



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: December 12th, 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 17th, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-fourth Advisory Committee meeting next Wednesday, December 17th. 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. Revised November 19th Meeting Minutes and December 3rd Meeting Minutes
3. Sound Transit Presentation from December 3rd Meeting

We will have hard copies of all electronic packet materials for you on December 17th. 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 17th, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

AGENDA

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| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of December 3rd 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>Matthews Jackson and Sound Transit</i> |
| 4:00 p.m. | 4. CAC in 2015 – What's Ahead
<i>Matthews Jackson</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.

4. 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 PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

December 3, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: Marcelle Van Houten, Siona van Dijk

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

RECORDING SECRETARY: Gerry Lindsay

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

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

A motion to approve the minutes of the agenda was made by Mr. Glass. The motion was seconded by Ms. Anderson and it carried unanimously.

With regard to the November 19, 2014, meeting minutes, Ms. Jones called attention to the fifth paragraph on page 4 and noted that the South Bellevue segment does not in fact go by Enatai Beach Park, and the line runs north and south so the panels are not going to be located on the south and west sides. Paul Cornish with Sound Transit commented that the line comes off of I-90 above Enatai Beach Park. As such the alignment bends from east-west to north-south. The east-west segment has walls on each side of the guideway, but after the bend to the north it has walls only on the west side.

Mr. Chang pointed out that there are two sections labeled as 3, one on page 2 and one on page 4.

There was agreement to wait until the end of the meeting to approve the minutes.

2. PUBLIC COMMENT

Mr. Bruce Nurse, Vice President of Kemper Development Company, said the East Link project is very large and will impact the city, especially during construction. The design and mitigation permit application submitted by Sound Transit does not include mitigation proposals relating to the South Bellevue section. Kemper Development Company has been advised about roadway closures for 16 weekends during construction, and has been

told that the configuration of Bellevue Way with two lanes in one direction and only one in the opposite direction during peak times will go on for a period of five to eight years. Kemper Development Company believes the lack of capacity will be damaging to the entire downtown. The Committee should look very carefully at the construction impacts. A traffic control plan needs to be inserted in the permit for Sound Transit by the city staff subject to the city's approval as part of the mitigation. South Bellevue Way sees 37,000 vehicles per day on average and the three-lane configuration will reduce capacity and trigger backups. Diversionary traffic through the Enatai neighborhood is going to be greater than anyone realizes; there will be no hundreds but thousands of cars going through the neighborhood on 108th Avenue SE. The frustrated and impatient drivers will be crossing a school crosswalk twice a day at the midpoint of 108th Avenue SE. That issue and others need to be addressed in detail by Sound Transit in a traffic control plan and submitted to the city for approval, not just for the South Bellevue segment but also for the entire route through the city.

Planning Manager Matthews Jackson explained that typically with discretionary land use approvals the details of construction sequencing are associated with the review of clearing and grading permits and construction permits. Sound Transit will be required to obtain a series of right-of-way use permits and they will include detailed information about haul routes and maintenance plans required by the city. Internally the city is already working on what is called a maintenance of traffic document which will take into account the impact on adjacent neighborhoods during construction.

Answering a question asked by Ms. Jones, Mr. Jackson said the same approach is used for all major construction projects and the focus is always on assuring the least impacts to businesses and residents. After the design and mitigation permits are issued there will be a check-in with the CAC to demonstrate that everything approved in the design and mitigation permits have been implemented into the construction permits.

Mr. Glass asked if there will ultimately be a traffic control plan showing the anticipated backups and the resulting levels of service. Mr. Jackson said those details are addressed by the right-of-way use permit staff in the transportation department. Haul routes and staging will certainly be addressed. Mr. Glass said he wanted to avoid getting to the end with all the various approvals in hand and still have crippling backups. He said he would like to know if in fact three lanes on Bellevue Way will even work or if cars will back up onto I-90 or past Main Street. Mr. Jackson said the traffic issues will receive a high level of scrutiny and there will be coordination with adjacent properties. The transportation department is involved in basic land use approvals under the design and mitigation permit and will be providing comments in the staff report, but it will not be specific to a construction management plan. He said nothing will fall through the cracks and if something does rise to the level of being a major impact, alternative mitigation will be identified and required.

John Walser, senior architect with Sound Transit, added that the issue is clearly on the radar of Bellevue staff. Traffic mitigation is not something that will come in at the last minute. Sound Transit staff are working side-by-side with Bellevue utilities,

transportation and parks department staff as well as others and have been for the last year and a half. Weekly coordination meetings are held to review the progress of the documents and to have discussions about design and construction. By the time an actual traffic plan is submitted, the details will have been fully discussed and analyzed.

