etc.) Meaning, that City Code and associated mitigation were fully satisfied or alternative compliance means have been found acceptable to the City;
3. Review of standards, design criteria, and specifications, in order to identify conflicts or suggest modifications to the Project and determine resolutions;
4. "Over the shoulder" review to confirm all required elements are addressed.

The collaborative effort under the CDP and work of the DAVE Technical Working Group were instrumental in reaching the level of design proposed in this DMP Application. Through the DAVE working group, the City and Sound Transit staffs have reached concurrence on various design elements relevant to this DMP Application, especially for Project elements that relate to the street widths, sidewalk widths, etc., as evidenced by the DAVE Concurrence Plan Drawings.

3.0 Who May Apply

LUC 20.25M.010.C provides that Sound Transit may apply for a DMP provided that Sound Transit can satisfy one of three conditions for each of the properties affected by the subject permit:

1. Is the owner of a sufficient property interest affected by the permit; or
2. Has the written consent of the owner to apply for permits; or
3. The Sound Transit Board has authorized the property acquisition and has provided the required advance notice to the owner and has initiated the appraisal process for the property.

Sound Transit has satisfied this requirement for this DMP application as demonstrated in **Attachment K**, which includes ST, City, and WSDOT authorization documents and a list of properties affected by this application.

3.1 Application Process

The only discretionary permits required prior to issuance of construction permits (such as building permits) are DMP's and shoreline permits. See LUC 20.25M.030.A.2 and .C.1. DMP review is the process the City established to ensure that the Project is consistent with the requirements of the LUC, the Bellevue Comprehensive Plan, the Light Rail Best Practices, and all applicable standards and guidelines contained in City Codes and the procedures related to involvement of the Citizen Advisory Committee (CAC). See LUC 20.25M.030.C.2.a-c.

DMP applications are reviewed and decided by the Director as a "Process II" land use decision, which is appealable to the City's Hearing Examiner. See LUC 20.25M.030.C.4.a and LUC 20.35.200-250. As part of this process, an application is reviewed by the CAC. LUC 20.25M.035 provides that the CAC review permit applications, receive and incorporate public comments, and provide feedback regarding consistency of the Project with the policy and regulatory guidance of LUC 20.25M.035.E, 040 and 050. The Decision Criteria set forth in LUC 20.25M.030.C.3.a through j, are analyzed in detail in Section 4.0, which addresses the substantive standards applicable to DMP approvals.

4.0 Compliance with Substantive Standards for Design and Mitigation Permits

The design elements within the South Bellevue area package proposed in this DMP Application have been thoroughly vetted through numerous overlapping processes, rounds of review and comment by the public, technical working groups, the City Council, and Sound Transit. At each stage of this process, Sound Transit worked with all of these parties in revising the Project to incorporate suggestions for design improvements, mitigation, and cost savings consistent with the need to design and construct this state-of-the-art light rail transit facility. Through this process, Sound Transit has produced a design that meets all substantive standards of the LUC and the approval criteria for this DMP Application.

The following narrative enumerates and discusses the Project's compliance with each of the Decision Criteria, as well as other standards incorporated into these Criteria.

4.1 Chapter 20.25M LUC - Light Rail Overlay District

The design submittal in this DMP Application is consistent with the LUC requirements for RLRT Facilities and Systems, each of which is discussed in this section. Key LUC sections are reproduced verbatim in bold text followed by a discussion of each item. While the Decision Criteria incorporate other Code provisions and policy documents (such as certain Comprehensive Plan policies and the Light Rail Best Practices), the principal requirements are codified at LUC 20.25M.030.C.3, and provide as follows:

4.2 Decision Criteria - LUC 20.25M.030.C.3

Decision Criteria. A proposal for a RLRT System or Facility may be approved or approved with conditions provided that such proposal satisfies the following criteria:

a. The applicant has demonstrated compliance with the CAC Review requirements of LUC 20.25M.035; and

Sound Transit Discussion: Sound Transit anticipates that it will demonstrate compliance with the applicable requirements for the Facilities included in this DMP Application through the established CAC review process.

b. The proposal is consistent with the Comprehensive Plan including without limitation the Light Rail Best Practices referenced in Comprehensive Plan Policy TR-75.2 and the policies set forth in 20.25M.010.B.7 above; and

Sound Transit Discussion: The Project is consistent with the Comprehensive Plan and Light Rail Best Practices as described in **Attachment L**. The graphic attached as **Figure 3** identifies the land use districts in which the Facilities proposed in this DMP application are located.

c. The proposal complies with the applicable requirements of the Light Rail Overlay District;

Sound Transit Discussion: This DMP Application as a whole demonstrates that the RLRT Facilities described in this DMP Application comply with the applicable requirements contained within Chapter 20.25M LUC. Section 11 of this DMP Application provides a description of a single administrative modification requested per LUC 20.25M.060, which authorizes such modifications where strict application of LUC provisions is not practical or feasible.

d. The proposal addresses all applicable design guidelines and development standards of this Light Rail Overlay District in a manner which fulfills their purpose and intent; and

Sound Transit Discussion: Chapter 20.25M LUC sets forth a number of requirements for RLRT Facilities, and incorporates others by reference. See, e.g., LUC 20.25M.010.D.1.a-f (incorporating numerous land use district and overlay-related Code sections by reference). Key requirements and a discussion of the Project's compliance with each one are detailed in the narrative sections and attachments to this DMP Application. Where relevant, a discussion of the policies and intent driving each of the LUC requirements is included as well. The design plans attached to this DMP Application comply with these requirements, or in one instance, an Administrative Modification is needed to accommodate a modification that has been proposed as part of the DAVE process for the Facilities. See Section 11 for a discussion of the Administrative Modification that is being requested for the Facilities included in this DMP Application.

e. The proposal is compatible and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and

Sound Transit Discussion: Sound Transit incorporated a number of design measures into the Project design to make it compatible with and responsive to the property in the vicinity of the RLRT Facilities. The Project design complies with the height, bulk, scale, landscaping and other aesthetic requirements of the LUC, with the exception of a single Administrative Modification being sought pursuant to LUC 20.25M.060. The Facilities included in this DMP Application were also carefully designed for consistency with City Comprehensive Plan policies and Light Rail Best

Practices, which also address the Project's consistency with surrounding properties. See additional discussion in **Attachment L**.

The City's approval of the alignment selected by the Sound Transit Board allowed placement of RLRT Facilities within or adjacent to existing transportation corridors and rights-of-way throughout the South Bellevue area. The areas affected are identified in City policies as the most appropriate to accommodate RLRT Facilities. The Project will provide a reliable, high performance alternative to single-occupant vehicle travel. The alignment of the overall Project was chosen to service the City's major employment centers and residential areas, while supporting future area goals. The Project will run within its own right-of-way. Where a crossing of an existing travel way is required, the travel way and guideway have been grade separated to maintain the existing thoroughfare and mitigate any potential traffic impacts, with the exception of the SE 4th Street crossing, where the existing right-of-way will be limited to emergency vehicle access only via a moveable gate system. The Project will enhance transit services and ridership for the properties in the South Bellevue area consistent with the City's vision for this area.

