



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: November 25, 2014

To: Light Rail Permitting Advisory Committee

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

Subject: December 3rd, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-third Advisory Committee meeting next Wednesday, December 3rd. We will begin at 3:00 p.m. in Room 1E-113 at Bellevue City Hall. The meeting will be chaired by Doug Mathews and Marcelle Van Houten.

This packet includes:

1. Agenda
2. November 19th Meeting Minutes
3. Sound Transit PowerPoint from November 19th CAC Meeting
4. South Bellevue Segment Pre-Development Advisory Document
5. Sound Transit Response to Pre-Development Advisory Document from D & M Permit

We will have hard copies of all electronic packet materials for you on November 19th. 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, December 3rd, 2014
3:00 p.m. – 5:00 pm • Room 1E-113
Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|------------------|--|
| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of November 19th Meeting Minutes
<i>Committee Co-Chairs Mathews and Van Houten</i> |
| 3:10 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:20 p.m. | 3. Continued Discussion of South Bellevue Segment
<i>Sound Transit and Matthews Jackson</i> |
| 4:00 p.m. | 4. Eastside Operational Plan
<i>Sound Transit</i> |
| 4:50 p.m. | 5. Public Comment
<i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

November 19, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: Marcelle Van Houten, Ming-Fang Chang, Erin Derrington

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

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:00 p.m. by Co-Chair Mathews who presided.

A motion to approve the agenda was made by Ms. Jones. The motion was seconded by Ms. Anderson and it carried unanimously.

A motion to approve the minutes of the October 29, 2014, meeting was made by Mr. Glass. The motion was seconded by Ms. Jones and it carried unanimously.

2. PUBLIC COMMENT

Mr. Joe Rossman, 921 109th Avenue SE, said he recently attended the October 30 meeting of the Recreation and Conservation Funding Board in Olympia. Created by the legislature in the 1970s, the board is charged with the responsibility of overseeing the people's investment both state and federal in the acquisition, management and operation of recreational and park facilities throughout the state, including Mercer Slough Nature Park. There were eight Bellevue citizens and one Bellevue staff member who addressed the board on the subject of the request of the city to authorize the exchange of park lands that will be used by Sound Transit with land recently acquired by the city that also lies within the confines of the Mercer Slough Nature Park. The board members clearly have a deep awareness of and appreciation for preserving the state's most sensitive park facilities and wilderness areas. The board played a critical role in the creation of the Mercer Slough Nature Park in the 1980s. Many questions were asked about how the presence of the light rail facility might impact the experience of users of the park and the nearby neighborhoods. It appeared clear that the answers given were not overly comforting to the board with respect to a number of issues. The debate ended with a

unanimous decision to postpone the requested action for the transfer of properties. The members were troubled by the impacts of the proposed facility on park users, and they were not satisfied that Sound Transit had fully and deeply explored all possible, reasonable, feasible and acceptable alternatives. The board asked to be extensively briefed over the next six months prior to their next meeting in the spring of 2015. Several of the members made the comment that the proposed impacts on the Slough will extend beyond the light rail corridor itself and could potentially represent a total conversion of the experience of using the Slough. Mr. Rossman encouraged the Committee members to listen to the audio recording of the Recreation and Conservation Funding Board meeting.

Continuing, Mr. Rossman said he also recently took the opportunity to examine the 2400 pages of engineering drawings that are now available for the portion of the rail line between I-90 and SE 8th Street. He encouraged the Committee members to review those drawings carefully as they give a full impression of what is going to happen. All living things along the alignment will be removed, and the elevation of the rail facilities is to be raised to avoid complications involving ground water, resulting in more visual and noise impacts to the west. There will be no sound walls on the east, and there will be many incursions of water dispersion lines far out into the Slough, and it will take tens of years for the Slough to recover.

Ms. Christie Hammond, 128 109th Avenue SE, said she had followed the light rail process since the Bellevue best practices committee. She said the best practices report recommended exceptional mitigation strategies to deal with the negative impacts citizens will be exposed to once the rail line is constructed and operational. Six specific neighborhoods along the rail alignment will be particularly impacted. Sound Transit supports noise abatement as opposed to noise absorption and there is a huge difference between the two in terms of quality of life for the impacted neighborhoods. The city should choose not to issue any permits to Sound Transit until exceptional mitigation equals noise absorption, not noise abatement.

3. SOUND TRANSIT OPEN HOUSE RECAP

Planning Manager Matthews Jackson said Sound Transit held an open house on November 6 at Enatai elementary school.

Paul Cornish with Sound Transit reported that 83 persons attended the event. The *Bellevue Reporter* and *The Urbanist* were both represented. The materials available at the open house are also available online and comments will continue to be taken through December 1, a fact that was made known in an e-newsletter sent out to 6200 people.

A number of comments were received. Most were positive with regard to the design of the South Bellevue station. The public was informed that the difference between the 60 and 90 percent drawings were attributable to the Committee. There were comments received regarding the parking replacement plan, and about plans for transit service on Bellevue Way during the years when the South Bellevue park and ride will be closed; those plans will be firmed up and outlined for the public in January as part of an update

for the City Council.

Comments were made about traffic control on Bellevue Way once it goes to three lanes with a reversible lane and how that will impact 108th Avenue SE, 112th Avenue SE and 113th Avenue SE. All plans will be crafted hand-in-hand with Bellevue staff. Questions were asked about access to Mercer Slough during construction.

