



## LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

**Date:** October 24, 2014

**To:** Light Rail Permitting Advisory Committee

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

**Subject:** October 29<sup>th</sup>, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your twenty-first Advisory Committee meeting next Wednesday, October 29<sup>th</sup>. 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. October 15<sup>th</sup> Meeting Minutes
3. City PowerPoint from October 15<sup>th</sup>
4. Vicki Scuri Art Presentation
5. Katy Stone Art Presentation

We will have hard copies of all electronic packet materials for you on October 29<sup>th</sup>. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

Please let us know if you have any questions prior to our meeting. We look forward to seeing you next week.



# LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, October 29, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

## AGENDA

- |                  |   |
|------------------|---|
| <b>3:00 p.m.</b> | <b>1. Call to Order, Approval of Agenda, Approval of October 15<sup>th</sup> Meeting Minutes</b><br><i>Committee Co-Chairs Mathews and Van Houten</i> |
| <b>3:10 p.m.</b> | <b>2. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>3:20 p.m.</b> | <b>3. Tree Preservation and Context Sensitive Design Continued Discussion</b><br><i>Mathews Jackson and Sound Transit</i>                             |
| <b>3:45 p.m.</b> | <b>4. South Bellevue Station Updated Renderings</b><br><i>Sound Transit</i>   |
| <b>4:50 p.m.</b> | <b>5. Public Comment</b><br><i>Limit to 3 minutes per person</i>  |
| <b>5:00 p.m.</b> | <b>6. Adjourn</b>   |

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](mailto:mjackson@bellevuewa.gov) ) or Carol Helland (425-452-2724, [chelland@bellevuewa.gov](mailto: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

October 15, 2014  
3:00 p.m.

Bellevue City Hall  
Room 1E-113

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

MEMBERS ABSENT: Marcelle Van Houten, Ming-Fang Chang, Siona van Dijk

OTHERS PRESENT: Matthews Jackson, Department of Development Services; Kate March, Department of Transportation; Paul Cornish, John Walser, Barbara Luecke, Justin Lacson, Katie Saunders, John Logan, Sound Transit; Vicki Scuri, Artist; Katy Stone, Artist

RECORDING SECRETARY: Gerry Lindsay

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

The meeting was called to order at 3:02 p.m. by Co-Chair Mathews.

The agenda was approved by consensus.

With regard to the minutes, it was noted that Mr. Chang was not in fact present for the meeting.

A motion to approve the September 17, 2014, minutes as amended was made by Ms. Anderson. The motion was seconded by Ms. Jones and it carried unanimously.

2. PUBLIC COMMENT

Barbara Luecke, manager of the public art program for Sound Transit, introduced artists Vicki Scuri and Katy Stone. She said Sound Transit is well aware that the South Bellevue station is within the Mercer Slough nature area. Every time Sound Transit commissions public art as part of a project, a lot of time is spent in thinking about site context and what is important to those who will be using it. The elevated South Bellevue station and the large parking garage immediately behind it has architectural features and sight lines that are unique.

Ms. Luecke said Ms. Scuri was chosen to work on what is being called the front approach to the project, which is what will be seen and experienced from Bellevue Way and from any of the gateway driveways. She will also be addressing the acoustic panels.

Ms. Scuri shared with the Committee photos of earlier public art projects she has done. She noted that many of her projects are about landscape and they always play with the context of the site. She said her works also often involve connecting space by utilizing patterning as a vehicle for moving through a space and creating a human scale and context relative to history and contemporary thought.

Ms. Scuri said spending time in Mercer Slough since being hired for the project has been inspirational. She said she likes the tree canopy and the way the leaves move and the light changes. The primordial life force of the Slough sets the context for the station. Duckweed is a symbol of the vitality of the slough, and water lilies represent the transition of seasons and abundance of life. The Slough is vibrant in color, from trees and flowers to the blueberry bushes with their ripe fruit and later in the fall their red leaves.

Ms. Scuri said she the acoustic panels are one of the first things visitors to the site will see. They are six feet tall and cover 600 lineal feet in front of the station and will contribute to the station or detract from it. The columns, which at 24 feet high are four times the height of a tall human, should be addressed with the language of the slough. The escalator well and the stairwell, both in the center of the station, serve as the heart of the center.

The design of the station involves typical transportation architecture. What is missing is any sense of where it is, the context it exists in. By being designed as everyone's place, it really will be no one's place unless contextualized. Ms. Scuri shared drawings of her ideas for addressing the acoustic panels, the platform colors, the escalator and stair wells, and the columns that utilized in contemporary ways inspiration drawn from the Slough. She also showed the Committee materials and colors.

Mr. Glass asked if the soundproofing will be facing east as well as west. John Walser, architect with Sound Transit, said the acoustic panels will be located only on the west side of the trackway, not on the Slough side.

With regard to the three-story, 1100-vehicle garage, Ms. Luecke said it is amazing that many of the building's sight lines are obscured. She said Ms. Stone has been tapped to focus on the areas most visible from the platform and by passengers on trains passing by. She stressed that the art dollars will be focused on areas where they will be most seen.

Ms. Stone said her thinking about the project was only in the preliminary stage and indicated she does not usually share her early ideas about projects. She said the project represents her first grand-scale exterior work and it has caused her to expand her thinking. Noting her background in site-specific installations, she said she has been making art for 20 years. The station itself will obscure the entire parking garage. The primary sight lines will be in the center of the garage extending to the north of the center perforated screens. The fins provided by the architects project out three feet and are intended to soften the lines of the garage.

Ms. Stone said the parking garage will not be visible from a distance. It will only be as one rides up the escalator, passes Ms. Scuri's screens and stands on the platform looking toward the east will the garage be seen, and even then only the top story will be experienced.

Ms. Stone said she shares with Ms. Scuri a love for nature and a desire to create a parallel experience to being in nature. The Slough offers a remarkable variety of textures along with a sense of movement in the form of a soft and gentle undulation. She said she has over the years used willow trees in her work because of their gracefulness, easy movement, delicate form, and gentle meandering movement. She said she seeks to embody nature's forces without literally illustrating them, particularly movement of line, something that can be seen everywhere in the Slough in branches, sedges and the overlaying grasses. Duckweed, sedges and rushes are plants that echo a healthy wetland system.

Ms. Stone shared with the Committee members photos of some of her works. She noted that while most of her works have sculptural qualities, they also relate to flat planes. She also shared her preliminary concepts for the South Bellevue parking garage. She said the fins are the primary elements that need to be dealt with to help further cover the portion of the garage that is visible. Her concept included an undulating form evocative of water and gentle movement.

Because the garage is primarily horizontal, a form with some vertical movement is needed. Cattails, which from a distance evoke the notion of grasses layering on each other, are atmospheric and offer nice movement. Ms. Stone noted that her concept has vertical form that echoes the fins but still moves in a horizontal way across the garage, and while it harmonizes with the tree line, there is no attempt to mirror the tree line. She stressed that the color pallet will be cohesive and balanced, and added that concrete can be worked with and made to have a resonance like rock or stone.

Answering a question asked by Mr. Glass, Ms. Stone said the architects have been directed to perforate the screening, but instead of generating patterns themselves she will work with them to create a cohesive gesture across the façade of the garage. She said she would also work with the architects in selecting colors if the screens get painted.

Answering a question asked by Ms. Jones, Ms. Stone said there are a number of options relative to treating the screen material and adding color. Echo resin is translucent and a film can be embedded in it. It is also possible to tilt or angle flat planes to create a more sculptural experience. By using smaller shape units, it could even be possible to allow for movement. The surface can also be utilized to get a play of light in a way that would relate a sense of motion.

Ms. Stone commented that for those who ride up the escalator and look out from the platform, the fins will appear to create an unbroken wall obscuring the face of the parking garage.

With regard to the notion of giving texture to concrete walls, Ms. Stone said she will collaborate with the architects to come up with a texture that will look and feel organic and which evokes emotions similar to those of the sculpture and movement on the side of the building.

Mr. Jackson asked the Committee members to comment as to whether or not the concepts respond to the advice given in the advisory document. Co-Chair Mathews indicated his support for the ideas in general.

Ms. Derrington noted her appreciation for the attention paid to the flora and the colors and textures of the Slough. She added that the Slough is rich with fauna as well, ranging from Great Blue Herons to salmon and salamanders. The artists were encouraged to think about those textures and movement opportunities as well. Relative to the perspective of the larger station, she noted the Committee has been interested in seeing it blended into the background to avoid disturbing the overall character of the area. There was talk about utilizing living walls to achieve that goal. Many of the ideas and textures highlighted by the artists will help in that regard, but they could also end up being dynamic and somewhat distracting for those who live in the neighboring hills and who look down on the station as a whole. Ms. Scuri pointed out that it will be necessary to look 20 feet up in order to even see the band that goes across. As such, the problem of competing with nature will not exist. The opposite may in fact be true, that the design is not dynamic enough. Ms. Derrington suggested that moving pieces that glint in the light might catch the eye from a distance rather than blend into the area.

Mr. Miles pointed out that the testimony from those who live on the hill has been that they do not want to see anything at all when they look out. Ms. Scuri said they will not, actually. The band of color that is broken up into pixelated surfaces will from a distance appear to be nothing more than a color band that matches the color behind it. Ms. Stone added that her piece will look more like grasses seen from across a meadow, or possibly feathers. She said she is striving for artistic resonance from the platform as well as an echo of what is happening in the area.

Ms. Scuri said one of the tricks to making it disappear will be to create facets in different ways and to break it up into smaller parts. That is what the glass frit does and also what the pattern band does. Residents looking down from the hill will just never see it. If nothing at all is done, they will see the solid massing of concrete. The point is to soften the surfaces using illusionistic methods.

Ms. Jones commented that the Committee has wrestled with understanding what parts of the station will and will not be seen from neighboring properties, some of which are as close as just across Bellevue Way. She agreed that the wildlife of the Slough should also be represented. The concepts presented are quite different from the notion of green and living walls that the Committee has discussed often and which could still be incorporated in some areas.

Ms. Scuri said she was told that if incorporated at all the living walls would be on the garage. She added, however, that she had been told they were not maintainable and was therefore not an option. Ms. Luecke said they certainly could not be on the acoustic walls or on the hardscape around the columns. There will be landscape areas around the garage, but the design criteria does not include living walls. She said the artists were not charged with proposing living walls.

Ms. Anderson said she was pleased with the proposed artistic touches. She said they represent a very positive move forward. The acoustic panel option is the alternative to a living wall. While the neighbors would like the station to simply disappear from their view that clearly is not going to happen.

Mr. Miles concurred. He said over the past few years he has visited train stations all over the world and the proposed approach represents the best attempt he has seen to blend in with an area.

Mr. Glass allowed that making a huge structure disappear is an impossible task. The glass panels and pixilated elements have a modern look and feel to them, but set in a natural setting they offer a nice contrast. Ms. Scuri commented that the hex is nature's building block; at the submolecular level, that is the shape that appears most often.

Co-Chair Mathews said he liked the use of modern materials in creating designs that fit well with the natural setting of the Slough.

Mr. Walser informed the Committee that at the next meeting architectural renderings will be presented that will include what the structures will look like from realistic viewpoints. That will help the Committee members understand what can be seen and from where.

Ms. Jones said that will be helpful. She added that she liked the colors presented by Ms. Scuri. She agreed that the use of autumnal colors on the two ends will provide for a wonderful spectrum. She said she also liked the warm colors suggested by Ms. Stone.

#### 4. TREE PRESERVATION AND CONTEXT-SENSITIVE DESIGN

Justin Lacson, permit administrator for Sound Transit for the Bellevue portion of the East Link project, explained that in developing the mitigation plan for the East Link project the city's light rail code overlay for critical areas was utilized along with the general development requirements. The city's best management practices for tree removal and preservation were also adhered to. The requirement for critical areas includes planting three conifers for every one removed, and one deciduous tree for every one removed. In non-critical areas, the replacement ratios are based on the context of the site.

Mr. Lacson said an inventory and tree assessment was conducted during the winter of 2013 by a certified arborist. All trees with a circumference of four inches or more at chest height were counted in the areas 50 feet on either side of the guideway. The inventory included tree species and tree health.

Trees will be removed from the project footprint, including the guideways and station locations. Trees will also be removed from the safe operations and maintenance area to 34 feet of either side of the center guideway to prevent any potential for blow down and wind throw. Selective removal may occur within an additional 30-foot buffer zone to ensure overhanging branches will not fall and threaten the operation and maintenance of the facilities.

Mr. Walser clarified that the 34-foot measurement will be from the track centerline to the trunk of trees. The intent is to maintain a minimum clearance of four feet between the guideway and the tree canopy at full growth. In those instances where the guideway is high enough and the species of tree in question is shorter, it will be possible to have some trees closer to the guideway.

Mr. Glass asked if trees will be removed from private property. Mr. Walser said most of the issues are in the Mercer Slough Park. A 30-foot buffer will be replanted with trees along 112th Avenue SE. For the most part tree removal will impact only properties Sound Transit already controls. He said he was not aware of any private properties that will be impacted; if there are, however, Sound Transit will acquire that portion of the properties. A street tree corridor planting plan was developing in conjunction with the 60 percent design stage and the landscape architects took a look at tree species and growth patterns to assure a clear zone.

Mr. Jackson stated that the city will have questions for Sound Transit to answer in regard to the 30-foot buffer zone which has not previously been discussed. That buffer zone is in addition to the 34-foot zone, making it 64 feet on either side of the guideway.

Katie Saunders, urban designer with the East Link design team, said decisions were made early in the planning process to limit the project's impact in critical areas and that will have a direct impact in the number of trees that will be saved. She shared with the Committee a map indicating the trees to be removed from the E-320 corridor in accord with the tree assessment inventory described by Mr. Lacson. The design team has looked at each and every tree to determine if it will be impacted by project construction by virtue of the alignment, the layout of the stations, or by construction staging areas. The process will be iterative and all members of the landscape team will review the trees throughout each phase of final design.

Ms. Saunders said the tree assessment surveyed 2196 trees that are four inches diameter or greater at breast height. Of those, the project is currently slated to remove 1279 of those trees. Through direct mitigation and landscape development, the project will actually plant 9579 trees, 8000 of which will be in the Sweyolocken environmental mitigation area. There will also be a large number of plants put in at the stations along the corridor. With regard to the South Bellevue station, a concerted effort was put into retaining trees, particularly at the edges where the site transitions back into Mercer Slough.

From the blueberry farm up past the Winters House there are environmental mitigation areas. Trees are being removed from some areas as a result of project impacts. Some of the areas will be only temporarily impacted and will be restored after the fact. In the stretch through Surrey Downs tree removal will be largely reflective of the alignment and some additional grading activities.

The design team is following all of the city's tree preservation guidelines and tree protection fencing will be located within the plan drawings. During construction, there will be heavy duty fencing installed to provide landscaping and tree protections, both for the significant trees and the seedlings that will eventually become part of the ecological context.

Sound Transit is still in negotiations with the city about tree sizes. The sizes that have been proposed at the stations and along the corridors range from one-and-a-half-inch to three-inch caliper, which translates into trees that are between seven and twelve feet tall depending on the species. Both native and species that have adapted to local conditions will be used. There is a particular appetite to use a native plant pallet in the portions of the corridor that are adjacent to Mercer Slough. Within the environmental mitigation landscapes, the proposed trees sizes are somewhat smaller and the species will be tied to performance standards. It has been shown that smaller plant materials have higher success rates.

Mr. Walser shared with the Committee a photo looking toward the South Bellevue station site showing some of the existing trees that will be retained and which will help to screen the garage. Also shown to the group were depictions of the parking garage showing the existing trees. He agreed to share the images at the open house.

Answering a question asked by Mr. Miles, John Logan with Sound Transit explained that a soil preparation detail has been put together that involves amending the soils to make sure it will retain sufficient moisture, and bringing in nutrients from compost and the like, all with an eye on making sure the trees that get planted will survive. There will be some permanent irrigation included at the station areas, and for the mitigation areas there will be temporary irrigation until the trees are established.

5. PUBLIC COMMENT - None

Mr. Jackson reminded the Committee about the meeting slated for October 29, and the open house scheduled for November 6 at Enatai Elementary School from 5:00 p.m. to 7:00 p.m.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:07 p.m.

