



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: October 2, 2015
To: Light Rail Permitting Advisory Committee
From: Matthews Jackson (425-452-2729, mjackson@bellevuewa.gov)
Carol Helland (425-452-2724, chelland@bellevuewa.gov)
Liaisons to the Advisory Committee
Development Services Department
Subject: October 7, 2015 Advisory Committee Meeting

Enclosed you will find an agenda packet for your 39th Advisory Committee meeting next Wednesday, October 7th. 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 September 16th
3. City PowerPoint Presentation from September 16th
4. Sound Transit Presentation from September 16th
5. Final Central Bellevue Segment Design and Mitigation Permit CAC Advisory Document
6. Draft Spring District/120th Station CAC Pre-Development Advisory Document

We will have hard copies of all electronic packet materials for you on October 7th. 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, October 7, 2015
3:30 p.m. – 5:30 pm • Room 1E-113
Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|-----------|--|
| 3:30 p.m. | 1. Call to Order, Approval of Agenda, Approval of September 16th Meeting Minutes
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:40 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:50 p.m. | 3. Spring District/120th Station Pre-Development CAC Advisory Document
<i>Mathews Jackson and CAC</i> |
| 4:30 p.m. | 4. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 5. 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

September 16, 2015
3:30 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Doug Matthews, Ming-Fang Chang, Susan Rakow Anderson, Wendy Jones, Don Miles

MEMBERS ABSENT: Marcelle Van Houton, Joel Glass

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

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:34 p.m. by Co-Chair Matthews who presided.

The agenda was approved by consensus.

With regard to the July 15, 2015, meeting minutes, Ms. Jones called attention to the first paragraph on page 5 and the sentence "The structure and any utility poles on it will have a cascade green color, and the standard design will be applied to the railings." She said it was her understanding that there was to be something other than the standard design on the railings. John Walser, architect with Sound Transit, said the reference is to WSDOT's I-405 design standard for railings. He suggested clarifying the sentence to read "...the WSDOT I-405 corridor standard design...."

A motion to approve the July 15, 2015, meeting minutes as amended was made by Ms. Jones. The motion was seconded by Mr. Miles and the motion carried unanimously.

A motion to approve the September 2, 2015, meeting minutes as submitted was made by Mr. Chang. The motion was seconded by Ms. Jones and the motion carried unanimously.

2. PUBLIC COMMENT

Mr. Howard Katz, 7 Lake Bellevue Drive, announced that the Bellevue Network on Aging is currently recruiting members to serve in 2016. He also noted that following the Committee's meeting on September 2 members of the Lake Bellevue Village Homeowners Association met with Sound Transit representatives regarding the issue of Sound Transit acquiring property for accessing the signal bungalow. He read into the record a letter he received from Sound Transit stating the fact that they intend to acquire property interests needed for the construction, maintenance and operation of East Link, including access easements and permanent easements for parking, through condemnation should an agreement otherwise cannot be reached. The Sound Transit Board is set to take action at its meeting on September 24. Clearly Sound Transit does not care what the Light Rail Permitting CAC thinks. There are other ways Sound Transit can gain access to the signal bungalow.

Mr. Michael Link, president of the Lake Bellevue Neighborhood Association and land use committee chair of the homeowners association, said he and Mr. Katz met with Paul Cornish and Luke Lamon of

Sound Transit, both of whom have been very helpful. The corridor is very narrow and the Lake Bellevue residents are the only residents in it. Any reasonable person would question why it should be necessary to interrupt the residences rather than the commercial properties to the south and the north. Sound Transit has indicated it wants to acquire an easement, remove part of the tree screen, remove part of the fence, remove a maintenance shed that serves the property owners, and take two parking spaces. A few million dollars was spent on a geotechnical engineered treatment for the parking areas under the carports and along the edges, but the middle sections were not addressed by that treatment. Sound Transit seeks to impact an area that has not been treated and which has an uneven soils problem. Adding construction vehicles will hinder the area and will add to a long-term maintenance problem. Parking is in short supply as things stand, and having to give up two parking stalls will only make things worse. Sound Transit is also requesting permission to trench through the parking and dog walk area in order to access a vault that even Puget Sound Energy does not want to touch because of the uneven and unsettled ground it is on; Puget Sound Energy recently installed a new vault on the edge of the property by NE 12th Street. The Association has no other place to locate the maintenance shed Sound Transit would remove; it took over a year to obtain the necessary permit from the city for the existing shed. It appears the Sound Transit design team did not think things through clearly and has made some very poor design decisions. Access to the signal bungalow should come from the commercial property to the north of NE 12th Street. Access could also come from the property along NE 24th Street.

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

Planning Manager Matthews Jackson called attention to the strike draft copy of the advisory document included in the Committee's packet. He noted the Committee asked to have included a call to maximize the amount of tree retention in the area behind the Lake Bellevue condos and to the north of the Wilburton station. The Committee also asked for more specificity regarding where the stacked stone or brick-type wall pattern should be used and wanted language included stating that the patterns should be used on the walls to the south of the tunnel portal to provide continuity with the walls in the adjoining South Bellevue segment.

The Committee also recommended having Sound Transit further evaluate alternative locations for the signal house and maintenance access located in close proximity to the Lake Bellevue Condominiums. Mr. Jackson stressed that the Committee's purview extends to improvements within the transitway, including any stations and any associated accessory structures such as a signal house. Issues of access and property acquisitions are outside the purview of the Committee. The Committee concluded the recommendation regarding access and the acquisition of parking stalls should be included in the advisory document. No decisions have been made by Sound Transit, but the organization has shown it is committed to continuing discussions with the Lake Bellevue condominiums representatives.