Ms. Jones said during the open house she took the opportunity to talk with people without sharing her personal opinion. She said overall the people saw that progress had been made, but she concluded that overall the people feel like the project is not there yet and there is still room to craft a better contextual fit with the Slough. Comments were made with regard to color and the concern was voiced that as depicted the colors chosen may be too bright to fit well with the Slough. Several said they did not see a richness or depth to the colors. Others shared their desire to see more texture included. One resident suggested the facility would be easy to power wash, meaning that it had a hard and slick finish. Several questions came up about the need for representations of wildlife. There were numerous comments in favor of incorporating living walls of the kind in place at the library. Issues around traffic control came up often, particularly along Bellevue Way. Many voiced concern regarding the need for noise control.

Answering a question asked by Mr. Cornish, Ms. Jones said she interpreted the comments made by the public regarding texture to mean more than just perforations in the metal surfaces. Something like a living wall would have far more dimension than leaves applied to columns.

Mr. Jackson pointed out that the colors shown to the Committee at its last meeting had been toned down by Sound Transit ahead of the open house.

Ms. Jones commented that the 600-foot expanse of green on the guideway is very large. Some variation in color in it would help.

Mr. Miles suggested changes to the configuration of the panels in certain places to make the rails more than just hand rails would help to break up the expanse.

Mr. Jackson said he attended the open house as well. He said almost all of the comments he heard were about construction impacts and wanting to know what the experience will be for those who will be impacted. He said staff was working with Sound Transit staff to put together some guidance for what to expect during construction, particularly with regard to maintaining traffic on Bellevue Way and 112th Avenue SE, and with regard to parking issues. He said the comments he heard about the design were generally positive, but the comments regarding color were mixed.

Answering a question asked by Co-Chair Mathews, Mr. Cornish said the park and ride itself will be closed for five years. Nearly three miles of piling must be driven in, and something enough direct to fill 7700 Olympic-size swimming pools will be trucked in. The closure of 112th Avenue SE will only be closed and a bypass will be in place for

about 18 months.

Mr. Cornish answered a question asked by Ms. Jones by explaining that there are no alternative staging sites so it cannot be said what the construction duration would be if there were. The engineers would love to see Surrey Downs Park used as a staging site, but that is simply not going to happen. There was discussion at one point about staging on 112th Avenue SE, which would require keeping the roadway closed for more than 18 months. Because of the way construction of the station and the park and ride must be phased, it will take the full five years to complete the project.

Mr. Jackson clarified that Sound Transit has a vegetation clear zone that stretches 34 feet on either side of the centerline of the guideway. Within that zone all vegetation will be removed. The vegetation in a zone stretching an additional 30 feet on both side of the alignment will be evaluated to determine if it will grow to a height that would impact the guideway. The clear zone area will see some vegetation brought back in, but nothing that will grow tall.

Justin Lacson with Sound Transit clarified that the area 34 feet on both sides of the guideway is needed to allow access room for maintenance vehicles.

3. SOUTH BELLEVUE NOISE IMPACT ASSESSMENT: OPERATIONS

Mr. Cornish said there are two primary methods used to mitigate noise: acoustic panels and sound walls. Acoustic panels typically are made of either stainless steel or aluminum and employ a sound attenuating composition. When mounted on the guideway they are either six or eight feet high. Sound walls are made of reinforced concrete that varies from eight to fourteen feet tall when measured to the top of the rail. Sound Transit also reduces the volume of public address systems at stations during the nighttime hours as a way of controlling noise. The green leaf panels proposed for the South Bellevue Station are examples of acoustic panel installations. Examples of concrete sound walls were shown to the Committee.

Mr. Cornish said the panels will be located on both sides of the guideway where the South Bellevue segment takes off from I-90 and rounds the corner by Enatai Beach Park. The panels will be four feet tall on the south side and six feet tall on the west side. The trackway leaving the South Bellevue station begins to descend toward the trench in front of the Winters House and the six-foot panel will become an eight-foot concrete wall. There will be a four-foot wall from just north of the station to the Y where the train will operate in the trench. As the track comes out the trench the wall will increase from four feet to six feet, then where it runs along 112th Avenue SE adjacent to the Bellefield Office Park the wall will increase up to ten feet tall. Continuing north to where the track goes under 112th Avenue SE the wall will be reduced to six feet. On the west side of 112th Avenue SE the wall will be ten feet tall, increasing to ten feet and then fourteen feet just to the south of Surrey Downs Park. There will be no noise mitigation adjacent to Surrey Downs Park, but to the north the wall will start again at eight feet tall.

Mr. Cornish said the noise mitigation report has been submitted to the city. Bellevue staff has reviewed it and an acoustician consultant has been retained to review it as well.

Mr. Jackson asked if Sound Transit has come up with a form liner for the concrete panels. Mr. Cornish said Sound Transit is proposing a horizontal raised relief pattern be utilized.

Ms. Jones asked if the Surrey Downs and Bellefield folks have weighed in on the proposed sound wall pattern. Mr. Cornish said he did not know if they have commented specifically on the pattern.

Mr. Miles observed that there are quite a few sound walls in Bellevue, such as those along 148th Avenue. He said many of them have no pattern at all since it is less expensive that way, though often vegetation is used to beautify them.