# LIGHT RAIL PERMITTING ADVISORY COMMITTEE



## COMMITTEE MEETING

October 15, 2014 | 3:00PM -5:00PM | ROOM 1E-113



# Agenda

- **3:00**
  - Call to Order, Approval of Agenda, Approval of September 17<sup>th</sup> Meeting Minutes – Co-Chairs Van Houten and Mathews
  - Public Comment
- **3:20**
  - South Bellevue Art Update– Barbara Luecke Sound Transit
- **4:20** Tree Preservation and Context Sensitive Design – Justin Lacson Sound Transit
- **4:50**
  - Public Comment
- **5:00**
  - Adjourn



# Migratory Bird Mitigation

- Sound Transit Artists Presentation



# East Link Extension

South Bellevue Tree Preservation and Mitigation  
Light Rail Permitting Citizen Advisory Committee  
October 15, 2014

# South Bellevue Tree Preservation & Mitigation

## Overview

- City of Bellevue Tree Mitigation Criteria
- Tree Survey Methodology
- Tree Preservation, Removal and Replanting

## Slide 5

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**KS3**

Jason had the following suggestions:

- removing Permit from the title
- Adding DMP as a bullet

Katy Saunders, 10/14/2014

# City of Bellevue Mitigation Criteria

- Three Different Regulations Apply
  - Light Rail Overlay
  - Critical Areas
  - General Development Requirements
  
- City of Bellevue Best Management Practices (BMPs) for tree preservation
  
- In Critical Areas
  - Three new conifers for each coniferous tree removed
  - One new deciduous tree for each deciduous tree removed
  
- In Non-Critical Areas
  - Tree replacement based on context setting of site

## Slide 6

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**KS4** I might revise the last bullet to the following:

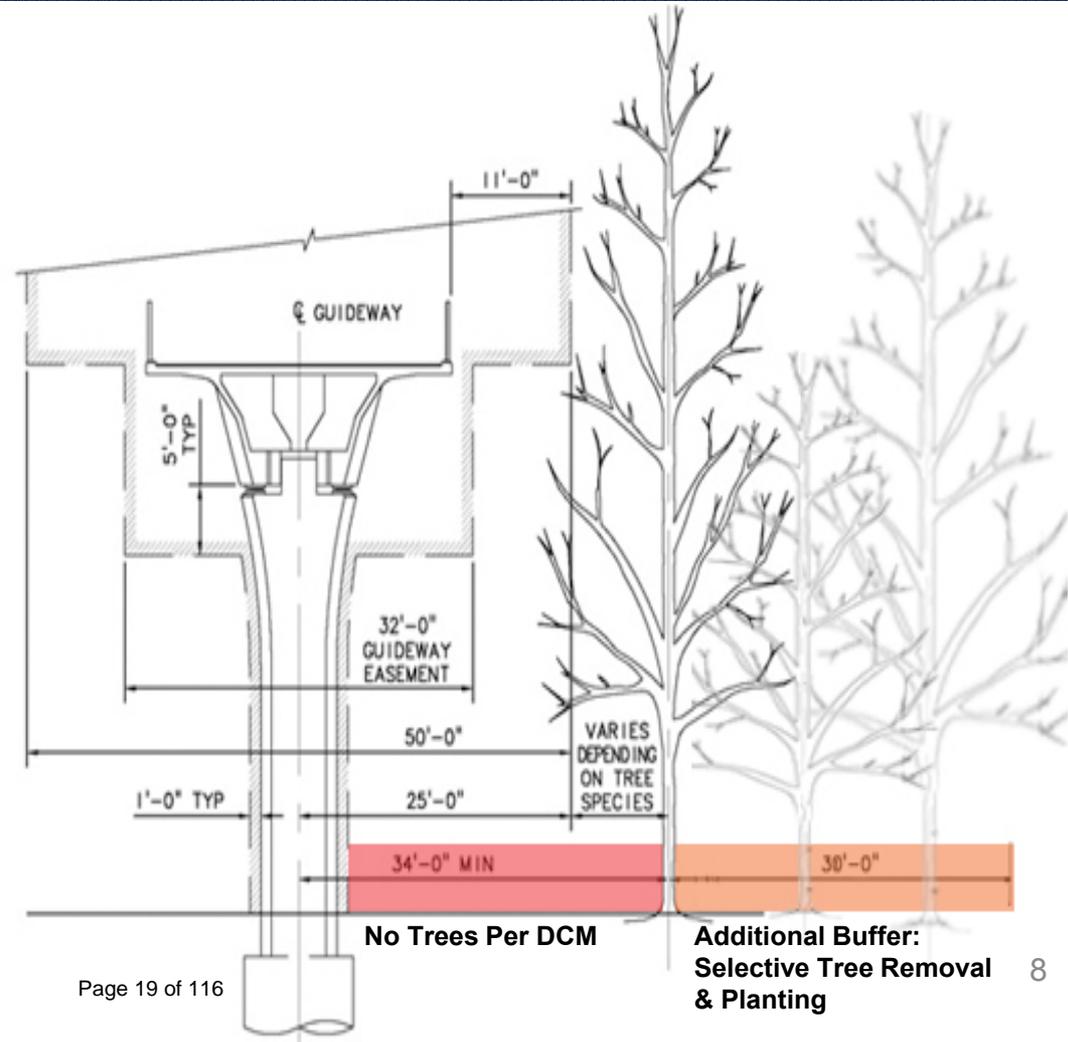
"Tree replacement based on the City of Bellevue standards for context sensitive design."  
Katy Saunders, 10/9/2014

# Methodology & Removal Overview

- Tree Assessment
  - Tree location survey – all trees 4 in diameter breast height (dbh) and larger
  - Tree identification classification
    - Species
    - Category
    - Significant
    - Health
  
- Tree Removal Overview
  - Trees within the Project foot print
  - Safe Operations & Maintenance Area
    - 34' from centerline of guideway, per ST's Design Criteria Manual
    - Additional 30' buffer zone

# Safe Operations and Maintenance Area

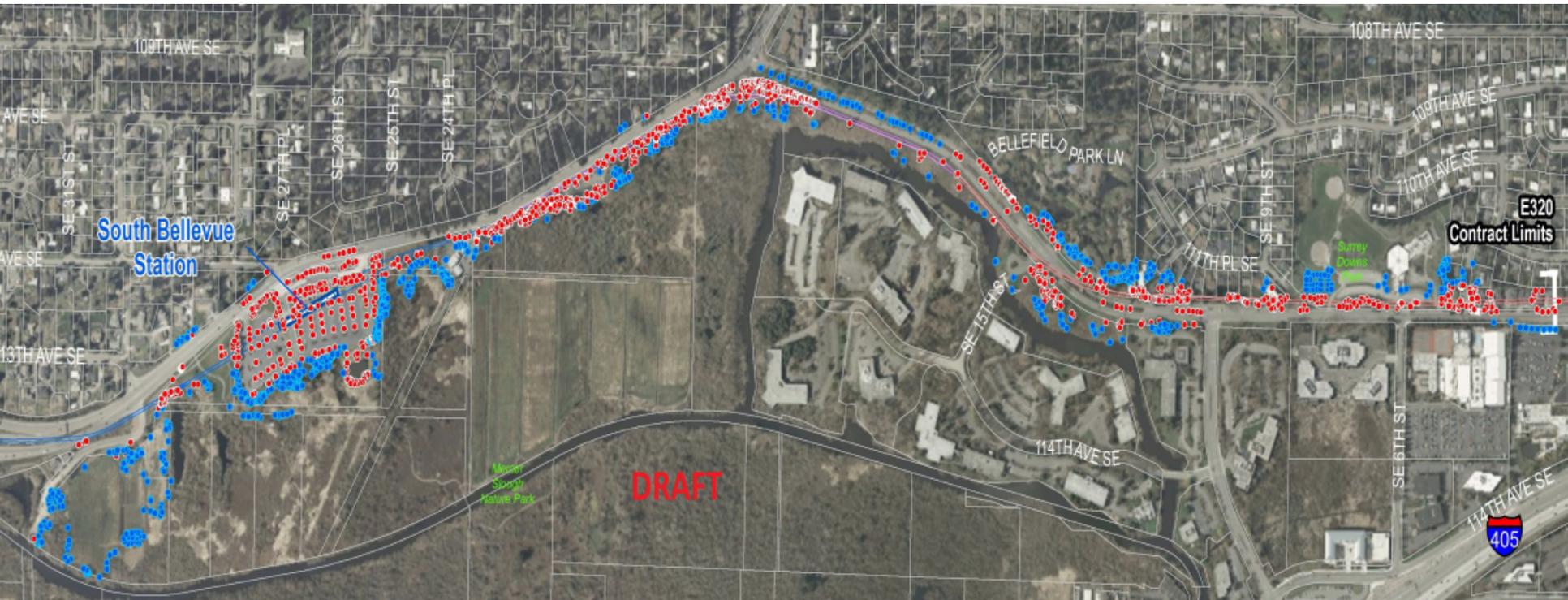
- No trees/stumps within 34 ft of the guideway centerline
- Scrub-shrub & groundcover planting allowed
- Additional Buffer: 30ft for selective planting and removal
- Prevent mature tree canopy from blowing onto the guideway



# Tree Preservation

- Planning Process
  - Early attention to minimizing the Project's impact to Critical Areas resulted in tree retention where feasible
  - Review of specific sites through the EIS process
  
- Final Design Phases
  - On-going review by the design team to assess trees that can be retained, based on the construction limits of the Project.

# Tree Preservation & Removal Overview

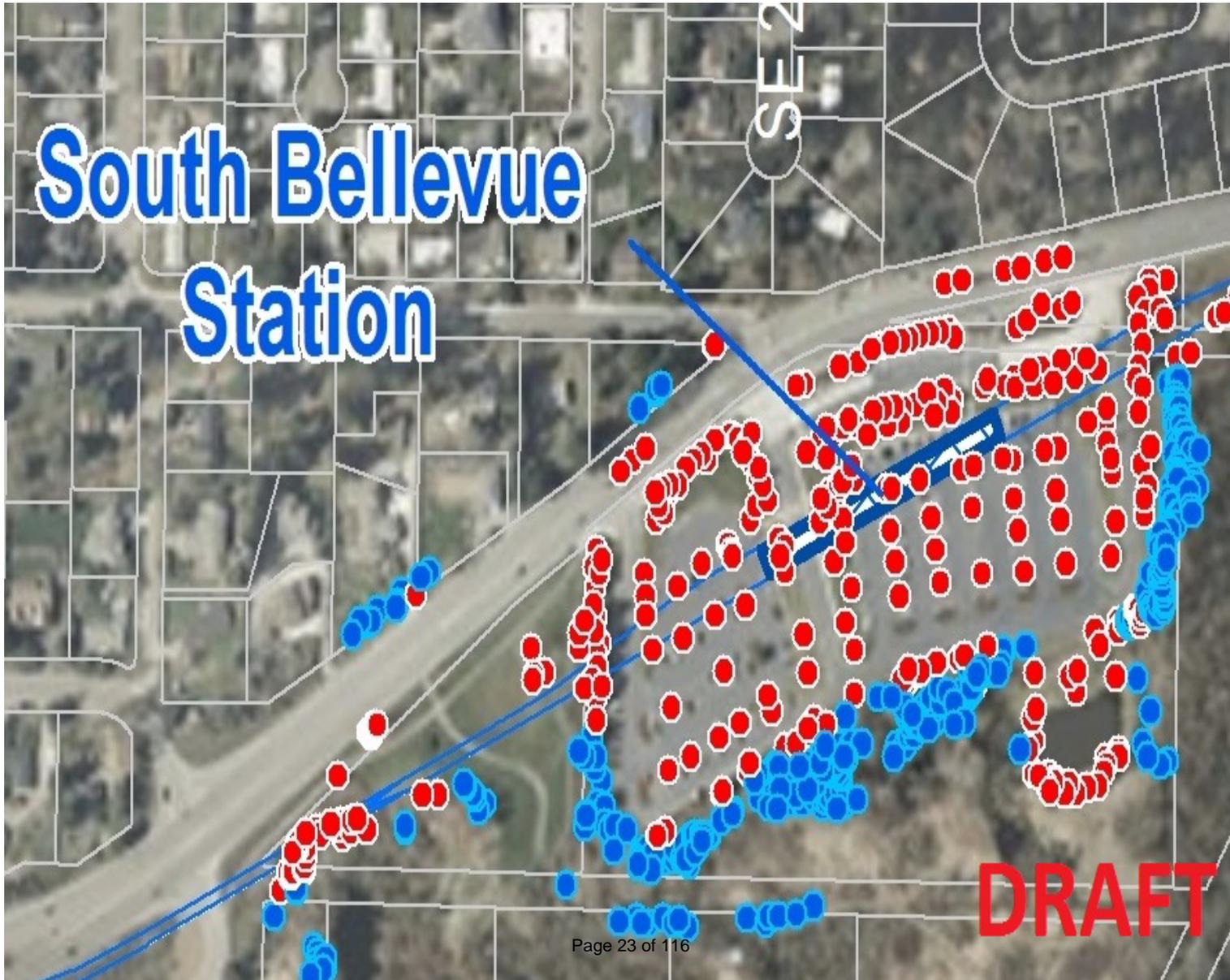


# Tree Survey, Removal & Replanting- Summary

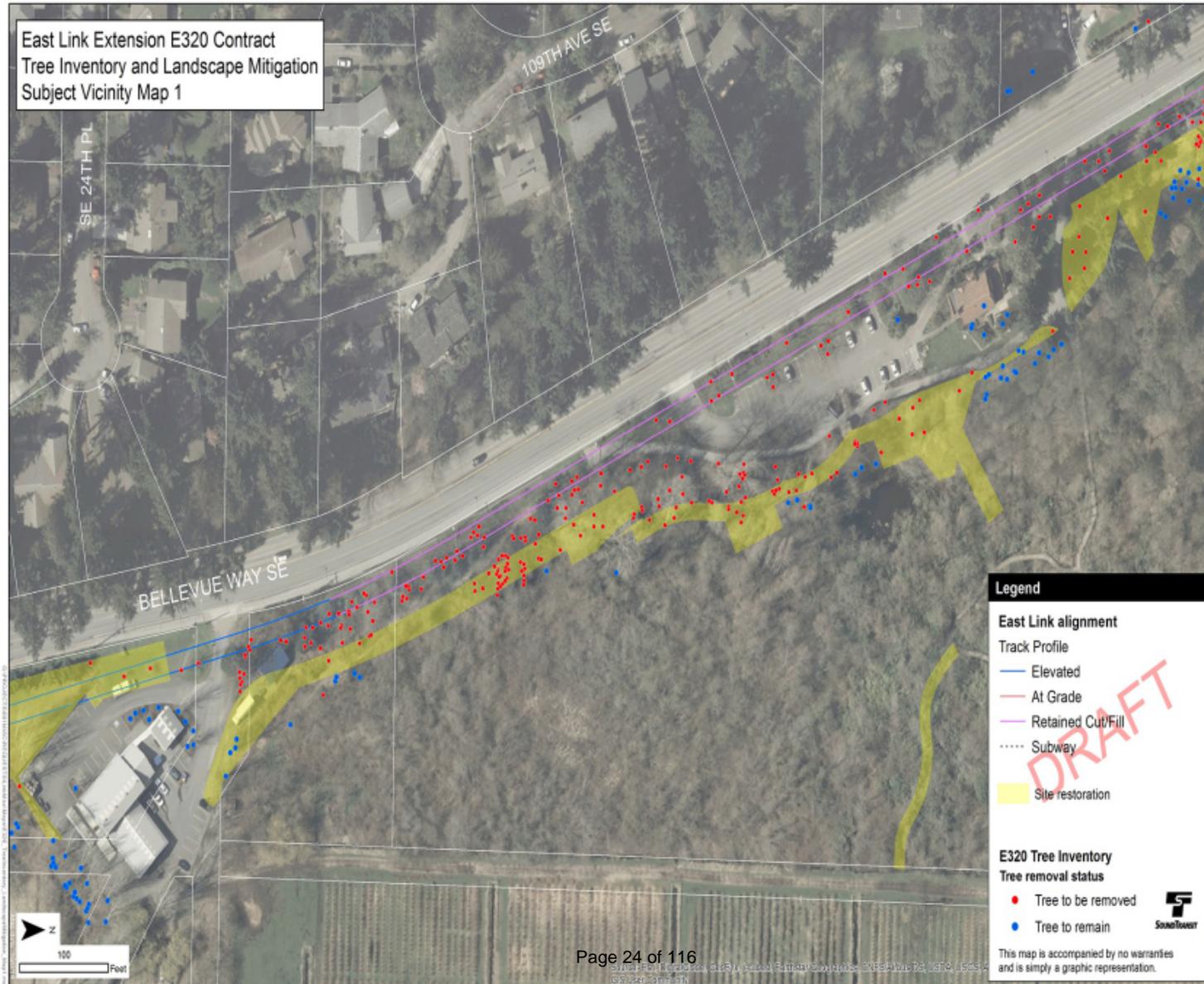
E320 Design Package Tree Removal	
Total Trees Inventoried (≥4"DBH)	<b>2,196</b>
Total Trees Removed	<b>1,279</b>

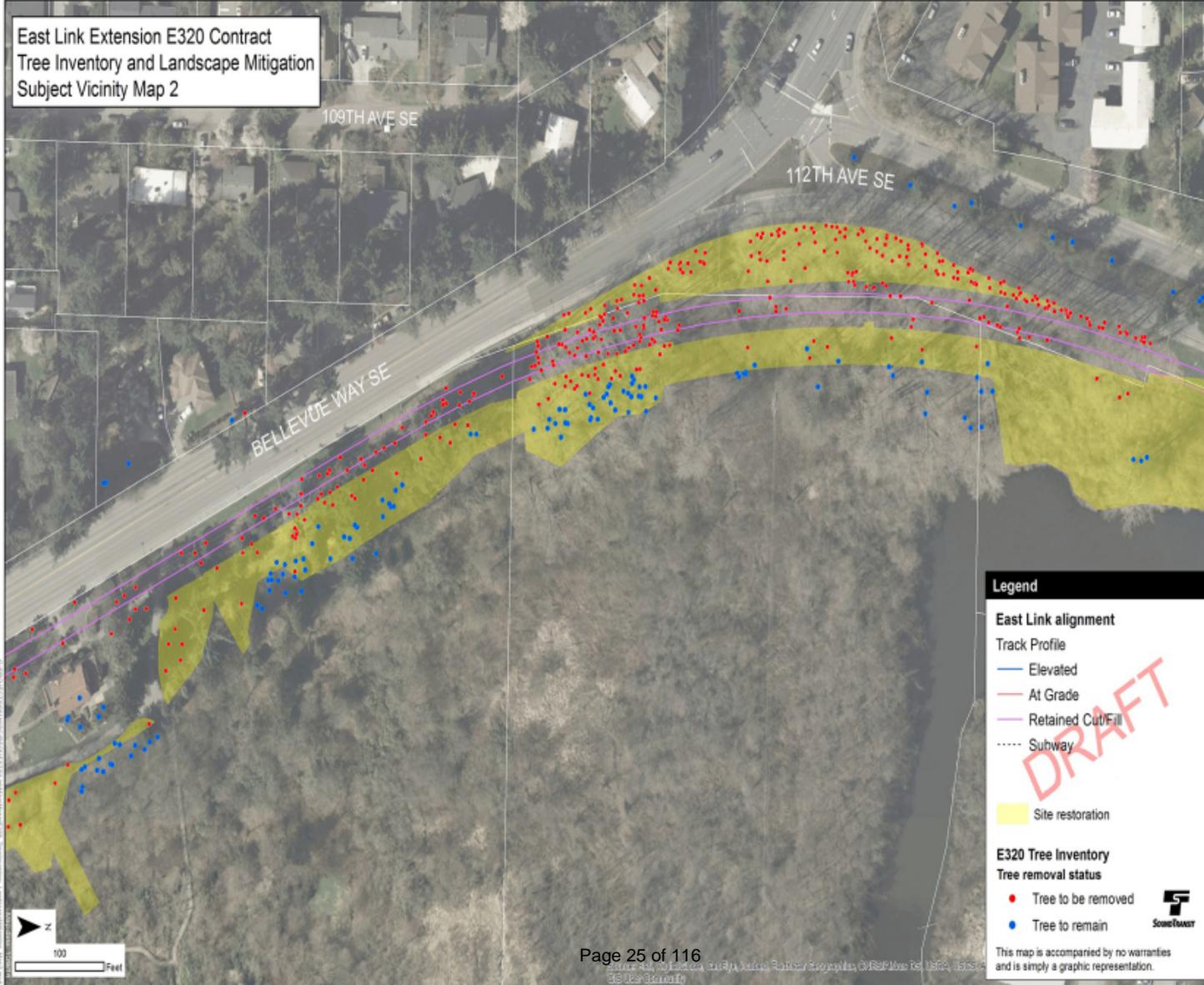
E320 Design Package Tree Replacement	Corridor and Station Plantings	Mitigation/Restoration Area Plantings	
		Coniferous	Deciduous
Proposed Trees to be Planted	595	722	8,262
Total Trees to be Planted	<b>9,579</b>		

