



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** September 11, 2015

**To:** Light Rail Permitting Advisory Committee

**From:** Matthews Jackson (425-452-2729, [mjackson@bellevuewa.gov](mailto:mjackson@bellevuewa.gov))  
Carol Helland (425-452-2724, [chelland@bellevuewa.gov](mailto:chelland@bellevuewa.gov))  
*Liaisons to the Advisory Committee*  
*Development Services Department*

**Subject:** September 16, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your 38<sup>th</sup> Advisory Committee meeting next Wednesday, September 16<sup>th</sup>. We will begin at 3:30 p.m. in Room 1E-113 at Bellevue City Hall. The meeting will be chaired by Doug Mathews and Marcelle Van Houten.

This packet includes:

1. Agenda
2. Meeting minutes from July 15<sup>th</sup> and September 2<sup>nd</sup>
3. City PowerPoint Presentation from September 2<sup>nd</sup>
4. Central Bellevue Segment Design and Mitigation Permit CAC Advisory Document
5. Meeting minutes from September 1<sup>st</sup> meeting between Sound Transit and Lake Bellevue residents

We will have hard copies of all electronic packet materials for you on September 16<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, September 16, 2015  
3:30 p.m. – 5:30 pm • Room 1E-113  
Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |           |   |
|-----------|---|
| 3:30 p.m. | 1. <b>Call to Order, Approval of Agenda, Approval of September 2<sup>nd</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:40 p.m. | 2. <b>Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| 3:50 p.m. | 3. <b>Central Bellevue Segment Design and Mitigation Permit CAC Advisory Document</b><br><i>Matthews Jackson and CAC</i>                          |
| 5:00 p.m. | 4. <b>Spring District/120<sup>th</sup> Station</b><br><i>Sound Transit</i>  |
| 5:20 p.m. | 5. <b>Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| 5:30 p.m. | 6. <b>Adjourn</b>   |

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

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

July 15, 2015  
3:30 p.m.

Bellevue City Hall  
Room 1E-113

**MEMBERS PRESENT:** Doug Matthews, Marcelle Van Houten, Ming-Fang Chang, Susan Rakow Anderson, Joel Glass, Wendy Jones, Don Miles

**MEMBERS ABSENT:** None

**STAFF PRESENT:** Matthews Jackson, Department of Development Services; Stacy Cannon, Department of Transportation; Paul Cornish, John Walser, Sound Transit

**RECORDING SECRETARY:** Gerry Lindsay

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

The meeting was called to order at 3:30 p.m. by Co-Chair Van Houten who presided.

The agenda was approved by consensus.

A motion to approve the June 17, 2015, meeting minutes was made by Co-Chair Matthews. The motion was seconded by Ms. Jones and it carried unanimously.

A motion to approve the July 1, 2015, meeting minutes was made by Co-Chair Matthews. The motion was seconded by Ms. Anderson and the motion carried unanimously.

2. PUBLIC COMMENT - None

3. BELLEVUE DOWNTOWN STATION AREA ELEMENTS DRAFT ADVICE

Planning Manager Matthews Jackson walked through the draft advice elements with the Committee. There was agreement that the issue of lighting should be uncoupled from the issue of meeting the needs of those with disabilities and that both audio and visual cues should be included in the design of the station. There was also agreement to recommend designing the Downtown transit center station to complement the existing City Hall and the new plaza design by providing distinct elements that make the different uses clear.

Mr. Jackson noted that the Committee had previously talked about weather protection and the fact that the large umbrella canopy will not extend to the corners. The Committee also previously discussed whether or not other opportunities could be tapped to provide for additional weather protection between the bus transit center and the downtown station. The downtown livability update team has recommended extending the Pedestrian Corridor all the way to 112<sup>th</sup> Avenue NE and to look for weather protection opportunities for the entire length along the south side of NE 6<sup>th</sup> Street. It would take some standalone elements at the corners to accomplish that goal. There was agreement to include a recommendation for the city to work with Sound Transit to seek

out opportunities for additional weather protection complementary to the plans for landscaping, art and visual access.

Mr. Jackson said the Committee had previously recommended incorporating restroom facilities into the downtown station. Sound Transit has made it clear they do not plan to do so, though the Committee is free to make the recommendation. There was agreement to recommend the inclusion of restroom facilities.

Mr. Jackson said the notion of recommending variable seating heights at all light rail stations had previously been highlighted by the Committee. There was agreement to do so for the downtown station as well.

Ms. Jones said she recalled the Committee also calling for some landscaping on the back side of the circular wall of the tunnel access facility. Mr. Jackson said it was also previously noted that the wall could be appropriate for an art installation. He recommended fashioning a broad recommendation for a special treatment, either with art or vegetation. The Committee members agreed.

With regard to access to and from the station by pedestrians or bicyclists, there was agreement to recommend the issue be explored by the station area planning team and/or the downtown livability team.

Commissioner Glass asked if the portal on the City Hall end will serve as a haul route for the excavation spoils. John Walser, senior architect with Sound Transit, said the tunnel contractor will be mining from the south, so all of the materials excavated will come out the south. The general contractor that will be building the stations and the guideway will utilize a cut and cover approach at the north end to facilitate the completion of the mining contractor's work and create the receiving portal for the mining activity. There will be no excavation of the mining activities coming out of the pit in front of City Hall.

Mr. Jackson added that haul routes are specifically called out in the right-of-way use permit documents. Mr. Glass said his concern was having the south end bear much of the brunt of the impacts. He asked how many lanes of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue SE will be shut down to accommodate the work. Mr. Jackson said it will be one way each way in front of City Hall but did not know how many lanes on NE 6<sup>th</sup> Street would be kept open. The sequential mining technique was chosen to lessen the impact on the south end.

Co-Chair Matthews asked if access to the bus transit center will be impacted. Mr. Walser said there is only one bus route that comes from the south on 110<sup>th</sup> Avenue NE that accesses the transit center. All of the other routes either come from the north, east or west and those routes will not be affected.

Answering a question asked by Ms. Jones, Mr. Jackson said if at the 90 percent stage there are significant changes to the station design from what the Committee has seen, they will come back before the Committee for review and comment. Sound Transit will be conducting open houses once the 90 percent plans are ready. Mr. Walser said the design team anticipates no major changes from the 60 percent plans.

Mr. Glass asked if Sound Transit has vendors at any of its stations. Mr. Walser said there are no constructed vendor facilities at any of the stations. There are, however, designated areas at each station where utility hookups are provided for potential vendor carts. For the downtown station, utility facilities will be provided in the main plaza area. While things may change in the future, currently station ridership usage is not sufficient for

permanent vendors to be financially viable.

Mr. Glass said if there were to be enclosed space provided for a vendor or vendors, a bathroom could be included that would become their responsibility. Mr. Walser said at the Nordstrom end of the Westlake station in downtown Seattle there were two or three spaces included when the station was constructed. The spaces were never successfully filled and were eventually turned over to the police so they could have a presence there. Across the street from the transit station in downtown Bellevue there are coffee shops and other food uses that include restroom facilities.

#### 4. WILBURTON STATION AREA ELEMENTS

- I-405 Crossing
- Wilburton Station
- Lake Bellevue Area

Mr. Jackson reminded the Committee that Wilburton Station is the name that has officially been given to what previously was called the hospital station.

Mr. Walser shared with the Committee renderings of the guideway that leaves the Downtown station and crosses over the freeway to connect with the rail corridor and the elevated Wilburton station to the north of NE 8<sup>th</sup> Street along 116<sup>th</sup> Avenue NE. He noted that the long-span guideway structure that will cross I-405 will trigger a different configuration from the typical approach that includes evenly spaced columns. A double set of columns with an arching configuration and a back span will be required. The double columns are constructed first and the guideway is then cantilevered out from either side to keep things balanced until they meet in the center. The structure and any utility poles on it will have a cascade green color, and the standard design will be applied to the railings. The single-box guideway configuration will transition to a double box to allow the guideway to split and create a gap for the station platform.