Mr. Glass asked how many of the walls will essentially be two-sided fences and how many will also be retaining walls. Mr. Cornish said all of the walls in the section he described will be fences, except for the one above the signal house to the south of Surrey Downs Park. He added that in some cases the landscaping will end up behind the wall given the desire to locate the walls as close as possible to the trackway in order to capture the noise at its source; otherwise vegetation will be used in front of the walls to keep them from being stark.

Ms. Jones said she would like to hear from those who live or have businesses along 112th Avenue SE about the texture pattern.

Mr. Cornish said the train will run in a trench in front of Winters House in order to maintain access, not for noise mitigation purposes.

From the audience, Mr. Rossman pointed out that the catenary will be at basically the same level in front of Winters House as if the train was running at grade, and they will be very unsightly from both the residential side and the Slough side.

Co-Chair Mathews asked if there will be any noise mitigation to block noise from the trains from going out into the Slough. Mr. Cornish said there will not be any. Surrey Downs Park with its active ball fields is not considered to be a sensitive receiver. The Slough is also not considered to be a sensitive receiver given that it is surrounded by I-405, I-90 and Bellevue Way. The center area of the Slough would be considered a sensitive receptor except that it is far enough away from the station and the guideway to not be impacted by light rail noise. A person in the center of the Slough will not hear noise any greater than the current background noise levels.

Mr. Glass said a couple of things in the report caught his eye, including the fact that light rail falls under some exemptions based on Bellevue city code. Mr. Jackson pointed out that the report was drafted by Sound Transit and the city's consultant has not yet drafted a response to it; he said he could not respond to that issue until the response is published. Mr. Glass commented that the report mentions following the federal rules for measuring

sound because the city code does not address how to measure sound for rail. It appears the drafter of the report has opted to pick and choose what will work best for Sound Transit. The Committee would benefit from a briefing on the applicable codes and how sound is measured.

Mr. Jackson asked when Sound Transit expects the construction noise report will be available. Mr. Lacson said that report will be available with the building permit for the South Bellevue station and the parking garage. The intent is to have the report ready for submittal sometime in the first quarter of 2015.

Mr. Jackson pointed out that Table 4-1 in the report talks about ambient sound levels. He said Sound Transit and the city's consultant are both seeking to determine existing background noise levels, what additional noise the train will create, and the mitigation needed to mitigate the sound to appropriate levels.

Mr. Glass called attention to page 8 of the report and the reference to headways in minutes. He noted that from 3:00 p.m. to 6:00 p.m. the listed headway is eight minutes for the 26.25 total eastbound and westbound trains. However, for some other sections also indicate headway of eight minutes but have as few as 7.5 trains. Mr. Cornish pointed out that durations are different, ranging from a single hour to three-and-a-half hours.

Ms. Jones asked when more information will be released on how the operations and maintenance facility will impact traffic coming through South Bellevue with after-hour trains. Mr. Cornish said the Council will be given an update at its meeting on November 24. The designs for the South Bellevue and 130th stations will be shown to highlight how things have progressed as a result of the Committee's work.

Mr. Glass commented that the sound wall patterns look more like something one would expect to see on the side of a highway rather than running through a residential neighborhood. Stone or brick would be more in keeping with the look and feel of a residential neighborhood. Mr. Cornish said there was a lot of talk about the use of stone or brick in conjunction with the East Main station and the architects are looking at that issue. He said he would ask the architects about using it in the sound walls as well.

Ms. Jones said she has seen some very attractive sound walls that used a formliner pattern. Mr. Lacson agreed that there are more elegant formliners out there. He stressed, however, the need to consider the function and purpose of each wall. The proposed pattern has adequate surface roughness to serve its purpose, which is to dampen sound.

Co-Chair Mathews suggested it would be helpful to know how walls having different patterns work to mitigate sound.

Mr. Glass pointed out that once they are landscaped the concrete walls will not look as much like a concrete jungle. Mr. Jackson added that it would be good to have a better understanding of what the landscaped product will look like.

5. PUBLIC COMMENT

Mr. John King, 217 110th Place SE, said his home is very close to the site for the East Main station. He said the relationship between the data in the noise study and the proposed solutions is probably clear to the planners, but it is not clear to lay persons. Going from 14-foot walls to six-foot walls to eight-foot walls, and locating the wall close to the tracks in some locations and further away in others are things the Committee should ask the experts to clarify.

Mr. Joe Rossman, 921 109th Avenue SE, asked the Committee to consider the fact that not far beyond the Y on 112th Avenue SE the rail line will start rising up in order to cross over 112th Avenue SE. The rail line will be exposed to the maximum on the east side for noise directly from the train carriages, and because there will be a substantial noise wall on the west side but not the east the noise will be reflected back, significantly increasing the noise level going out into the Slough. Additionally, said he recently took a walk in the Slough on a cold day with dense air and the sound close to Mercer Slough Creek, about a hundred yards from the rail alignment, was very quiet. Once the train is in operation, something like 75 or 80 decibels will be projected into the Slough. The city intends to build a new noise path along the western side of the Slough once the East Link construction is done; that is the very path that was nixed in 2011 at Sound Transit's request. The Committee should also be aware of the fact that very soon longitudinal study covering a number of years will be published. The report will state that coho and other salmon, all of which are present in Mercer Slough Creek, are drastically affected by exposure to metal particles in the water. Like birds, salmon have geomagnetic cells that allow them to know directions. The research article will report that salmon exposed to metallic pollution lose their sense of direction and can no longer determine where to go to spawn. Metal particles that will accumulate in the bottom of the trench will be pumped out and make their way into the Slough via water dispersion wells.