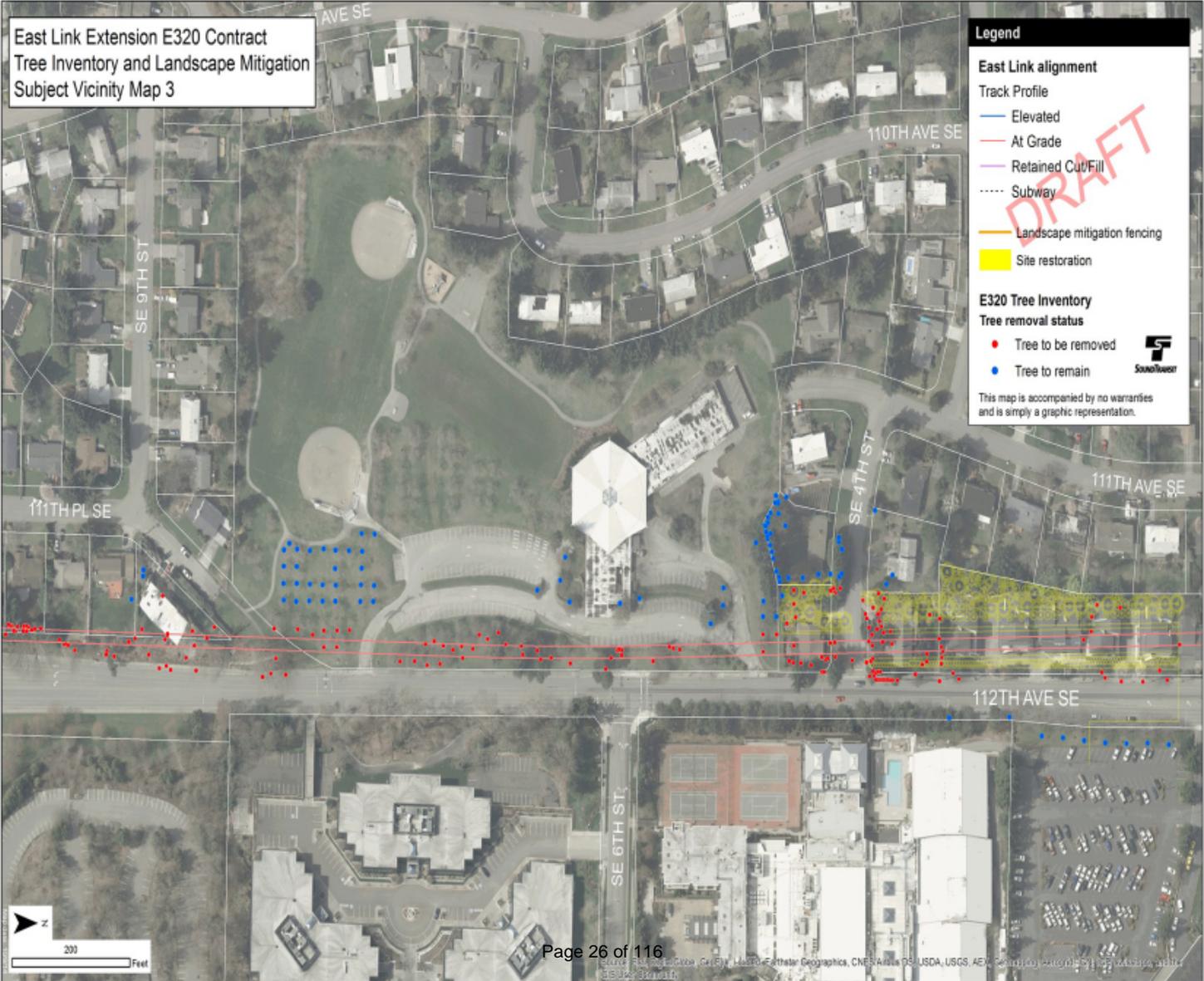
# South Bellevue Station



**DRAFT**

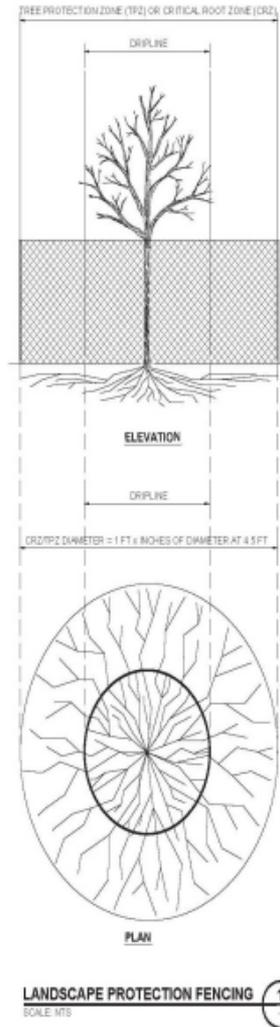






# Tree Protection

## Tree Protection Fencing



- During Design
  - On-going tree preservation coordination by the Design Team
  - Tree Preservation guidelines (BMP T101) cited in specifications & fencing indicated on plans
  
- During Construction...

# Tree Protection



# Tree Specifications

- Trees within Station / Corridor Landscapes
  - Size Range: 1½” – 3” caliper / 7’-12’ tall (Proposed)
  - Incorporates additional native species when close to Mercer Slough
  
- Trees within Environmental Mitigation Landscapes
  - Size Range: 2-gal. / ~1.5’-3’ tall (Proposed)
  - Northwest native plants

# Station Planting Areas – South Bellevue Trees

## TREES - EVERGREEN

**Shore Pine**  
*Pinus contorta var. contorta*

Screening evergreen tree proposed for around the station perimeter.




**Western Hemlock**  
*Tsuga hereophylla*

Screening evergreen tree proposed for the station perimeter.




**Western Red Cedar**  
*Thuja plicata*

Screening evergreen tree proposed for around the station perimeter.




**Mountain Hemlock**  
*Tsuga mertensiana*

Evergreen tree proposed for screening the station perimeter and the west side of the parking garage.




## TREES - DECIDUOUS

**Pyramidal European Hornbeam**  
*Carpinus betulus 'Fastigiata'*

Proposed street tree for along Bellevue Way SE in front of the station.




**Vine Maple**  
*Acer circinatum*

Small, native, understory tree proposed for around the parking garage. photo by Ed Block




**Maidenhair Tree**  
*Ginkgo biloba 'fastigiata'*

Deciduous tree proposed for along entryways to the station.




**Jade Butterfly Ginkgo**  
*Ginkgo biloba 'Jade Butterfly'*

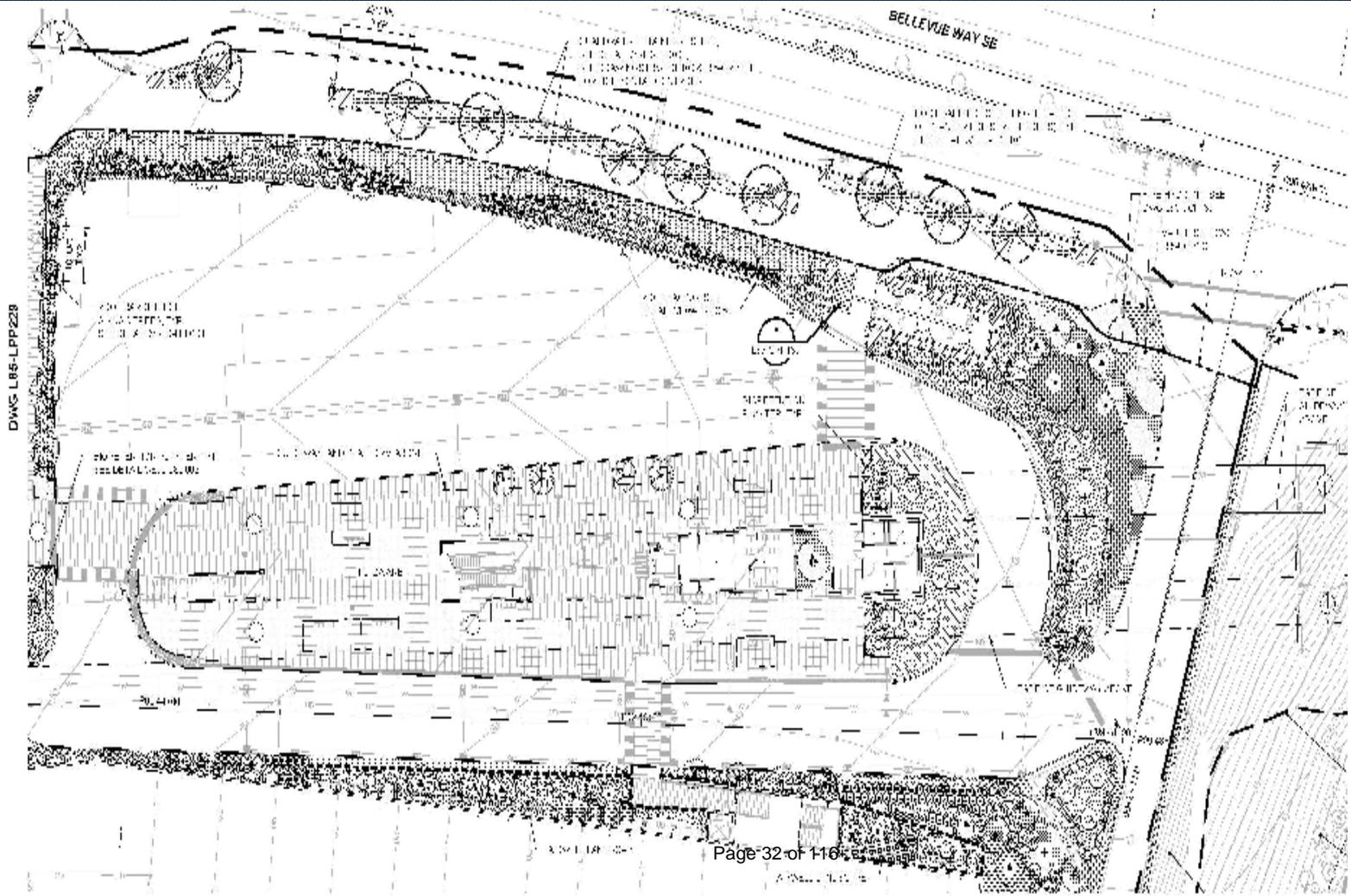
Small, multi-stem, deciduous tree proposed for under the guideway and around the station plazas.



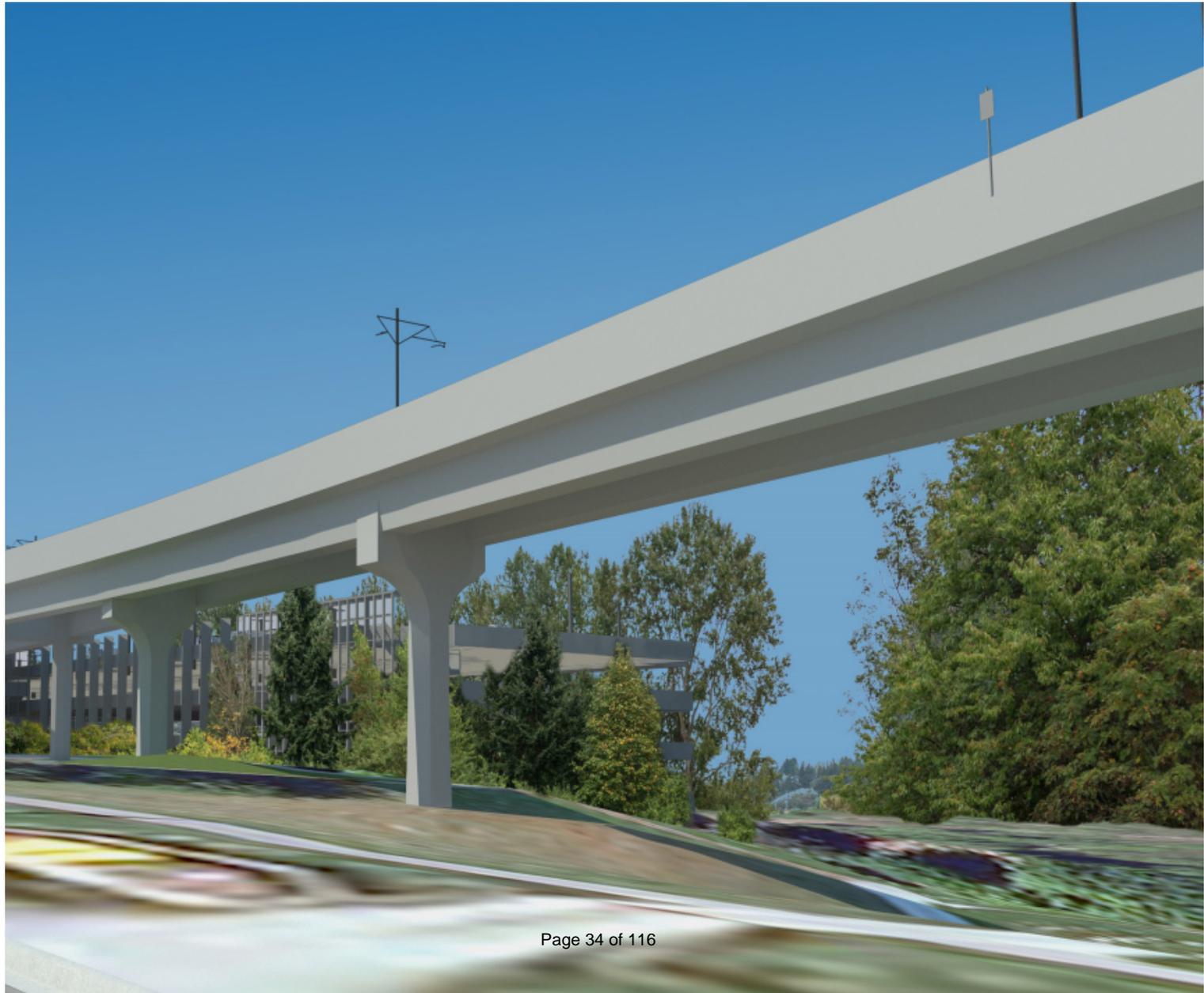

# Station Planting Areas – South Bellevue



# Station Planting Areas – South Bellevue









# Next Meeting

**October 29**

## **Upcoming CAC Review Topics**

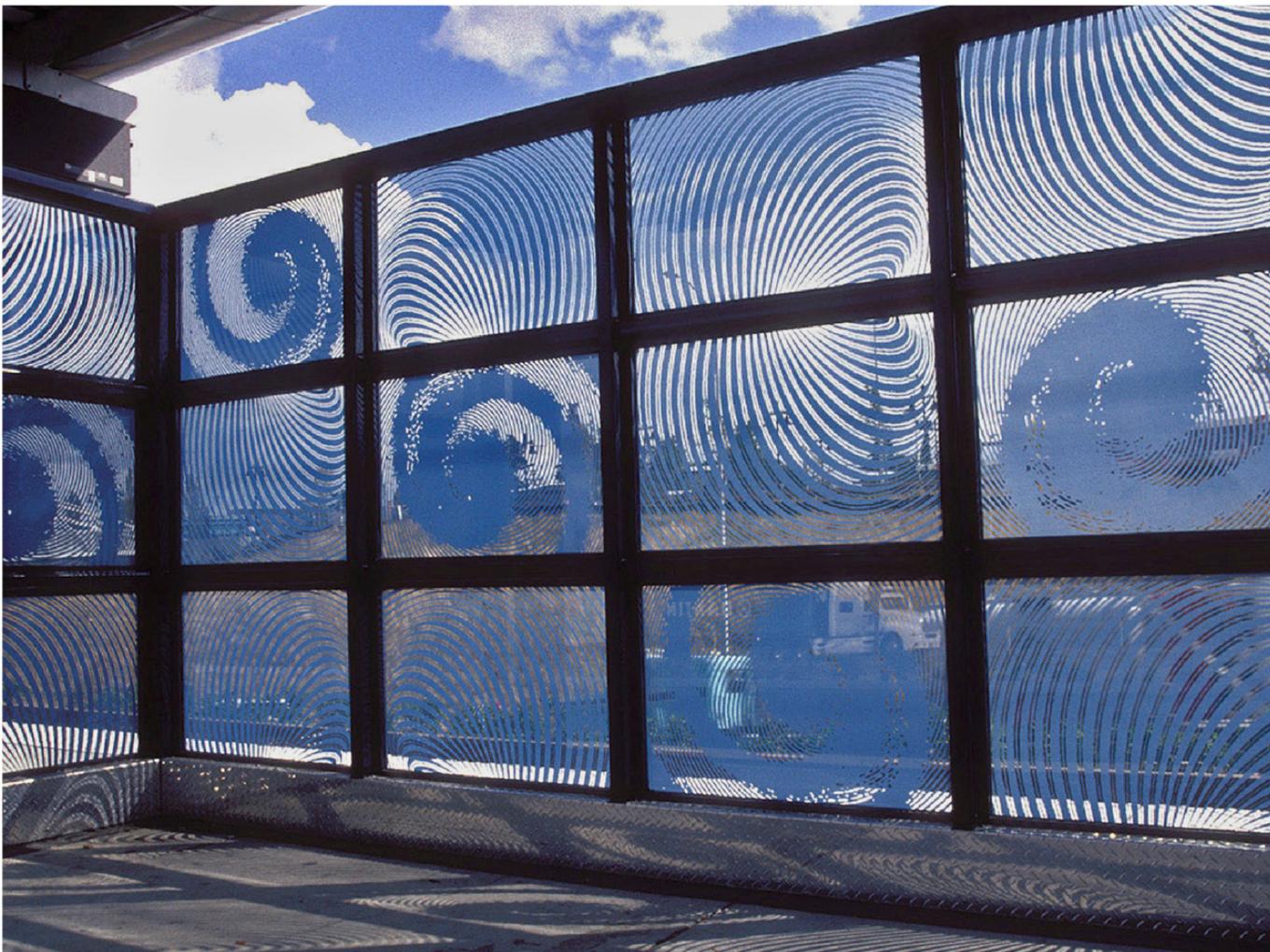
- South Bellevue Noise Mitigation
- Tree Preservation and Mitigation
- Landscape Development
- Sound Transit Revised Renderings
- South Bellevue Station Elements
- South Bellevue Ancillary Structures