The placement of the South Bellevue Station and the need to provide adequate parking within the limits of the existing paved parking lot posed a unique challenge. Sound Transit developed the design of the South Bellevue Station proposed in this DMP Application in close coordination with the City and stakeholders to better understand the City's vision for the surrounding area and address aesthetic concerns associated with public use of the Mercer Slough Nature Park and views from adjacent neighborhoods. As discussed further in **Attachment L** (addressing the Light Rail Best Practices and related Comprehensive Plan policies) natural vegetation, including trees, is being preserved to the extent feasible. For example, a tall row of Poplar trees are being preserved along the east side of the park and ride to assist with screening views of the park and ride from public users of the adjoining nature park. In addition, Evergreen trees will be planted to provide further screening along the eastern side. Along the western side of the Station, materials, colors, textures, and architectural features have been used to meet the context of the neighborhood side of the station. See also **Attachment L**. As described in Section 1.1 and **Attachment D**, the design of the station was informed by comments provided by City staff and the public through several open houses and public comment opportunities. The most recent public meeting regarding the South Bellevue portion was held on February 6, 2014, and 38 comments were received from the approximately 70 attendees. Sound Transit's art program, STart, will be implemented to enhance the aesthetics of each station when viewed from within the station site or from the surrounding properties. In addition to the design elements incorporated into the current design documents, the station will be designed in accordance with the LUC and Sound Transit's Design Criteria Manual. Landscaping, buffering, and screening will be provided as shown in **Attachment M**, drawings L85-LPP-108 through L85-LPP126.

At the South Bellevue Station, landscaping and aesthetically pleasing design elements have been incorporated into the design of the station. See **Attachment M**, drawings L87-LPP109

through L87-LPP111 and L87-LPP229 through L87-LPP232. The station landscaping features include bio-retention planters under the platform that improve water quality while providing a pleasant pedestrian experience at the station plaza level. Plantings will consist of mostly wetland-type plants such as sedges and rushes to help emphasize the connection between the station and the surrounding Mercer Slough wetland area. In addition, plantings are proposed under the guideway adjacent to the station to help buffer and enhance the visual appearance of the station. Along the east side of the station, the transition to the Mercer Slough Nature Park begins with evergreen trees planted within the disturbed areas of the construction limits to visually screen the parking structure. The screened buffer area transitions to ecological restoration plantings along the edge of, and within, the Mercer Slough.

The architectural design of the South Bellevue Station provides a strong identity at each end of the station platform with station-specific entry canopies See **Attachment M**, drawings E09-APP201-204, E09-AED003 and E09-AED007. The design of the entry canopies incorporates concrete and perforated metal panels along with accents of green to tie the station into the existing character of South Bellevue. These elements emphasize the colors of the slough and the openness of the area. Landscaping has been used to tie the station into the surrounding nature park, and to preserve the buffer quality of this area between the natural area, the residential neighborhood, and the intervening arterial roadway. Trees and vegetation are being preserved in addition to new plantings to provide screening of structures from the view of the park patrons. South Bellevue is considered the "gateway" to the City's downtown and provides a transition between natural features such as the Mercer Slough Nature Park and the urban context of downtown. Because the area adjoining the South Bellevue Station is predominantly park space, the design and layout of the station prioritized these landscaping features in order to make it more compatible with, and responsive to, the surrounding natural and built environment. Orientation signage will be placed around the station and garage areas to guide users accessing the Nature Park. The southwest corner of the parking garage will have a stairway that connects to a public pathway at ground level into the park. In addition, the existing stand of tall Poplar trees will be maintained, and evergreen trees will be planted along the eastern side of the paved lot, each of which will provide screening of the parking garage for users of the park.

The South Bellevue Station complies with the City's low impact development (LID) requirements for a maximum 75% impervious area by providing landscaped areas around and throughout the station area. The landscaping design for the rail and station portions of the Project focuses on low-maintenance and drought-tolerant plant species to meet City requirements. Natural drainage systems and rain gardens are included in the landscaped islands on the ground level of the station area. Native plants as well as the evergreen trees are to be planted along the eastern side of the site to provide screening. The use of native plants provides a connection to the context of the surrounding area. Except for the single administrative modification requested (as set forth in Section 11, below), landscaping buffers will be provided per the City's general requirements. Sound Transit has designed the parking

lot perimeter landscaping in coordination with the City of Bellevue through the DAVE process. See **Attachment M**, drawings L85-LPP109 through L85-LPP111 and L85-LPP229 through L85-LPP232.

f. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and

Sound Transit Discussion: All necessary utility, fire protection, and other public facilities as required for operation the light rail system will be provided. Throughout Final Design, Sound Transit consulted and worked collaboratively with the Bellevue Fire Department to ensure adequate fire protection systems are installed for the South Bellevue Station and parking garage structure. In addition, a maintenance road is proposed between the Winters House and Blueberry Farm parking lot to provide fire access and possible overflow parking.

g. The proposal complies with the applicable requirements of the Bellevue City Code, including without limitation those referenced in LUC 20.25M.010.B.8 above; and

Sound Transit Discussion: The Facilities proposed in this Application comply with applicable City Codes. Compliance with Chapters 9.18 (Noise) and 22.02 (Environmental Procedures) are addressed in Sections 5 and 1.2 of this DMP Application, respectively.

h. The proposal is consistent with any Development Agreement or conditional use permit approved pursuant to LUC 20.25M.030.B; and

Sound Transit Discussion: This criterion is not applicable.

i. The proposal provides mitigation sufficient to eliminate or minimize long-term impacts to properties located near the RLRT Facility or System, and sufficient to comply with all mitigation requirements of the Bellevue City Code and other applicable State and Federal Laws;

Sound Transit Discussion: Sound Transit has complied with both the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) by conducting an evaluation of the environmental consequences of the East Link Project. The mitigation measures incorporated into the design of the East Link Project and required under the ROD eliminate or minimize potential long-term environmental impacts. See **Attachment L** for additional discussion of the mitigation features that were included in the design of the Facilities included in this DMP.

j. When the proposed RLRT Facility will be located, in whole or in part, in a critical area regulated by Chapter 20.25H LUC, a separate Critical Areas Land Use Permit shall not be required, but such facility shall satisfy the criteria:

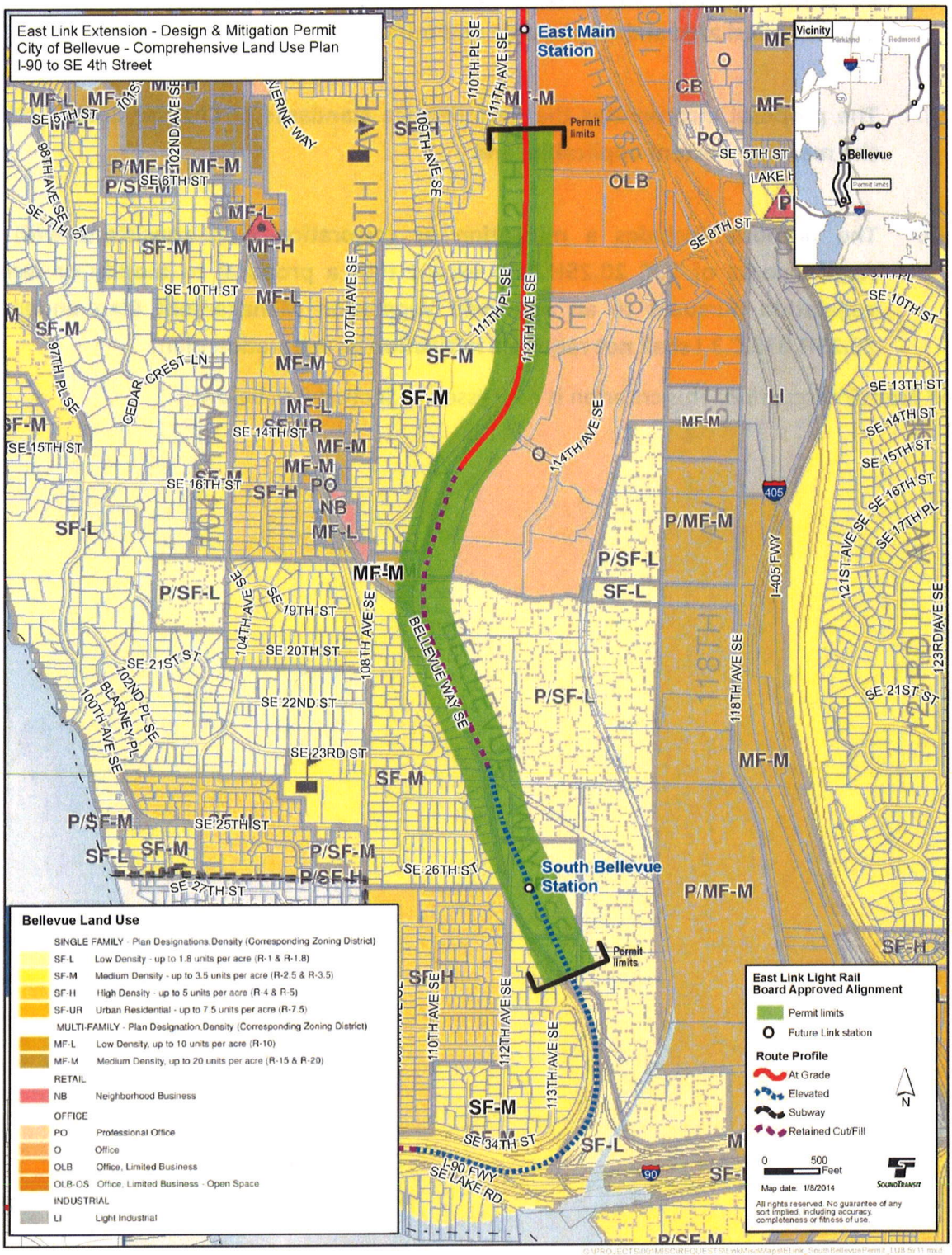
i. **The proposal utilizes to the maximum extent possible and the best available construction, design and development techniques which result in the least impact on the critical area and critical area and buffer; and**

ii. **The proposal incorporates the performance standards of Chapter 20.25H LUC to the maximum extent applicable; and**

iii. **The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3.I shall not require a mitigation or restoration plan.**

Sound Transit Discussion: This criterion is addressed in Section 8.0, below.

Figure 3. City of Bellevue Comprehensive Land Use Plan – WSDOT ROW to about SE 4th Street



5.0 Noise and Vibration; City Noise Code

All construction within the portion of the Project addressed by this DMP Application is expected to take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 am and 6:00 p.m. on Saturdays. The City's Noise Control code, BCC 9.18.020.C, exempts sounds created by construction during these hours. If Sound Transit and its contractor later determine that work will need to take place outside these hours, Sound Transit or the contractor will request authorization of expanded hours of operation pursuant to BCC 9.18.020.C.1 or C.2.

With regard to train operations, ATS consulting prepared the Noise Impact Assessment Using Bellevue City Code dated May 2014 ("Noise Assessment"), that is included as **Attachment T** to this application. Sound Transit is unaware of any other city or county with a noise code that applies to the operation of light rail transit vehicles, but the exemptions in Chapter 9.18 for the operation of vehicles do not include the operation of light rail transit vehicles during nighttime hours in residential zones (Class A EDNAs).

Although Chapter 9.18 imposes maximum permissible sound levels on nighttime train operations in Class A EDNAs, Chapter 9.18 does not identify key metrics that are required to determine noise from train operations. ATS therefore used a conservative methodology to model noise from train operations.

Section 9.18.030.B of the City Code states that the City's maximum permissible sound levels are measured in decibels that are weighted to approximate the sensitivity of human hearing (dBA). Chapter 9.18 defines two metrics, Leq and Ldn, that can be used to measure dBA, but Ldn is by definition a 24-hour sound level, and the code only limits noise from train operations during the nighttime hours of 10 p.m. to 7 am. ATS therefore predicted train noise using the Leq metric, and instead of using a nine-hour Leq that corresponds to the defined nighttime hours, ATS used a one-hour Leq that better reflects train noise during the nighttime hours when the trains will be operating.

ATS modeled the nighttime hour of operations when train noise will be greatest (6:00 to 7:00 am.) and, for comparison, ATS also modeled the nighttime hour of operations when ambient sound will be lowest (midnight to 1:00 a.m.). ATS's modeling assumed that the sound walls and other mitigation required by the ROD would be in place and ATS determined that noise from train operations would comply with the City's noise code at all but two nearby properties, where train noise was projected to exceed the City's nighttime limit by 1 dBA during the 6 a.m. to 7 a.m. hour of operations. An increase of 1 dBA is not perceptible to the human ear, but ATS performed additional modeling to determine what changes to the height or length of the sound walls would bring train operations into compliance with the City's noise limits at these two properties. Sound Transit incorporated the additional mitigation recommended by ATS into the

Project, as reflected in this application, and nighttime train operations now are predicted to comply with all City's Noise Control code at all affected properties.