With regard to the issue of traffic cutting through the Enatai neighborhood, Mr. Glass suggested that unless the roads are closed it will not be possible to keep people from taking neighborhood streets to avoid backups on the main roads. He asked how that will be addressed. Mr. Jackson said the issue will be looked at. He agreed that there will be an impact that will not be avoidable, but the city's goal is to minimize the impact to the greatest degree possible using a variety of methods.

Ms. Jones said as president of the Enatai Neighborhood Association she and other representatives have met on numerous occasions with city staff, particularly with the station area planning group. She said staff are fully aware of the neighborhood's concerns. Reducing Bellevue Way from four lanes to three will certainly create impacts and those impacts will need to be addressed. Currently Enatai residents have a very difficult time getting into or out of the neighborhood during peak traffic times and that will only get worse during construction.

3. CONTINUED DISCUSSION OF SOUTH BELLEVUE SEGMENT

Mr. Jackson asked the Committee to reflect on the original predevelopment advisory document, including the comments made and guidance given to Sound Transit for incorporation in the design and mitigation permit, and to review where things stand currently based on the changes that have occurred. He noted that originally the Committee reviewed the screened wall on the garage which has evolved into a new mesh design. At the suggestion of the Committee, Sound Transit has agreed to include additional trees. The design of the acoustic panels has changed and patterns have been added to the columns at the direction of the Committee. The color scheme has been revised as well.

Mr. Walser called attention to the responses made by Sound Transit to the Committee's predevelopment advisory document. He stressed that the responses were made prior to the design team advancing the design to where it currently is, thus the responses were at times vague or promises to address this or that. No responses were made with regard to building height and setbacks, but several were made relative to landscape development. He said a number of existing tall trees will be preserved and they will screen the garage to a significant degree, and a number of new evergreen trees will be planted along with deciduous trees to provide long-term natural screening that will not involve the concerns associated with a living wall.

Ms. Jones suggested that there is still a desire on the part of the public to see vertical landscaping included in the form of a living wall similar to what is in place at the library. She said while a living wall can be difficult to maintain, it is a clear contextual fit with Mercer Slough. Mr. Walser asked where the public would like to see such a feature

along the garage perimeter and Ms. Jones said she did not have an exact location in mind. Mr. Walser pointed out that there will be trees and plant material in the air wells, and there is the opportunity for planting some vine-type vegetation on the fins; the fins do not extend all the way to the ground, but cables or the like could be extended down to the ground. To get the plant material to grow up would take three or four years.

Ms. Derrington suggested planting an evergreen vine to climb the screen could go a long way toward softening the view. Mr. Walser said hemlock will be planted in the air wells, but nothing can be planted in the area where cars enter the garage. The elevator shafts on the west side that have solid walls from the ground up and there might be an opportunity to use those walls for plant material to climb.

Ms. Anderson asked if there are opportunities on the west side of the station itself to include climbing plant material. Rather than a graphic, perhaps vegetation could be used around the columns. Mr. Walser commented that planting underneath the guideway must rely on irrigation. At the south end of the Mt. Baker station there is a lawn, but in the wintertime the irrigation system is turned off and the lawn turns brown because the rain cannot reach it. Rainwater is channeled from the canopies and used to create rain gardens, and that approach could possibly be used for the South Bellevue station.

Ms. Jones said it is a desire for texture that the public has voiced. She asked if something could be done to allow plant material to reach down over the sides of the garage rather than growing up the wall. Mr. Walser noted that artwork will not cover the full span of the parking garage and there are potentially areas on the northern and southern ends where plant materials could be planted above and allowed to spill over the wall. The concern is how successful the vegetation would be over the long term, not just how it will look initially.

Mr. Miles said his experience over the years has been that attempts to grow vegetation on walls have mostly failed.

Ms. Derrington said the comments made by the Committee about the need to soften the edges were reflections of public opinion. To some extent the proposed artwork will achieve that goal, but more could be done. The South Bellevue Station will also be serving as a grand entrance gateway into the city and steps should be taken to soften the concrete pillars and make them more green and accessible. She added that the initial comments made by the Committee were in regard to the station generally and not just the parking garage. Mr. Walser suggested that because the garage is located behind the station and will have a forest around its perimeter obviates the need to include a living wall on the garage. Additionally, the inclusion of smaller ornamental trees in front of the guideway and giving artistic treatments to the columns will have a softening effect. Much of the site will be landscaped and trees will be planted along Bellevue Way in keeping with the city's code requirements, all of which will both buffer and soften the appearance.

Mr. Glass said the artistic touches will make the design better but will not actually help to

soften the edges. The landscaping that is proposed will also help soften things, but more is needed.

Mr. Walser shared with the Committee photos of a form liner designed by the architects and the artist Katy Stone. He noted the design includes a reed or vertical grass texture and said the proposal is to use it on the blank walls of the parking garage to add some additional visual texture.