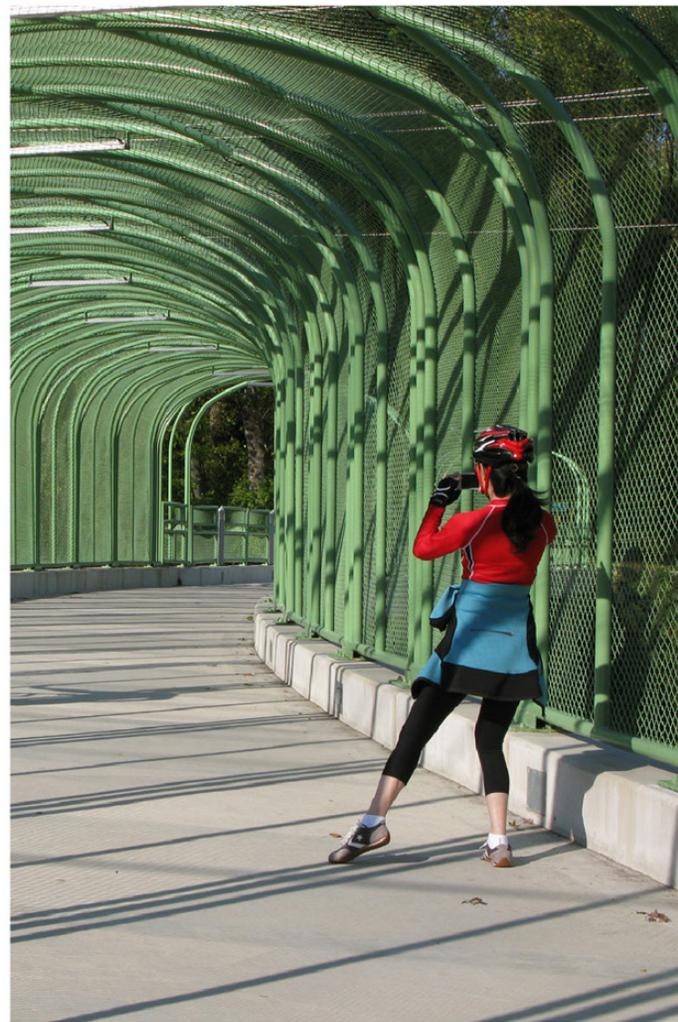
**South Bellevue Open House and CAC Meeting  
November 6<sup>th</sup>**

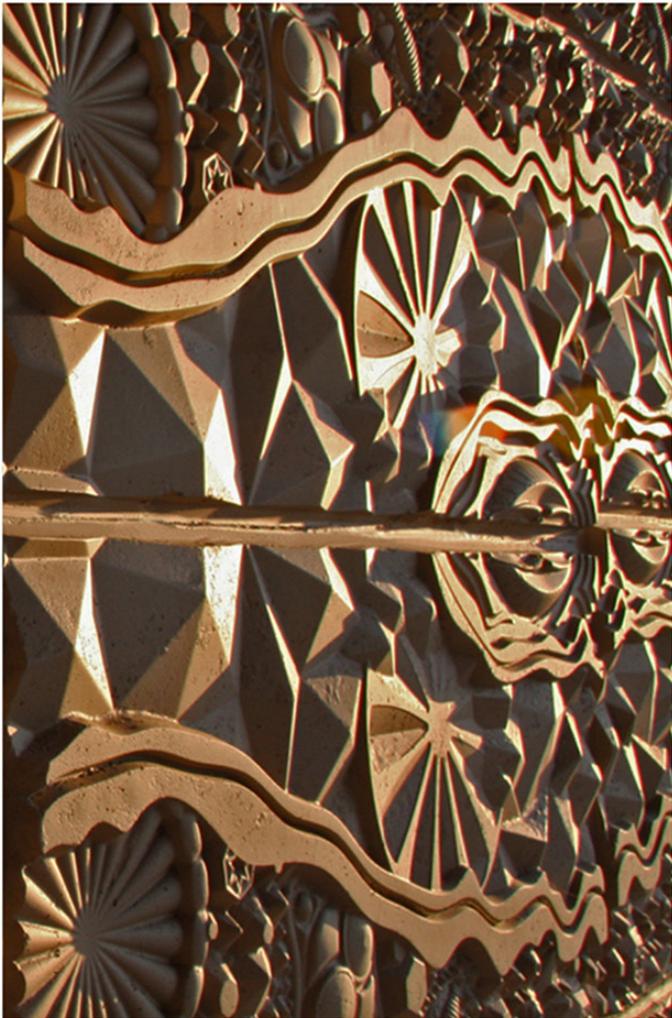


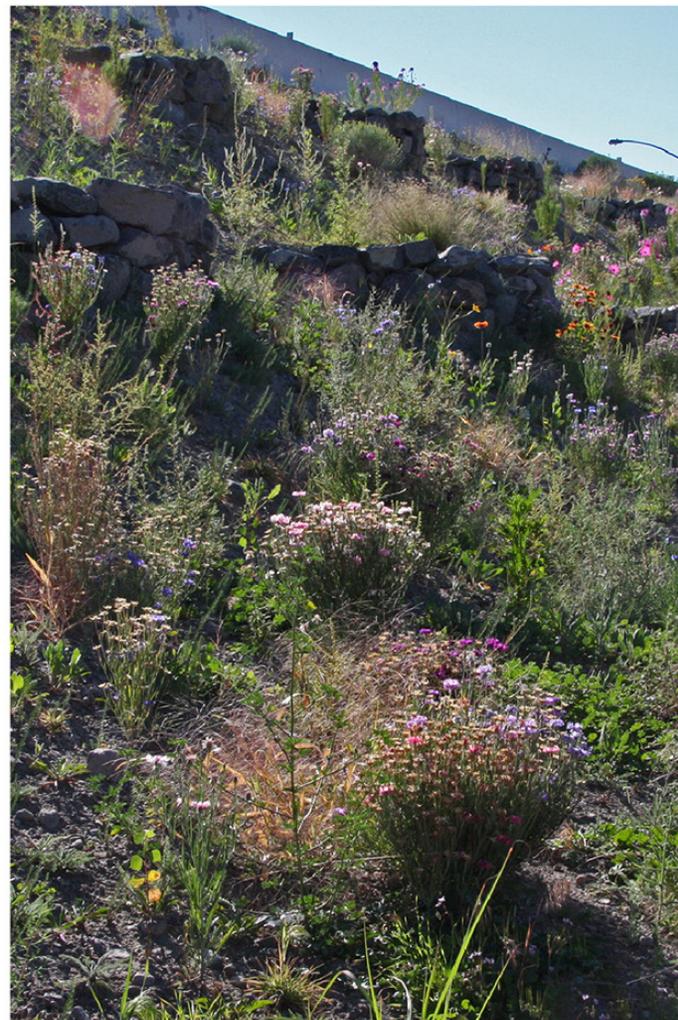
**South Bellevue Segment  
Art Update  
Vicki Scuri Siteworks  
October 15, 2014**

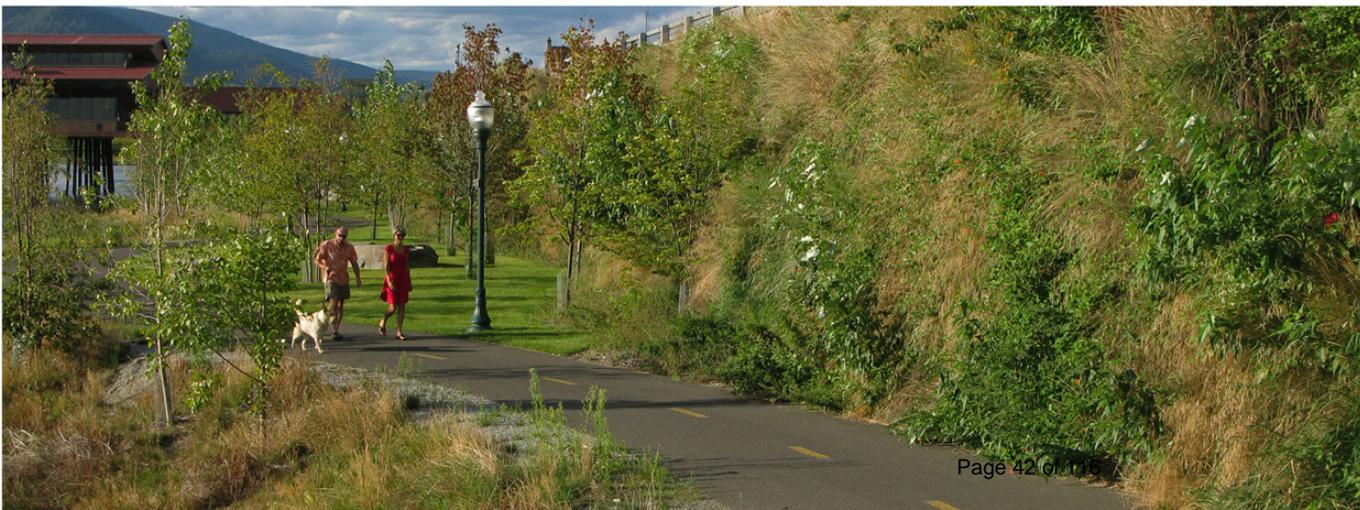
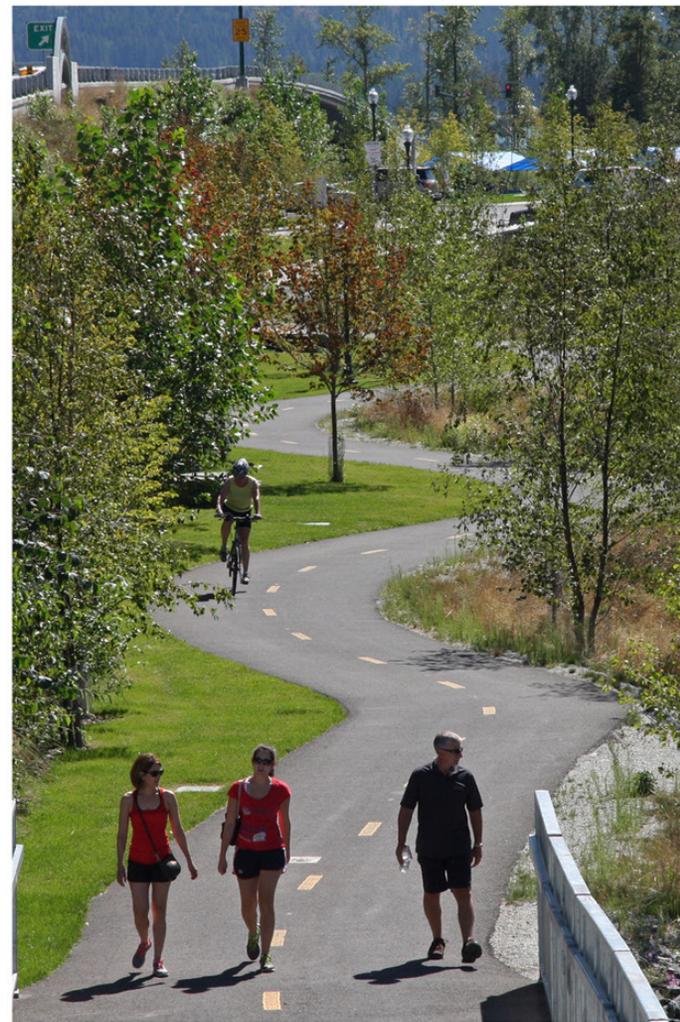