6.0 Applicable Land Use Code Provisions

LUC 20.25M.010.D incorporates a number of other provisions of the LUC as applicable to RLRT System or Facilities to ensure that the System or Facility design is sensitive to the context of the underlying land use district and that temporary and permanent impacts are appropriately mitigated. Those provisions incorporated in LUC 20.25M.010.D that apply to this DMP Application are Chapter 20.10 LUC (Land Use Districts), Chapter 20.25B LUC (Transition Area), Chapter 20.25E LUC (Shoreline), and Chapter 20.25H LUC (Critical Areas), Chapter 20.30H LUC (Variance to the Shoreline Master Program), and Chapter 20.30R LUC (Shoreline Substantial Development Permit). Each one is addressed in this section. The applicable standards are identified in **bold text** followed by a discussion of the Project's compliance.

6.1 Land Use Districts (Chapter 20.10 LUC)

The alignment travels through and adjacent to several different land use zones within the E320 contract package, including Single-Family Residential, Multi-Family Residential, Office and Limited Business, and Office land use designations. These zoning designations are shown in **Figures 4 through 7**. Pursuant to the land use tables in Chapter 20.10, the Facilities are permitted in each of these land use districts.

6.2 Transition Area Design District (LUC 20.25B LUC)

The Facilities proposed in this DMP application comply with each of the Transition Area Design District standards incorporated in LUC 20.25M.010.D.c.i through D.c.vi, which include the following:

LUC 20.25B.010 – Purpose Statement

Consistent with the 'Purpose' statement of the Transition Area Design District, the Facilities were designed to provide a buffer between the nearby residential land use district and development of higher intensity. See LUC 20.25B.010 (also discussing compatibility of transitions).

LUC 20.25B.040A - Building Height

The Transition Area Design District development standards for maximum building height are described in LUC 20.25B.040. The Overlay also provides at LUC 20.25M.040.B.1 that when a RLRT Facility has been permitted outright in a City Council resolution, the heights approved by the Council action shall be permitted and the RTA must demonstrate:

i. The requested increase is the minimum necessary for the effective functioning of the RLRT Facility; and
ii. Visual and aesthetic impacts associated with the RLRT Facility have been mitigated to the greatest extent feasible.

Sound Transit Discussion: Section 1 of this Application describes the City Council's approval of the alignment including the South Bellevue Station. The proposed South Bellevue Station and associated parking garage will exceed the 30 foot base height limit as stated in LUC 20.25B.040.A.2. The station platform is 35.5 feet above the existing grade, with the canopy extending approximately another 20 feet. The associated parking garage will also extend approximately 55 feet above the existing grade.

The station is elevated to connect with the elevated guideway as it leaves the I-90 right-of-way. The guideway must remain elevated until it leaves the Station in order to provide grade-separated access for buses and cars beneath the guideway. The height increase was minimized to the extent possible without impairing the effective functioning of the Facility or the ability of vehicles to pass safely beneath it. Without this additional height, the overall functionality of the Station and the surrounding access ways would be compromised by limited vehicular and pedestrian movements.

Consistent with LUC 20.25M.040.B.1.c, the visual and aesthetic impacts associated with the elevated guideway have been mitigated to the greatest extent feasible by architectural and landscape screening and design refinements to lower the elevation of the guideway where possible. Maintaining a grade-separated facility is essential as it supports safe bus and pedestrian traffic through the site without interruption to the guideway operations and allows the Station and parking garage to occupy the existing site without expansion into the adjoining critical area. The parking garage has been designed so that the first two levels are located partially below ground on the west side to reduce the overall height impact. The South Bellevue Station has been designed to accommodate current and future parking demand within the limits of the impervious surface of the existing Park & Ride and without further intrusion into critical areas. In order to accomplish this, it was necessary to raise the height of the parking garage to 55 feet above grade. Through these design measures, the visual and aesthetic impacts of the additional heights have been mitigated to the greatest extent feasible without compromising the safety of the park and ride operations.

Figure 4. City of Bellevue Zoning Map – WSDOT ROW to South Bellevue Station

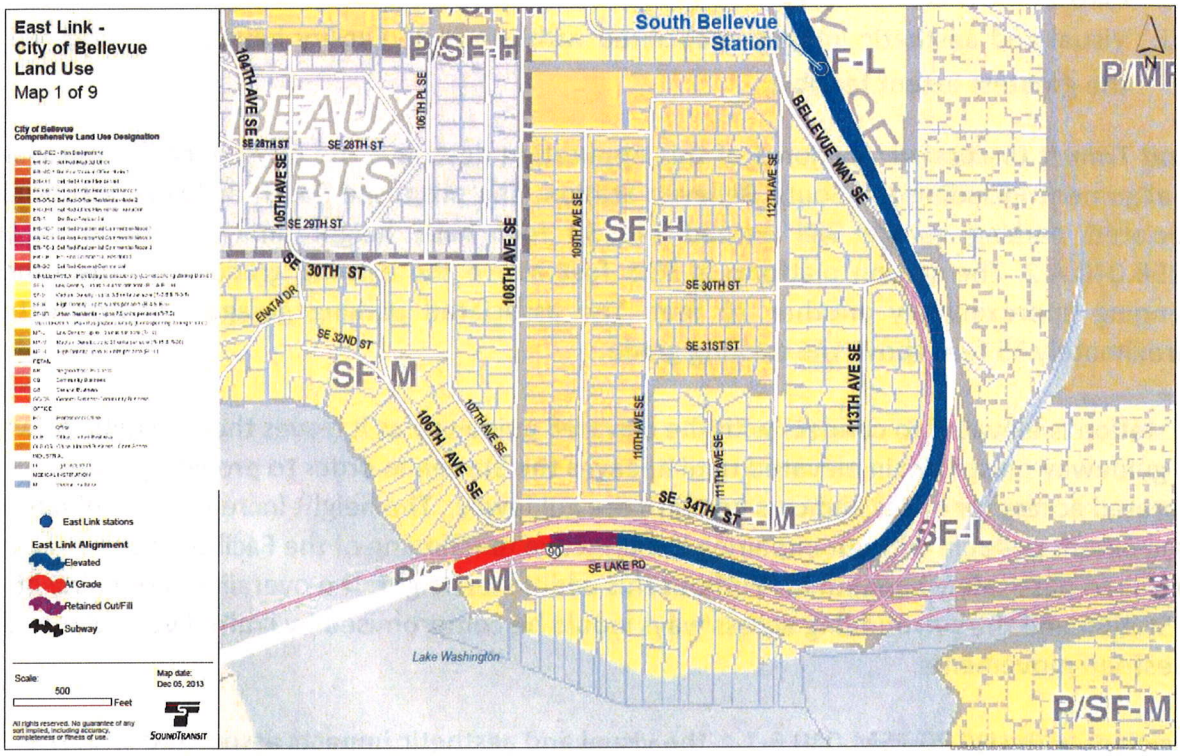


Figure 5. City of Bellevue Zoning Map – South Bellevue Station to 112th Avenue SE