Mr. Glass asked if the city and Sound Transit have considered combining the proposed pedestrian path over I-405 with the light rail guideway over the freeway. Mr. Walser said Sound Transit has worked with the city in its planning for the extension of NE 6<sup>th</sup> Street and the future ped/bike overpass. The height of the structures has been coordinated. Consideration was given to combining the two structures, but since the light rail guideway will stay elevated where the pedestrian bridge is intended to come back down to grade, the decision was made not to combine the two structures.

Mr. Jackson said the city is still evaluating its options. With the idea of the grand connection linking Meydenbauer Bay with Wilburton, the facility could involve a public/private partnership to create a lid over the freeway and include a park.

Mr. Glass asked how the future trail along the BNSF corridor will cross NE 8<sup>th</sup> Street. Mr. Walser said studies are under way to address that issue. Studies done a couple of years ago were intended to make sure there will be room for an elevated crossing of the roadway. Mr. Jackson said King County Metro is taking the lead in determining how the trail facility will coordinate with the light rail project. The plans call for an elevated crossing of NE 8<sup>th</sup> Street with stairs and ADA elevator access on either side of NE 8<sup>th</sup> Street. The light rail crossing over NE 8<sup>th</sup> Street was identified by the Committee in the pre-design advisory document as appropriate for an art treatment, so it will be necessary to make certain the trail crossing will not detract from that in any way.

Mr. Walser shared with the Committee drawings of the guideway across the freeway, over 116<sup>th</sup> Avenue NE curving to follow the BNSF corridor, and crossing over NE 8<sup>th</sup> Street to access the elevated station. He noted that the guideway structure will be a dominant aspect of the center platform station. Escalators and stairs will serve to get people to and from the middle of the platform, and there will be stairs and elevators at either end of the platform. The code requirement for a means of getting off the platform within 20 to 30 feet of either end dictates the starting configuration. The lobby area will house the ticket vending machines and card readers and from there travelers will enter the fare paid zone. There will be a bicycle cage at the north end under the station along with equipment rooms. The upper platform will include a series of windscreens running north and south for the length of the platform to protect against winds coming from the predominant direction. Perpendicular windscreens positioned along the length of the platform will provide protection from northerly and southerly winds as well.

Mr. Walser said the configuration of the rooms under the station have been revised somewhat from the 60 percent plans, including the location of the bike cage. In general, however, the entrance and stairway going up and the red banding to signify where to go will not change. There will be louvers over the rooms that provide the visual screening function required by the Land Use Code for rooftop equipment. The wall will have a decorate CMU treatment that will pick up the banding created by the embedding of granite strips in the plaza. The bike cage will include double-high racks for use by those who pay an annual fee to use the secure facility. There will also be bike racks for use by anyone.

Mr. Walser noted that under the amended MOU there will be an interim gravel travel that Sound Transit will install at the end of the light rail construction project. It will follow the railroad corridor and include access to the Wilburton station.

On the eastern side of the station site, the right-of-way is limited to allow room for the future freight or trail corridor as well as Sturtevant Creek. The alignment of the creek will be relocated to clear the station, but the flow characteristics will not be changed. It will be fenced off to protect the wetland and wetland buffer restoration area.

Mr. Jackson added that the moving of streams is something the city tries to avoid. In the case of Sturtevant Creek, the vegetation is largely degraded. Moving the stream will trigger a mitigation plan, and the fencing will be required to keep people out of the restoration area. Mr. Walser said the landscape architect anticipates having a decorative railing system to serve as the fence on the back side of the station. Maintenance of the area will be the responsibility of Sound Transit for a minimum of five years, and Sound Transit will be obligated into the future to maintain the water flow coming out of Lake Bellevue.

Answering a question asked by Ms. Jones, Mr. Walser said the interim gravel trail will stop to the north of NE 8<sup>th</sup> Street. The balance of the area will be seeded and will in time serve the elevated crossing of NE 8<sup>th</sup> Street. Those using the interim trail will have the option of moving to the walkway along 116<sup>th</sup> Avenue NE or accessing the station. The creek will flow into the culvert under I-405 that has been in place for many years.

The Committee members were shown renderings of the station area from several different viewpoints, and of the alignment running from NE 8<sup>th</sup> Street past Lake Bellevue to NE 12<sup>th</sup> Street. Mr. Walser explained that BNSF had a series of property leases for parking from the adjacent properties. Sound Transit will be taking the area back and will utilize it for staging during construction. He said six-foot sound panels will be attached to the guideway as it passes Lake Bellevue. The elevated guideway will connect with a

transition structure before once again reaching grade level. A seven-foot concrete wall will swing around the signal bungalow before transitioning to a nine-foot wall to take into account that the sound wall will move away from the tracks. Where it crosses underneath NE 12<sup>th</sup> Street the concrete wall will once again be seven-feet high. Power to the signal bungalow will come from an existing Puget Sound Energy location in the parking lot. Approval has been received to remove a wetland area in the railroad alignment during construction and restoring it afterwards. One challenge will be in having the interim gravel trail transition through the restored wetland area toward the end of construction.

Ms. Jones asked if the signal bungalow could be located on the other side of the tracks further from the Lake Bellevue residential area. Mr. Walser said there are utilities running along the other side of the track, including a major King County trunk line sewer line that is seven feet in diameter. There is also telecommunications equipment on that side of the tracks, and there is the issue of accessing the bungalow with maintenance equipment.

Mr. Walser noted that on the north side of NE 12<sup>th</sup> Street there will be another set of switches, and additional signal bungalows will be needed to house the controls. Maintenance of the equipment in the bungalows is routinely carried out approximately once or twice a month. There is no noise associated with the operations that occur inside the bungalows other than ventilation fans.

Answering a question asked by Ms. Anderson, Mr. Walser said the bungalow by Lake Bellevue will gain access via an existing easement held by Puget Sound Energy. Additionally, an easement to two parking stalls will be acquired to enable maintenance vehicles to access the signal bungalow. Routine maintenance will be carried out during daytime hours, but should there be an equipment failure crews will need to effect repairs at any time of day or night. New trees will be planted in keeping with the need to maintain a vegetation clear line from the edge of the guideway. Preference will be given to native materials. Some existing trees will be removed from the corridor, though some will be retained.

Ms. Anderson asked if the condos near the alignment will be offered sound packages. Mr. Walser said it was his understanding that they will not because of the sound panels that will be installed on the guideway and the sound wall that will be constructed.

With regard to the triangle area, Mr. Walser shared with the Committee the plans being developed by the city for the extension of Spring Boulevard. He noted that the roadway will be elevated and tie into the elevated NE 12<sup>th</sup> Street. The roadway will be constructed on fill structures utilizing abutment walls. There are a lot of drainage issues to be resolved. Concerns have been voiced by the parks department over the fact that homeless persons roam the railroad corridor seeking places to camp. That concern will be addressed in part by the work to dish the area, making it unlevel and less desirable as a camping area. Additionally, fencing will seal off the corridor.

With regard to the Wilburton station pre-development advice, Mr. Jackson noted that the Committee had already addressed the issues of lighting and variable seating height in addressing the Downtown station. He commented that Sound Transit has incorporated into its design work a couple of benches along the walkway leading from the station to 116<sup>th</sup> Avenue NE as recommended by the Committee. The Committee also asked for a signature treatment of the railing for the entire alignment between the Downtown station and the Wilburton station, and asked that the underside of the elevated guideway be painted green all the way to the NE 8<sup>th</sup> Street crossing. The Committee also included a call for the city to work with Sound Transit on the multipurpose path. A landscaping

plan was not in place when the pre-development advice was put together; a plan is being worked on but is not yet completed so any comments on landscaping will need to be general.