# Site Inspiration







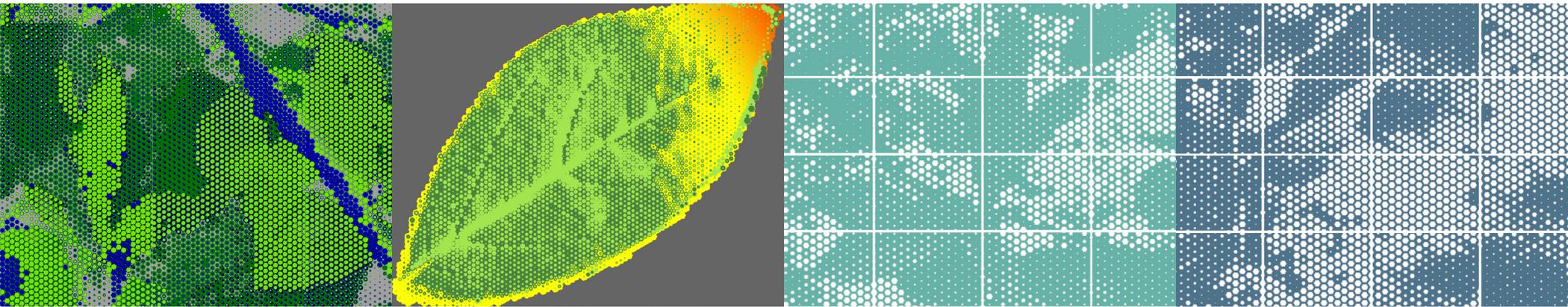












# Station Before



# Station After



# Acoustic Barrier Before

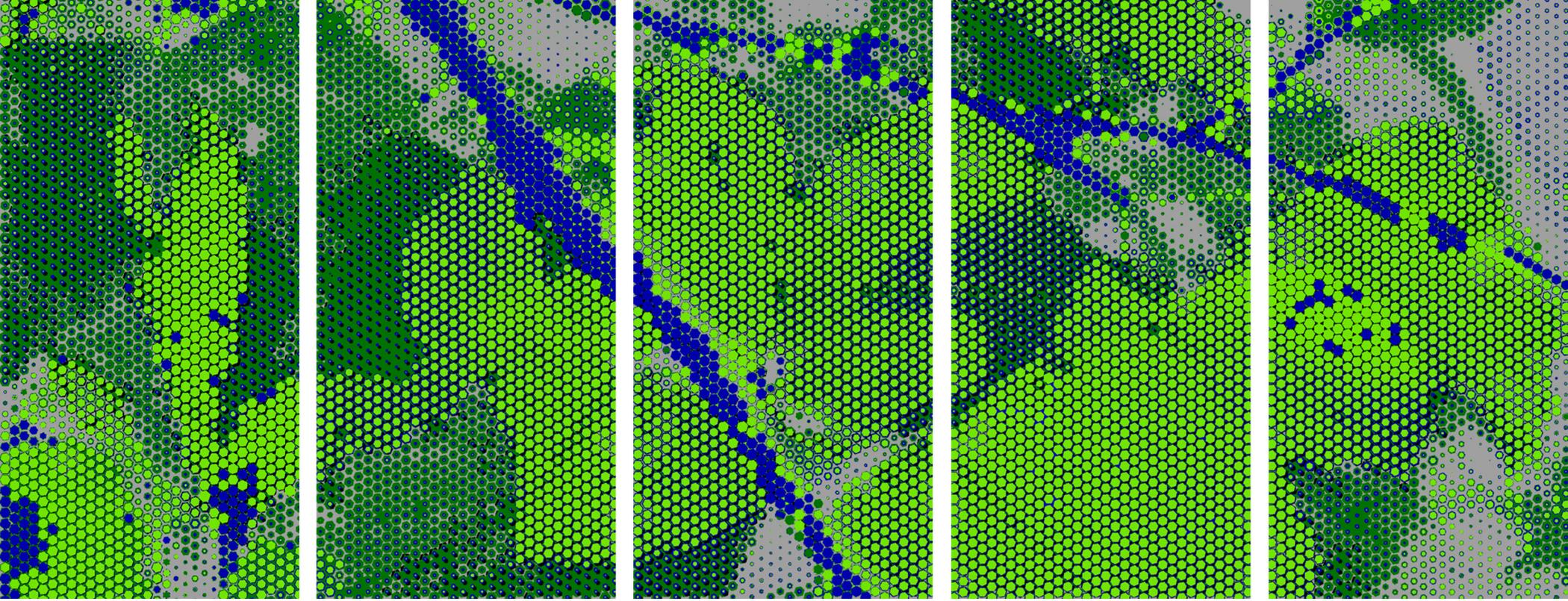


# Acoustic Barrier After

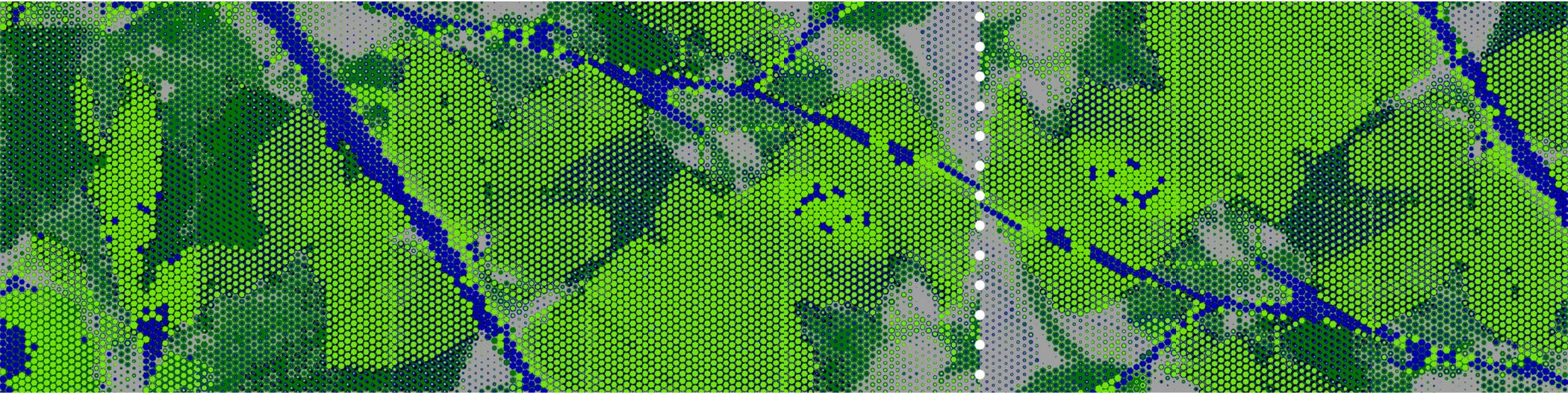


# Acoustic Barrier Inspiration

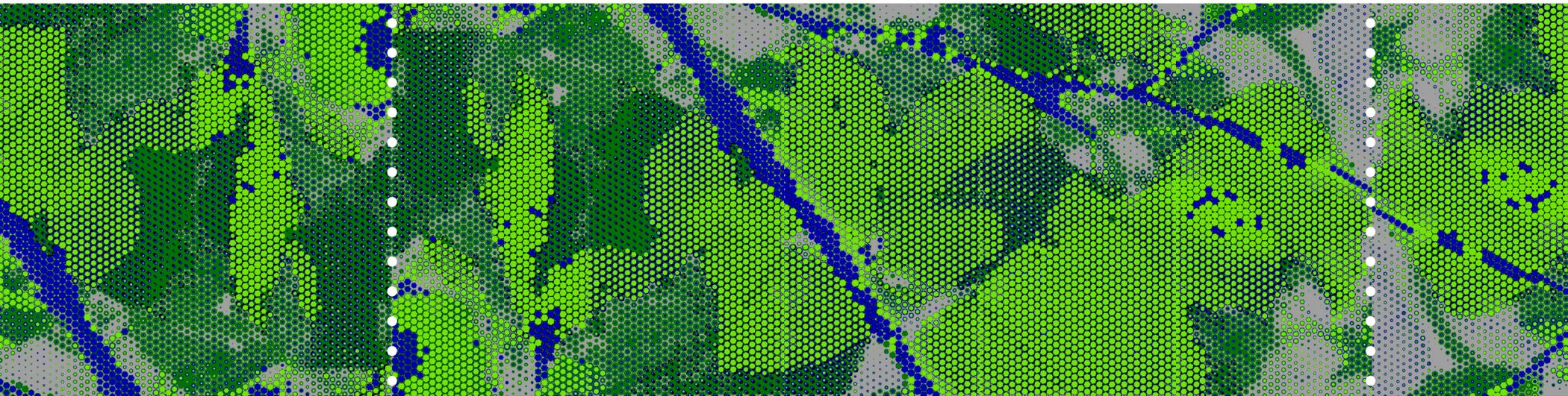
# Acoustic Barrier Key



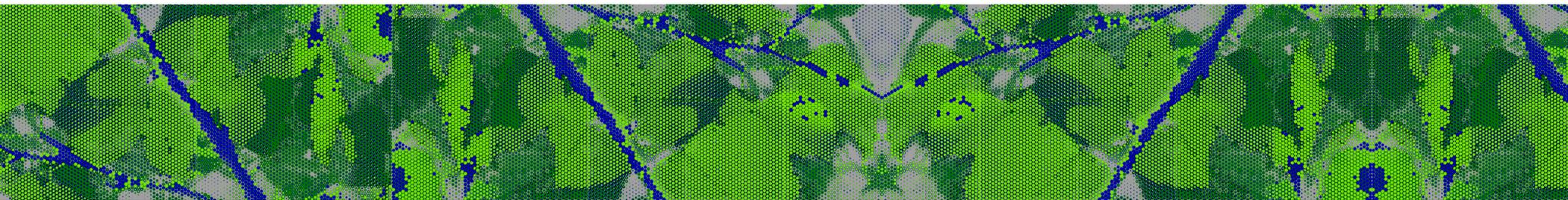
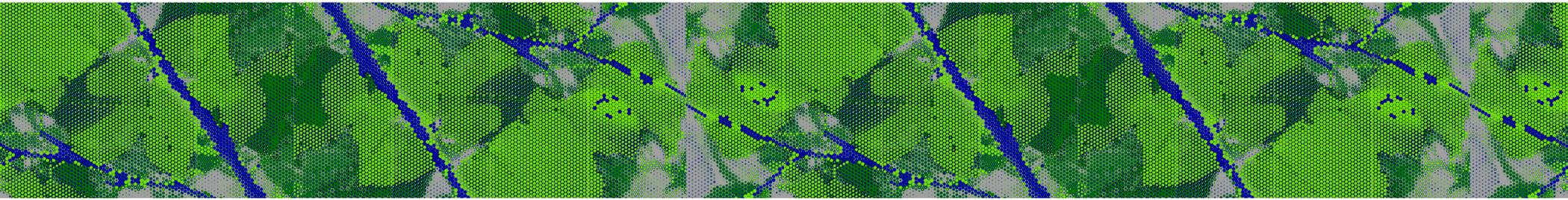
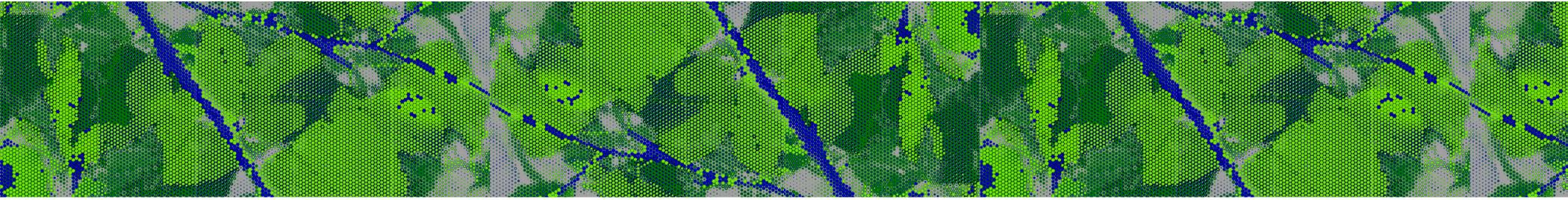
# Acoustic Barrier Patterns