Ms. Christy Hammond, 128 109th Avenue SE, reiterated that during the meeting the comments made by Sound Transit staff were focused on noise abatement, not noise absorption. Those who live in the six neighborhoods that abut the light rail alignment deserve to have better than the least possible mitigation; they need to be able to have conversations in their backyards without shouting, and they should be able to put their children to bed with the reasonable expectation that noise from the train will not keep them awake. Additionally, the area on the east side of 112th Avenue SE from Main Street south is planned for redevelopment that will likely include housing units, so that area will become a neighborhood for which no sound protection is proposed.

Ms. Renay Bennett, 826 108th Avenue SE, said noise is obviously a huge issue and added her support for the comments made by members of the public. She called attention to the fact that 112th Avenue SE has trees on both sides, the result of which is a green, peaceful, arboreal setting. If East Link is built as proposed, the arboreal setting will be gone and replaced by geometrically printed sound walls. Certainly the planners can do better.

Mr. Leonard Marino, 919 111th Place SE, said he also owns a home at 807 11th Place SE. He said it would be good to be presented with some visual options rather than a single proposal for the sound walls. The fact that Surrey Downs Park is labeled as not being a sensitive receptor site should be questioned. The park is surrounded by homes, and even after it is redeveloped enjoyment of the park will be impacted by the noise of the trains. The crossover of 112th Avenue SE will generate a different kind of noise from the main line, which will generate a continuous sound. The wall should not be stopped before the crossover, and it should not step down from 14 feet to ten feet. The retaining wall behind it will be stepped back for quite a distance and there should be some understanding of how the stepped wall will mitigate sound. Living walls along Surrey Downs would be preferable to concrete walls.

6. ADJOURN

Mr. Jackson said Sound Transit has offered the Committee members a tour of the Northgate portal and Roosevelt station sites, both of which are under construction. The Committee members expressed a strong interest in doing that.

Co-Chair Mathews adjourned the meeting at 4:38 p.m.

City of Bellevue Light Rail CAC

South Bellevue Operational Noise Mitigation

- Types of barriers
- Heights and locations

Operational Mitigations Measures

Acoustic panels on elevated guide ways

- 6-8ft high

- Sound attenuating composition

- Stainless steel or aluminum



Sound walls

- 8-14 feet above top of rail

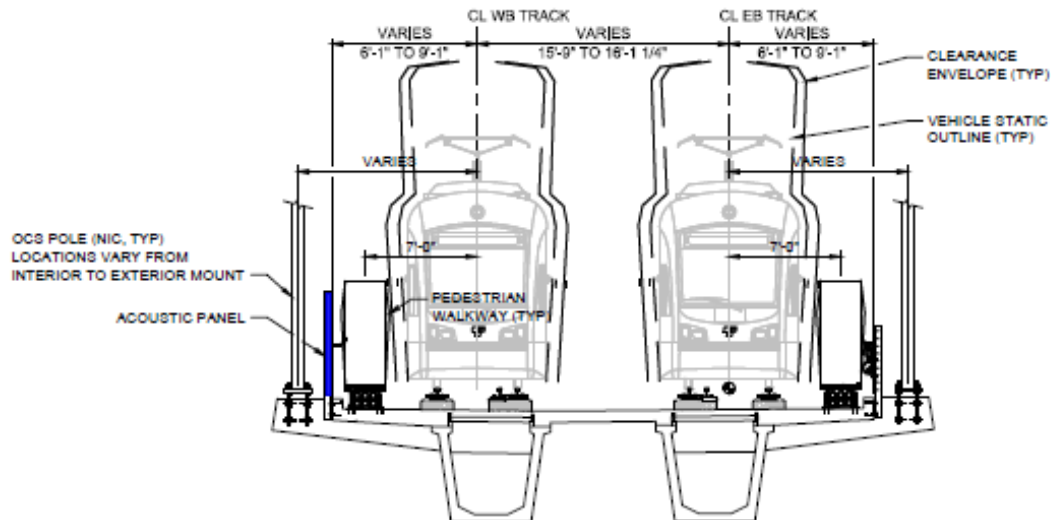
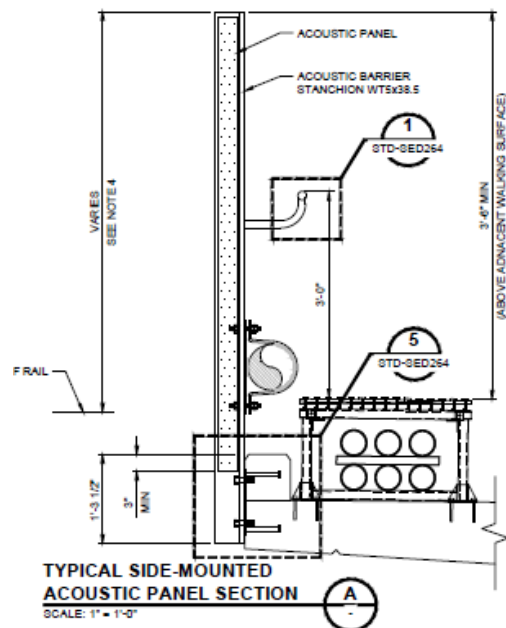
- Reinforced concrete