Mr. Miles asked if the notion behind painting the underside of the elevated guideway was to draw attention to it. Co-Chair Van Houten said the intent of the suggestion was to improve the aesthetics. Mr. Miles said in his opinion overpasses that are painted are more noticeable than plain concrete.

Ms. Anderson said her remembered the suggestion being made as a way to match the other crossings of I-405. She allowed that there are probably other approaches that could be taken. Mr. Walser said the underside of the guideway crossing over I-405 will be painted green, and the transition from painted to unpainted will be the back-span double columns a hundred feet or so in from 112<sup>th</sup> Avenue NE to 100 feet or so in from 116<sup>th</sup> Avenue NE.

Paul Cornish with Sound Transit explained that WSDOT first used the Cascade green color on the Canyon Park crossing over I-405. The crossings constructed prior to the use of the green color continue to be gray, but all structures built since are required by WSDOT to have the green coloring. The fencing used on the NE 12<sup>th</sup> Street overpass is the same as what is proposed for the light rail guideway.

Ms. Jones said the color treatment helps to make the structures disappear. She added that she likes the fencing pattern as well.

Mr. Walser said using the same railing is a good way to ensure continuity with other structures. He noted, however, that he was struggling with the notion of painting part of the underside of the guideway but not all of it. While the column types will change, the guideway itself will be a continuous span and stopping the paint at a certain point would not appear to be logical or elegant.

Mr. Jackson commented that the Committee could ask Sound Transit to continue the railing treatment to the station to provide continuity rather than using color. There was agreement to do so.

Mr. Walser reminded the Committee that on the north side of the guideway as it swings around the bend at 116<sup>th</sup> Avenue NE there will be 36-inch sound panels instead of the railing because of the Coast Hotel. From the south side the railing will be continuous. Additionally, with the future pedestrian trail in all likelihood being an overpass, it will partially block the view of the guideway as it crosses over NE 8<sup>th</sup> Street.

Ms. Anderson noted that she and Ms. Jones accepted an invitation to tour the Lake Bellevue area and talk with those who live there. The concerns voiced by the residents included noise. Mr. Cornish said the sound mitigation proposed for the Lake Bellevue area includes a sound wall and sound panels on the elevated guideway and transition span. Sound Transit believes that will adequately address the noise impacts to the Lake Bellevue condos.

Ms. Jones commented that some of the units are higher than the sound walls. Additionally, with the way the condos are constructed there could be a tunnel effect through which noise will travel.

Ms. Anderson said other concerns mentioned by the residents included impacts to the lake in terms of water quality, flooding and settling associated with the poor soil



conditions. Access to the signal bungalow is also a concern, as is the removing of mature trees and replacing them with young trees. The residents are also concerned about homeless persons in the area.

With regard to access to the bungalow, Mr. Cornish reiterated that unless something goes wrong, maintenance workers will not need to access the building more than once or twice a month, usually for an hour or less.

Co-Chair Matthews asked what water quality issues might result from the East Link project. Mr. Walser said Sturtevant Creek is the outlet from Lake Bellevue so it obviously flows away from the lake. Mr. Jackson added that the utilities department is responsible for reviewing any issues relating to storm drainage and maintenance of the flows that come out of the lake. The city has commented on Sound Transit's plans. Mr. Walser said Sound Transit engineers have been working with city engineers regarding previous flooding, culvert and drainage issues in the Lake Bellevue area with an eye on making sure things will not be made worse. It is clear that BNSF did not do a very good job of maintaining the creek itself, the result of which was flow blockage that contributed to flooding in the area. Mr. Jackson said ultimately the stream will be improved as a result of the project.

Answering a question asked by Ms. Jones, Mr. Cornish confirmed that Sound Transit has not offered sound packages to the Lake Bellevue condos. Ms. Jones suggested that because sound packages will be offered to South Bellevue residents, the same might be appropriate for the Lake Bellevue residents.

Ms. Jones noted that the condos are built on pilings and are thus elevated above the water. She said while she and Ms. Anderson were there a car alarm went off on the other side of the lake but because of the way sound travels over water it could be clearly heard. The issue of noise from the train traveling across the lake needs to be carefully considered.

Ms. Jones added that having the signal bungalow located as proposed will be an imposition on the residents. Mr. Walser stressed that visually the bungalow will be behind a nine-foot-high wall. The building will not be seen for the most part, though the parking stalls will be along with the doorway through the wall.

Mr. Jackson said any noise generating source and interaction with the environment will show up in the ambient noise measurements. That will take into consideration the context of where noise is generated and how it is transmitted. Mr. Walser added that the majority of the noise generated by operation of the trains comes from the steel wheels on the steel rails, and that source is low and behind the sound panels and the noise wall. Sound primarily travels in line of sight. Mr. Jackson said the city's sound expert has not yet provided a peer review on the Wilburton station section.

The Committee directed Mr. Jackson to begin work on a draft and to not meet again until September.

## 5. PUBLIC COMMENT

Mr. Howard Katz, a Lake Bellevue resident, thanked Ms. Jones and Ms. Anderson for taking the time to visit the site and see firsthand the issues. He said currently there is construction under way on 120<sup>th</sup> Avenue NE. Puget Sound Energy and Century Link are also doing work on NE 12<sup>th</sup> Street and their work is being done at night to avoid having to close the road. The noise they generate sounds as though it is coming from directly

underneath the condos because of the way the sound travels over the water. In Redmond where sound walls were installed as part of a road widening project the noise experienced by nearby residents is even greater than it was before. Sound from the train will transportation travel beyond the wall and impact Lake Bellevue residents. The Lake Bellevue homeowners have not received any letter from Sound Transit regarding the two parking spaces to access the signal bungalow; it would be an easy matter for Sound Transit to gain access from the other side of the street instead.

Mr. Walser said accessing the bungalow from the other side of the street would mean the workers would have to cross the tracks. That would result in an order to slow down the trains while the workers were present in the trackway.

Mr. Katz pointed out that Sound Transit has not kept its promise to maintain the creek flowing out of Lake Bellevue. They have not even looked at the alternatives. BNSF conducted regular maintenance while they were operating the dinner train, but once that operation ceased the maintenance stopped and the problems began.

Mr. Katz agreed to put the balance of his comments on paper and submit it to staff for distribution to the Committee members.

6. ADJOURN

Co-Chair Matthews adjourned the meeting at 6:08 p.m.

CITY OF BELLEVUE  
LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE  
MEETING MINUTES

September 2, 2015  
3:30 p.m.

Bellevue City Hall  
Room 1E-113

**MEMBERS PRESENT:** Doug Matthews, Marcelle Van Houton, Susan Rakow Anderson, Joel Glass, Wendy Jones, Don Miles

**MEMBERS ABSENT:** Ming-Fang Chang

**STAFF PRESENT:** Matthews Jackson, Department of Development Services; Stacy Cannon, Department of Transportation; Paul Cornish, John Walser, Sound Transit

**RECORDING SECRETARY:** Gerry Lindsay

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

The meeting was called to order at 3:32 p.m. by Co-Chair Matthews who presided.

The agenda was approved by consensus.

There was agreement to table to the next meeting approval of the July 15, 2015, meeting minutes.