**Pattern Repeat Flips at Dotted Line**



# Acoustic Barrier Patterns



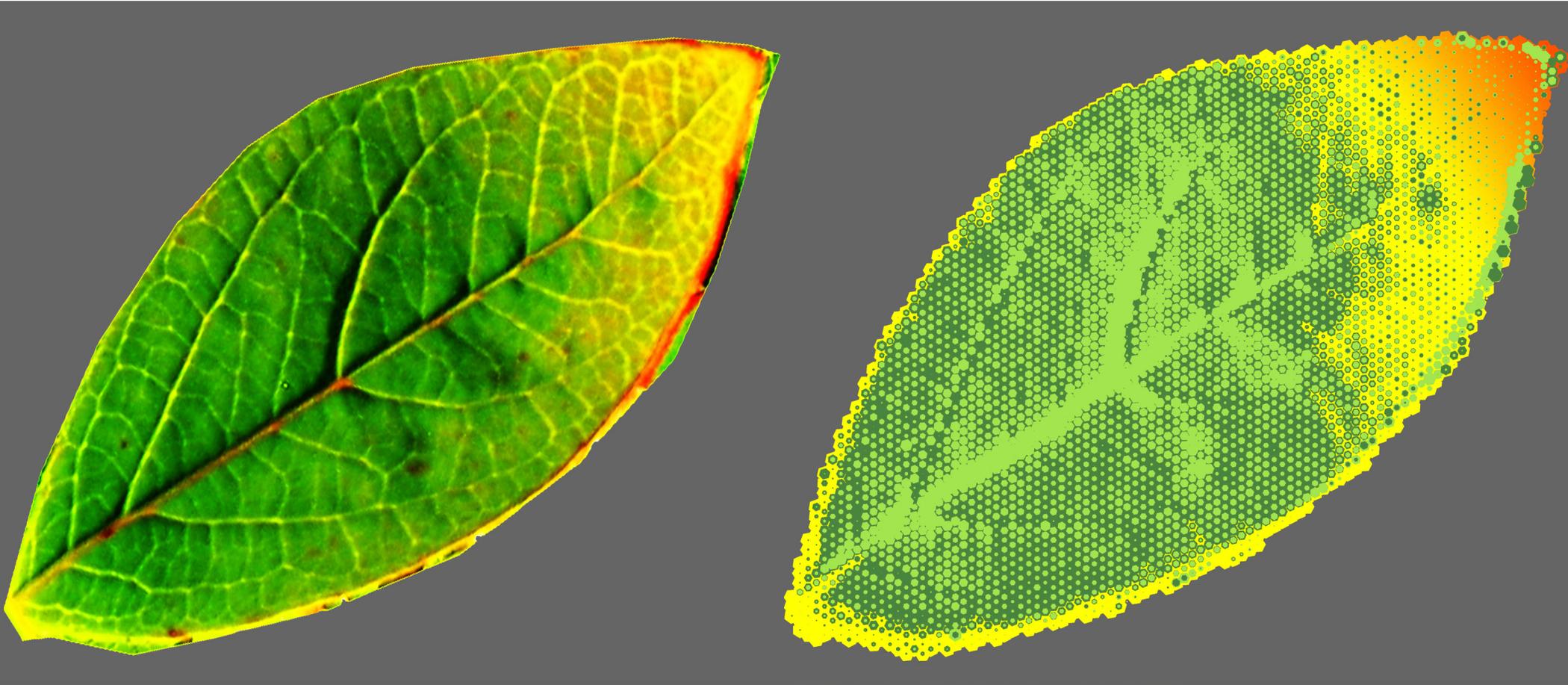
# Platform Columns Before



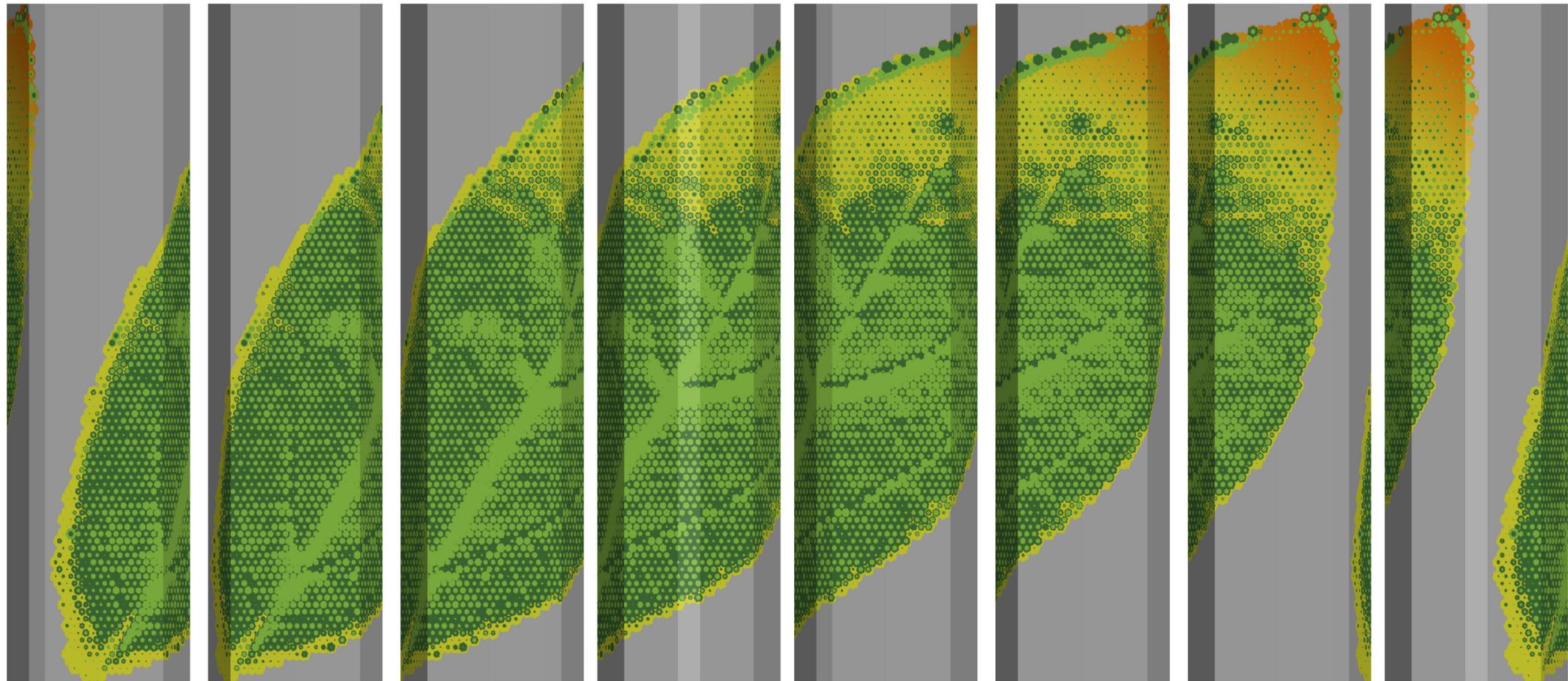
# Platform Columns After

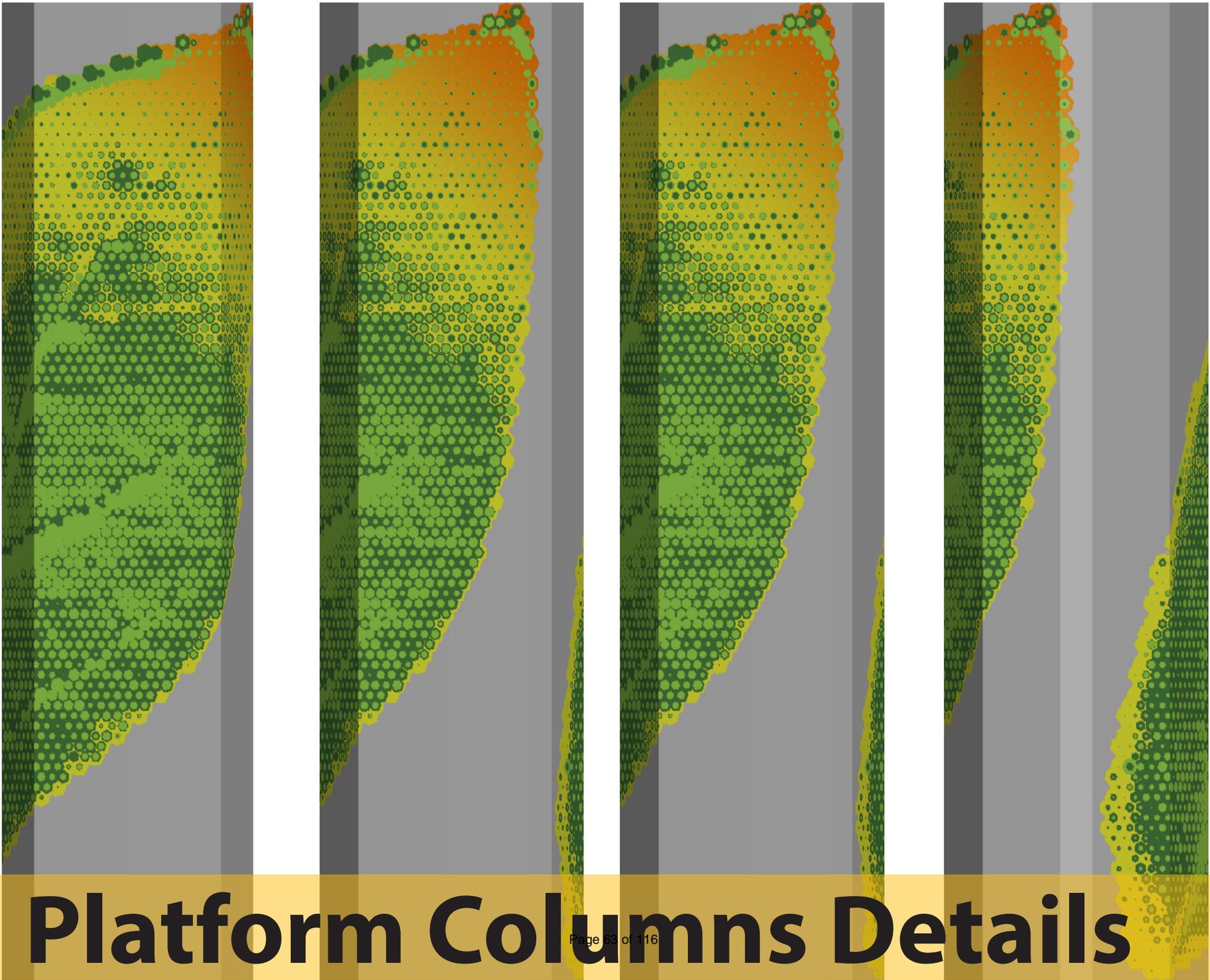


# Platform Columns Pattern

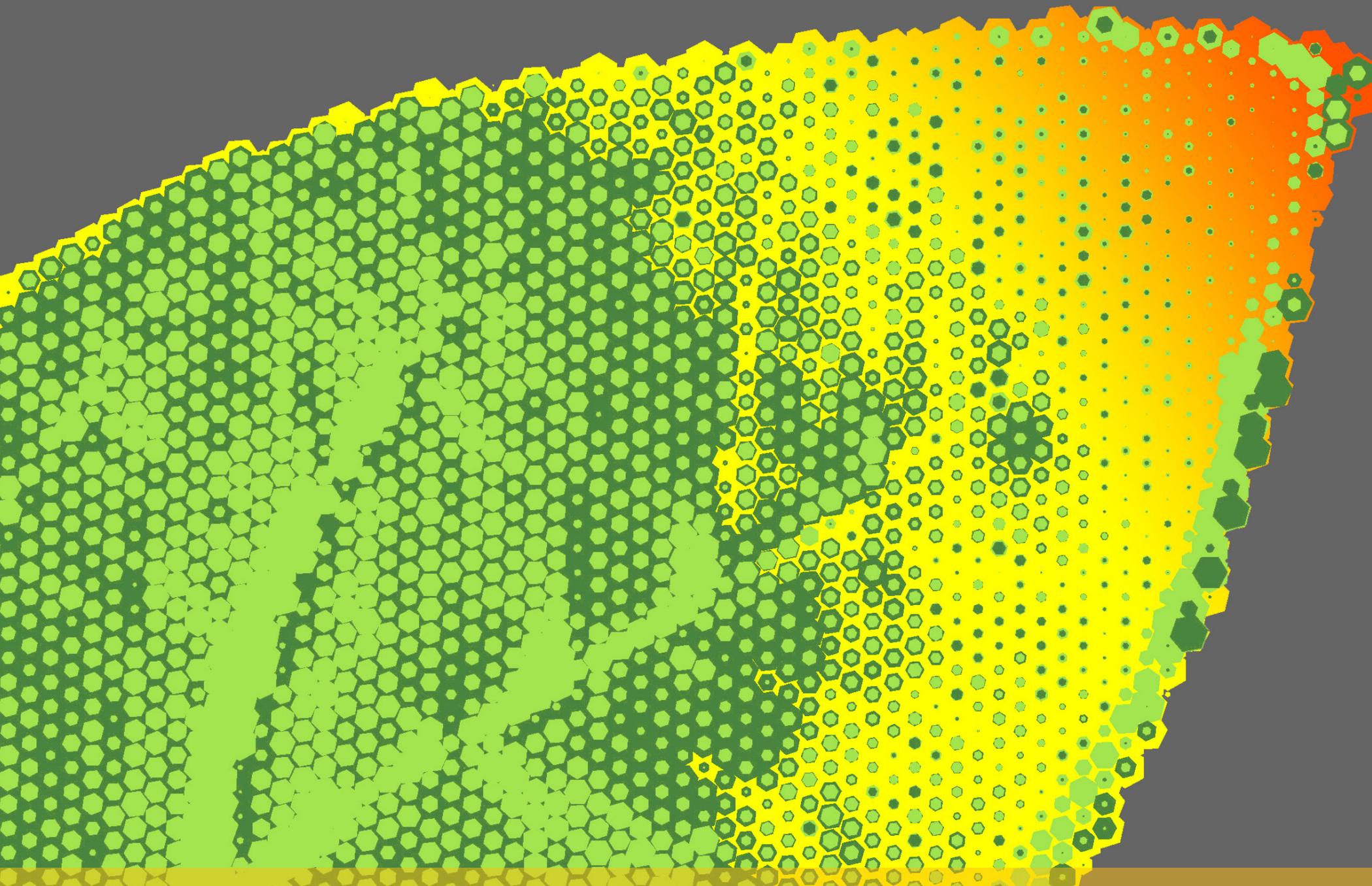


# Platform Columns Wrap





# Platform Columns Details

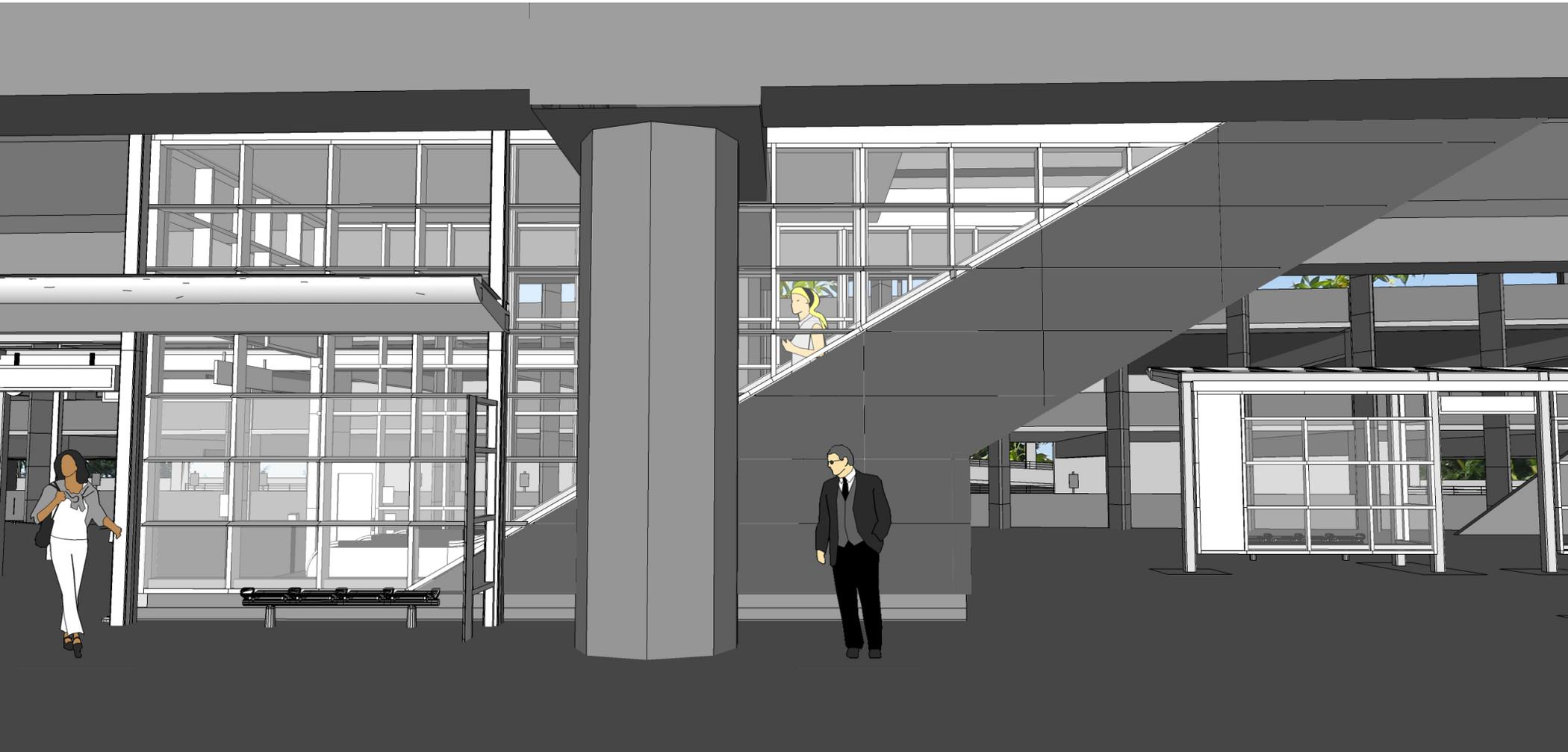


# Platform Columns Close Up

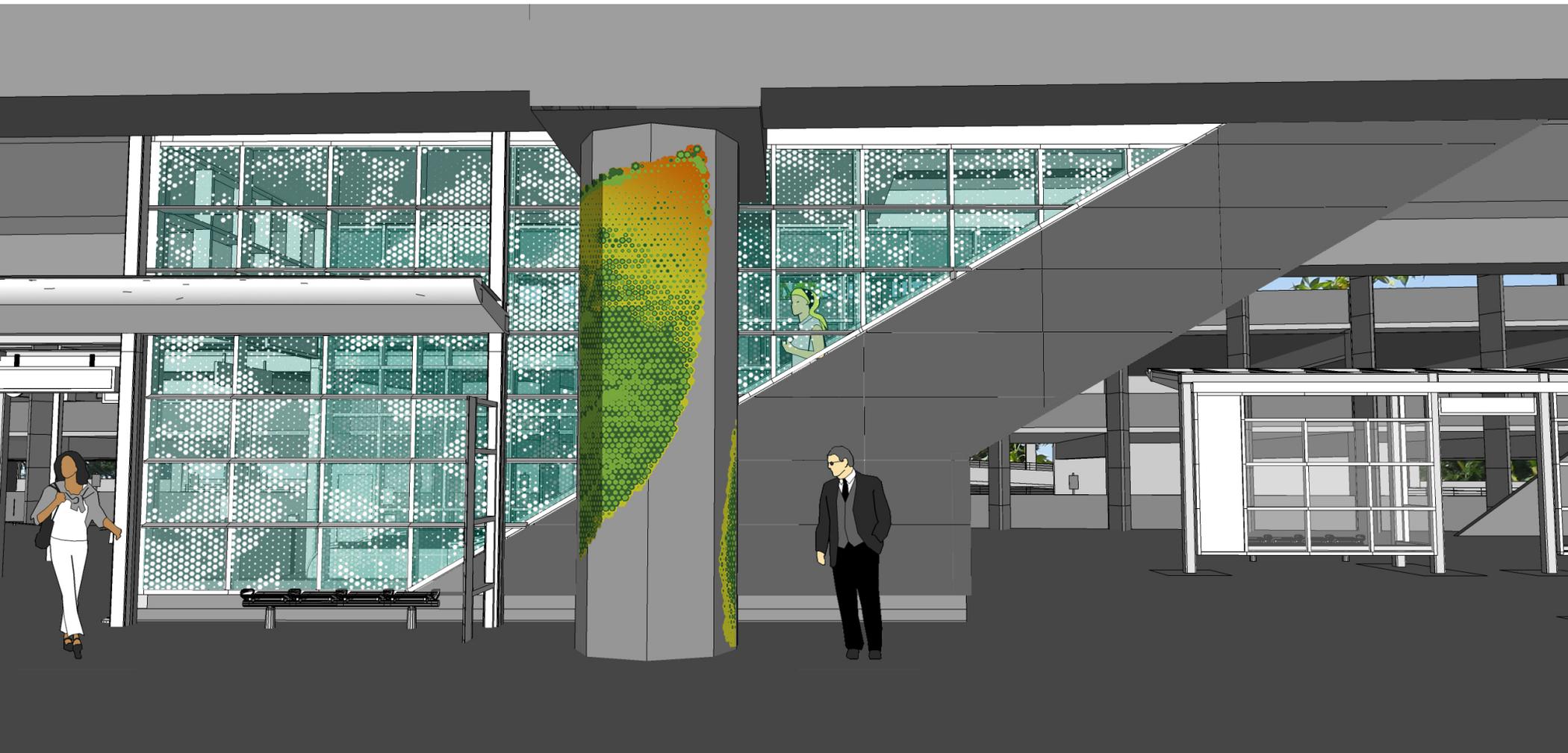