Ms. Jones asked if Sound Transit will be required to replace the Lake Bellevue maintenance shed if indeed they remove it. Mr. Cornish allowed that if Sound Transit acquires the easements and land it would be required to pay for them. If the maintenance needs to be relocated and/or rebuilt, that would be Sound Transit's obligation as well.

Ms. Jones asked if the commercial property to the north is a viable option for locating the signal bungalow. Mr. Cornish said that option is being investigated. There are two parts to the question: where the house can be located, and how to get to it. He said he walked the site with the Lake Bellevue representatives, and the feedback they offered has been taken into consideration.

Mr. Miles asked if consideration has been given to locating the signal house underneath the track. Mr. Cornish said that has not been considered as an option. The standard approach to signal house design will be considered before considering other design options. He said locating the signal house is less of an issue than having access to it.

Mr. Walser pointed out that the signal bungalow is roughly eight to ten feet wide by twenty feet long and will house quite a lot of communications equipment. The facility will be both air conditioned and heated. Generally prefabricated bungalows made in an off-site factory are used and they are designed to house standard equipment, all of which is wired in the same way. Designing structures tailored to individual sites can potentially lead to the use of different components and present more of a challenge for Sound Transit.

Ms. Jones asked about the size of the trucks that would be used to provide routine maintenance. Mr. Cornish said they are regular pickups. Should Sound Transit acquire the necessary easements, the agreement entered into will be clear about what Sound Transit will be liable for, including the upkeep of the road.

Ms. Jones advocated in favor of leaving in the advisory document the recommendation for Sound Transit to further evaluate alternative locations for the signal house and maintenance access. She said she would support making the recommendation even stronger.

Mr. Miles said the recommendation as drafted is exactly what Sound Transit is already doing. To go beyond it and include the kinds of specifics that generally go into the easement documents is not within the purview of the Committee.

Ms. Jones proposed saying “The CAC strongly recommends...” and to include a reference to the fact that the maintenance access will impact a residential use. There was consensus to do so.

Mr. Miles asked what would happen should Sound Transit successfully acquire two parking spaces, leaving the Lake Bellevue condominiums with fewer parking spaces than required by the city for the development. Mr. Jackson said typically where transportation projects create impacts to private property the goal is to restore property owners to what they had before the project. He said he assumed Sound Transit would have to negotiate that with the property owners.

With regard to the recommendation of the Committee for the city to insure that Sound Transit will evaluate and consider local soil conditions in station design and engineering, there was agreement to clarify that the recommendation is specific to the area around the Wilburton station.

Mr. Jackson noted that the Committee had had quite a lot of conversation around the issue of noise, the way noise carries across water, and the fact that the buildings are built on pilings, giving noise the potential to move underneath the buildings. The Committee agreed that a recommendation should be included for Sound Transit to consider all of those factors in conducting a noise analysis.

Ms. Anderson proposed changing “...due to pile construction...” to read “...on piles...” There was consensus to make the change.

It was noted that the Committee had previously called for a recommendation to use concrete masonry units on both the east and west faces of the Wilburton station. Mr. Walser took the explain that the concrete wall on the west side of the station will be a structural sheer wall, while the masonry wall on the east side of the station will not be. That is why two different materials are contemplated. If masonry is put on the west side, the result will be a wall in front of a wall. While it is possible to design a sheer wall using block, the west wall and its footings has already been designed, so the formliners would be removed and a block veneer would be put on the outside of the concrete wall.

Asked by Co-Chair Matthews to explain further, Mr. Walser said the east wall is a metal stud wall with a concrete masonry unit veneer. The wall on the west side is designed as a 14-inch-thick concrete structural wall to take lateral forces for the long rectangular box that then supports the roof loads with the various mechanical units. There are limited opportunities inside the box to create a wall in another

location that will take those lateral forces, so the convenient location for the sheer wall is on the west side. To achieve the concrete masonry wall on the west wall, the designers would need to redo the drawings, reduce the thickness of the concrete wall to account for the depth of the formliner, and put a ledge at the bottom. Additionally, a different crew would need to be brought in that otherwise would not be required.

Ms. Anderson pointed out that it will not be possible to see the two walls at the same time, and no one will know they do not match unless they walk around the building looking to see if they match. She said she was fine with having the concrete wall on the west side.

Ms. Jones asked if there will be a walking path on the west side of the station. Mr. Walser said there will not be until the new multipurpose trail is constructed. That trail will be elevated to cross NE 8th Street and will not reach grade level until the far side of the railroad corridor. There will be no pedestrian access to the station from the west side. The mitigation for Sturtevant Creek will include groundcover and shrub landscaping.

Co-Chair Matthews indicated his support for including the concrete masonry unit treatment on the west wall for aesthetic purposes. Ms. Jones concurred. Mr. Chang agreed with Ms. Anderson that having the same treatment on both walls will not be necessary. Mr. Miles added that if the vegetation grows tall it will not even be possible to see the west wall.

Co-Chair Matthews pointed out that both Co-Chair Van Houton and Mr. Glass spoke at the previous Committee meeting in favor of a concrete masonry unit treatment on the west wall. He said he would like to see the recommendation included in the advisory document. There was consensus to include the recommendation.

Mr. Jackson commented that Co-Chair Van Houton had previously asked what the bridge crossing Sturtevant Creek to get to the pedestrian walkway will look like. Her idea was to not comment on the design of the bridge but to recommend adding an interpretive sign regarding Sturtevant Creek.

Mr. Jackson noted that the Committee had also elected to include a recommendation for a special artistic or architectural treatment for the elevated guideway crossing of NE 8th Street due to its prominence. The Committee also made the recommendation to have Sound Transit continue the railing treatment from the freeway to the station, and that recommendation will be carried forward. There was agreement not to change the language of the recommendation.