2. PUBLIC COMMENT

Mr. Tim Carr addressed the Committee representing Meydenbauer Center. He said the Meydenbauer Center staff and board are excited about having light rail come to downtown Bellevue. There are, however, concerns about how the center will be impacted by the project. He noted that a letter outlining the concerns had been sent to the Committee. The daily operations of light rail, including noise and vibration considerations, are a concern to Meydenbauer Center. It is also important for Meydenbauer Center to maintain visibility relative to signage and wayfinding, both for pedestrians and drivers, and to that end all visual access lines will need to be maintained. Meydenbauer Center wants to ensure that the area in front of the facility as well as the area in front of the light rail station will offer amenities and street beauty that match the surrounding area. Construction will be very disruptive to Meydenbauer Center guests, an issue that should be considered by the Committee as it moves forward in doing its work.

Mr. Howard Katz, 7 Lake Bellevue Village, informed the Committee that on September 1 he and two other Lake Bellevue representatives met at City Hall with Paul Cornish and Luke Lamon of Sound Transit to discuss issues of concerns. Stacy Cannon with the Department of Transportation also attended and made notes. He said the opposition voiced by the Lake Bellevue board to the notion of Sound Transit acquiring parking spaces and being allowed to use the property was shared at the meeting. Lake Bellevue Village will be impacted more than any other area in Bellevue. It is currently being impacted by the 120th Avenue NE project, light rail will be developed along 116th

Avenue NE, and the rail yard will be developed just down the block.

Mr. Cornish said the tenor of the meeting was very friendly. He explained that a signal bungalow is needed to house the equipment that operates the switches allowing the trains to operate either on the main line or the line leading to the OMSF. Once the line is operational, it will be necessary for Sound Transit to visit the bungalow for about an hour once every couple of weeks to check on the signals equipment. Sound Transit believes the best way to gain access to the bungalow will be through the Lake Bellevue parking lot and by acquiring the rights to a couple of parking stalls. It is clear that the Lake Bellevue board does not favor that approach. During the meeting there was agreement that Sound Transit should look for another way to access the bungalow. A walking tour of the area for Sound Transit staff and Lake Bellevue representatives is planned for September 4.

Continuing, Mr. Cornish explained that a standard letter will be sent from Sound Transit to the Lake Bellevue property owners indicating that property rights to the parking spaces may be acquired. Sound Transit sends a similar letter to every property owner from whom the agency might seek an easement or property acquisition. The letter is part of Sound Transit's standard protocol.

Mr. Katz said the disappointing element is that when Sound Transit's board determines something should be done, it does not consider other options. In the case of accessing the Lake Bellevue signals bungalow, there are in fact other options that should be considered. The Lake Bellevue representatives at the September 1 meeting presented five or six workable options.

Mr. Miles said one option would be to locate the signals bungalow below the track itself. Mr. Cornish said the issue is not the bungalow so much as it is how to gain access to it. Sound Transit intends to investigate the options brought forward by the Lake Bellevue representatives.

Speaking on behalf of the Bellevue Network on Aging, Mr. Katz pointed out the need to include a wind screen as part of the Wilburton station. He allowed that when the issue was raised, Sound Transit representatives indicated that in fact there will be a wind screen that the renderings to date have not shown. He said the lack of restroom facilities at the station is also a concern. He said he intends to suggest to Starbucks that they rent space at the station. That would be a good solution to the restroom problem.

### 3. CENTRAL BELLEVUE SEGMENT DESIGN AND MITIGATION PERMIT DRAFT CAC ADVISORY DOCUMENT

Planning Manager Matthews Jackson explained that he drafted the advisory document after reviewing his notes and the meeting minutes and looking for the recommendations made by the Committee. He asked the members to review the document and to highlight issues to be added or deleted, and where additional information is needed.

Mr. Jackson reminded the Committee members that a meeting was scheduled around each of the three stations in the Central Bellevue segment. There were specific comments made relative to the design elements in the city's Land Use Code for light rail. With regard to landscaping, the Committee recommended having no sight obstructions along NE 8th Street caused by a Rapid Ride shelter or access to parking. The city's transportation standards will require that as well, but the recommendation has been included in the document at the direction of the Committee.

With regard to security fencing, Mr. Jackson said the Committee's recommendation will

be repeated for each section. Specifically, the recommendation is for security fences designed to meet the city's codes, to minimize blocked views, and to maintain the idea of a city in a park. There was consensus to retain the recommendation.

Mr. Jackson said the idea of lighting not spilling out of station areas into neighborhoods will also apply everywhere. The consensus was to retain the recommendation.

The Committee's recommendation to have Sound Transit coordinate with the city to evaluate opportunities for composting at the stations is a general comment that will also apply to each area. The group wanted to see the recommendation included in the final document.

With regard to use of city right-of-way, Mr. Jackson noted that the city will be requiring right-of-way use permits and that there will be limits placed on impacts to the degree possible during construction. He said there clearly will be impacts, but the overall goal is to minimize them. There was agreement to have the recommendation apply to all segments.

Mr. Jackson noted that the Committee discussed the notion of including both audio and visual cues at the stations. The recommendation is to extend the idea beyond just persons with disabilities to improve safety for all. The Committee agreed the recommendation should apply to each segment.

The idea of a decorative access gate for the SPEB building near the East Main station became a recommendation of the Committee. There was agreement to retain the recommendation in the final report.

Additional weather protection at the Downtown station was discussed by the Committee. The proposed station already has a large umbrella canopy, and the city is interested in extending the pedestrian corridor all the way to 112th Avenue NE, and along with that the city will be looking for additional ways to incorporate weather protection. The recommendation of the Committee was to seek opportunities to include weather protection but not in a way that would distract from landscaping, art or visual access to either the station or Meydenbauer Center.

Mr. Jackson noted that the Committee discussed the idea of incorporating restroom facilities into the Downtown station design, and the conclusion reached was that that should be included in the recommendation.

The Committee also talked about and formulated a recommendation to include seating at various heights. While originally considered as something the Wilburton station should have, the Committee concluded variable seating heights should be made a part of all light rail facilities along the alignment. The Committee confirmed that recommendation.

With regard to the pathway running along the north side of Whole Foods connecting the station with 116th Avenue NE, and the notion of including opportunities for people to rest along the corridor, the Committee was shown a graphic from Sound Transit showing two benches on that stretch.

The Committee discussed extending the signature treatment for the railing required by WSDOT for all facilities crossing I-405 all the way to the Wilburton station as an alternative to painting the underside. There was agreement to include that recommendation in the report.

The Committee discussed and expressed a preference for extending the Ashlar stone walls recommended for the South Bellevue segment north into the Central segment. The Committee members agreed that should be an element of the recommendation.

John Walser, senior architect for Sound Transit, clarified that what the Committee wanted to see was continuity in the area to the south of the tunnel portal near the East Main station. The walls to the north of the Wilburton station, however, will utilize the original formliner pattern that is intended to go through the trench in the Spring District area. The Committee agreed it should clarify that the changeover from the Ashlar stone wall pattern beyond the South Bellevue segment would occur to the north of the Wilburton station.

Mr. Jackson allowed that noise and the five-year construction duration has been the topic of a lot of conversation at the Committee level. He noted that the Committee had asked to include a recommendation to analyze and mitigate noise emanating from construction and staging activities. He reminded the Committee members about the conditions placed on the Bel-Red design and mitigation permit related to noise and reporting, and pointed out that the city has a consultant who will be assisting in the process.

Mr. Jackson noted that the Committee had talked about the mid-tunnel access point and whether or not art, vegetation or special treatment materials should be utilized in conjunction with the access structure. The site will be constructed adjacent to a city pocket park so it makes sense to have something complementary.

The Committee members were asked to comment on the issue of the signal house to the north of the Wilburton station and the need for parking. Mr. Jackson noted that the previously stated recommendation was to further evaluate alternatives. Mr. Miles reiterated his desire to see the structure hidden under the light rail alignment.