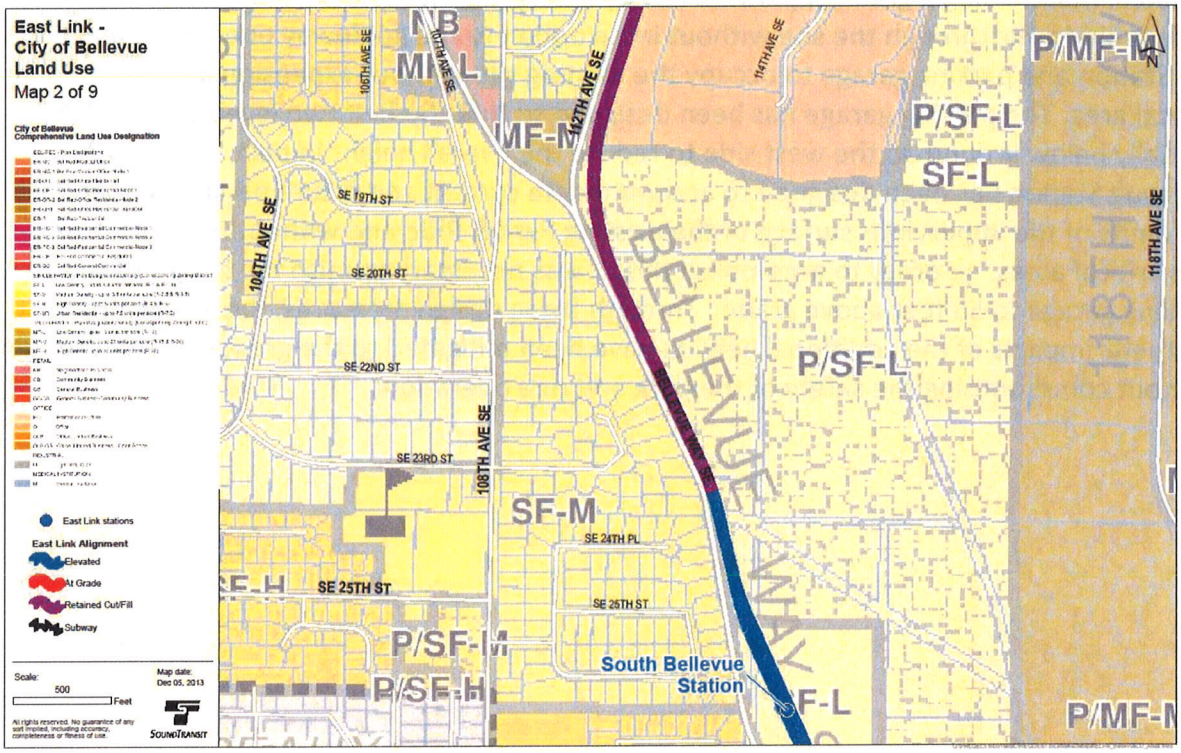


Figure 6. City of Bellevue Zoning Map – 112th Avenue SE to SE 6th Street

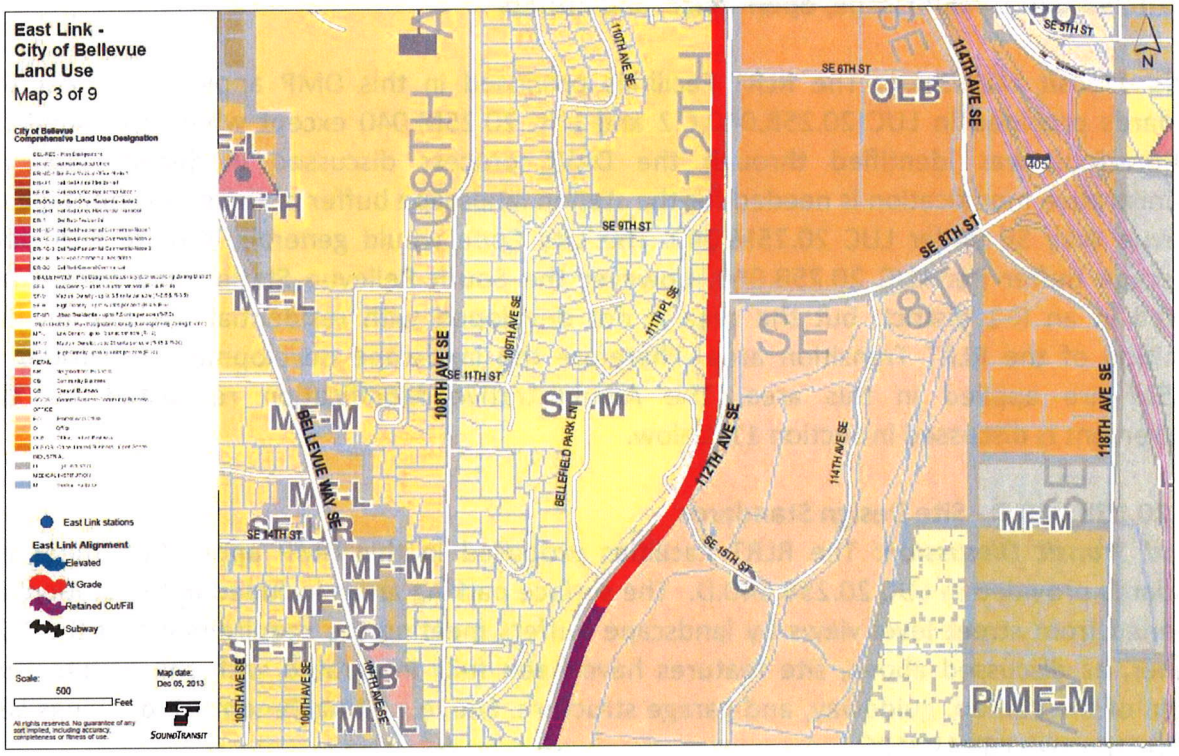
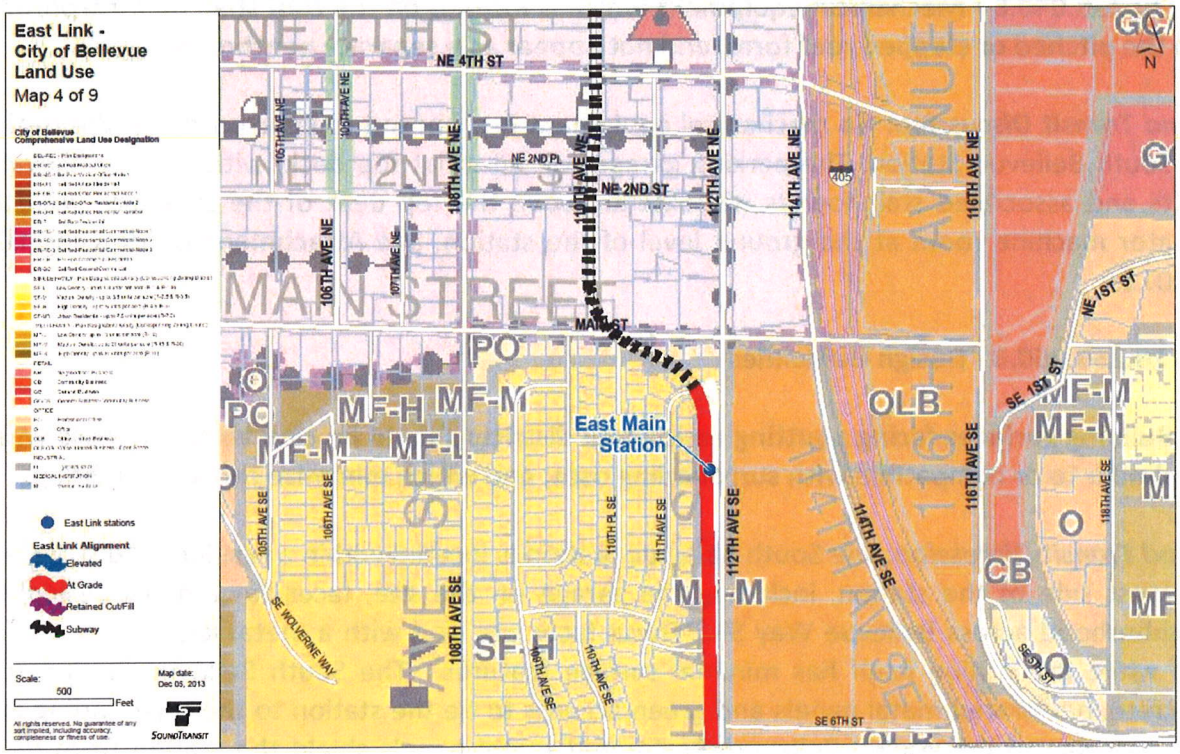


