



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: December 12, 2013

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 18, 2013 Advisory Committee Meeting

Enclosed you will find an agenda packet for your third Advisory Committee meeting next Wednesday, December 18th. 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 Lynde.

This packet includes:

1. Agenda
2. Draft Meeting Minutes for December 4, 2013
3. Light rail context setting materials including excerpts from the Light Rail Overlay Ordinance (starting on page 26 of ordinance). Our action item for this meeting will be to make a final determination regarding context setting for the pending Design and Mitigation Permits. Based on your existing knowledge and observations from the East Link Tour on December 4th, do you feel that the current Land Use Code context setting considerations are comprehensive or do we need to take additional elements into consideration? These considerations provide a framework for the CAC's work and the CAC is tasked with determining whether each Design and Mitigation Permit results in a context sensitive decision.
4. Tentative Sound Transit Permit Submittal Schedule.

We will have hard copies of all electronic packet materials for you on December 18th. 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 18, 2013
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 December 4, 2013 Meeting Minutes
<i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:15 p.m. | 2. Public Comment
<i>Limit to 3 minutes per person</i> |
| 3:30 p.m. | 3. Light Rail Context Setting and East Link Tour Debrief – Action Item
<i>Matthews Jackson</i>
<i>Carol Helland</i> |
| 4:30 p.m. | 4. Preliminary Permit Submittal Timeline
<i>Sound Transit</i> |
| 4:45 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
CITIZEN ADVISORY COMMITTEE
SPECIAL MEETING MINUTES
EAST LINK TOUR

December 4, 2013
3:00 p.m.

Bellevue City Hall
Concourse

MEMBERS PRESENT: Susan Rakow Anderson, Erin Derrington, Joel Glass, Richard Line, Marcelle Lynde, Doug Mathews, Don Miles, Siona van Dijk

MEMBERS ABSENT: Ming-Fang Chang

CITY STAFF PRESENT: Carol Helland, Matthews Jackson, Development Services Department

SOUND TRANSIT STAFF: John Walser

MINUTES TAKER: Matthews Jackson, Development Services Department

1. 3:15 p.m. John Walser described location of portal and new city park while en route to Swayolocken. John discussed street closure and sound walls that will be located behind existing condos. John described road over rail configuration along 112th Ave SE.
2. 3:20 p.m. The Committee went on a tour of the East Link Light Rail alignment. Highlights included:

Swayolocken: Discussed TPSS location and height of train guide way. John discussed wall treatments at the pump station in relation to opportunities for screening of the TPSS.

South Bellevue Park and Ride: John described the garage location and expanded on the use of existing and augmented vegetation to provide substantial screening of the garage from the road. Matthews Jackson asked about the approximate width of the garage and the distance between the garage structure and the residential structures to the west. John described the height of the structure in

relation to the elevation of the road. Don Miles inquired about the capacity of the garage and John explained that Sound Transit expects it to be at capacity by 2030.

Red Lion Hotel:

Tour members viewed the location of the tunnel portal and discussed topography that exists directly to the west of the rail alignment.

116th and SE 6th Street:

John discussed elevation of the guide way and the route to the Burlington Northern ROW where the train turns north to the Hospital Station. John discussed the restoration of impacted parking after rail construction.

Barrier Audi:

Discussed topography and trench at the 120th Station in the Spring District. Sound Transit is coordinating with Wright Runstad on station design.

Cadman Site:

Members discussed location of train emerging from the trench and elevated guide way over Kelsey Creek. John described City projects in support of future light rail development such as 15th/16th. Members were shown the location of the 130th Station. En route, John described impacts to the Pacific Northwest Ballet building and car dealerships in the vicinity of 136th Ave NE. Joel Glass asked about construction mitigation and sequencing

4. 5:00 p.m. The meeting and tour concluded.