Returning to the recommendation to insure that Sound Transit evaluate and consider local soil conditions in station design and engineering, Mr. Chang pointed out that engineering can only be done with a detailed soil analysis in hand. As such the recommendation is really not necessary. Mr. Jackson agreed such details are beyond the scope of what the Committee has been tasked with doing, but the members had wanted to emphasize the point as an area of concern. He assured the Committee that both the city and Sound Transit will be carefully reviewing the soil conditions and all facets of the design and engineering even if the recommendation is not included. There was agreement, however, to retain the recommendation in the advisory document.

Mr. Jackson said he would make the directed changes and send the document off to the Director.

4. SPRING DISTRICT/120TH STATION

Mr. Cornish informed the Committee members that Sound Transit has been closing some roads to effect some utility relocations for the East Link project. The work has been going very smoothly, due in large part to the great outreach team working with the city, the various utilities, and the adjoining property owners.

Mr. Cornish noted that the Committee has completed its work in producing advisory documents for every segment of the East Link in Bellevue, except for the Spring District. The Spring District station is unique in that it is being pursued jointly with Wright Runstad, developer of the Spring District.

Mr. Walser oriented the Committee regarding the alignment through the Spring District, noting that the tracks will run up the BNSF right-of-way, enter a trench that will pass under 120th Avenue NE and continue in the trench under 124th Avenue NE, come out and run at grade for a ways, then go elevated over the wetland area before coming back to at grade at 130th Avenue NE. The city will rework 120th Avenue NE and 124th Avenue NE to create new overpasses, taking into account the new development and the envisioned new Spring Boulevard arterial.

At the 30 percent stage Sound Transit anticipated developing a station positioned directly over the trench to be highly visible and readily accessible from Spring Boulevard, with stairs and elevators taking riders from the surface to the trains. Since that time there have been many conversations with Wright Runstad and agreement has been reached on the ideal station footprint and how it should fit within the new development. The design team is being prepared to focus on an approach that has the station entrances folded into the adjacent buildings. That could lead to site improvements around the station that will consist of what gets constructed with the future buildings. During the interim, it will be necessary to create some pathways designed to get people to a public right-of-way. It is not clear whether or not Spring Boulevard will be built at the time the station is opened, but it is known there will be access to 120th Avenue NE at a minimum.

The vision two years ago for the master plan was that there would be a hotel/retail building on the north side of the trench, a residential building with retail on the ground level on the south side, potentially a two-story retail building in the southwest corner, and a building in the northeast corner to house bike parking/storage and support facilities. The current challenge is how to make the station entrances a part of those buildings. Where the preliminary design included entrances off a 20-foot bridge, the focus now is on a wide plaza/bridge spanning the station trench, and roofed entrances on either side with elevators and escalators taking riders to the station platform below.

Cindy Edens with Wright Runstad stated that the land was purchased in 2007. The first master development plan drawn up for the site was never submitted to the city. A second plan was created and submitted, and revisions are currently being made to it. The construction currently under way involves the widening of 120th Avenue NE, and an apartment development that will be completed in early 2017. Review of an additional apartment development is under way, and a letter of intent is in hand for development on yet another property. A building permit has been issued for the construction of an office tower on Block 16 but construction has not yet begun. Using funds donated by Microsoft, Tsinghua University based in China and the University of Washington will jointly develop a tech master's program in a three-story development in the Spring District that is set to be open by the fall of 2017. A portion of the Spring District Park has been built, and adjacent to it there will be a brewery and restaurant that may become the heart of the district. The park, while open to the public, will be privately owned. The bike facility adjacent to the station will play a vital role in offering not only storage but bike rentals and showers, as well as serving as a gathering spot for bicycle clubs.

Ms. Anderson asked how long it will be between the time the station opens and the surrounding development will be built. Ms. Edens said she did not have an exact timeline. Much will depend on how successful the first phase of development is. The university project has the right in three years to ask for another building of similar size, so they are planning on growth. There are multiple proposals out to users who want more than just a building. As those buildings come around, there will be the density needed to support a hotel use. The residential tower likely will be constructed prior to the hotel.

Mr. Walser stressed that a master plan is only a vision for how things could be. As individual developers come in over time, what comes out of the ground may look quite different from the master plan. The challenge for the Sound Transit design team will be on how to build something that will be compatible

with and fit into a building that will come online at a later date.

Answering a question asked by Co-Chair Matthews, Ms. Edens said the idea of incorporating the station into the adjacent buildings came from Wright Runstad, which is fully involved in the design activities.

Mr. Jackson commented that there is not much for the Committee to respond to. In the event that Sound Transit is there before the development of the area occurs, there will be two standalone structures as the only surface expression of the station.

Answering a question asked by Mr. Miles regarding the Mt. Baker station, Mr. Walser said the concept utilized by the artist was to take the old overhead streetlight fixtures and create chandeliers from them using colored LED lights on a controller that creates a pattern on the underside of the guideway within the station. As the lights change, the patterns change. It is far too early to talk about bringing an artist onboard for the Spring District station, though the walls of the trench and the overhead lid could be candidates for artistic treatments.

Mr. Jackson said his next move will be to finalize the Central Bellevue advisory document and to draft a pre-development advisory document for the Spring District. He said the Committee will have issues to address on October 7, but following that, the Committee will have nothing to do until a design and mitigation permit application is received for the Spring District/120th Station.