Figure 7. City of Bellevue Zoning Map – SE 6th Street to about SE 4th Street



LUC 20.25B.040.C - Landscape, open space, and buffers

Sound Transit Discussion: The RLRT Facilities proposed in this DMP application meet the standards provided in LUC 20.25B.040.C.2 and LUC 20.25M.040 except where the need for modifications was identified through the DAVE process discussed in Section 2.3. An administrative modification is needed for the station landscape buffer at the street frontage on Bellevue Way SE under LUC 20.25M.040. The City Code would generally require a 20 foot landscape buffer per LUC 20.25B.040, however the South Bellevue Station and garage are located in an R-1 district, but the area is not developed with residential use per the full definition of the RLRT Transition area. Therefore the landscape development provisions of 20.25M are applied in this area. The Administrative Modification requested for this requirement is discussed in Section 11, below.

LUC 20.25B.040.D - Site Design Standards

Sound Transit Discussion: The RLRT Facilities proposed in this DMP application meet the standards provided in LUC 20.25B.040.D. The surface parking areas included in the Station are screened from street level views by landscape buffers meeting the requirements of the LUC. Further, as discussed above, site features have been fully integrated with the architectural design of the station, guideway, and garage structure. See, e.g., **Attachment M**, drawings L85-LPP108 through L85-LPP126.

LUC 20.25B.040.E - Mechanical equipment which is located on the roof shall be incorporated into the pitched or stepped roof form, and not appear as a separate penthouse or box.

Sound Transit Discussion: No mechanical equipment is proposed to be exposed on the roof of the South Bellevue Station. The parking garage will be a flat top deck, with parking. Elevator shafts and associated stair towers will extend above the top deck of the structure with the elevator machine room at the ground level of the station. See **Attachment M**, drawing E09-AAX011.

LUC 20.25B.050.B - Design Guidelines

1. Building surfaces facing abutting residential districts should be clad with materials which are similar to or compatible with surrounding uses, and which minimize reflected lighting.

Sound Transit Discussion: The South Bellevue Station is located within a residential district, and the west side of the station, including the garage on the site, faces toward the residential neighborhood across Bellevue Way SE. These faces are clad with a metal louvered screening wall while the station itself has minimal surface features. The South Bellevue Station uses concrete, perforated metal panels and green accents to tie the station to the surrounding area as a gateway to downtown Bellevue. Perforated metal panels shield the station from direct

view and function to decrease the perceived size and mass of the station. Green accents function to integrate the station into the green surroundings of the Slough. These materials, including the concrete selected for the Station, were chosen to minimize reflected lighting from the station, and to ensure its compatibility with the surrounding uses. In addition, trees will be planted or preserved along the east side of the site to provide additional natural screening for users within the adjacent Mercer Slough Nature Park. Landscaping and natural vegetation has been emphasized at this Station to help screen building surfaces and tie the site to the character of the surrounding area.

2. Building facades should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses and other architectural features which serve to break down the scale. The larger the building, the greater the number and variety of such elements that may be necessary to achieve the effect of diminishing scale.

Sound Transit Discussion: The South Bellevue Station has an open design; therefore, its overall size and scale appears much smaller than its actual size. For example the parking garage and the station have an open area between them. The bus layover area is also a large area of relatively empty space. These areas give the space a more open and less crowded feel. The parking garage further uses louvers and color as architectural features which function to break down the scale of the building.

3. Pitched roof forms are preferred in order to enhance the compatibility with nearby residential areas. However, under certain circumstances, a stepped roof form could achieve a similar effect.

Sound Transit Discussion: The South Bellevue station will have a pitched roof with a central skylight peak to enhance its compatibility with the nearby residential areas. See **Attachment N, Figure 4**. The parking garage roof is flat, but as noted above a number of design treatments have been included in order to enhance the structure's compatibility with its surroundings. A flat roof structure will allow for parking on top of the garage, which will eliminate the need for an additional story and the associated height increase.

4. Communication dishes greater than one meter (3.28 feet) in diameter should not be visible from adjacent residential districts.

Sound Transit Discussion: The South Bellevue Station and associated facilities do not have communication dishes greater than one meter in diameter.

5. Materials and colors used on the building facades should be compatible with nearby residential buildings and the surrounding natural environment; however colors and materials used for the purpose of accent may be approved.

Sound Transit Discussion: The South Bellevue station and garage are comprised mostly of concrete with perforated metal and green accents. As noted above, the materials and colors selected for the facades of the South Bellevue Station were also selected for their compatibility with nearby residential developments and Mercer Slough.

7.0 Chapter 20.25E LUC – Shoreline District Requirements

Sound Transit submitted a Shoreline Substantial Development Permit (SSDP) and Shoreline Variance Permit application in December 2013. Please refer to the submittals, which the City is processing under permit numbers 13-135764 WG and 13-135765 LS, for further information regarding shoreline requirements.

8.0 Chapter 20.25H LUC - Critical Areas Requirements

The performance standards that apply to the Project per Chapter 20.25H LUC and LUC 20.25M.030.C.3.j.i-iii provide as follows:

1. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area and buffer;
2. The proposal incorporates the performance standards of Chapter 20.25H LUC to the maximum extent applicable; and
3. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC 20.25H.210; except that a proposal to modify or remove vegetation pursuant to an approved Vegetation Management Plan under LUC 20.25H.055.C.3 shall not require a mitigation or restoration plan.