Reduced PA volume during
nighttime hours

Barrier Details

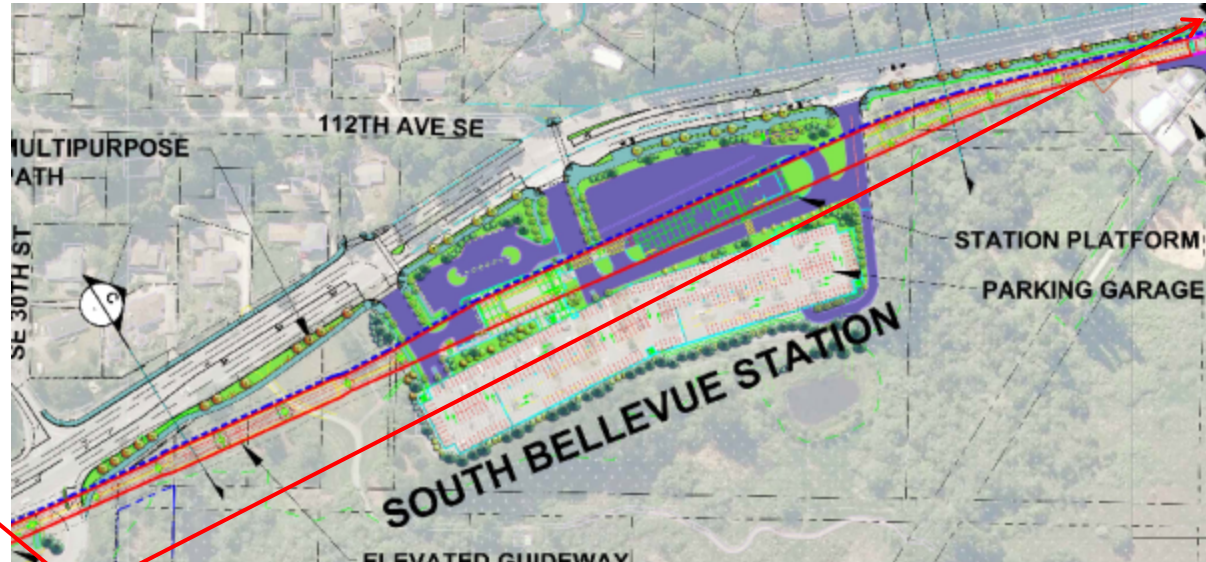
Barrier detail











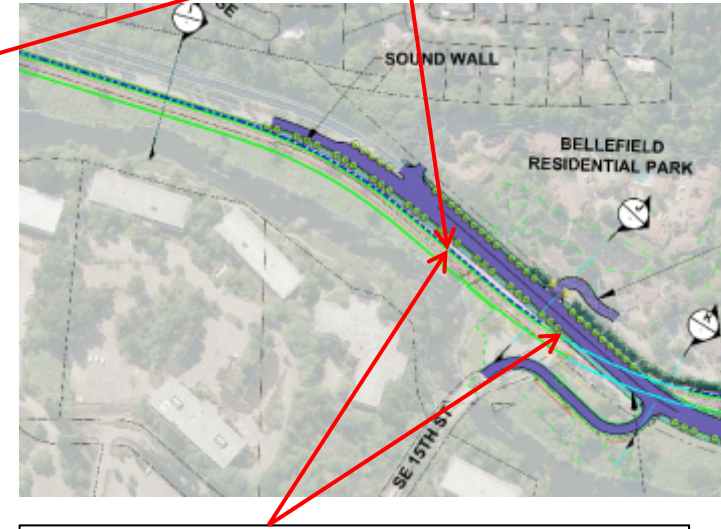
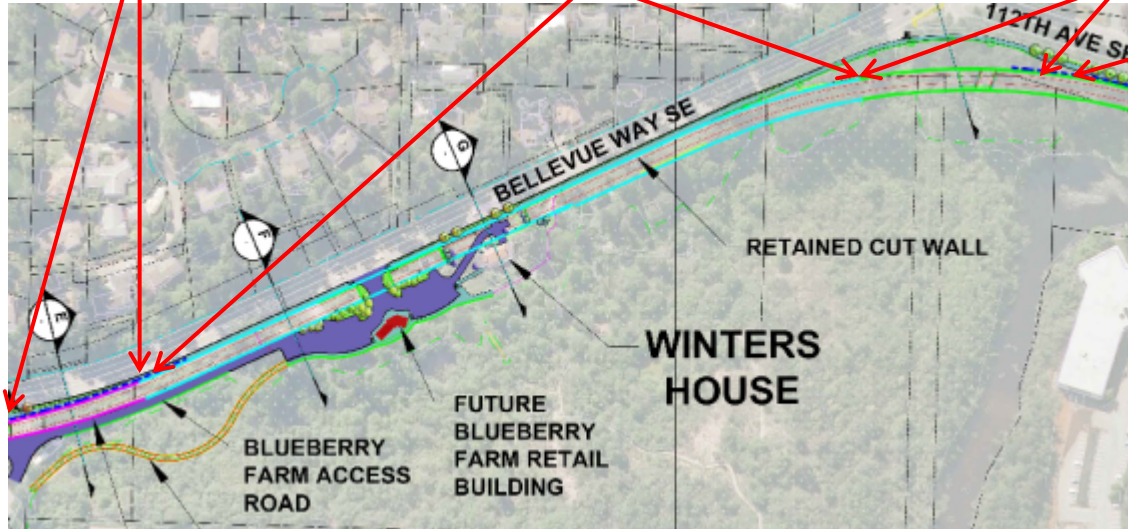
6 ft. panel on west
side of guide way