Land Use Code Contextual Considerations by Subarea

Southwest Bellevue Subarea

In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the RLRT System and Facility segment that passes through this subarea is **to contribute to the major City gateway feature** that already helps define Bellevue Way and the 112th Corridor. The **RLRT System or Facility design should reflect the tree-lined boulevard** that is envisioned for the subarea, and where there are space constraints within the transportation cross section, **design features such as living walls and concrete surface treatments should be employed** to achieve corridor continuity. The presence of **the South Bellevue park and ride and station** when viewed from the neighborhood above and Bellevue Way to the west, as well as from park trails to the east, **should be softened through tree retention** where possible and **enhanced landscaping** and **“greening features” such as living walls and trellises**. Design features for the alignment passing through this subarea and for **the East Main Station** should include **landscaping that provides dense screening** when viewed from residential areas and visual relief along transportation rights-of-way while maintaining sightlines that ensure user safety. Design features should be incorporated **to discourage vehicular drop-off activities adjacent to the single family areas**. The character of this area is defined by:

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

Downtown Subarea

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

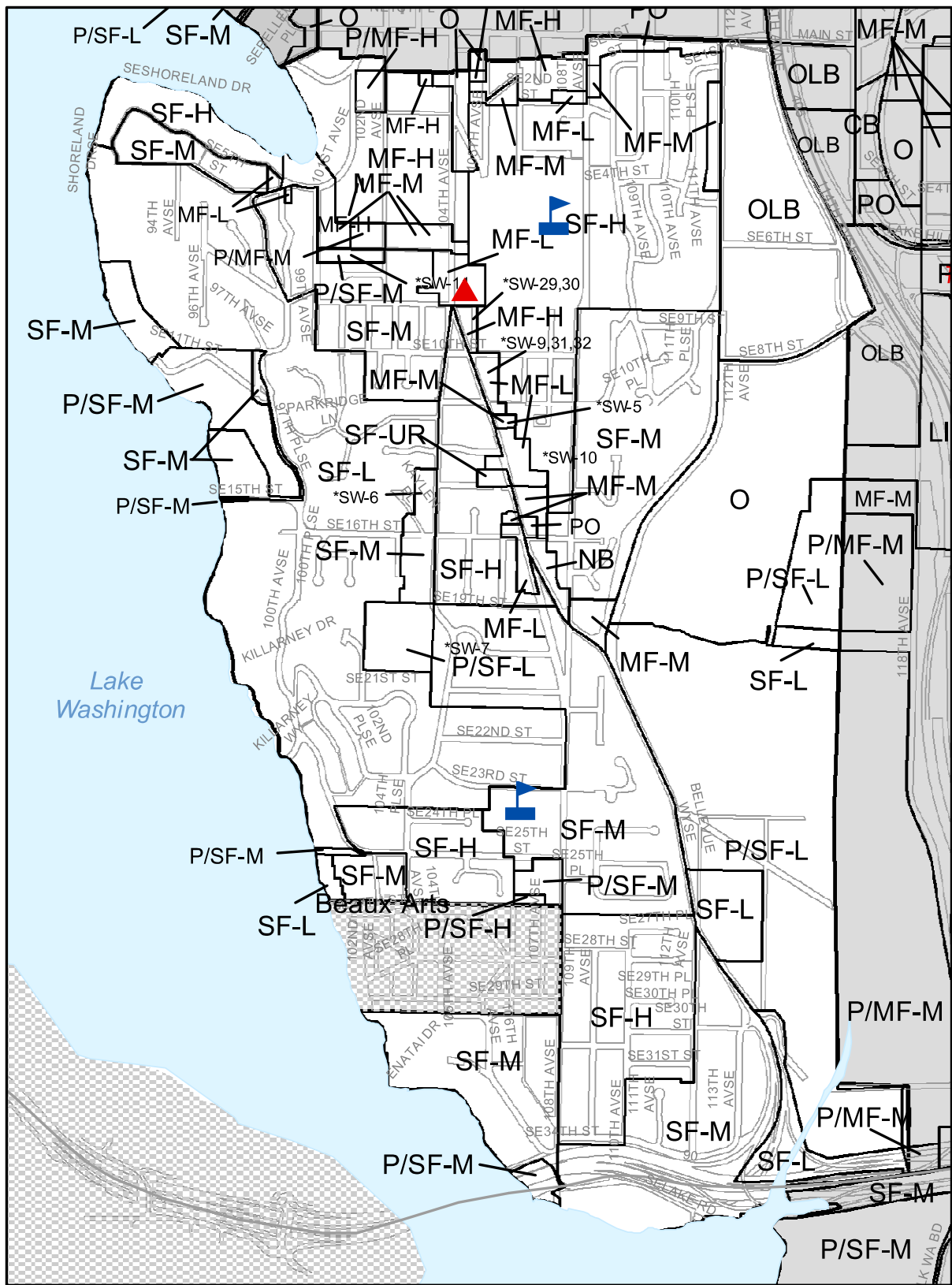


FIGURE S-SW.1
Southwest Bellevue Land Use Plan

* See Ord 5487
 SF Single Family
 MF Multi Family
 -L Low Density
 -M Medium Density
 -H High Density
 -UR Urban Residential