Ms. Anderson said she understood from the report made by Mr. Katz that in fact Sound Transit is considering alternatives. Mr. Cornish clarified that the location of the signal house must be within the line of sight of the signal itself. Consideration was given to locating it on the west side of the track, but there is a large King County sewer line and fiber optic lines located there. Additionally, the rail corridor must be preserved for future rail use. What is under consideration is the various ways in which the signal bungalow can be accessed by maintenance personnel. The location of the structure is not something about which the Lake Bellevue representatives have objected. However, so long as consideration is being given to the question of access, the question of location should also be on the table.

There was agreement to include in the recommendation direction to look at alternatives for both the signal house and access to it.

Mr. Jackson noted that there have been comments made by the public about potential impacts to the water quality of Lake Bellevue. The Committee asked for a recommendation for Sound Transit to adhere to all applicable water quality and storm drainage requirements. There was agreement to retain the recommendation.

The Committee members were reminded that they also recommended that the station area planning CAC or the Downtown Livability CAC look at ways to improve access to and from the Bellevue Downtown station for pedestrians and bicyclists. Mr. Jackson said the Downtown Livability team is looking carefully at the issue of access throughout the downtown. There will be more of an emphasis on pedestrians for some streets, including NE 6th Street.

Ms. Jones said it was her recollection that the Committee had considered calling for weather protection for the path connecting 116th Avenue NE to the Wilburton station. Mr. Jackson said the assumption is that the path will be used primarily by able bodied persons, including hospital employees, rather than hospital patients. The Committee also discussed the notion of having a shuttle service operating between the station and the hospital, but that would be under the direction of the city rather than Sound Transit.

Answering a question asked by Ms. Anderson, Mr. Jackson said there will be no pile driving activities as part of the construction of the segment along Lake Bellevue. There will, however, be compaction activities.

Ms. Anderson said she would like the Committee to recognize that the soils are poor and prone to settlement, and recommend that special effort be put into making sure. Mr. Jackson said such a comment would not be dissimilar to the Committee's recommendations regarding stormwater. There was agreement to craft a similar recommendation relative to soil conditions.

Ms. Jones commented that when she and Ms. Anderson walked the site with Mr. Katz concerns were voiced about noise impacting the condominiums. Since then, Sound Transit has presented graphics and information regarding the sound walls that indicates noise will not be an issue because of the height of the walls. However, there are some units that are taller and those areas may need to be evaluated for noise mitigation.

Ms. Anderson added that the city and its consultant should at a minimum ensure that Sound Transit's noise report covers every possible condition. Sound Transit has analyzed two points that are closest to the light rail line, but there are buildings to the east of those points that do not go all the way to the ground. The assumption used was the buildings will block the noise from there on, but if noise can go under the buildings, the buildings will not block the noise. Someone should verify that the assumption is correct.

The conclusion reached was that there should be a recommendation for the consultant to verify that the noise analysis and the assumptions used take into consideration the existing buildings, types of construction, and the existing physical conditions that include buildings constructed over the water leaving an open space below.

Ms. Anderson proposed including a recommendation to maximize the preservation of the existing vegetation and wetlands at Lake Bellevue.

Ms. Anderson asked if the opportunity exists to construct a small bridge over Sturtevant Creek at the station. Mr. Walser said the walkway extends from the north entrance to the station beyond the ticket vending machines and then angles across the relocated creek with a bridge before it crosses the future trail to become the new sidewalk along the north edge of the Whole Foods parking lot.

Co-Chair Van Houton suggested it would be good to include an interpretive sign talking about the history of Sturtevant Creek. Mr. Walser said within the station plaza area the intent is to include sign panels to orient people to the vicinity. The panels will include historical references to the railroad siding and truck farmers shipping their goods to market. An additional sign could be included explaining the relocation and restoration of the creek.

Answering a question asked by Co-Chair Matthews, Mr. Walser said Sound Transit will install a fence along the private property line. There will be a requirement when the future trail is created that it will have its own barrier to keep people on the trail from

wandering down into the creek.

Mr. Walser asked a question asked by Mr. Glass by explaining that the center platform design means the north and south rail segments are separated. To the north of the station the two elevated sections come back together and ramp down towards ground level. Within six feet of the ground the tracks will be located on a trestle structure which will continue until close enough to the ground fill will be used to carry the track. For the west face of the station the architects will incorporate a formliner pattern that involves a series of horizontal striations staggered to form panel segments. Above that there will be a band of louvers to screen the rooftop mechanical equipment. The east face of the station will involve a smooth, ground-face concrete masonry unit (CMU) and a split-face staggering of stripes in the CMU to pick up the banding in the plaza itself.

Mr. Glass said he would prefer to see the CMU used exclusively given that it looks nicer than the cast-in-place concrete. Mr. Miles said his opinion was just the opposite. Mr. Walser said people can come right up to the wall where the ground-face CMU is, but not so close to the wall where the split-face CMU is anticipated. He shared with the Committee a sample of ground-face CMU.

Mr. Glass commented that the NE 8th Street overcrossing will have a significant visual impact. He suggested it should have more than the standard concrete tubs. Mr. Jackson said the overcrossing is one opportunity for artistic touches that is being looked at. There is also likely to be a pedestrian bridge in the same general area. In the original advice document from the Committee there was a bullet about artistically treating the overcrossing, but the focus was eventually turned to the notion of a special rail treatment for the entire span from the Downtown station to the Wilburton station.

Co-Chair Van Houton agreed that because the overcrossing will be prominent, there should be some artistic or architectural consideration given to it. Co-Chair Matthews agreed that something special should be done with it.

Mr. Glass asked staff to remind the Committee at the next meeting what the recommendation was regarding pole color and type at the South Bellevue station.

Mr. Jackson said once the Committee makes its recommendation regarding the Central Bellevue segment, all will be done except for the Spring District station. He said he has asked Sound Transit to put together a presentation for the next meeting outlining where things stand with regard to the Spring District station. That station will have its own permitting process.

#### 4. PUBLIC COMMENT

Mr. Howard Katz commented that when Century Link went to install a vault, they went down about three feet and had to abandon it because of water. The city did not do a good job of telling that organization that it would run into water. Mr. Jackson explained that applicants are required to provide the reports.

Mr. Katz pointed out that the middle part of the Wilburton station will not have any wind protection. The wind storm that occurred on September 29 came from all directions. The station must have adequate wind protection given that it will be used by people going to the hospital and by older adults and disabled persons. That issue will be highlighted again by the Bellevue Network on Aging. Additionally, it will be necessary to include protections for those who will use the trail at night, and that likely will be Bellevue police on foot. The noise study conducted by Sound Transit was of the standard variety and did



not take into account the fact that Lake Bellevue condos are built over water. Sound from the station will carry across the lake.

5. ADJOURN

Co-Chair Matthews adjourned the meeting at 5:21 p.m.

# LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING  
July 15-3:30PM | ROOM 1E-113



# Agenda

- **3:30**
  - Call to Order, Approval of Agenda, Approval of July 15<sup>th</sup> Meeting Minutes – Co-Chairs Mathews and Van Houten
  - Public Comment
- **3:50**
  - Central Bellevue D & M Permit CAC Advisory Document Draft
  - CAC and Matthews Jackson
- **5:15**
  - CAC Schedule – Matthews Jackson and Sound Transit
- **5:20**
  - Public Comment
- **5:30**
  - Adjourn

Light Rail Permitting Citizen Advisory  
Committee



# Central Bellevue Design & Mitigation Permit CAC Advisory Document Draft

- The CAC recommends that landscape development at the Wilburton (Hospital) Station, particularly in the vicinity of NE 8th Street, be designed in a way which does not create a site obstruction for motorists.
- Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park.
- 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.
- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
- The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible.