8 ft. wall on east side of Bellevue Way

4 ft. wall on east side of Bellevue Way, train in trench 12 ft. below grade

6 ft. wall on east side of Bellevue Way & 112th Ave SE

10 ft. wall on east side of 112th Ave SE



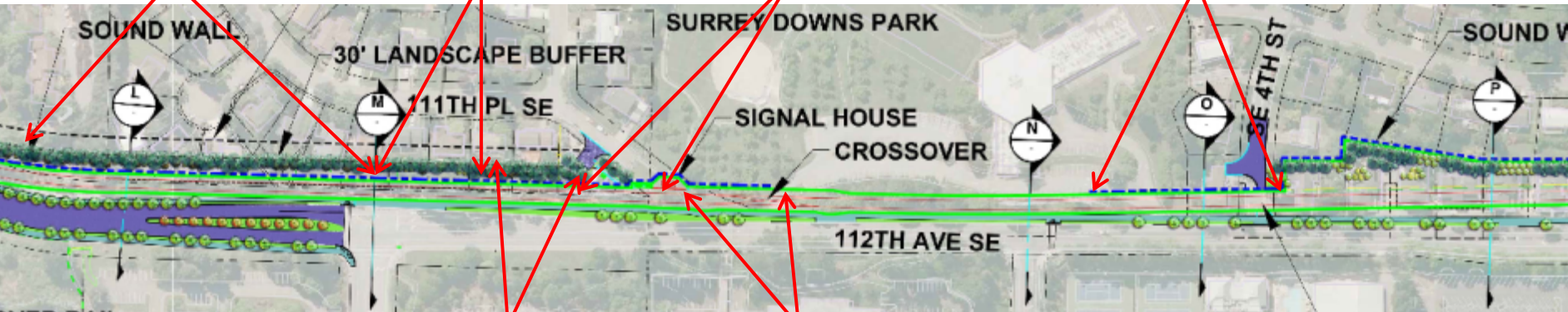
6 ft. wall on east side 112th Ave SE

10 ft. wall on west side of 112th Ave SE

12 ft. wall on west side of 112th Ave SE

12 ft. wall on west side of 112th Ave SE

8 ft. wall on west side of 112th Ave SE



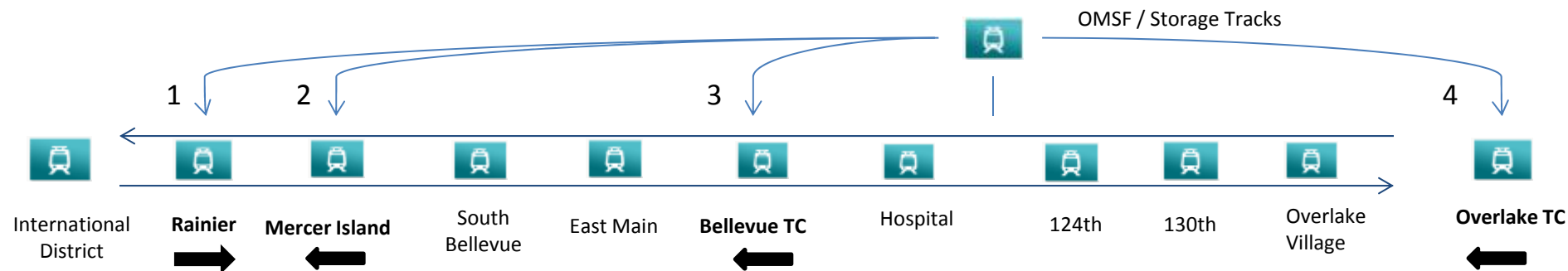
14 ft. wall on west side of 112th Ave SE

10 ft. wall on west side of 112th Ave SE
(replaced with 18 ft tall retaining wall).

City of Bellevue Light Rail CAC

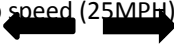
Questions?

East Side Initial Charge

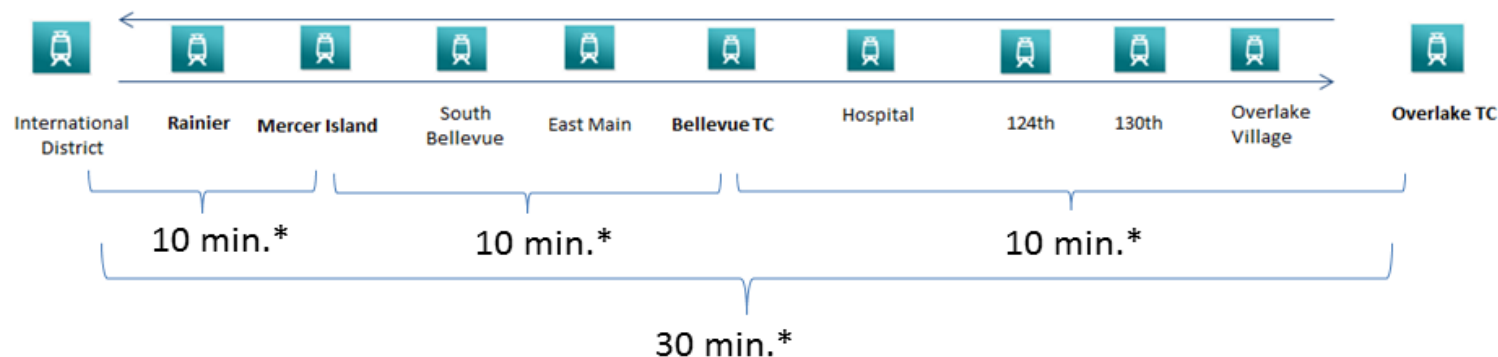


1st Trains Out (approx.)