Answering a question asked by Ms. Jones, Mr. Walser said a mixture of vine maples and hemlocks will be planted in the air wells. At the time of planting the hemlocks will be eight to ten feet tall and can be expected to grow up to two feet per year. It will take about five years for the tops of the trees to reach to the surface level of the air wells. The ultimate height of the vine maples will likely not be much higher than the ground level of the air wells.

Mr. Jackson said the Land Use Code requires a higher standard of landscape planting in front of the light rail facilities than it requires for typical street frontages. The code calls for tighter spacing and more height at the time of planting. Sequencing will need to be carefully considered to avoid planting vegetation that will only get damaged later during construction activity.

Co-Chair Mathews pointed out that the view from the neighborhood will be primarily of the station, but for the system riders the garage will be their view. He said the part of the garage they will see should reflect the Slough and evoke the notion of Bellevue as a city in a park. Weyerhaeuser's building in Federal Way has what appears to be cascading plants on the outside of each floor. He suggested seeking information about that approach relative to how difficult it has been over the years to maintain the vegetation. Mr. Jackson allowed that the library offers a good example of a living wall, one which did very well during the dry summer months. Additionally, the Elements Building on 112th Avenue NE between NE 8th Street and NE 10th Street has green vegetation growing over the wall.

Mr. Glass pointed out that the Committee had elected not to offer comment with regard to building height and setback because more information was needed. He said he still did not know if the design is within the setbacks and the height restrictions. Mr. Jackson said the R-1 zoning on the site allows a maximum building height of 35 feet to the top of a pitched roof, and 30 feet to the top of a flat roof, as measured from the average existing grade. Sound Transit has asked for relief from the maximum building height requirement, and the light rail code contemplates allowing structures to exceed the underlying zoning provided Sound Transit can demonstrate the minimum necessary to achieve the goal of delivering on the promised system.

Mr. Glass raised the notion of requiring additional mitigation to address the increased bulk and height, and a green roof certainly would help in that regard. Mr. Walser said an additional 11 or 12 feet of height would be needed for the garage to add a green roof. From the studies done by Sound Transit regarding who will be able to see the garage, the

roof would be high enough that the green on the roof would not even be visible from the station platform or from the properties on the neighboring hillside.

Mr. Jackson added that the elevation at Bellevue Way is significantly lower than the elevation of where the garage will be sited. While the garage structure will exceed the height limit established by the code, the difference in the grade works to hide the additional height. The Committee has recommended including roof deck planters.

Ms. Derrington said one concern was that people living on the adjacent hillside will be looking down on and seeing the parking garage from their properties. Mr. Walser pointed out that residents on the hill will be looking across the top deck of the garage as opposed to down on it.

Mr. Walser acknowledged the Committee's desire to see more greenery included and asked where specifically it should be sited. Ms. Derrington recommended focusing on the most visible spots, including the elevator shaft in the center of the platform.

Mr. Walser said the design team has looked at and carefully considered the green wall at the Bellevue library. He pointed out that it is only one story high and much easier to maintain. The odds of being able to successfully pull off a Bellevue library wall at the parking garage are slim.

Co-Chair Mathews said he would like to see the west side of the garage greened up, particularly the upper two floors which would be more visible to riders. Ground vegetation will help to screen the lower floor. Mr. Walser said a planter box on the upper railings might be a way to get some cascading plant material down over the upper floors.

Ms. Jones said while there are reasons for not including vegetation around the columns at the station, the columns are an obvious thing to address with vegetation. It should not be forgotten that the station will be sited in the Mercer Slough, not in an industrial area, and that is the incentive for including as much greenery as possible.

With regard to the recommendation to use landscaping to screen the guideway, Mr. Walser said his team has addressed the trees along the street and getting as close as possible to the no-tree zone. He said if an approach for landscaping can be found for the station that will survive and continue to grow around the columns, consideration will be given to using the same to the south of the station between the station and I-90. At the station rainwater from the canopy roofs will be used to water the vegetation, and if vegetation is included around the columns it will be necessary to capture the rainwater from the guideway itself.

Mr. Walser noted that there had been discussions about incorporating some mature trees at the time of development. Trees will be identified and allowed to grow at a nursery during construction and thus will be larger when planted. Mr. Jackson commented that the best way to get mature trees is to retain what is already in place. That goal will largely be achieved around the station.

Mr. Glass asked if there will be sufficient depth along the path to the south to allow for the planting of more evergreens to help soften the view of the guideway from Bellevue Way. Mr. Walser said Sound Transit has been working with the parks department to address their street tree pallet. Mr. Jackson said to the north of the station the multipurpose path will have a width of 14 feet, four feet of which will be required to be landscaped. To the south there is a clear zone between the multipurpose path and the street curb.