Sound Transit Discussion: The portions of the Project covered by this DMP Application comply with LUC 20.25H.055.C.3, which applies to the Facilities because they will be partially located within designated wetlands, streams, shorelines, geologic hazard areas, and potential habitat for species of local importance as shown on the Critical Areas Map (**Attachment O**).

Three streams and five wetlands exist within the permit limits covered by this DMP Application. Standard methods accepted by the City were used to delineate these critical areas. Temporary and permanent impacts are anticipated to eight of these critical areas. Water resource impacts as a result of the Project within the area covered by this application are as follows:

Table 1 – Approximate Wetland impacts covered by this DMP Application

Site	Drainage Sub-basin	Permanent Impact (acres)	Permanent Vegetation Conversion (acres)	Permanent Buffer Impact (acres)
Mercer Slough West	Mercer Slough	0.19	0.38	3.72
Alcove Creek	Mercer Slough	0.00	0.00	0.08
Bellefield South	Mercer Slough	0.05	0.00	0.20
Bellefield North	Mercer Slough	0.01	0.00	0.19
8th Street	Mercer Slough	0.13	0.00	0.00
Total		0.38	0.38	4.19

Table 2 – Approximate Stream impacts covered by this DMP Application

Stream	Local Stream Rating	Permanent Impacts (sf)	Permanent Buffer Impacts[1] (acres)
Stream A	Type N	0	0.00
Wye Creek	Type F	218	0.10
Alcove Creek	Type O	236	0.00
Total		454	0.10

Mitigation for critical area impacts will occur within and adjacent to the Project area and within the City of Bellevue. Mitigation is consistent with Sound Transit's commitment to a "no net loss" and no loss of function for these critical areas. Water resource mitigation as a result of the Project will include wetland rehabilitation, wetland creation, wetland enhancement and stream restoration. One of the primary stream and wetland mitigation sites is located along the West Tributary of Kelsey Creek just south of the Kelsey Creek pond. Mitigation at this site will include stream daylighting and wetland creation. This site will provide mitigation not only for wetland impacts within the area covered by this DMP Application but also for impacts in other areas of the Project. Project wide impacts and mitigation are fully summarized in the attached East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

No flood plains will be adversely impacted within the DMP Application area. The Sweyolocken mitigation site is within the flood plain but there will be no net change to floodplain storage

here. There are 17 geologic hazard areas (steep slopes) within this area of the Project, and almost all of them are fully-stabilized man-made slopes. Full seismic design is proposed for all geologic hazard areas to preserve infrastructure in the case of a seismic event. The Critical Areas Report describes those areas in more detail and the design work to mitigate impacts to steep slopes. See East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

There is also potential habitat for several species of local importance within the Project area. This habitat is primarily within Mercer Slough. Impacts to this habitat from the Project will be minor and will be fully mitigated through the stream and wetland creation planned on the West Tributary to Kelsey Creek and wetland enhancement at Sweyolocken Blueberry Farm. See Chapter 3, Compensatory Mitigation, in the attached East Link Light Rail Extension Critical Areas Report and Mitigation Plan, December 2013 (**Attachment P**).

9.0 Chapter 20.30H – Variance to the Shoreline Master Program

Sound Transit submitted an application for a Shoreline Variance in December 2013. Please refer to that submittal for further information.

10.0 Chapter 20.30R – Shoreline Substantial Development Permit

Sound Transit submitted an application for a Shoreline Substantial Development Permit (SSDP) in December 2013. Please refer to that submittal, permit number 13-135764 WG, for further information.

11.0 Request for Administrative Modifications Pursuant to LUC 20.25M.060

The LUC recognizes that strict application of all LUC provisions may not always be practical or feasible due to the unique nature of the RLRT System and Facilities and permits the City to approve waivers or administrative modifications to these standards if the following criteria are met:

1. The modification or waiver is the minimum reasonably necessary in accordance with the "Light Rail Best Practices" Report to make construction or operation of the RLRT facility or RLRT system practicable and feasible; or
2. The modification or waiver is reasonably necessary to implement or ensure consistency with other related actions approved by the City Council with respect to the RLRT facility or RLRT system including development agreement modifications, cost saving alternatives, or street design standards amendments.

See LUC 20.25M.060.B.1-2. Through the CDP and DAVE process described in Section 2.3, the City and Sound Transit have identified instances where strict application of the LUC will not be practicable or feasible for the Facilities proposed in this DMP Application, and thus appropriate for administrative modification pursuant to LUC 20.25M.060. The single administrative modification Sound Transit is requesting for this DMP Application relates to the provisions of LUC 20.25M.040.C.2.a.ii (Landscape Development Requirements). The RLRT Facilities proposed in this DMP application meet the standards provided in these code sections, except the requirement for 15 feet of landscaping screening pursuant to LUC 20.25M.040.C.2.a.ii. Due to site and design constraints, only 4 feet of landscaping screening could be provided along the street frontage on Bellevue Way SE at the South Bellevue Station. In addition to the reduction in the landscape buffer at the street frontage of Bellevue Way SE, there is an isolated section of landscaping on the north side of the station along Bellevue Way SE in the mixed use path that is less than 15 feet wide. See **Attachment S** for plan drawings illustrating the modification being requested.

This request for modification is consistent with the administrative modification approval criteria of LUC 20.25M.060.B.1. The modification is the minimum reasonably necessary to make construction of the RLRT facility practicable and feasible consistent with the Light Rail Best Practices (which are further discussed in **Attachment L** to this application), as requiring the buffer to meet the full extent of the code would require additional property acquisitions which would impact Parcel's 7000100130, 7000100120, and 7000100110 to the east which are being avoided. The full landscape buffer width would create site layout and functionality problems which would be impracticable and infeasible to implement. In addition to bus turning radii, the 10 foot concrete mixed use path reduces the landscape buffer to 4 feet at the street frontage with Bellevue Way SE. If the full 15 foot buffer were required, the inclusion of the concrete mixed use path along the east side of Bellevue Way SE would not be possible; landscaping would continuously extend from the curb edge of Bellevue Way SE to the bus layover area.

ATTACHMENT R

ST Responses to

South Bellevue Segment Pre-Development Review

May 13, 2014

20.25M.040 RLRT system and facilities development standards

1. Building Height - No concerns

2. Setbacks - No concerns

3. Landscape Development – concerns

- **The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.**

ST Response: The design of the garage screening is continuing to evolve. Trees and plantings around the perimeter of the garage are intended to function similar to a living wall with a higher probability of long term health and survival than plant material on a screen. Three sides of the garage structure are set into a heavily landscaped site. The west side, facing the station and pedestrian plazas has ventilation "wells" that are also planted with trees and landscaping which will be visible to station users. Additional perforated screen panels covering upper floor levels (only partially visible to Bellevue Way through the guideway and station structure) will use natural color(s) and patterns to further "soften" the garage appearance.