# Glass & Metal Inspiration



# Escalator Glass Before



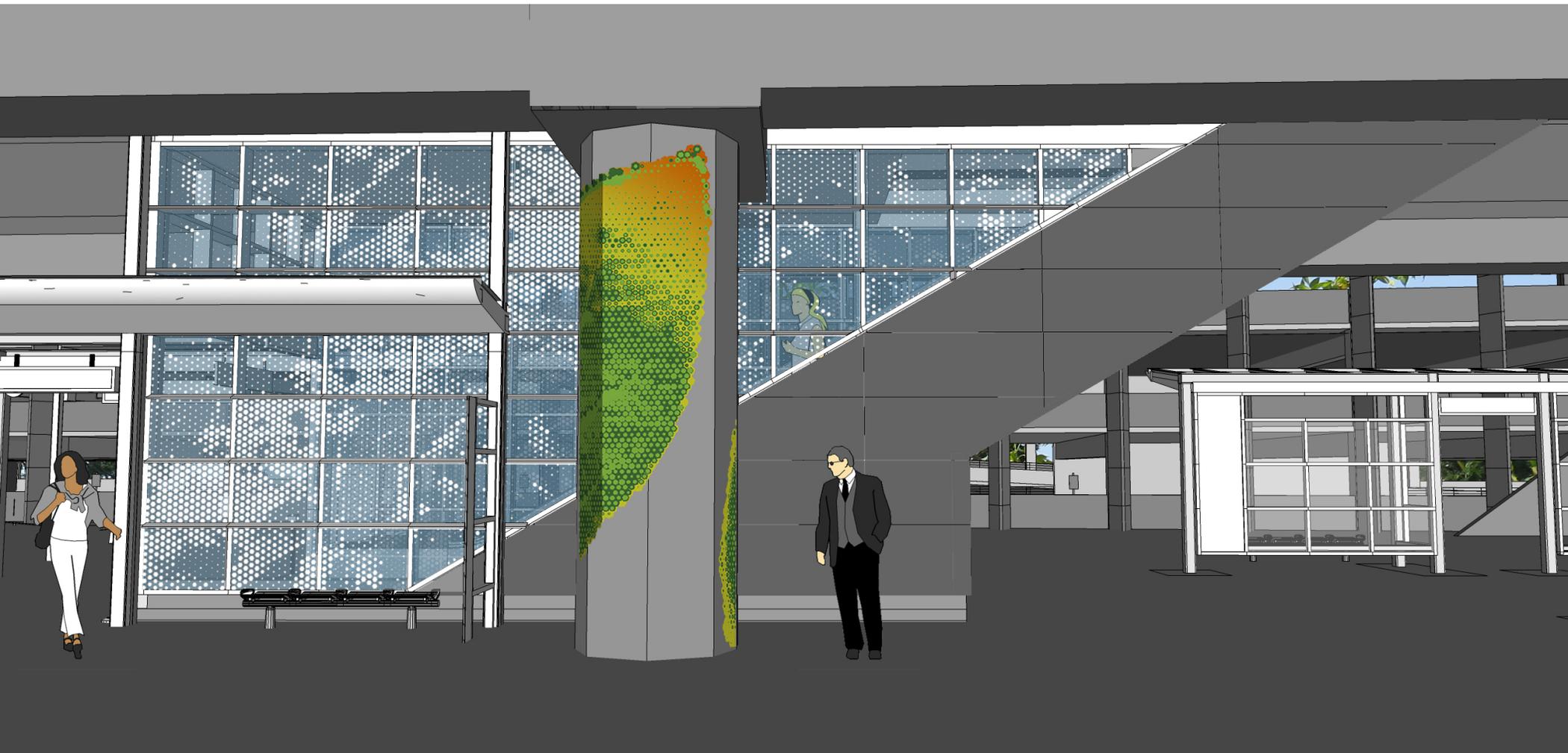
# Escalator Glass After 1





# Escalator Glass Detail

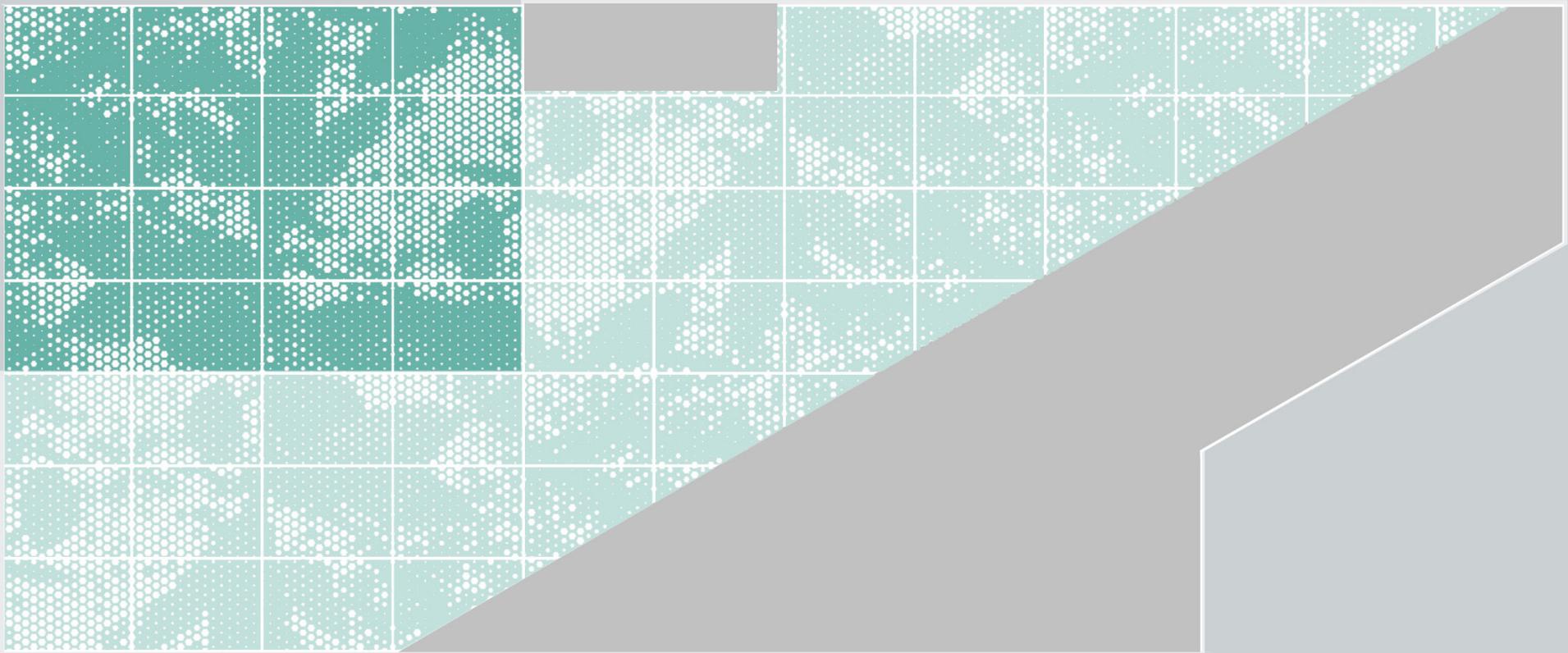
# Escalator Glass After 2



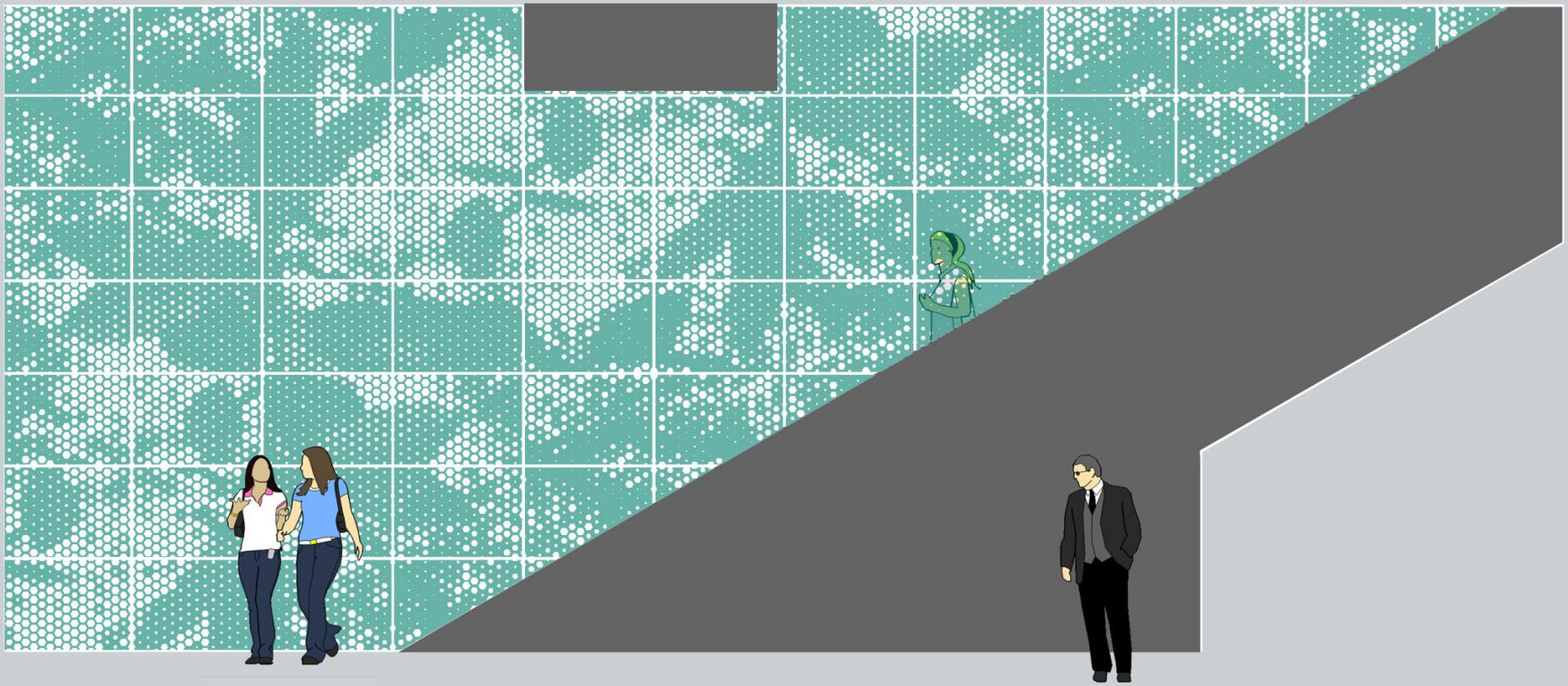


# Glass Inspiration Crop 1

# Glass Pattern Key 1



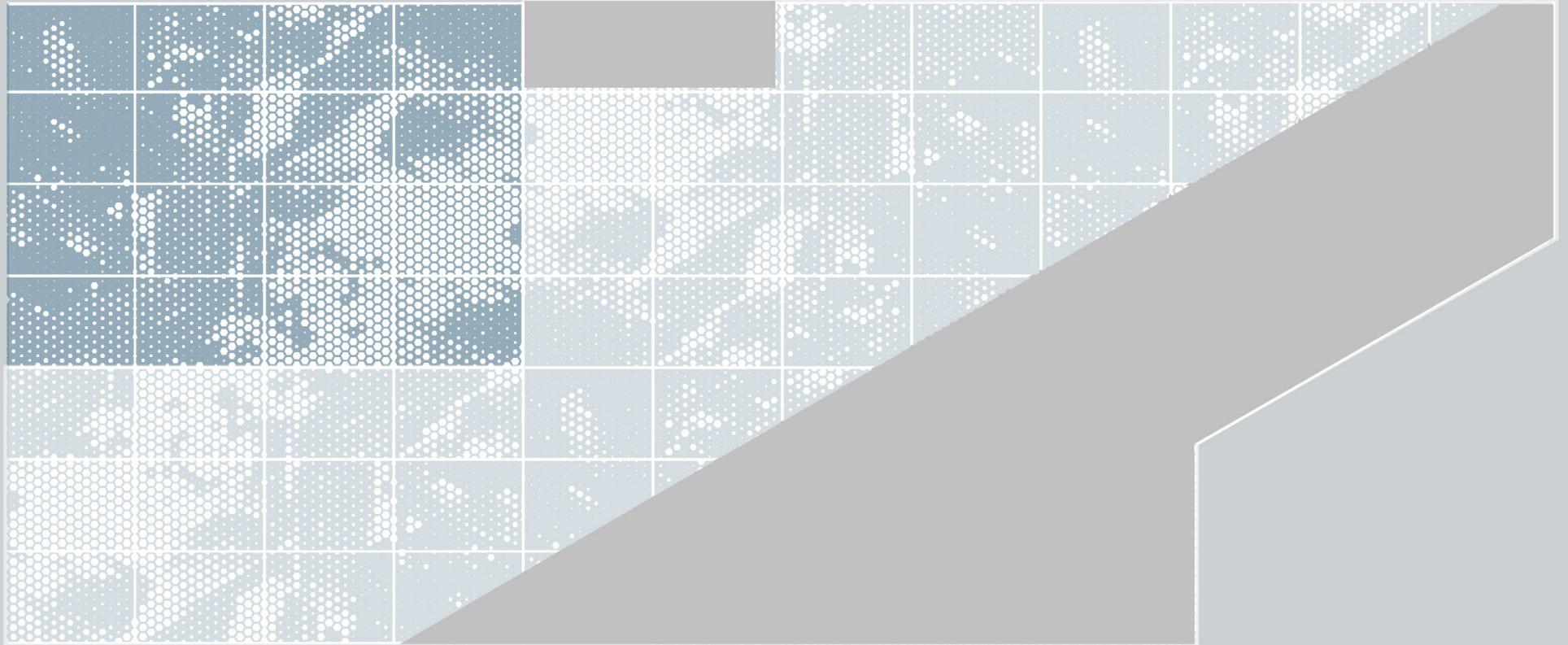
# Glass Study 1



# Glass Inspiration Crop 2



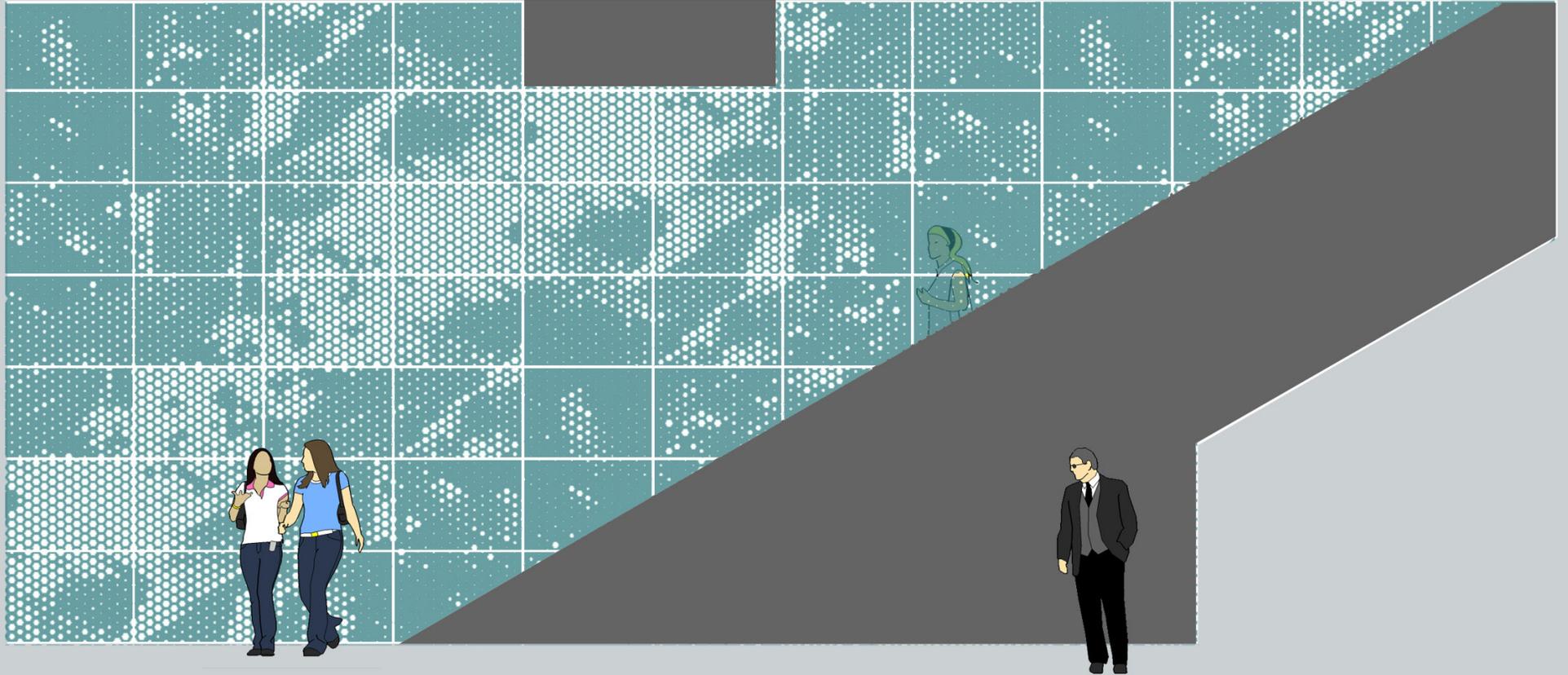