Mr. Glass said currently the parking lot is camouflaged by the existing trees and to the south there is a clear pasture area with trees and blueberry fields beyond. The guideway will become prominent in that view and the pasture area should be enhanced to help with screening it. Mr. Jackson said the area serves as a wetland buffer so what can be done in the pasture area is limited.

Answering a question asked by Mr. Glass, Mr. Walser said the catenary poles are planned to be the standard galvanized gray egg-shaped design. He allowed that there are ongoing discussions with the city to in some locations using round poles instead. Round poles cost more and require a different type of foundation. The art team has looked at opportunities for artwork on the poles, but those issues have not yet been resolved. Mr. Jackson said there have also been internal discussions with Sound Transit about coloring the poles, but the primary focus has been on the shape of the poles. Mr. Walser added that because the poles will be located in the middle of the trackway, it would require shutting down the system to repaint them.

With regard to critical areas, Mr. Jackson reminded the Committee members that there had been conversations about the bird management plan that Sound Transit will be required to implement. There will be limits on times of years when work can be done. An actual plan will be drafted as the process moves closer to construction and it will be a condition of approval.

Addressing the issue of light and glare, Mr. Walser said the principle outlined in the code is that spillover lighting beyond the property limits must be avoided. With the new LEED lamp fixture technologies, the capability to fully direct and contain the light pattern is remarkable. The guardrails at each deck of the garage will be above headlight level, and the station and guideway will help to block light from the garage.

Mr. Jackson asked the Committee members to review the direction offered in the advisory document and to be as specific as possible in highlighting issues to be included in the final design and mitigation advisory document.

4. EASTSIDE OPERATIONAL PLAN

Link Transportation Manager Marie (lastname?) explained that it will take about 30 minutes to ride the train from the Overlake transit center to the International District in downtown Seattle. During off-peak times the trains will run one in each direction at 15-

minute frequencies, and during peak times they will operate one in each direction at eight-minute intervals. The most trains will operate during the morning peak.

Service to the Eastside will be established from the tracks on the Eastside exclusively. In 2023 when the line is charged and made ready for 5:00 a.m. service, all of the trains servicing East Link will be coming from the Eastside storage tracks. Service will end at 1:00 a.m. and no trains will be left online. By removing all trains to the storage area once they are out of service it will be much easier to make sure they are ready to go the next day, and it will reduce incidents of vandalism.

The first train out of the storage facility each morning will head west. It will head for the Rainier Station and will not pick up anyone on the way; it will go through the crossovers and be ready for eastbound service at 5:07 a.m. The second train will come out at 4:42 a.m. and may or may not pickup riders, and the third train will depart at 4:47 a.m. The fourth train will leave at 4:40 a.m. and will head east first and be ready to pick up riders and head west from the Overlake transit center at 4:50 a.m. The first train in each direction will run at the sweep speed of 25 mph to make sure the tracks are clear of debris.

Mr. Glass asked if the trains could start closer to the 5:00 a.m. start time and go faster. Ms. (Marie) said first trains will always operate at the sweep speed and trains two through four will operate at the maximum authorized speed. It would not be possible to start the trains at a later hour.

Mr. Jackson observed that two trains will be running through South Bellevue prior to the 5:00 a.m. service start time.

Ms. Jones commented that residents of Lake Bellevue and Surrey Downs are closest to the track way, and as outlined there will only be there hours per day when there will be no trains running. Mr. Cornish pointed out that the noise barriers will be in place 24 hours per day and will be designed to mitigate the noise generated during peak operation hours and certainly will be sufficient to mitigate the noise from the few trains that will run during the non-operation hours.

Mr. Glass stated that in fact Sound Transit has used exceptions in the noise code to not have to meet the noise code during the early hours. Mr. Jackson clarified that Sound Transit has proposed using the exception, but the issue has not been resolved. Permitting documents for the Lake Bellevue segment have not been submitted yet and there may be some additional documentation required relative to noise impacts.

With regard to yard levels, Ms. (Marie) said Sound Transit is required to have a 15 percent spare ratio and a gap train, thus at all times during the day there will be trains in the yard. During non-operations hours at night, all of the trains will be in the yard.

At the end of the day, one train will come from Seattle and travel all the way to Overlake transit center, will turn around and then head to the storage tracks with no passengers,

arriving at 1:15 a.m. The second train will leave Seattle headed directly for the storage center, also arriving at 1:15 a.m. The third and final train will depart Seattle and arrive at the storage tracks at 1:30 a.m. The rest of the trains will by then have already made their way to the storage tracks.

Mr. Jackson clarified that the OMSF/storage tracks are outside the scope of the Committee's work, but the noise from the trains is something over which the Committee has oversight.