5. PUBLIC COMMENT

Mr. Howard Katz, 7 Lake Bellevue Drive, commented that the city has an ordinance in place that all streams must be in the open. The BNSF engineers, however, recommended very strongly that Sturtevant Creek be piped because if it is not maintained properly large it will flood Lake Bellevue following a large rain storm. In talking to Lake Bellevue representatives, Sound Transit guaranteed that it would be cutting the stream. The city should pipe the stream to prevent flooding.

Mr. Jackson said under city code, piping a stream segment must be considered as the last alternative. Going forward, Sound Transit will be responsible for a much higher level of maintenance as part of the area restoration mitigation planting. The type of vegetation that will get planted will not over the long term require a lot of maintenance. The city will require Sound Transit to provide regular monitoring reports.

Mr. Katz said it was his understanding that the Wilburton station would be designed to protect riders from the wind. The designs that have been presented to do show full wind protection. Something similar to the Mt. Baker station should be utilized. He said his concern is for the disabled and older adults who will use the station.

Mr. Walser pointed out that in fact the Mt. Baker station is not fully covered. About 60 percent of the Wilburton platform will have a canopy over it, and about 70 feet of the back wall will have glass that will provide wind protection and prevent people from throwing things over the side onto those below. With a center platform design, it is not possible to locate the wind screens where they would do the most good, so the design includes a series of U-shaped windscreens along the length of the platform, at the heads of the escalator and stair openings, to create enclosures on the center platform to provide a level of protection. Additionally, the side walls of the stairs will provide additional wind blockage. Those who stand in the U-shaped waiting area will be out of the wind, while those who choose to stand on the platform will likely feel the wind.

Mr. Katz recommended fully wind protecting the southwest side of the platform, particularly because it is elevated.

Mr. Walser shared with the Committee the platform plan and pointed out the glass windscreen wall at

the south end of the station, the glass walls along either side of the stairs, and the U-shaped wind enclosures, all of which will provide protection for riders. He reiterated that those who choose to stand along the platform edge to wait for the train will be exposed to the wind, and reminded the Committee that the Wilburton station is projected to have fewer riders than most other stations.

With regard to the canopy, Mr. Walser commented that Sound Transit requires as a minimum that 30 percent of the platform be covered. Beyond that the ridership numbers are taken into account to estimate how many people will be standing on the platform waiting for a train. If that tallies up to more square footage than the minimum 30 percent coverage, more coverage is added. Canopy coverage is always placed over stairs, escalators and elevators on platforms. Adding it all up, the Wilburton station will have close to 60 percent of the station covered, far more than what will be needed by the ridership numbers.

There was no call from the Committee members to ask Sound Transit to increase the amount of weather coverage proposed for the Wilburton station.

6. ADJOURN

Co-Chair Matthews adjourned the meeting at 5:38 p.m.

DRAFT

LIGHT RAIL PERMITTING ADVISORY COMMITTEE



COMMITTEE MEETING
September 16-3:30PM | ROOM 1E-113



Agenda

- **3:30**
 - Call to Order, Approval of Agenda, Approval of September 2nd Meeting Minutes – Co-Chairs Mathews and Van Houten
 - Public Comment
- **3:50**
 - Central Bellevue D & M Permit CAC Advisory Document,
 - CAC and Matthews Jackson
- **5:00**
 - Spring District/120th Station – Sound Transit
- **5:20**
 - Public Comment
- **5:30**
 - Adjourn



Central Bellevue Design & Mitigation Permit CAC Advisory Document (Modified or New Advice)

- The CAC recommends that vegetation retention be maximized north of the Wilburton (Hospital) Station to provide a buffer to adjacent residential development.
- 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 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 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 the use of concrete masonry units (CMU) for both the east and west faces of the Wilburton (Hospital) Station.
- The CAC recommends that Sound Transit provide an interpretive sign regarding Sturtevant Creek at the bridge to the pedestrian walkway.
- The CAC recommends a special artistic or architectural treatment for the elevated guideway crossing of NE 8th Street due to its prominence.



Spring District/120th Station

Sound Transit Presentation

Light Rail Permitting Citizen Advisory
Committee



CAC Schedule

October 17th

- Final Spring District/120th Station Pre-Development CAC Advisory Document

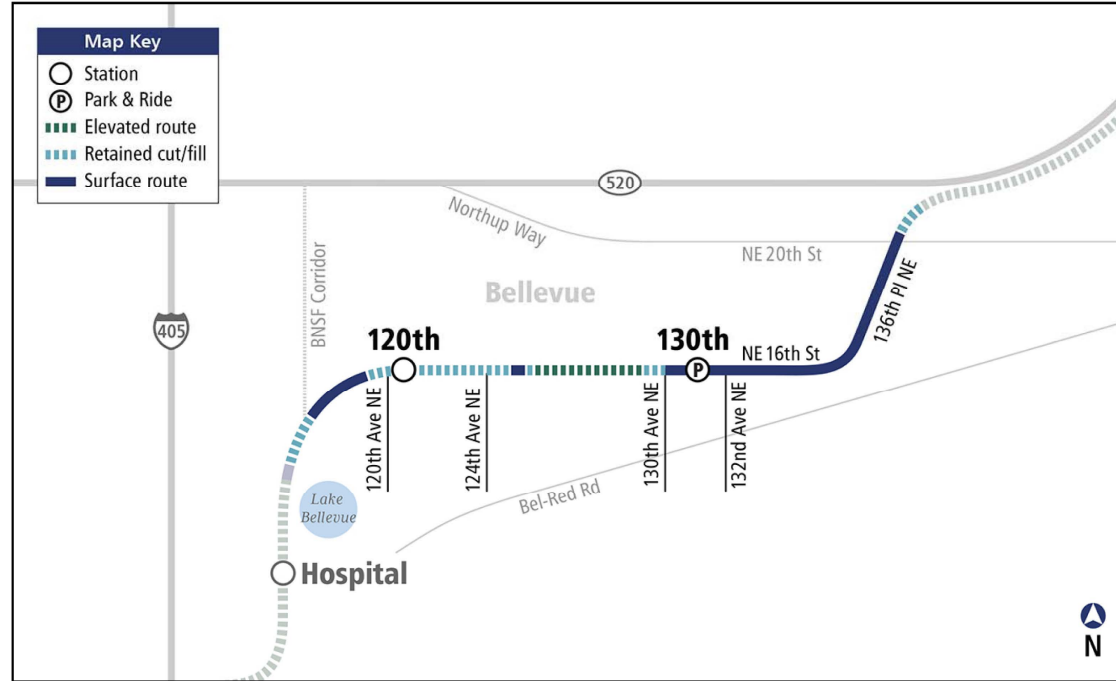
Light Rail Permitting Citizen Advisory
Committee