PO Professional Office
 O Office
 OLB Office, Limited Business
 OLB-OS Office, Open Space
 NB Neighborhood Business
 CB Community Business

GC General Commercial
 LI Light Industrial
 PF Public Facility
 P Park

Fire Stations

Public Schools

Planning Districts

Bellevue City Limits (6/2005)

Lakes

- a. Private entertainment and cultural attractions;
- b. High quality urban amenities such as pedestrian oriented development and weather protection that encourages people to linger and not just pass through;
- c. High rise buildings that attract a creative and innovative work force;
- d. Multifamily developments that attract urban dwellers that are less tied to their vehicles to accomplish day-to-day tasks;
- e. Great public infrastructure including roadways, transit and pedestrian improvements, parks and public buildings; and
- f. Stable property values that make it a desirable place for businesses to locate and invest.

Wilburton/NE 8th Street Subarea

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

- a. Outdoor spaces that promote visually pleasing, safe, and healing/calming environments for workers, patients accessing health care services, and visitors;
- b. Buildings and site areas which include landscaping with living material as well as special pavements, trellises, screen wall planters, water, rock features, art, and furnishings;
- c. Institutional landmarks that convey an image of public use and provide a prominent landmark in the community; and
- d. Quality design, materials, and finishes to provide a distinct identity that conveys a sense of permanence and durability.

 $^{15}\text{R-15}$ density limit

Fire Stations




Public Schools

Planning Districts



■ ■ Bellevue City Limits (2008)

 Lakes



Z

- | | |
|----|--------------------|
| GC | General Commercial |
| LI | Light Industrial |
| PF | Public Facility |
| P | Park |

Bel-Red Subarea

In addition to complying with all applicable provisions of the Bel-Red Subarea Plan, the design intent for the RLRT System and Facility segment that passes through this subarea is to **foster a new path for Bel-Red** that is directed toward a **model of compact, mixed use, and “smart growth”** that represents a departure from the area’s historic industrial roots. The 2013 context provides only glimpses of the future that is envisioned for this area. As a result, the public investment in light rail infrastructure provides an opportunity to **reinforce the future outcomes** that are desired for the area. The desired future character of this area is undefined by current development, but the Bel-Red subarea plan envisions a condition that is defined by:

- a. A thriving economy anchored by major employers, businesses unique to the subarea, and services important to the local community;
- b. Vibrant, diverse, and walkable neighborhoods that support housing, population, and income diversity;
- c. A comprehensive and connected parks and open space system;
- d. Environmental improvements resulting from redevelopment;
- e. A multimodal transportation system;
- f. A unique cultural environment;
- g. Scale of development that does not compete with Downtown, and provides a graceful transition to residential areas farther to the east; and
- h. Sustainable development using state of the art techniques to enhance the natural and built environment and create a livable community.