Mr. Cornish said a tour of the Northgate portal and Roosevelt station has been scheduled for December 11, and consideration is being given to scheduling a second tour. Each two-hour tour can accommodate four Committee members.

5. PUBLIC COMMENT

Mr. Bruce Nurse with Kemper Development Company commented that while staff may say that they have been working with Sound Transit for the past year and a half relative to traffic mitigation, the public has not been made aware of that. The only evidence is item 9 in the May 13 advisory document which indicates that no concerns were expressed by the Committee, and that more project-specific information will be included during the design and mitigation permit review stage. The response from Sound Transit simply states that project use of city right-of-way is indicated on the drawings. The drawings include a well-drawn map as Figure 3 the section between I-90 and SE 4th Street. Seventy feet of right-of-way is needed for the construction of the two rails along Bellevue Way, sufficient a width sufficient to accommodate five 12-foot freeway lanes. Bellevue Way itself is 60 feet of right-of-way so together there is 150 feet of right-of-way. The role of the Committee includes addressing public safety as an element of design and mitigation. The Committee should carefully consider ways to fully accommodate the traffic on Bellevue Way during construction.

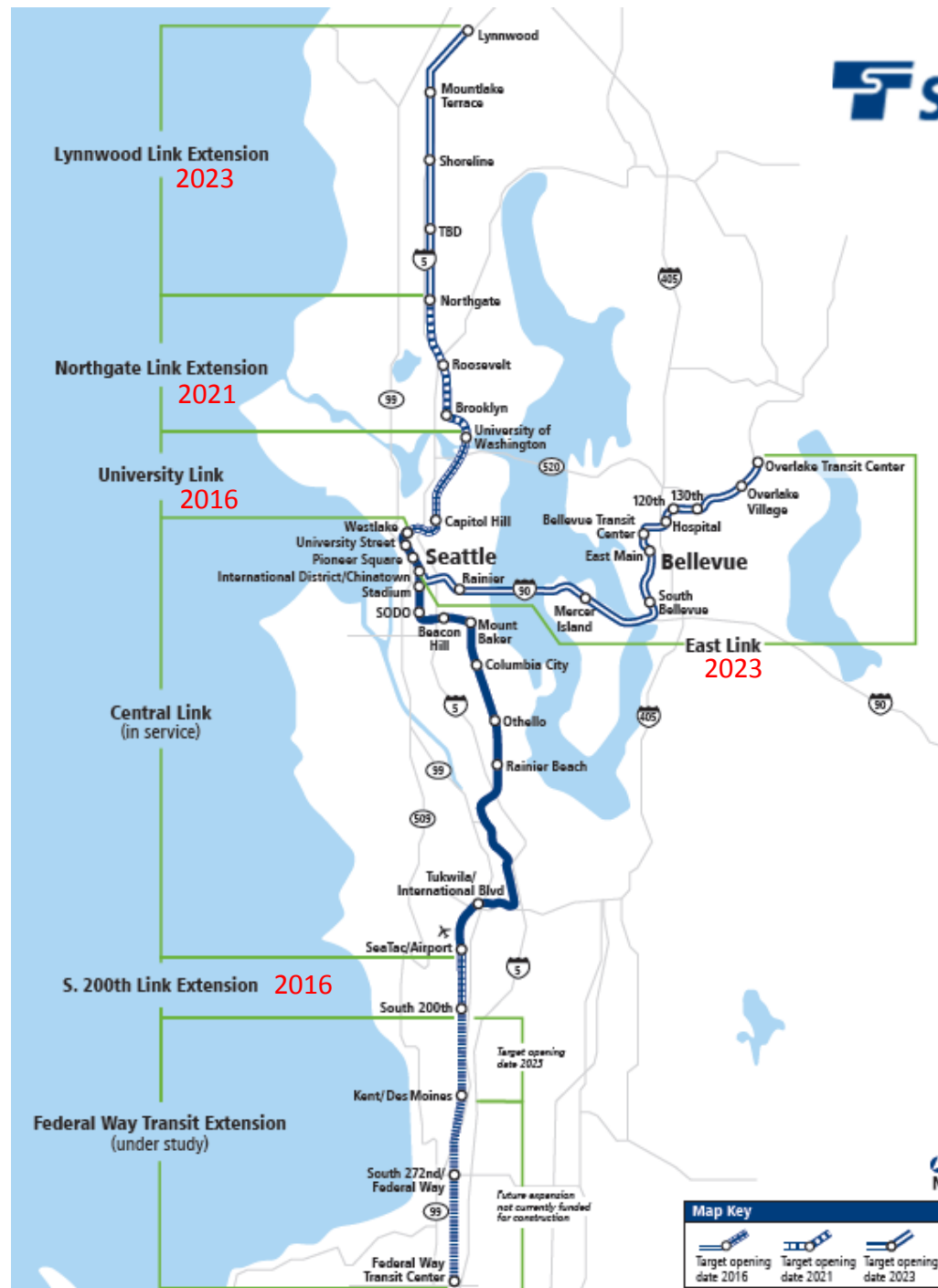
6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:22 p.m.