Spring District/120th Station Context

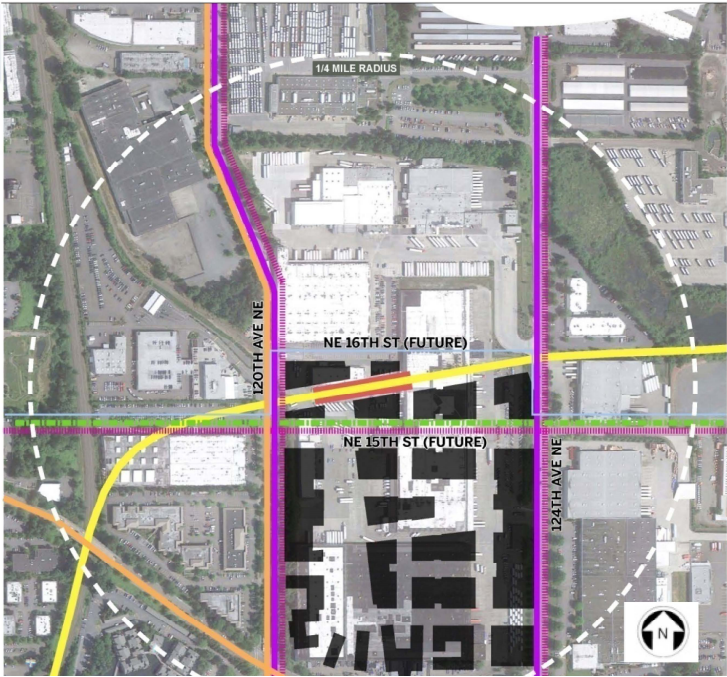
CAC September 16, 2015

Spring District /120th Station Context



BelRed Alignment (2013 Design)

Spring District /120th Station Context



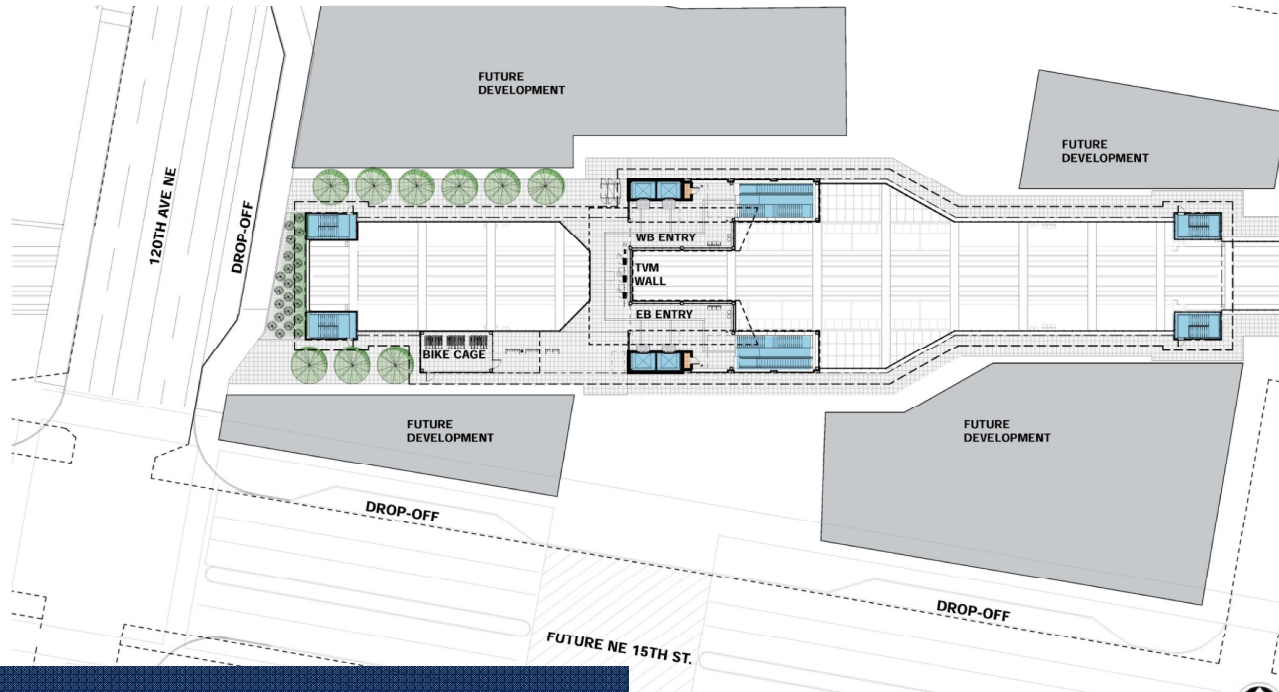
- LEGEND
- BUS ROUTE
- BICYCLE ROUTE
- BICYCLE LANE
- OFF STREET PATH
- PROPOSED NEW SIDEWALKS
- LIGHT RAIL TRACKS
- STATION
- PATRON CATCHMENT AREA
- FUTURE DEVELOPMENT

