
From: luke.lamon@soundtransit.org
To: loman927@hotmail.com
CC: paul.cornish@soundtransit.org; mlink@michaeljlink.com; twallin@leibsohn.com; jonswilson@yahoo.com; hwkatz@aol.com
Subject: RE: East Link Discussion Issues: Lake Bellevue And Hospital Station CRM:0077351
Date: Fri, 30 May 2014 21:55:44 +0000

Hello Gentlemen,

Thank you for taking the time to respond with your follow-up concerns, we appreciate the ongoing dialogue. I've tried to address these follow-up issues, where appropriate, below.

Thanks, and take care.

Luke Lamon | East Link Community Outreach Specialist
Sound Transit | Design, Engineering & Construction Management
625 5th Avenue South, Seattle WA | 206.903.7469

From: Richard Loman [<mailto:loman927@hotmail.com>]
Sent: Monday, May 19, 2014 12:27 PM
To: Lamon, Luke; Cornish, Paul
Cc: Michael Link; Tom Wallin; jon wilson; Howard Katz
Subject: FW: East Link Discussion Issues: Lake Bellevue And Hospital Station

Luke--- many thanks to you and Paul for your e-mail of April 30, 2014, addressing our written concerns to Sound Transit over the past few months. Here are our remaining needs and issues:

1. Station location.

We would like in writing to know how Sound Transit intends to discourage unauthorized "park & ride" use of the contiguous, private, commercial parking lots on the northeast side of the station property. The City will be looking at this as part of their station-area planning effort, where it will be determined whether any enhanced monitoring or enforcement efforts should be undertaken. The assumption is that your groups will be quite involved in that planning process, so there should be ample opportunity to examine this. I would also like to make sure it is clear that strategies can change based on conditions. While we may think that we have the best strategy in place to prevent unauthorized users from parking in certain spaces, if when the station opens in 2023 that turns out to not be the case, we will adjust accordingly.

2. Construction Impacts.

We want as early an involvement as possible, so that we can understand and help minimize or eliminate the impact of noise, dust and possible damaging vibrations to our foundation piles, as well as preserving existing vegetation and protecting the integrity of our wetland area. In summary, we don't just want to know what's going to happen, we want to fully understand, with the opportunity to minimize or avoid impacts during construction by the contractor. We

will gladly involve you as early as possible. As I mentioned previously, this portion of the alignment is going to be constructed with the general contractor/construction manager (GCCM) method. This contractor is expected to be onboard late 2014, at which point they will start to contribute to design development and refine construction elements such as timing, duration and anticipated community impacts. It is our intent to involve communities across the entire alignment as early as possible in the construction conversation.

3. Sturtevant Creek.

Please provide us with the proposed maintenance schedule and contact personnel. A rendering of a typical creek section showing landscaping would be helpful now, if available. I don't believe that we have a section, however I do have a request in to our Environmental group to see if they may have something. As for a maintenance schedule, it would help to know if you're referring to maintenance during construction or once the project is complete. During construction, it will be the contractor's job to maintain the creek. I believe that we have language indicating as much written in to the contract specifications, but I will need to confirm that. As for the long-term maintenance, that will be our Property Management group. Assuming he's still here in 9 years, that would be Steve Sawyer at (206)-398-5355.

4. Signal house location.

We remain absolutely opposed to its present location. We are currently working with the systems engineering group to determine if there are any other viable sites which this structure might be relocated to. What may help us get a clearer picture of your opposition to this location would be your primary concern. Is it the potential impact to two parking spaces, or is it the structure itself which you object to? I ask because depending on the concern I may be able to give you more information on what the actual impacts may be, as opposed to the perceived impacts of a signal house.

5. OMSF.

We don't believe these uses are consistent with the Bell Red Plan. I would encourage you to attend the upcoming DEIS public hearings to learn more about the document and then submit and comments you may have. The Bellevue meeting is on June 5 from 5-7:30 at the Coast Bellevue Hotel.

6. Permanent station naming.

We are requesting that the station be named Lake Bellevue Station. [This comment has been added to the final comment summary.](#)

7. Security concerns at station.

We support the concerns expressed by the Bellevue Network On Aging.(BNOA)

8. Platform safety.

If platform warning lights are used, there is no need to ring bells.

9. Access to hospitals from station.

We are asking that the bridge over the creek be creatively designed to become an integral part of the station artwork. The STart (Sound Transit's integrated station art program) group has identified the bridge over the creek as a potential art opportunity for the Hospital Station. The station artist has not been selected yet, but in the coming months the artist selection panel will be forming. Contextual information such as neighborhood character and values are helpful to communicate to us as the artist selection process gets underway, so do please send those to me. Additionally, as the artist selection process gets off the ground in the coming months, I'll be sure to keep you in the loop so that we're assured on neighborhood representation.

10. Height of light rail benches.

We support the position of the Bellevue Network On Aging. We follow the *ADA Standards for Accessible Design*, chapter 9 section 903.5, which states that "the top of the bench seat surface shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum above the finish floor or ground."

11. Noise and Vibration concerns.

We have a continuing concern about noise abatement and damaging vibration to our foundation piles during construction.(see #2 above). As previously mentioned, our initial analysis showed an overall reduction in ambient dB from current 58 to 55 with our proposed noise mitigation. Vibration analysis showed no projected impacts. As a part of the final design process we are updating both of those studies, the findings of which will be shared with you.

Finally, we have asked to see a rendering looking west from our property, that would show the relationship of the descending concrete guide ways, sound panels, sound wall location, specifications and proposed landscape screen and how they all fit together along the westerly property line of Lake Bellevue Village condominiums. We have asked our consultant to produce something which might satisfy at least some of these requests. The final noise analysis is not complete yet, which means that the ultimate height and location of noise walls is not finalized. Additionally, landscaping is one of the design elements that is finalized between the 60 and 90% design milestones. Because most of the design elements for this portion of the alignment are currently on hold as we bring the GCCM on-board, the landscaping plan hasn't been finalized. That being said, we have an approximation of the guideway in relation to Lake Bellevue Condos which we'd like to discuss with you. Please let me know a good time to get together so that we can do this.

We appreciate the time you are spending with us.

Thank you,
Lake Bellevue Land Use Committee