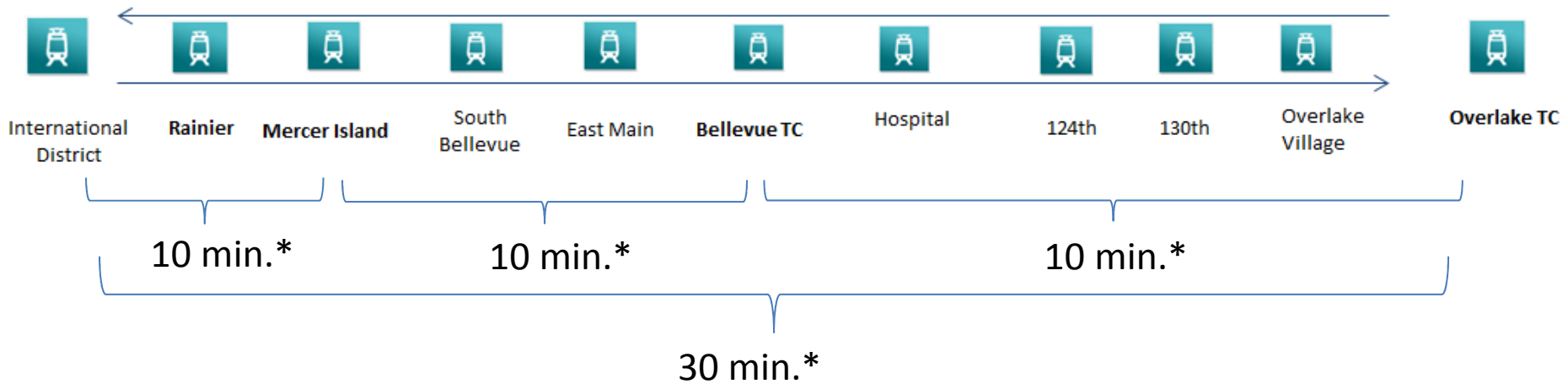


East Link

**Operating Plan for Initiating Service on the East Side
November 2014**



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

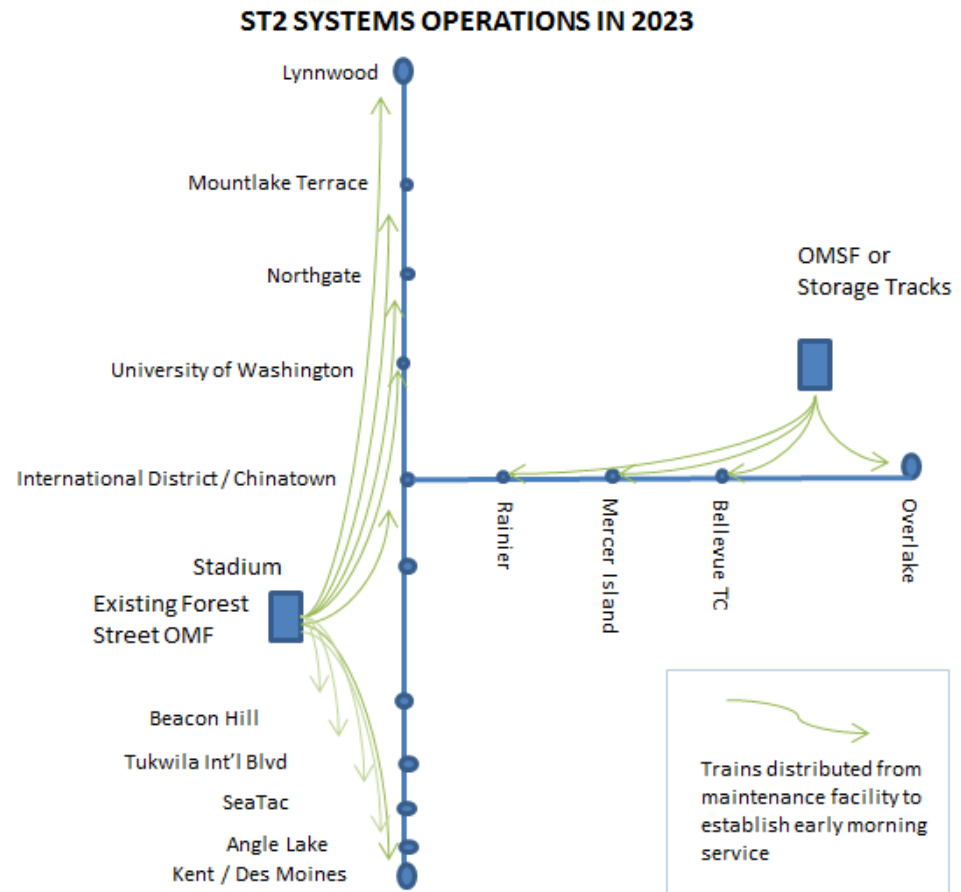
Sunday Train Frequencies

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

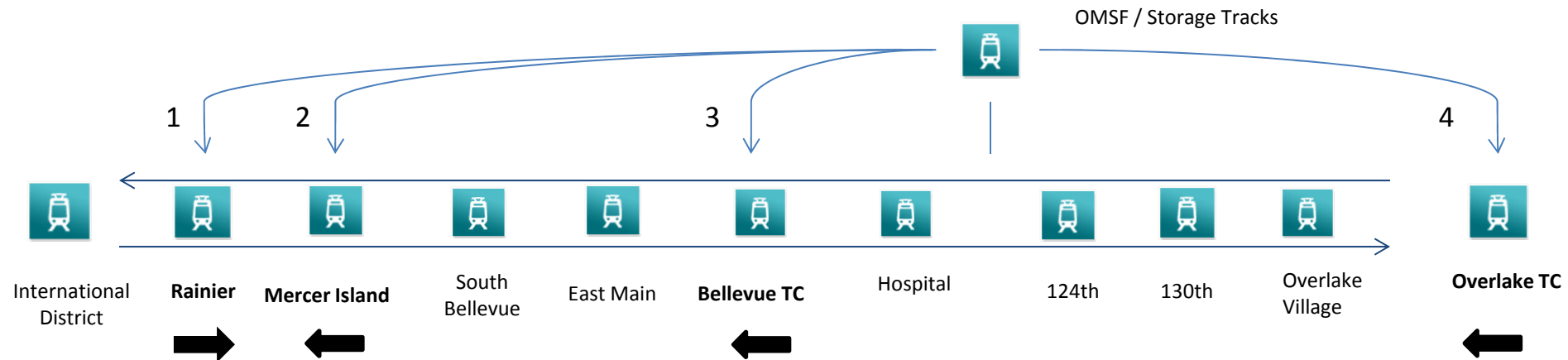
- *Run Times are Approximate
- Highlighted: Peak hour for East Link Noise Analysis (Maximum 16 trains/hour in 10pm to 7am Noise Ordinance)

Current Working Assumptions for System Operations

- For initial establishment of service, the OMSF / Storage Tracks will provide the light rail vehicles required to charge East Link exclusively
- Service Begins at about 5am
- Service Ends at about 1am
- No trains left online
 - LRV Inspection
 - Operator Orders / Supervisor Briefing
 - Vandalism Avoidance
 - Logistics of Operator Shuttling