Light Rail Permitting Citizen Advisory  
Committee



# Central Bellevue Design & Mitigation Permit CAC Advisory Document Draft

- 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 a decorative gate be used for access to the electrical building near the tunnel portal and East Main Station.
- The CAC recommends that the design of the Bellevue Downtown Station should complement the existing City Hall and new plaza design while providing distinct elements that differentiate the two uses.
- The CAC recommends the city work with Sound Transit to seek out opportunities for additional weather protection complementary to the plans for landscaping, art, and visual access at the Bellevue Downtown Station.
- The CAC recommends that restroom facilities be incorporated into the Bellevue Downtown Station design.
- The CAC recommends that variable seating heights be provided at all light rail stations in Bellevue.

Light Rail Permitting Citizen Advisory  
Committee



# Central Bellevue Design & Mitigation Permit CAC Advisory Document Draft

- The CAC recommends that Sound Transit include places for people to rest along the walkway connecting the Wilburton (Hospital) Station to 116th Ave NE. (The CAC was shown an updated graphic by Sound Transit that includes a bench along the walkway).
- The CAC recommends a signature treatment for the railing for the entire span from the Bellevue Downtown Station to the Wilburton (Hospital) Station. The CAC recommends Sound Transit continue to use the style of rail planned for the I-405 crossing to achieve this goal.
- The CAC recommends that Sound Transit use a stacked stone or brick type pattern with variegated earth tones for noise walls. Ashlar stone walls are one recommendation from the CAC.
- The CAC recommends that construction noise be analyzed and mitigated for the five year duration of construction staging activities at the SBPR and for the construction traffic and construction related noise due to night time work.
- The CAC recommends a special treatment that may include art or vegetation for the surface structure at the mid tunnel access point.



# Central Bellevue Design & Mitigation Permit CAC Advisory Document Draft

- The CAC recommends that Sound Transit further evaluate alternative locations for the signal house located in close proximity to the Lake Bellevue Condominiums.
- The CAC recommends that the city insure that Sound Transit adhere to all applicable water quality and storm drainage requirements.
- The CAC recommends that the station area planning team or downtown livability team evaluate access to and from the Bellevue Downtown Station by pedestrians and bicyclists.



# CAC Schedule

## September 16<sup>th</sup> Meeting

- Final Central Bellevue Segment D & M Permit CAC Advisory Document
- Spring District/120<sup>th</sup> Station

October?





## LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

---

### ADVISORY DOCUMENT - RECOMMENDATION TO THE DIRECTOR – CENTRAL BELLEVUE SEGMENT DESIGN AND MITIGATION PERMIT SEPTEMBER 10, 2015

#### 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 (Regional Light Rail Train) 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

#### Design and Mitigation Permit Review — 60% Design Development Phase

This phase of review is intended to provide feedback regarding effectiveness of design and landscape development in incorporating prior guidance at context and schematic design stages. This phase is intended 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 regulatory guidance of LUC 20.25M and LUC 20.25M.040 and 20.25M.050, and whether information is sufficient to evaluate such compliance. The CAC advice is based on the alignment

and station design agreed to by the City of Bellevue City Council and Sound Transit Board through a Memorandum of Understanding. The CAC is charged with providing the Director of the Development Services Department with a final advisory document.

#### 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. This final Design and Mitigation Permit advisory document is intended to provide the Director of the Development Services Department with a recommendation to demonstrate Sound Transit compliance with Design and Mitigation Permit Decision Criteria pursuant to LUC 20.25M.030.C.3.

There were two Pre-Development CAC Advisory Documents that covered the scope of this Design and Mitigation permit. On May 16, 2014, Sound Transit was provided with the East Main Segment Pre-Development Advisory Document. On July 15, 2014, Sound Transit was provided with the Downtown Segment Pre-Development Advisory Document. These documents outlined Sound Transit compliance with context setting characteristics and early Design and Mitigation Permit requirements. The pre-development advisory documents also included several recommendations on additional items to be addressed during formal permit review.

The following represents the CAC advisory recommendation to the Development Services Department Director regarding compliance related to LUC 20.25M.030.C.3, LUC 20.25M.040, and 20.25M.050.

#### 20.25M.030.C.3 Design and Mitigation Permit Decision Criteria

The City of Bellevue Development Services Director is responsible for insuring compliance with all Design and Mitigation Permit decision criteria as outlined below. The CAC was tasked with review and recommendation on some, but not all, decision criteria. Those criteria not discussed by the CAC are still applicable to approval of the Design and Mitigation Permit and compliance with all decision criteria will need to be demonstrated in the Director's decision.

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 has demonstrated compliance with CAC review requirements by attending and presenting materials regarding the East Link Light Rail System and Facilities at CAC meetings held the 1<sup>st</sup> and 3<sup>rd</sup> Wednesday of each month. In addition to the regularly scheduled meetings Sound Transit and City staff provided tours of the existing Central Link Light Rail System and Facilities and proposed East Link route in the City of Bellevue including the Central Bellevue Segment.

**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 LUC 20.25M.010.B.7; and**

The CAC was not asked to do an exhaustive review of consistency with the Comprehensive Plan policies and Light Rail Best Practices. Where CAC members felt that elements of the permit were not consistent with these policies, they have recommended modifications to the permit in areas that were identified within their scope. Some CAC members expressed concern that some elements of the project that are outside of their scope were inconsistent with the Comprehensive Plan and Light Rail Best Practices. The East Link Project shall demonstrate consistency with the numerous Comprehensive Plan Policies that are applicable to light rail (LU-9, LU-22, LU-24, ED-3, TR-75.1, TR-75.2, TR-75.5, TR-75.7, TR75.8, TR-75.9, TR-75.12, TR-75.15, TR-75.17, TR-75.18, TR-75.20, TR-75.22, TR-75.23, TR75.27, TR-75.28, TR-75.32, TR-75.33, TR-75.34, TR-75.35, TR-118 and UT-39) and Light Rail Best Practices. This proposal shall be consistent with Light Rail Best Practices which focus on community and neighborhoods, community involvement, connecting people to light rail, land use, street and operations, system elements (elevated, at-grade, and tunnel), property values, station security, and construction impacts and mitigation. A detailed description of project compliance will be included in the issued Design and Mitigation Permit. The CAC's recommendations advocate for the City's long-term transportation and land use objectives while minimizing environmental and neighborhood impacts, balancing regional system performance.

#### **LIGHT RAIL BEST PRACTICES**

Key provisions of the Light Rail Best Practices report are included below where the CAC's recommendations and input are needed to ensure compliance or provide additional clarity.