City of Bellevue and Sound Transit planned improvements

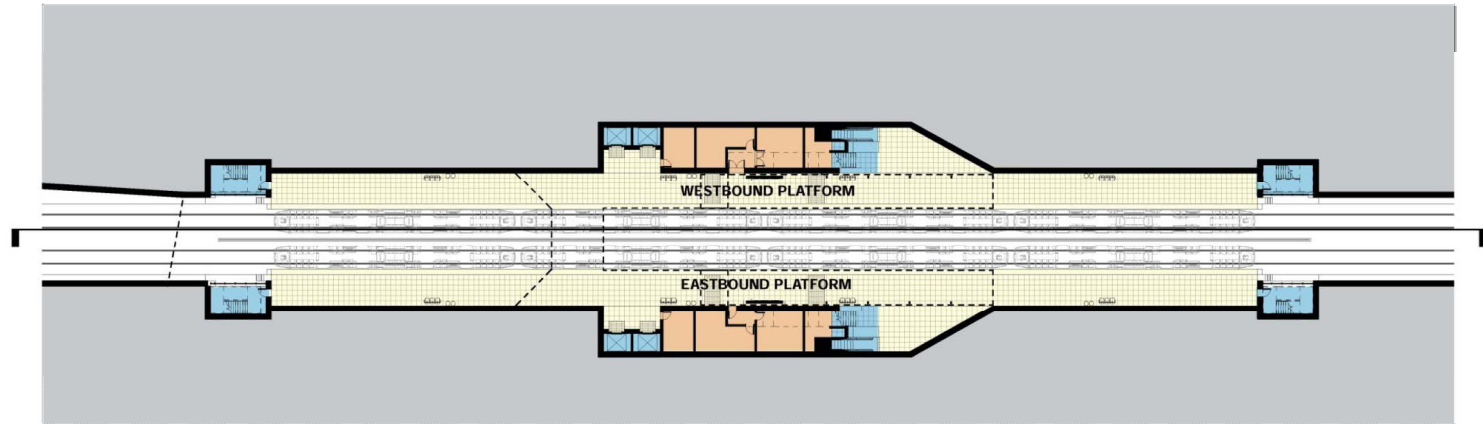
Neighborhood Context (2013 Design)



View From 120th Ave NE (2013 Design)



Surface Site Plan (2013 Design)



Platform Level Plan (2013 Design)

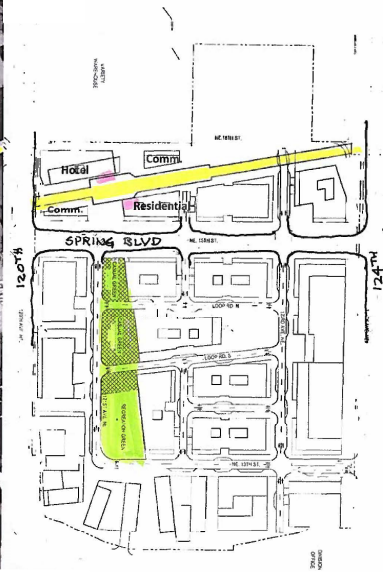
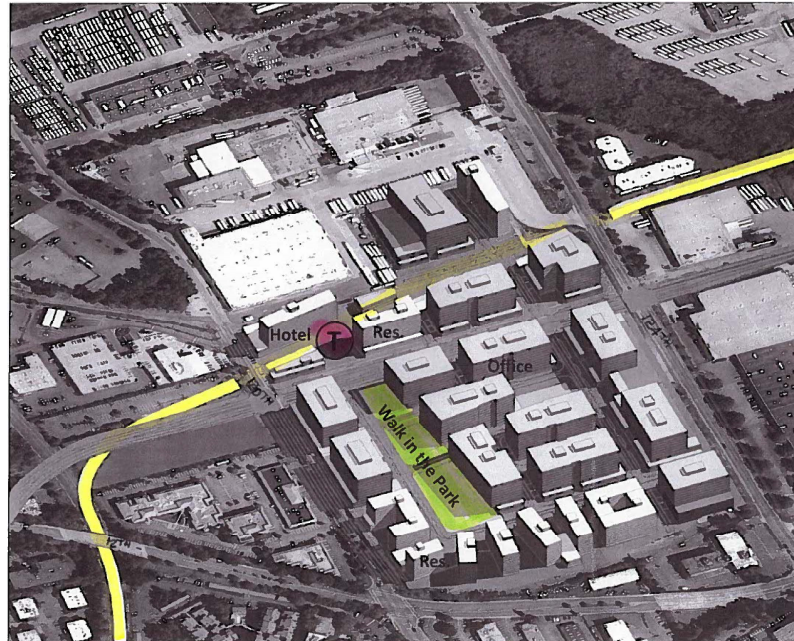


View at Platform Level (2013 Design)

Station to fit within context of the future development.

Site improvements will accompany construction of adjacent buildings.

Interim pathways to connect station to existing street(s).