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  

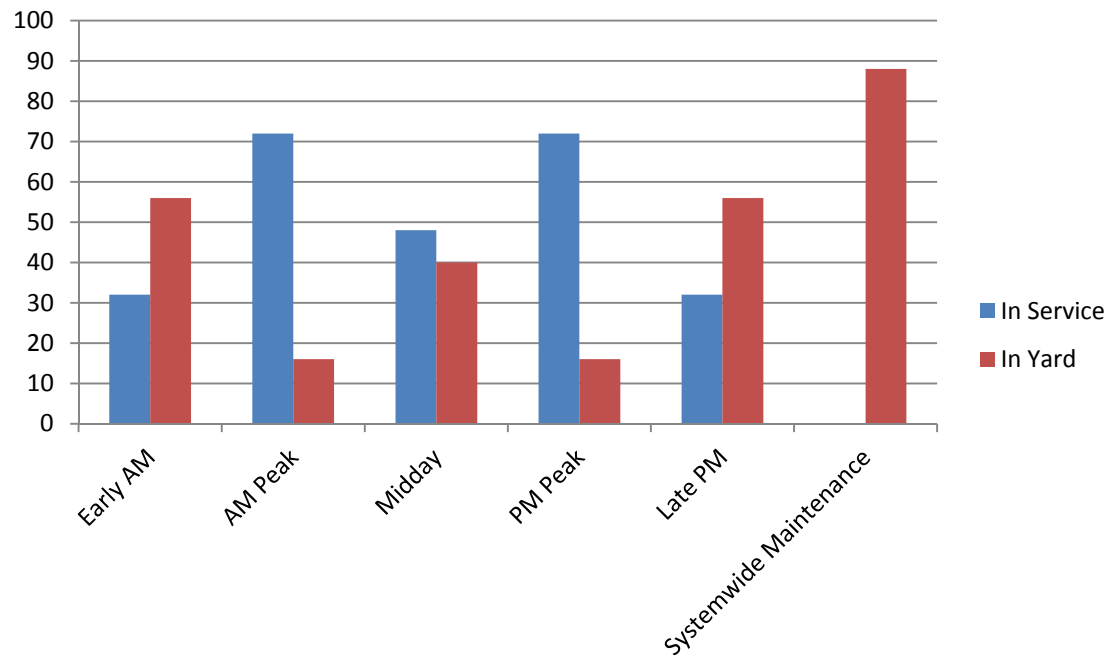
Onlooker's Observations

Train Frequencies	Service Period Window	Trains Per Hour Both Directions (approx.)	Total Trains Running on East Side During Service Period Window (approx.)
Early morning service	5:00 – 6:00 a.m.	8 Trains Hourly	4-6
<i>Trains every 15 min.</i>			
Morning peak service	6:00 – 8:30 a.m.	15 Trains Hourly	8-10
<i>Trains every 8 min.</i>			
Day off-peak service	8:30 a.m. – 3:00 p.m.	12 Trains Hourly	6-8
<i>Trains every 10 min.</i>			
Afternoon peak service	3:00 – 6:30 p.m.	15 Trains Hourly	8-10
<i>Trains every 8 min.</i>			
Evening off-peak service	6:30 – 10:00 p.m.	12 Trains Hourly	6-8
<i>Trains every 10 min.</i>			
Late night service	10:00 p.m. – 1:00 a.m.	8 Trains Hourly	4-6
<i>Trains every 15 min.</i>			
Train maintenance, preparing to establish early morning service	1:30 – 4:30 a.m.		
<i>System wide and Train maintenance period</i>			

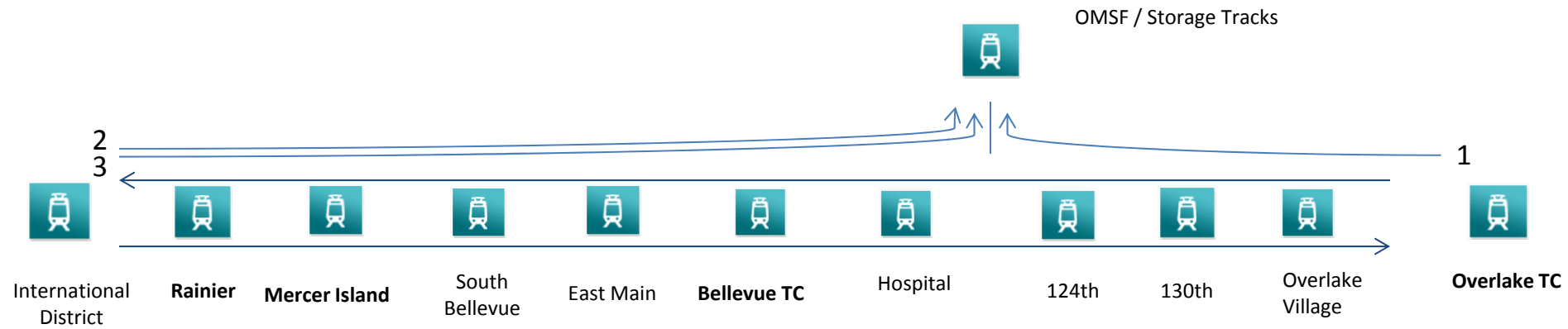
Yard Levels Throughout the Day

OMSF or Storage Tracks Bellevue

	In Service	In Yard
Early	32 (8 trains)	56 (14 trains)
AM Peak	72 (18 trains)	16 (4 trains)
Midday	48 (12 trains)	40 (10 trains)
PM Peak	72 (18 trains)	16 (4 trains)
Night	48 (12 trains)	40 (10 trains)
Late	32 (8 trains)	56 (14 trains)
Non-Revenue	0	88 (22 trains)
Total Capacity	96 (24 trains)	12 trks / 8 cars



East Side Closing



Returning Trains (Times approx.)									
Train	From	Rain	MI	S Bell	E Main	BTC	Hospital	Storage	OTC
1	Downtown	12:31:00 AM	12:37:00 AM	12:43:00 AM	12:47:00 AM	12:51:00 AM	12:53:00 AM	1:15:00 AM	1:05:00 AM
2	Downtown	12:51:00 AM	12:57:00 AM	1:03:00 AM	1:07:00 AM	1:11:00 AM	1:13:00 AM	1:15:00 AM	
3	Downtown	1:06:00 AM	1:12:00 AM	1:18:00 AM	1:22:00 AM	1:26:00 AM	1:28:00 AM	1:30:00 AM	

Questions?