- 1) Guiding Principle 2. Light rail should be developed in a manner that complements, not diminishes, the character and quality of Bellevue.  
Light rail systems should be planned, designed, and built to fit appropriately into the local context and provide community enhancements, without shifting the community character. East Link should be designed to improve the places in Bellevue through context-sensitive design, high quality materials, and innovative urban design approaches that can protect neighborhoods and property values and provide a safe and secure environment for transit riders and neighbors.
- 2) Guiding Principle 3. Anticipate impacts and advocate for exceptional mitigation.  
Light rail will reinforce Bellevue's role in the region as the population, economic, and cultural center of the Eastside. However, the benefits of the system cannot be achieved without some short-term disruption and inconvenience during construction and without making some long-term changes to the existing environment. Proven techniques to avoid, minimize, and mitigate these impacts can be employed to make the short term impacts manageable. The City should expect and advocate for exceptional mitigation throughout the project phases and seek to leverage additional local investments through light rail development.
- 3) Guiding Principle 4. Alignment profile should consider the unique qualities of each part of the community. There is not a one-size-fits-all solution for alignment profiles – at-grade,

elevated, and tunnel – in Bellevue. There are trade-offs when selecting profiles for each of the three areas (south of downtown, downtown, and Bel-Red) in Bellevue. The profile should advance the land use vision for each of the areas it travels through, by conveniently connecting destinations, optimizing ridership, and minimizing impacts

- 4) Guiding Principle 5. An early, ongoing public involvement program is essential for success in Bellevue. An early, ongoing, and comprehensive program to engage stakeholders is absolutely essential to the success of light rail in Bellevue. Providing transparency about project information and decisions will increase public understanding of and comfort with the project. Engaging the community in the design of the system, particularly stations, will result in more sensitive designs and build the public's sense of ownership. Transparently sharing information and engaging the community in a meaningful two-way, ongoing planning process will increase the success of the system. As planning for East Link is currently underway, the City and Sound Transit should begin immediately to identify the next phase of the public involvement program for the East Link project.

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

- As it will be conditioned, this application for Design and Mitigation Permit will be in compliance with all elements of the Light Rail Overlay District including RLRT system and facilities development standards. Approval of an Alternative Landscape Option and Noise Monitoring and Contingency Plan will be included as conditions of approval. The CAC has made recommendations to insure compliance with context requirements by making recommendations regarding noise wall treatments, portal design, landscaping, art opportunities, and materials within the Central Bellevue Segment.

**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**

- The CAC reviewed and discussed the applicable design and development standards of the Light Rail Overlay District and has made recommendations intended to insure design guidelines and standards are met. Specific CAC advice is discussed below in this document.

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

- The Central Bellevue Segment of East Link must comply with all applicable zoning and context requirements. Recommendations from the CAC to mitigate impacts to residential properties near the East Main Station and Wilburton Station are responsive to the existing and intended character of this segment. Light Rail Overlay (LUC 20.25M) development standards also respond to the character within this segment.

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

- The CAC was not tasked with verifying adequate public services. It is anticipated that when the light rail system is operational anticipated impacts to public facilities including streets, fire protection, and utilities will have been mitigated.

**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; and**

- Development, construction and operation of the RLRT system and facilities must comply with applicable Bellevue City Codes, including the noise control code and environmental procedures code. Technical analysis of Sound Transit submitted Noise Studies and documents will be completed by city staff and technical consultants. Any additional noise mitigation resulting from technical review will be included as conditions of approval in the Design and Mitigation Permit. The CAC has offered advice regarding the type of sound walls used and sound wall materials.

**h. The proposal is consistent with any development agreement or Conditional Use Permit approved pursuant to subsection B of this section; and**

- The CAC was not tasked with verifying consistency with the Memorandum of Understanding signed by the City of Bellevue and the Sound Transit Board. Plan development through the final design stage will result in expected refinements to design that is typical to any major development. Significant design changes in project design that are within the scope of work for the CAC will be brought back to the CAC for evaluation during construction permit review.

**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 or federal laws.**

- To the greatest extent possible with the chosen alignment and station design, the proposed RLRT facility and system will avoid, minimize, and mitigate anticipated long-term impacts to properties located near the light rail system and facilities. Mitigation includes, but is not limited to, enhanced landscaping, critical area planting enhancements, permanent noise walls, sound absorbing panels on the guideway, and the installation of public art.

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

- i. 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 buffer; and
- ii. The proposal incorporates the performance standards of Part 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.

- Mitigation and restoration requirements per LUC 20.25H due to impacts to critical areas and their buffers will be incorporated into the Design and Mitigation Permit approval and have been discussed at CAC meetings. Impacts to critical areas in the Central Bellevue Segment include temporary and permanent impacts to wetlands and their buffers, and temporary and permanent impacts to Sturtevant Creek and its buffer. A total of .725 acres of temporary and permanent impacts to critical areas is anticipated within the Central Bellevue Segment. Mitigation for impacts to critical areas and their buffers per the criteria located in LUC 20.25H will occur within the project area and adjacent segments of East Link. Mitigation is required to result in a condition that is equal to or superior to the pre-existing environment. Based on staff's review of the technical reports and mitigation proposed by Sound Transit, the proposed mitigation will provide a lift in critical areas function at maturity over the existing condition.

#### **CAC Recommendation to the Director of Development Services**

At the request of the CAC, CAC Pre-Development Phase advice that has been addressed or partially addressed in the Design and Mitigation Permit submittal are included in bold for the Director's reference.

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

##### **1. Landscape Development**

- The CAC recommends that landscape development at the Wilburton (Hospital) Station, particularly in the vicinity of NE 8<sup>th</sup> Street, be designed in a way which does not create a site obstruction for motorists.
- The CAC recommends that vegetation retention should be maximized north of the Wilburton (Hospital) Station to provide a buffer to adjacent residential development.

##### **2. Fencing**

- Security and safety fences should be designed to meet City's codes. These fences should be designed to minimize blocked views to maintain the idea of a city in a park.

##### **3. Light and Glare**

- 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.

##### **4. Recycling and Solid Waste**

- The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.

Formatted: Indent: Left: 1", No bullets or numbering

## 5. Use of City Right of Way

- The CAC acknowledges that specific details regarding the use of the City ROW will be handled through the review and issuance of Right of Way Use Permits per LUC 20.25M.040.J; however, they want to emphasize the importance of limiting impacts on traffic to the best level technically feasible.

### 20.25M.050 Design guidelines

1. **Design Intent – Southwest Bellevue Subarea** - 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.

**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/NE 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 Southwest Bellevue, Downtown, and Wilburton/NE 8<sup>th</sup> Street Subareas. The Land Use Code states that the character of these areas is defined by:

**Southwest Bellevue**

- 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.

**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 8<sup>th</sup> 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 Southwest Bellevue, Downtown Bellevue, and Wilburton/NE 8<sup>th</sup> Street Subareas for context sensitivity during future CAC and permit review phases. The following items pertain to the Central Bellevue Segment:

**Southwest Bellevue**

- Along 112<sup>th</sup> 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.

**Downtown Subarea**

- 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.
- The station should convey a future focus on smart growth, and the importance of transit to the success of sustainable development.
- 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.
- Clear connectivity, accessibility, and way finding should be provided between the Downtown Station and the Bus Transit Center.

**Wilburton/NE 8th Street Subarea**

- Height of the flyovers (freeway, 116<sup>th</sup> Ave NE, and NE 8<sup>th</sup>) between the Downtown Station and the Wilburton (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.

- The aesthetics of the Wilburton (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.
- 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.
- Weather protection should be provided on the route between the Wilburton (Hospital) Station and the Medical Institution District.
- References to the freight hub and rail platform that served Bellevue's historic truck farming industry should be incorporated into the Wilburton (Hospital) Station.
- The Wilburton (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 a decorative gate be used for access to the electrical building near the tunnel portal and East Main Station.
- The CAC recommends that the design of the Bellevue Downtown Station should complement the existing City Hall and new plaza design while providing distinct elements that differentiate the two uses.
- The CAC recommends the city work with Sound Transit to seek out opportunities for additional weather protection complementary to the plans for landscaping, art, and visual access at the Bellevue Downtown Station.
- The CAC recommends that restroom facilities be incorporated into the Bellevue Downtown 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 Wilburton (Hospital) Station to 116<sup>th</sup> Ave NE. **(The CAC was shown an updated graphic by Sound Transit that includes a two benches along the walkway).**
- The CAC recommends a signature treatment for the railing for the entire span from the Bellevue Downtown Station to the Wilburton (Hospital) Station. The CAC recommends Sound Transit continue to use the style of rail planned for the I-405 crossing to achieve this goal.
- The CAC recommends that Sound Transit use a stacked stone or brick type pattern with variegated earth tones for noise walls south of the tunnel portal to provide

continuity with the walls recommended in the adjoining South Bellevue Segment.