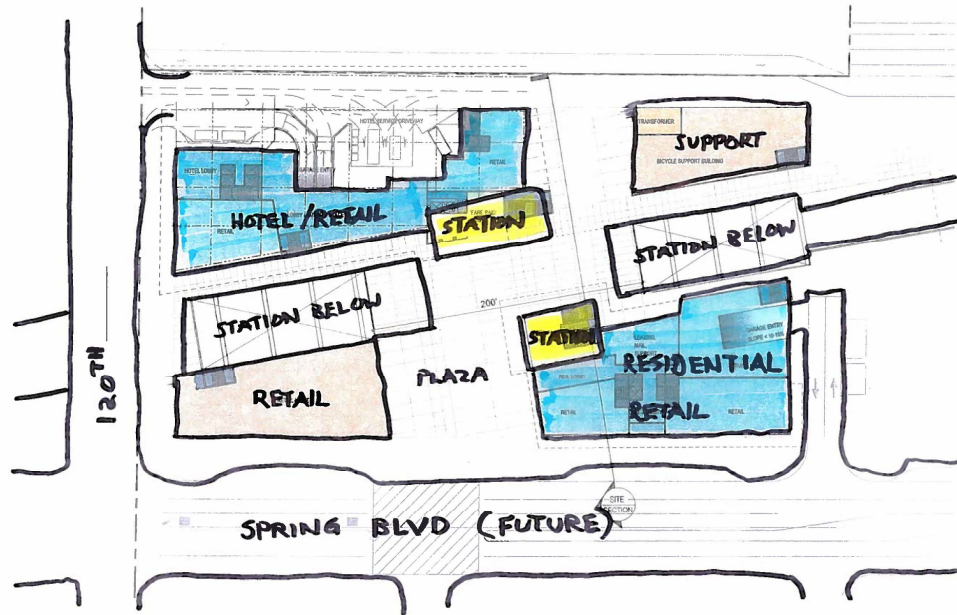
Site Context

2015 Design Program:

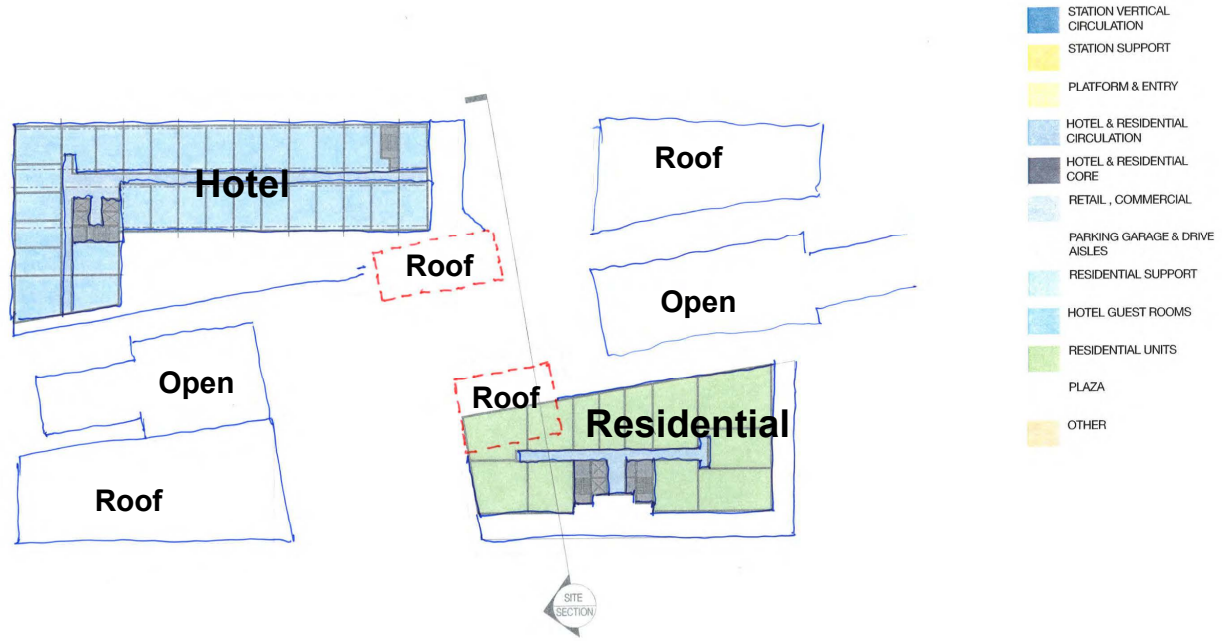
Station entrances “within” future Spring District buildings.

Large plaza spanning station trench – 160 ft -200 ft wide.

Interim site condition until Spring District buildings and Spring Blvd built.