Train	From	Depart Time	OTC	Hospital	BTC	E Main	S Bell	MI	Rain
1	OMSF/Storage Tracks	4:29:00 AM		4:31:00 AM	4:34:00 AM	4:38:00 AM	4:42:00 AM	4:48:00 AM	5:07:00 AM
2	OMSF/Storage Tracks	4:42:00 AM		4:44:00 AM	4:46:00 AM	4:49:00 AM	4:52:00 AM	4:57:00 AM	
3	OMSF/Storage Tracks	4:47:00 AM		4:49:00 AM	4:51:00 AM				
4	OMSF/Storage Tracks	4:40:00 AM	4:50:00 AM	5:04:00 AM	5:06:00 AM	5:09:00 AM	5:12:00 AM	5:17:00 AM	5:22:00 AM

- Times are Approximate, based on current modeling
- 1st train operates at sweep speed (25MPH)
- Direction of movement 

East Link Run Times & Frequencies



Weekday Train Frequencies

5 am - 6 am	Every 15 minutes
6 am - 08:30 am	Every 8 minutes
08:30 am - 3 pm	Every 10 minutes
3 pm - 6:30 pm	Every 8 minutes
6:30 pm - 10 pm	Every 10 minutes
10 pm - 1 am	Every 15 minutes

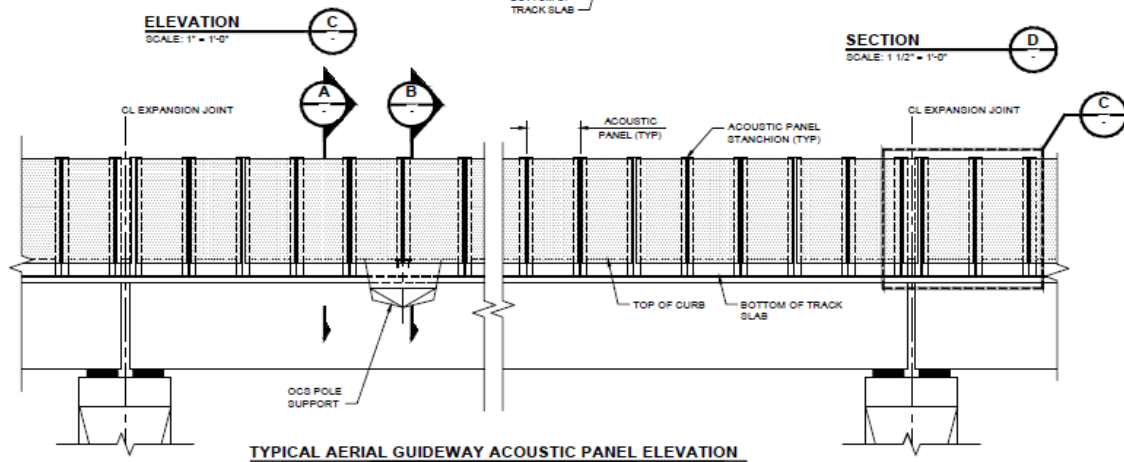
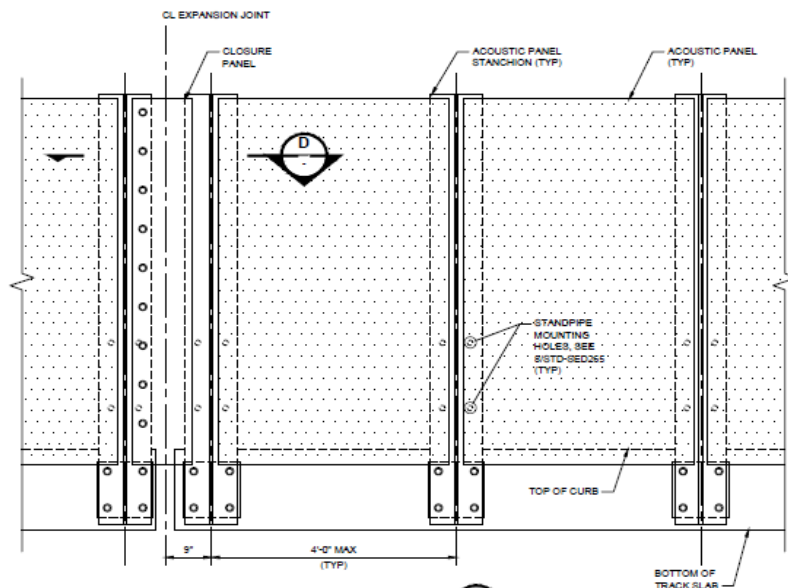
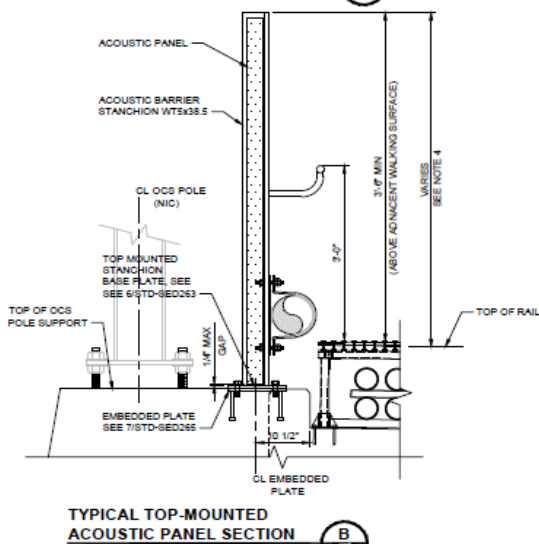
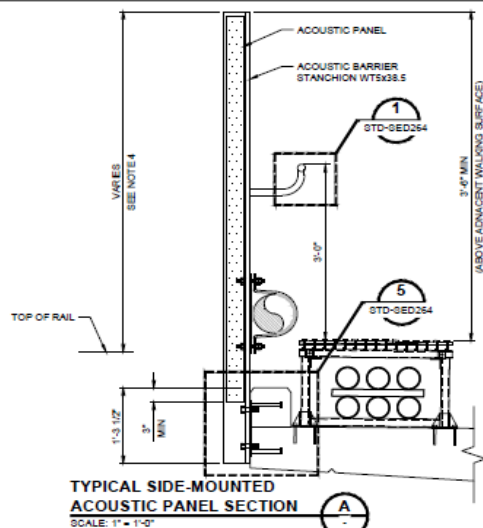
Saturday Train Frequencies