Ashlar stone walls are one recommendation from the CAC.

- ~~The CAC recommends that construction noise be analyzed and mitigated for the five year duration of construction staging activities at the SBPR and for the construction traffic and construction related noise due to night time work.~~
- The CAC recommends a special treatment that may include art or vegetation for the surface structure at the mid tunnel access point.
- The CAC recommends that Sound Transit further evaluate alternative locations for the signal house and maintenance access located in close proximity to the Lake Bellevue Condominiums.
- The CAC recommends that the city insure that Sound Transit adhere to all applicable water quality and storm drainage requirements.
- The CAC recommends that the City of Bellevue insure that Sound Transit evaluate and consider local soil conditions in station design and engineering.
- The CAC recommends that the City of Bellevue insure that Sound Transit considered all local environmental factors in their noise analysis, including, but not limited to the transmission of sound across Lake Bellevue, elevated structures due to pile construction, and noise measurement locations.
- The CAC recommends that Sound Transit provide an interpretive sign regarding Sturtevant Creek the bridge to the pedestrian walkway.
- The CAC recommends a special artistic or architectural treatment for the elevated guideway crossing of NE 8<sup>th</sup> Street due to its prominence.
- The CAC recommends the use of concrete masonry units (CMU) for both the east and west faces of the Wilburton (Hospital) Station.
- The CAC recommends that the station area planning team or downtown livability team evaluate access to and from the Bellevue Downtown Station by pedestrians and bicyclists.

Formatted: List Paragraph, Right: 0", No bullets or numbering, Tab stops: Not at 0.2"

Formatted: List Paragraph, Right: 0", No bullets or numbering, Tab stops: Not at 0.2"

Formatted: List Paragraph, Right: 0", No bullets or numbering, Tab stops: Not at 0.2"

Formatted: List Paragraph, Right: 0", No bullets or numbering, Tab stops: Not at 0.2"

Formatted: Superscript

Formatted: List Paragraph, Right: 0", No bullets or numbering, Tab stops: Not at 0.2"

#### **Design and Mitigation Permit Approval**

The recommendations contained in this Advisory Document represent the conclusion of the CAC review of the Central Bellevue Segment Design and Mitigation Permit. The recommendations included in this document shall be incorporated into the Director's administrative decision. Departures by the Director from specific recommendations included within the CAC's Design and Mitigation Permit Advisory Document shall be limited to those instances where the Director determines that the departure is necessary to ensure that the RLRT facility or system is consistent with: (i) applicable policy and regulatory guidance contained in the Light Rail Overlay; (ii) authority granted to the CAC pursuant to this section; (iii) SEPA conditions or other regulatory requirements applicable to the RLRT system or facility; or (iv) state or federal law. Departures from the CAC Design and Mitigation Permit Advisory Document shall be addressed in the decision by the Director, and rationale for the departures shall be provided.

## **Lake Bellevue Meeting with Sound Transit**

**Tuesday, September 1, 2015, 12-1 p.m.**

**Bellevue City Hall, Rm. 1E-111**

**Topic of Concern: Signal Bungalow access via Lake Bellevue parking lot**

### **Attendees:**

Lake Bellevue: Howard Katz, Michael Link, Jon Wilson

City staff: Stacy Cannon

Sound Transit staff: Paul Cornish, Luke Lamon

### **Meeting Summary:**

Luke opened the meeting by reminding us that Lake Bellevue's concerns have to do with the E 335 (Central Bellevue) contract, which is between 60-90% design and runs from SE 4<sup>th</sup> Street to Spring Boulevard.

The acquisition of two of Lake Bellevue's parking spaces is being examined in order to provide Sound Transit maintenance crews with access to the signal bungalow. This bungalow will be about 8-9 feet tall, and the adjacent sound wall will be about 9 feet tall. Maintenance would occur once or twice a month by a two-man crew in a pick-up truck, and would only last about an hour at a time. Impact during these maintenance times would be fairly minimal.

The reason for this meeting was to give Howard, Michael and Jon a heads-up before Sound Transit sends a letter to residents. While the letter could be scary to read or interpret, it does not signify that any decisions have been made at this point. Negotiations would happen at the end of the month (around September 28), and the letter must go out two weeks in advance (around September 14).

### **1) Easement concerns to access signal bungalow**

Lake Bellevue expressed concerns about Sound Transit's proposed signal bungalow access via acquired parking spaces on their private property. Their concerns included:

- Increased construction traffic in general, particularly for the 120<sup>th</sup> Avenue NE Stage II project.  
*Sound Transit assured that minimal construction-related traffic would take place in Lake Bellevue's parking lot. This access is for routine maintenance only.*
- Unstable ground underneath parking lot (there is geofoam in other locations, but not this particular location), uneven surface above.
- Difficult and expensive to maintain this private lot. Why not find a better maintained public lot?  
*Sound Transit said that they have looked into other options, but will look again.*
- Limited resident and visitor parking already, particularly during the summer and holidays.

## Lake Bellevue Meeting with Sound Transit

*Sound Transit asked whether the parking lot could be reconfigured to gain more spots*

- There have been issues with Lake Bellevue's existing vault. There was an access problem, and a line broke about a year ago. It might not make sense for Sound Transit to try to tie into that.
- What would happen during an emergency?  
*Sound Transit reiterated that this conversation is about routine maintenance. In emergency situations are a different animal, and that could be said for any kind of emergency (i.e. fire, police, etc)*
- What will happen to the existing landscaping? Concern about inadequate planting, trees to be used will not be as good as the existing large trees.  
*Sound Transit mentioned that the existing trees would have to be removed regardless of the bungalow or access locations.*

### 2) Are there any other options we can explore?

Sound Transit described how access from the west side of the alignment was not feasible because of existing conditions, including a King County utilities line, a fiber utility line, the future Eastside Rail Corridor, the fact that the East Link alignment will be further west than its heavy rail predecessor, and the federal requirement of rail-banking (existing rail corridors must be preserved for any potential heavy rail use in the future).

Lake Bellevue suggested the following as alternatives:

- A small pedestrian bridge over the alignment, to allow parking on the west side
- A small tunnel underneath the alignment, to allow parking on the west side
- Whole Foods lot, from other side of alignment
- Pine Forest property – a private, better maintained property that may better suit everyone
- Underneath NE 12<sup>th</sup> Street bridge
- NE Spring Boulevard – Could it be tied to the roadway project?

Sound Transit staff reminded us that they are open to alternatives, but those alternatives must pencil out financially. They also reiterated the constraints mentioned earlier (several existing utility lines, Eastside Rail Corridor, the future alignment's location further west, federal rail-banking requirement)

### 3) Follow-up items

- It was decided that **Paul** and **Luke** would visit the site and look at other alternatives to bring back to the design team.
- **Paul/Luke** will examine the geo and stabilities issues affecting the lot and the vault.

## Lake Bellevue Meeting with Sound Transit

- There was some confusion about the operation and hours of the OMSF and track switching. **Paul** will send the numbers.
- Is there a city code requirement for visitor parking provided? **Stacy**
- What is the status on the Pine Forest development? **Stacy**
- What are the most recent dates on the Spring Boulevard construction? **Stacy**
- Have the trees to be removed been identified yet? **Luke/Paul**
- Can we go on a Central Link tour? **Luke/Paul**
- **Stacy** will send the mitigation map.
- **Paul/Luke** will send a copy of the sample letter.

DRAFT