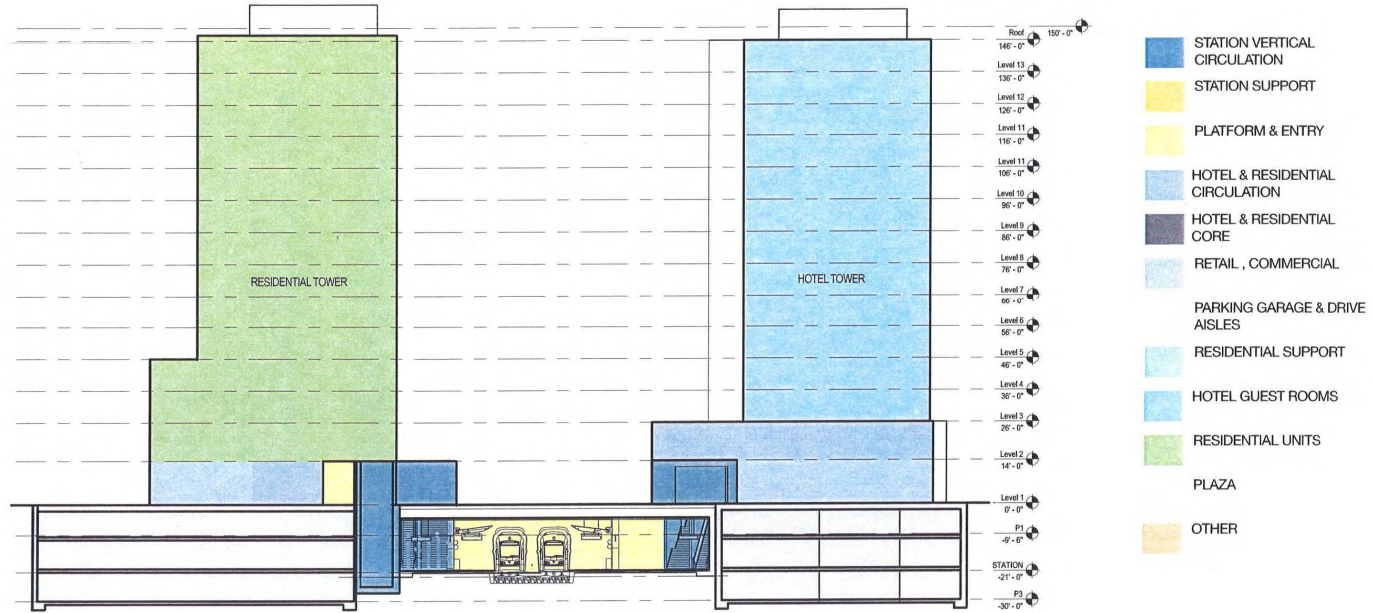


Station Site Plan



Station Roof Plan (Spring Dist. Upper Flrs.)

Spring District /120th Station Context

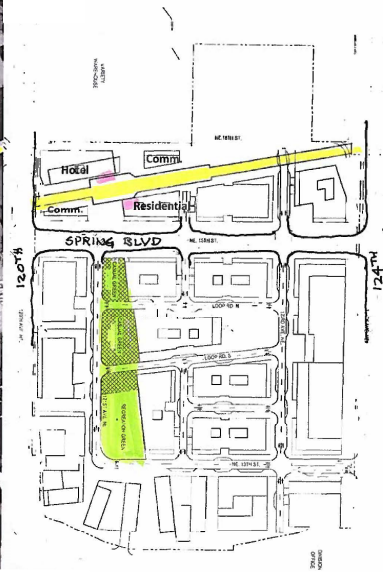
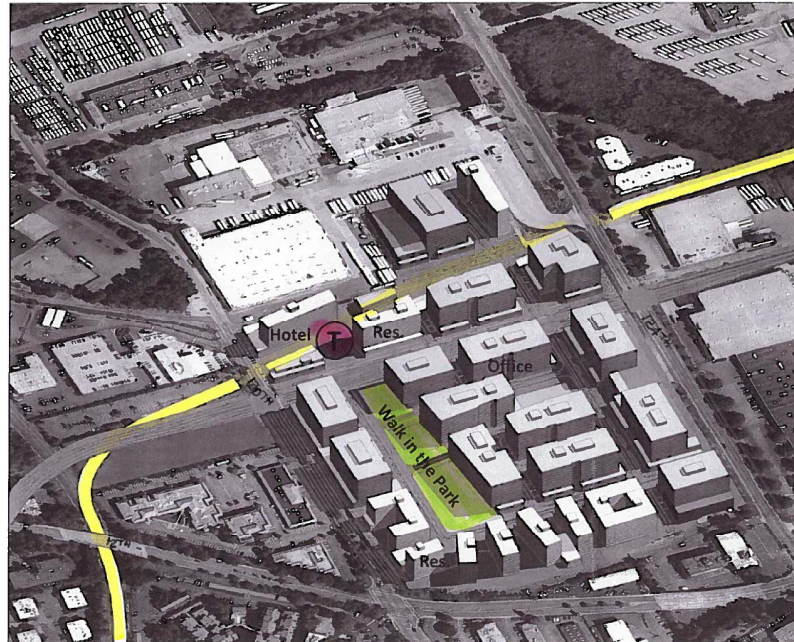


Site Section

Station to fit within context of the future development.

Site improvements will accompany construction of adjacent buildings.

Interim pathways to connect station to existing street(s).



Site Context



Questions



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT - RECOMMENDATION TO THE DIRECTOR – CENTRAL BELLEVUE SEGMENT DESIGN AND MITIGATION PERMIT SEPTEMBER 29, 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 1st and 3rd 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, TR-75.27, 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 8th 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.

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

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

Southwest Bellevue

- 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.

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, 116th Ave NE, and NE 8th) 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 116th Ave NE. **(The CAC was shown an updated graphic by Sound Transit that includes 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 a special treatment that may include art or vegetation for the surface structure at the mid tunnel access point.
- The CAC strongly 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 on piles, 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 8th 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.

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.



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT

SPRING DISTRICT/120TH STATION PRE-DEVELOPMENT REVIEW OCTOBER 2, 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 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 October 24, 2013 and November 20th, 2013 CAC meetings Sound Transit staff presented the early design concepts for the Spring District/120th Station. Since that time Sound Transit has been in on-going negotiations with the developer of the Spring District where this station will be located. On September 16th, 2015 Sound Transit and a representative from the Spring District Development provided an update on the station concept. This document 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 - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
4. 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. 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 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
 - The CAC recommends that Sound Transit work with its sustainability group to evaluate a system wide compost collection bin option at its stations.
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

- 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. No concerns were 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 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

No additional advice regarding general design guidelines is provided at this time due to the revised station concept which will provide entrances into the station from within future buildings developed with the Spring District. If standalone station entrances are required due to the timing of future building construction, the CAC will have advisory authority over any surface elements of the station design.

Next Steps

The advice contained in this Advisory Document will 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.

DRAFT