5 am - 8 am	Every 15 minutes
8 am - 10 pm	Every 10 minutes
10pm - 1 am	Every 15 minutes

Sunday Train Frequencies

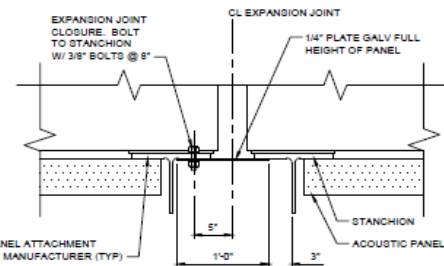
6 am - 8 am	Every 15 minutes
8 am - 10 pm	Every 10 minutes
10pm - 12 am	Every 15 minutes

- *Run Times are Approximate
- Highlighted: Peak hour for East Link Noise Analysis (Maximum 16 trains/hour in 10pm to 7am Noise Ordinance)



NOTES:

1. THESE DETAILS ESTABLISH GENERAL CONFIGURATION FOR DESIGN OF ACQUSTIC BARRIER. THE DETAILS DO NOT ENCOMPASS GEOMETRY AT ALL LOCATIONS. IT HAS BEEN PROVIDED TO CONTRACTOR FOR GENERAL DETAILING INFORMATION ONLY.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ACQUSTIC BARRIER LAYOUT / CONFIGURATIONS FOR ITS FULL LENGTH.
3. ALL ACQUSTIC PANEL STANCHIONS SHALL BE INSTALLED PLUMB.
4. FOR LOCATION AND HEIGHT ABOVE TOP OF RAIL OF ACQUSTIC PANELS, SEE STRUCTURAL GENERAL LAYOUT DWGS.
5. ACQUSTIC PANEL FACE SHEETS SHALL BE RECTANGULAR.
6. ALL EXPOSED PLAIN STEEL SHALL BE PAINTED IN ACCORDANCE WITH CONTRACT SPECIFICATION 09.99.00.





LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT

SOUTH BELLEVUE SEGMENT PRE-DEVELOPMENT REVIEW

MAY 13, 2014

Introduction

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

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

* Identifies the focus of this Advisory Document

Pre-Development Review

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

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

CAC Work Product

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

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

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

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
 - The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage. This may be accomplished by using mesh screens or columns to support living screening.
 - The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.
 - The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessary be a living wall but a landscape feature that achieves the same goal.
 - The CAC would like Sound Transit to include additional appropriate landscaping to screen the guideway.
 - The CAC would like Sound Transit to incorporate some mature trees at the time of development to soften the transition from the current environment to one that includes light rail.

4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
5. Light and Glare
 - The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.
6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
8. Critical Areas
 - The CAC would like to see a plan for bird management and safety at the South Bellevue Station.
 - The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park.
9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

20.25M.050 Design guidelines

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

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

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

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

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

3. Additional General Design Guidelines

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

- The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.
- The CAC would like Sound Transit to use a special form liner that reflects the special characteristics of Mercer Slough (fish, trees, etc).
- The CAC would like Sound Transit to evaluate the use of paint under the guideway for elevated segments outside of the WSDOT ROW and through the South Bellevue Station to the north towards the Winters House.
- The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its' Design and Mitigation Permit submittal.
- The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.
- The CAC would like to Sound Transit to expand its' color palette for those features where standard Sound Transit color options are limited.

Next Steps

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

ST Responses to South Bellevue Segment Pre-Development Review May 13, 2014

20.25M.040 RLRT system and facilities development standards

1. Building Height - No concerns

2. Setbacks - No concerns

3. Landscape Development – concerns

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

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

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

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

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

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

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

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

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

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

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

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

5. Light and Glare

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

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

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

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

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

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

8. Critical Areas

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

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

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

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

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

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

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

20.25M.050 Design Guidelines

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

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

ST Response: Addressed in base DMP application.

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

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

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

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

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

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

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

Additional General Design Guidelines

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

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

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

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

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

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

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

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

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

Sound Transit Response: See responses to previous items above.