- **The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.**

ST Response: Sound Transit is continuing to evaluate the garage rooftop treatment. The garage roof deck is lower than the station platform and will not be highly visible except from the station platform. Visual features along the top edges of the garage facing the station continue to be explored by the design team as well as being identified as an art opportunity by the recently selected artist Katy Stone.

- **The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessarily be a living wall but a landscape feature that achieves the same goal.**

ST Response: Please see the response in the first bullet above. Sound Transit has emphasized landscaping as architectural compliments to tie the station into the character of the surrounding nature park.

- **The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway**

ST Response: Within the constraints of City and Sound Transit criteria for sight distances, utility clearances, street lighting standards, Crime Prevention Through Environmental Design criteria, and Bellevue Parks Department criteria; Sound Transit intends to provide substantial landscaping along the elevated guideway alignment to help screen the guideway from view.

- **The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.**

ST Response: Sound Transit is identifying a variety of tree sizes/heights at the time of planting so that planting areas are not of a uniform height. ST's landscaping plans for tree planting meet the requirements, per COB code, for replacement tree sizes.

4. Fencing – No concerns were expressed by the CAC. More project information will be included during the Design and Mitigation Permit review stage.

ST Response: Project fencing information is indicated on the drawings.

5. **Light and Glare**

- **The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.**

ST Response: The proposed lighting design meets the City Code for minimum candle power lighting requirements for the roof of the garage. The heights of the light poles are the minimum necessary to meet safety requirements for the roof deck parking. Light fixtures have cut-offs and shielding to control visibility of light source.

6. Mechanical Equipment – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

ST Response: Project mechanical equipment information is indicated on the drawings.

7. Recycling and Solid Waste – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

ST Response: Project recycling and solid waste receptacles are indicated on the drawings.

8. **Critical Areas**

- **The CAC would like to see a plan for bird management and safety at the South Bellevue Station.**

ST Response: The Final EIS addresses several components of ecosystem, including protection of birds that are protected by federal, state, and local regulations. Such regulations govern the planning, land use, and management activities that have the potential to affect and influence fish and wildlife species and their habitats within the project vicinity. Key regulations, which are focused on protecting birds, include the following: Migratory Bird Treaty Act (MBTA), International Migratory Bird Treaty Act, Endangered Species Act (ESA), the Bald and Golden Eagle Protection Act (Eagle Act), City of Bellevue species of local concern.

Sound Transit is updating its survey of bird nests during final design. If a bald eagle nest is found within one-half mile of the proposed construction limits, a bald eagle management plan would be prepared. Under the Migratory Bird Treaty Act (MBTA) nesting migratory bird nests cannot be destroyed during the breeding season. Sound Transit would consult with the USFWS on methods to implement during construction to avoid impacts on migratory birds consistent with the MBTA and the Bald and Golden Eagle Protection Act. Such methods would include not clearing vegetation in the Mercer Slough buffer during the nesting season for migratory birds. At this time a bird management and safety plan has not been developed for the Sound Bellevue Station. However, use of large areas of vertical glass surfaces has been minimized as part of final design.

The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park

ST Response: Bellevue Way and I-90 are lit today and have been for motorist safety for decades. The park and ride has also been lit since its construction in 1970's. The station and garage are not expected to cause any additional impacts to wildlife than these existing built structures currently located within the slough. The completed FEIS and associated ROD found no significant operational impacts on listed species due to lighting.

9. **Use of City Right of Way – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review state.**

ST Response: Project use of City Right of Way is indicated on the drawings.

20.25M.050 Design Guidelines

1. Design Intent – In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train system and facility segment that passes through this subarea is to contribute to the major city gateway feature that already helps define Bellevue Way and the 112th Corridor. The Regional Light Rail Train system or facility design should reflect the tree-lined boulevard that is envisioned for the subarea, and where there are space constraints within the transportation cross-section, design features such as living walls and concrete surface treatments should be employed to achieve corridor continuity. The presence of the South

Bellevue park and ride and station when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, should be softened trough tree retention where possible and enhancement landscaping and "greening features" such as living walls and trellises.

ST Response: Addressed in base DMP application.

Context and Design Considerations – The CAC was tasked with evaluating the existing context setting characteristic included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the [*sic*] southwest Bellevue. The Land Use Code states that the character of this area is defined by:

- **The expansive Mercer Slough Nature Park;**
- **Historic references to truck farming of strawberries and blueberries;**
- **Retained and enhanced tree and landscaped areas that complement and screen transportation uses from residential and commercial development; and**
- **Unique, low density residential character that conveys the feeling of a small town within a larger City.**

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

- **The alignment transition from I-90 right-of-way to the South Bellevue Station should be reflected as a "Grand Entry" into Bellevue. This gateway area defines Bellevue as the "City in a Park." The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife**

ST Response: ST is continuing to address aesthetic and design concerns regarding the elevated guideway entering Bellevue. Significant landscaping between Bellevue Way and the guideway south of the station will help emphasize the "City in a Park" theme. As mentioned in the May 21st Sound Transit Art Presentation to the CAC (http://www.bellevuewa.gov/light-rail-permitting-cac-meetings.htm) Sound Transit has selected an artist, Vicki Scuri, well suited to integrating infrastructure, and landscaping into a context sensitive aesthetically pleasing product.

- **The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.**

ST Response: Please see previous response to Item 3 above.

Additional General Design Guidelines

- **The CAC would like to see design of the South Bellevue Station and Garage that more visually relates to the city in the park vision. This may be achieved through the use of natural materials or colors that include earth tones.**

ST Response: The design team has found additional opportunities for trees on the street side of the station. They are exploring the use of a "boardwalk" texture to pedestrian walkway surfaces to relate to the boardwalks within the adjacent Mercer Slough Nature Park. They are also integrating more color into the station materials and design. These design advancements will be available for review at the 90% design presentations.

- **The CAC would like to see less hard edges in the design of the South Bellevue station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.**

ST Response: The design team is exploring the use of color and patterns to help soften the hard edges of the station structures.

- **The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.**
- **The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.**
- **The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc.)**

Sound Transit Response: The design team is exploring artistic designs using natural patterns for the mesh screening and concrete walls of the garage. As noted above, Sound Transit has retained an artist, Vicki Scuri, to work with the design team on aesthetic treatment of the sound panels along the guideway. Sound transit has selected a second artist, Katy Stone, to work with the design team for enhancement of the station and garage areas. These design advancements will be available for review at the 90% design presentations.

- **The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its Design and Mitigation Permit**

Sound Transit Response: The full technical noise report is available for review by the CAC and is included as Attachment T to the South Bellevue DMP.

- **The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.**
- **The CAC would like to [*sic*] Sound Transit to expand its color palette for those features where standard Sound Transit Colors options are limited.**

Sound Transit Response: See responses to previous items above.