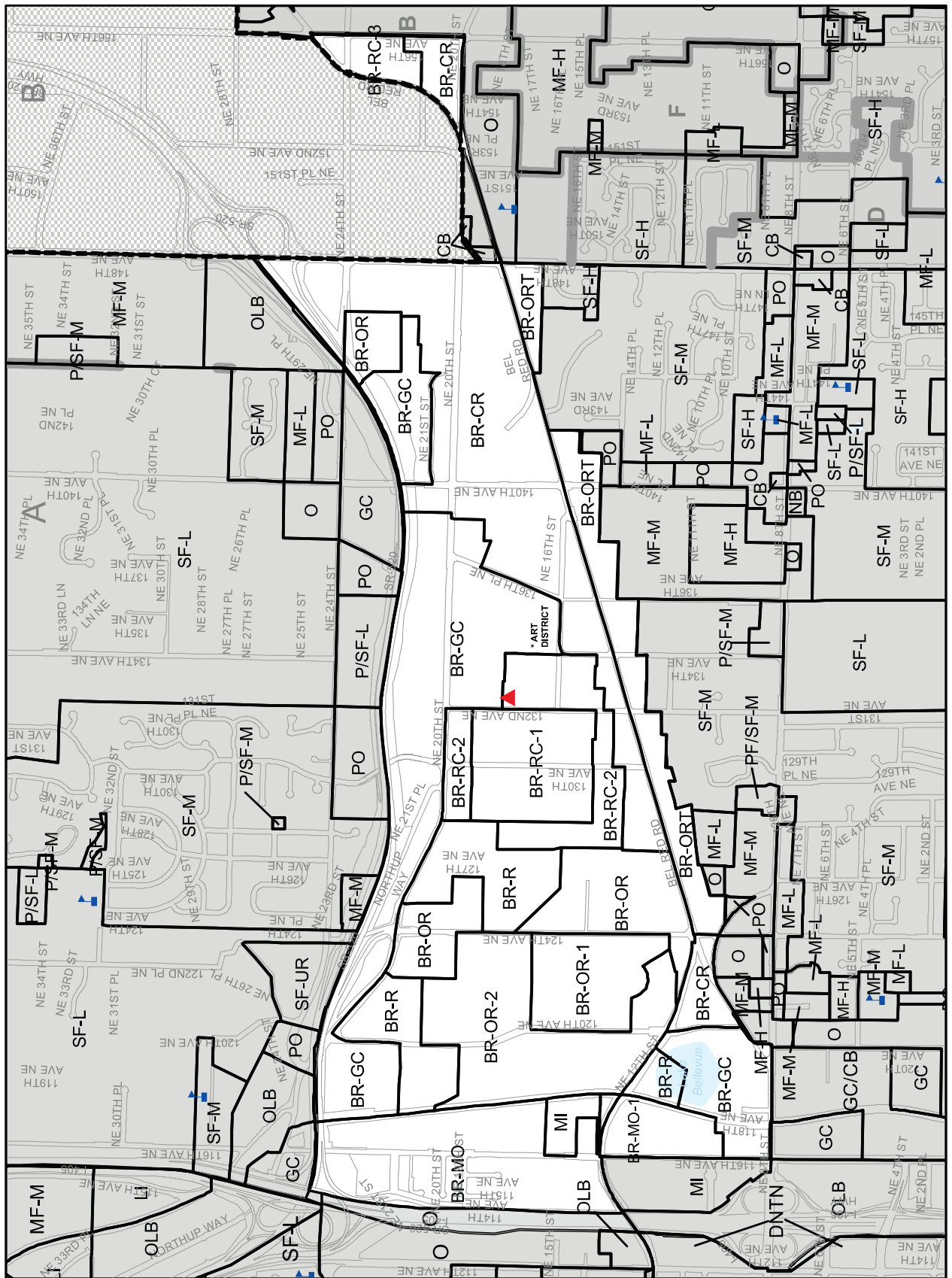


Figure S-BR.1
Bel-Red Land Use Plan



BR-OR-1 Bel-Red Office/Residential Node 1
BR-OR-2 Bel-Red Office/Residential Node 2
BR-RC-1 Bel-Red Commercial Node 1
BR-RC-2 Bel-Red Commercial Node 2
BR-RC-3 Bel-Red Commercial Node 3
BR-MO-1 Bel-Red Medical Office Node 1

BR-OR Bel-Red Office/Residential
BR-CR Bel-Red Commercial/Residential
BR-R Bel-Red Residential
BR-GC Bel-Red General Commercial
BR-MO Bel-Red Medical Office
BR-ORT Bel-Red Office/Residential Transition

MI Medical Institution

This legend is specific to the Bel-Red Subarea.

▲ Fire Stations
● Public Schools
— Planning Districts
--- Bellevue City Limits (2008)
■ Lakes

East Link

Pre-Development Reviews CONFIRMED	
E330 60% Design Review Submittal	Dec 2, 2013
E330 60% Design Review Comments Due	Dec 17, 2013
E320 60% Design Review Submittal	Dec 16, 2013
E320 60% Design Review Comments Due	Jan 15, 2013
E335 60% Design Review Submittal	Jan 2, 2014
E335 60% Design Review Comments Due	Jan 28, 2013
Permit Submittals (NOT confirmed – all tentative)	
E320 Shoreline Permit	Mid-Dec 2013
E340 Permit Application	January 2014
E360 Permit Application (Bellevue Portion)	January 2014
E330 Permit Application	March 2014
E320 Permit Application	May 2014
E335 Permit Application	TBD