# Glass Pattern Key 2



# Glass Study 2



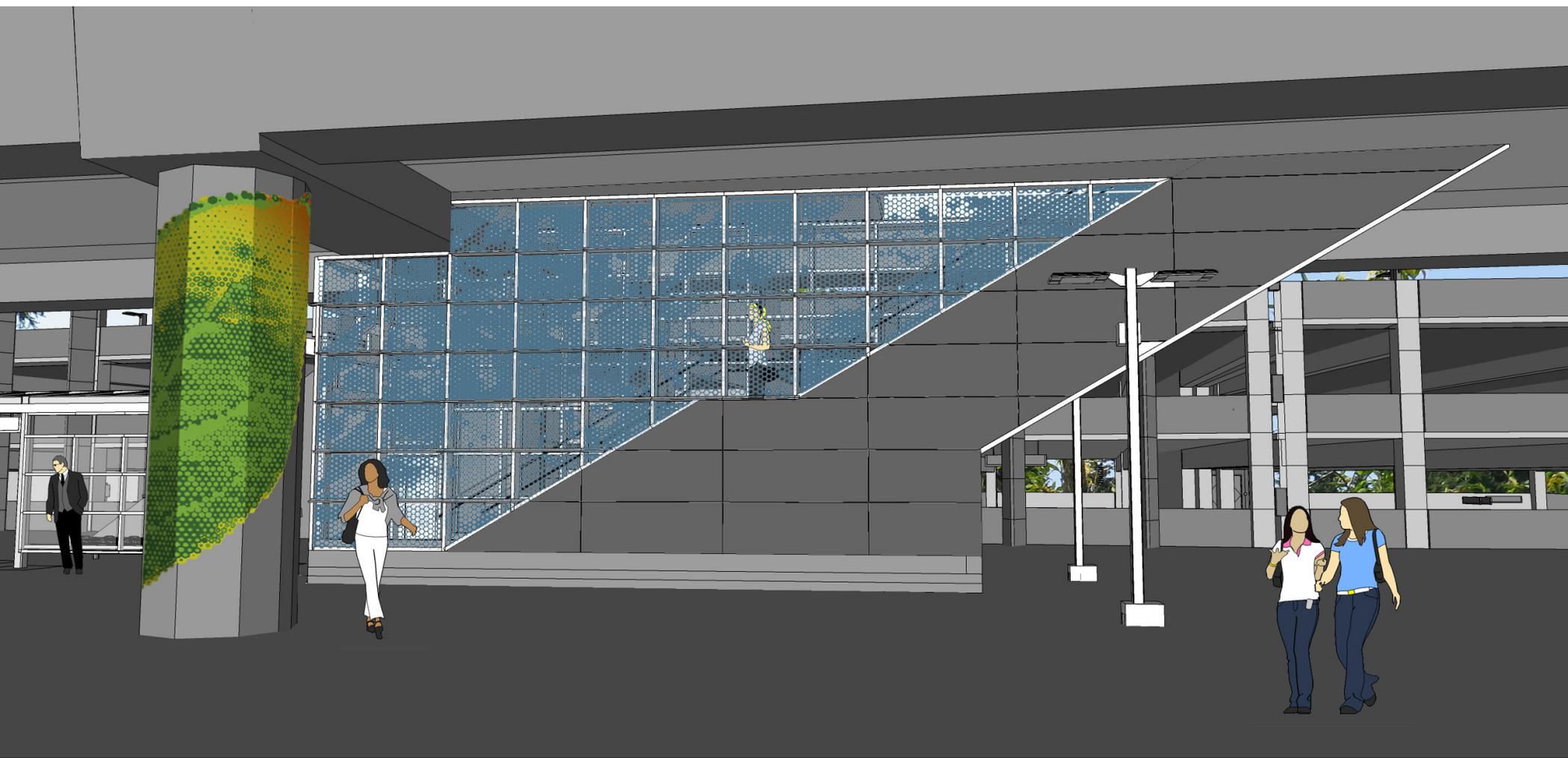
# Glass Study 3

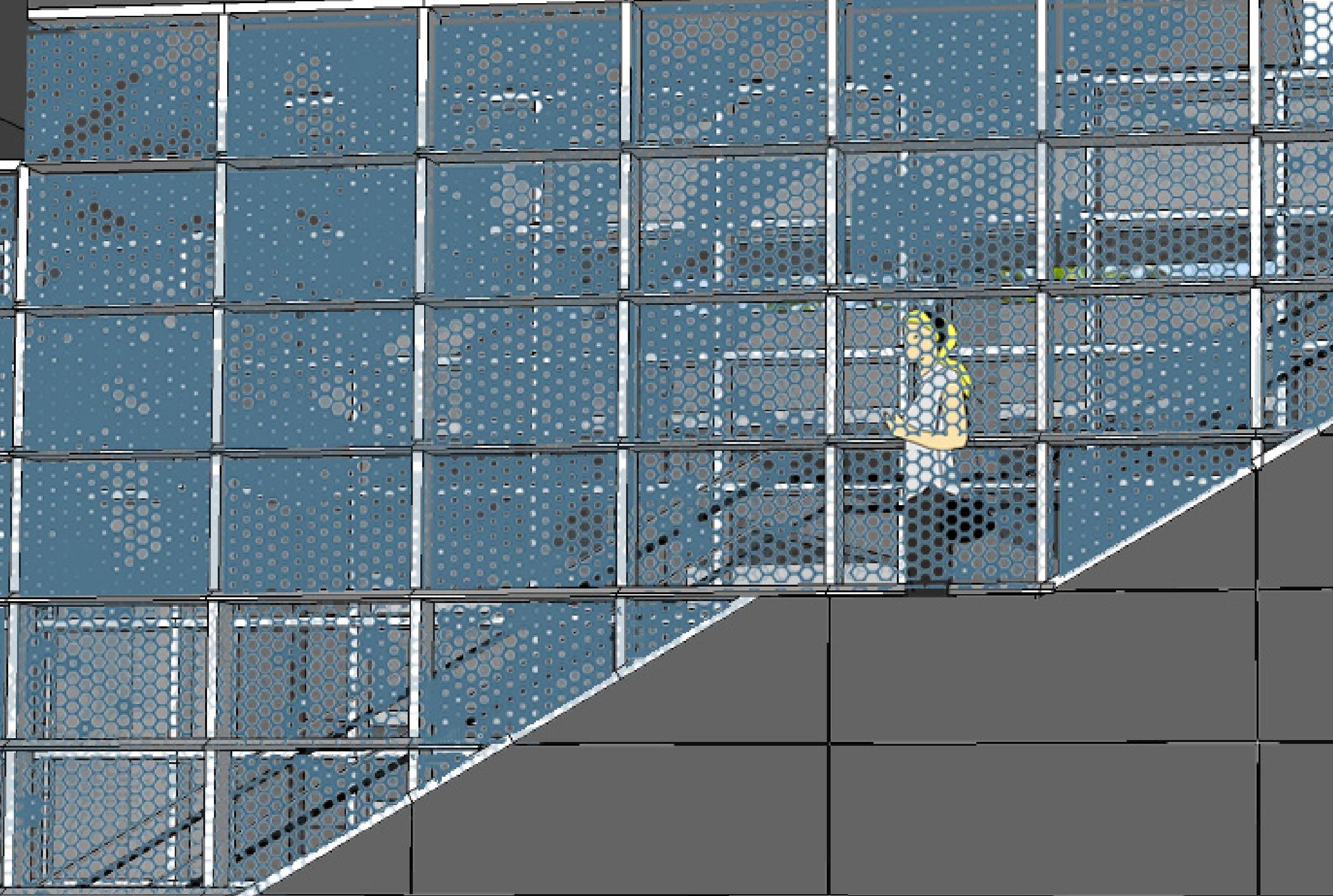


# Stair Metal Panels Before



# Stair Metal Panels After



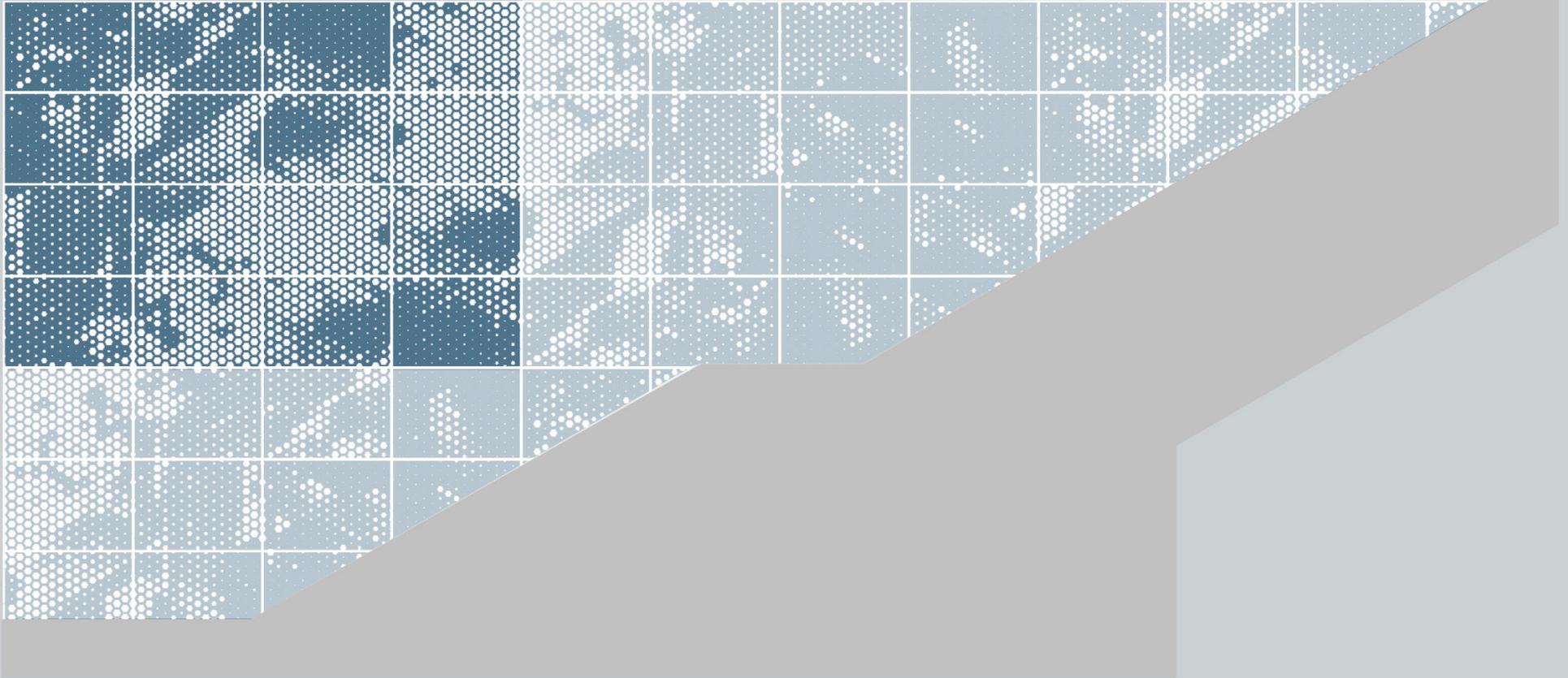


# Stair Metal Panels Detail

# Metal Inspiration Crop



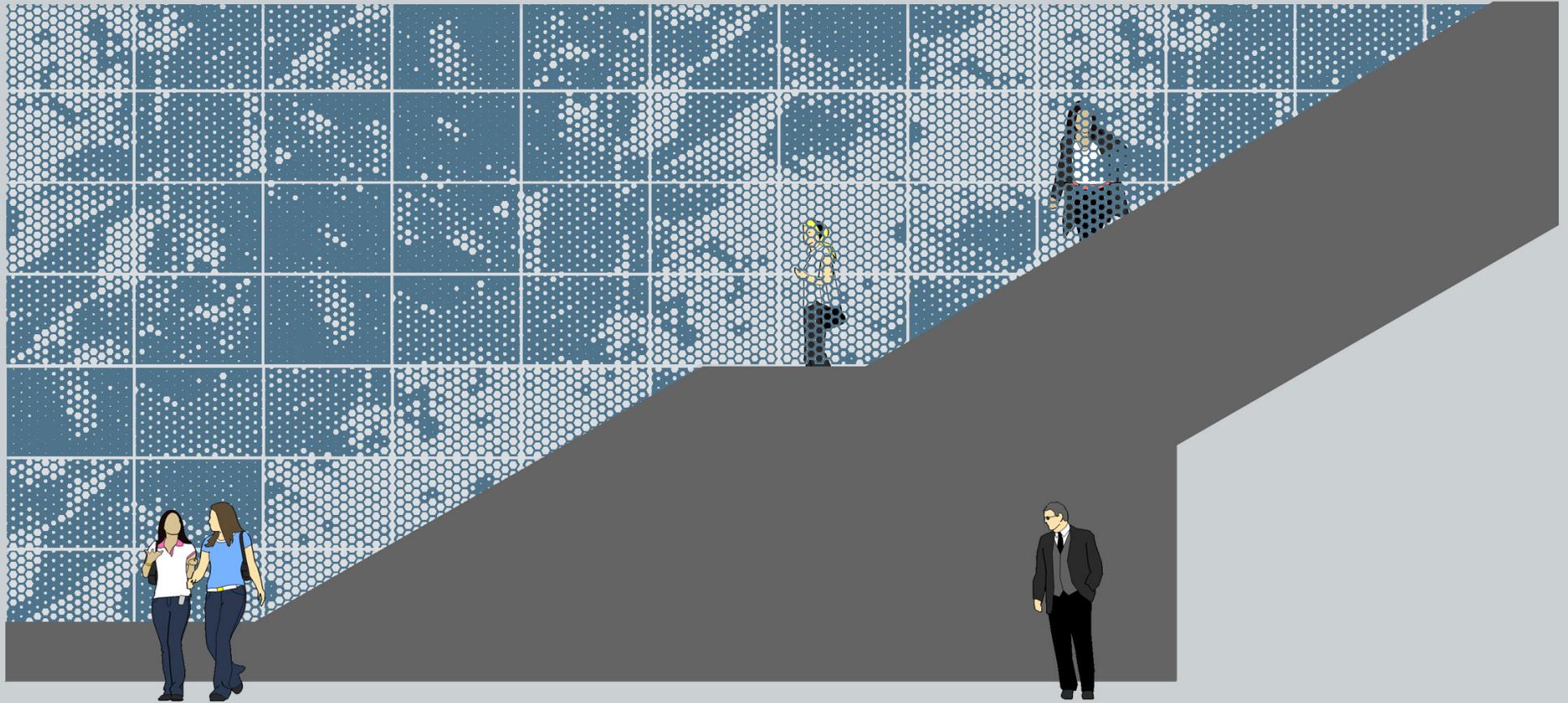
# Stair Metal Panels Key

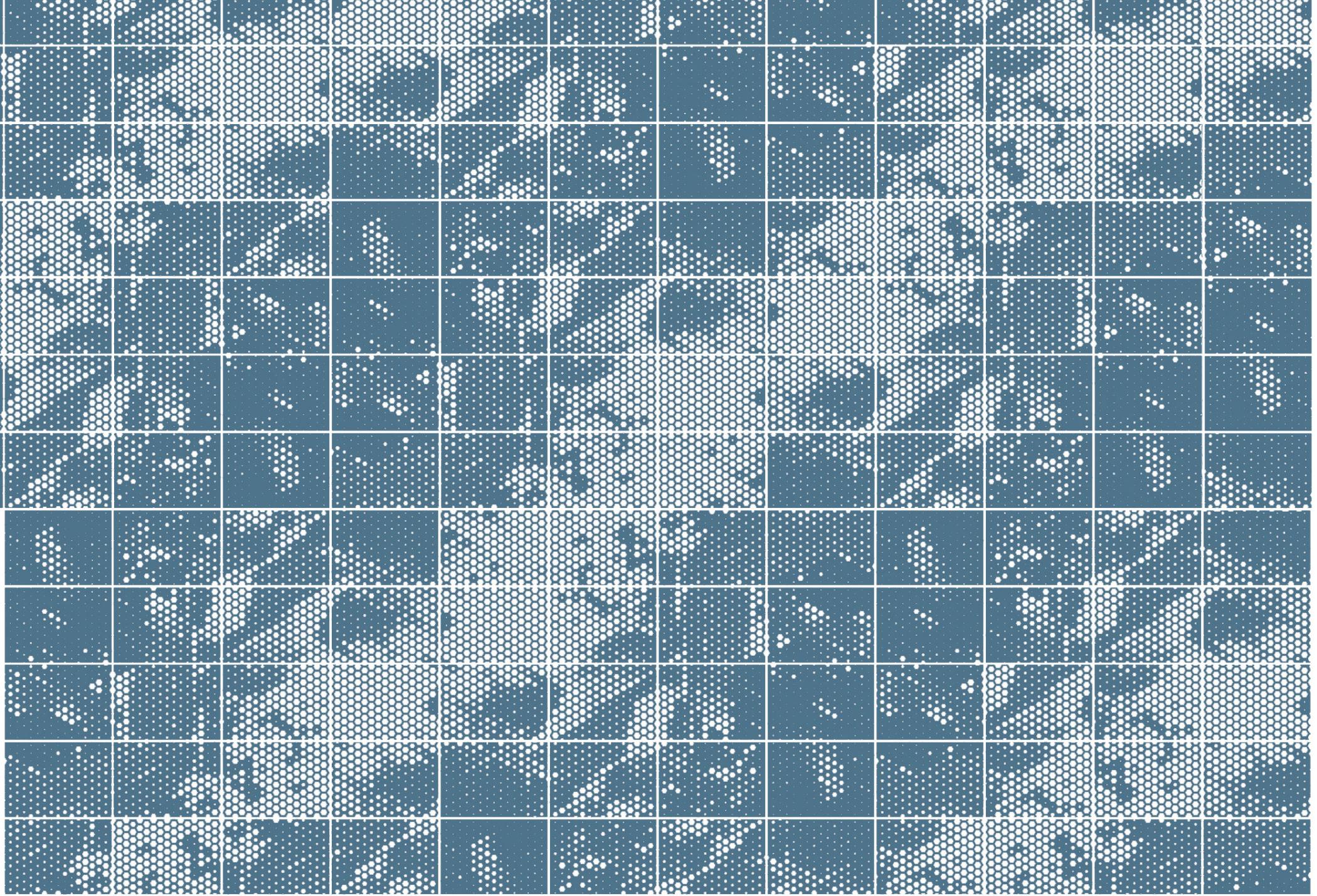


# Stair Metal Panels Study 1

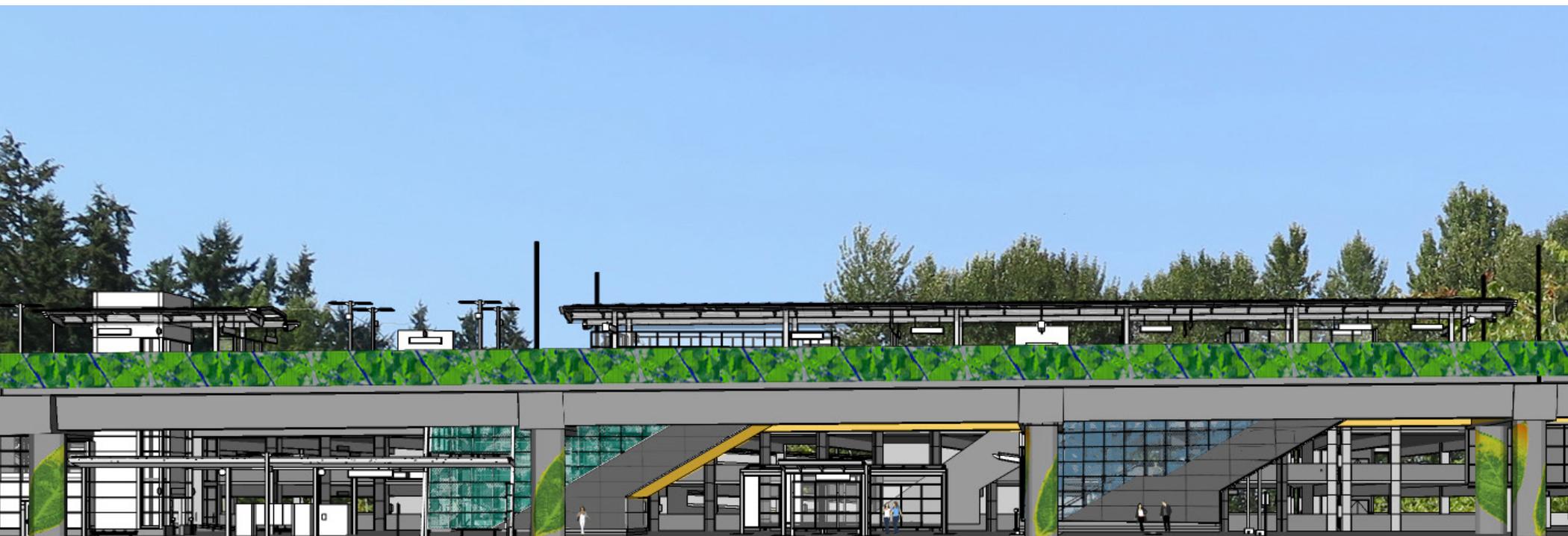
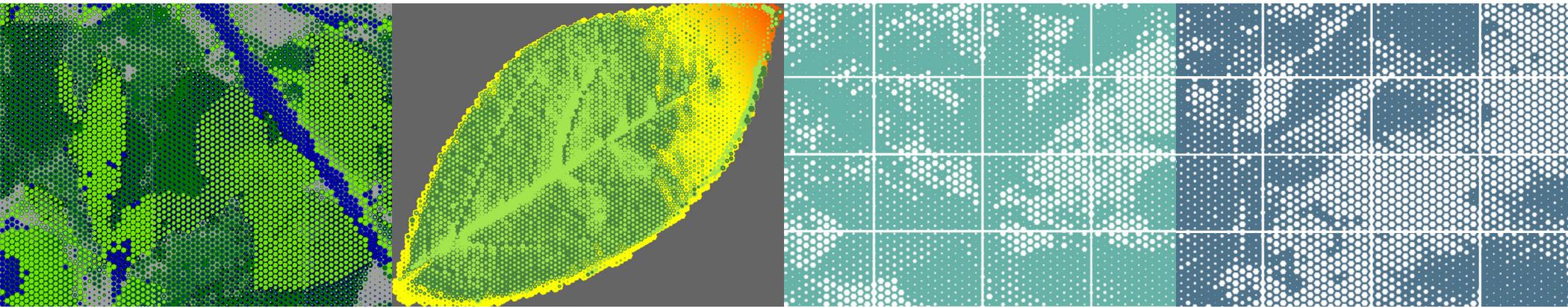


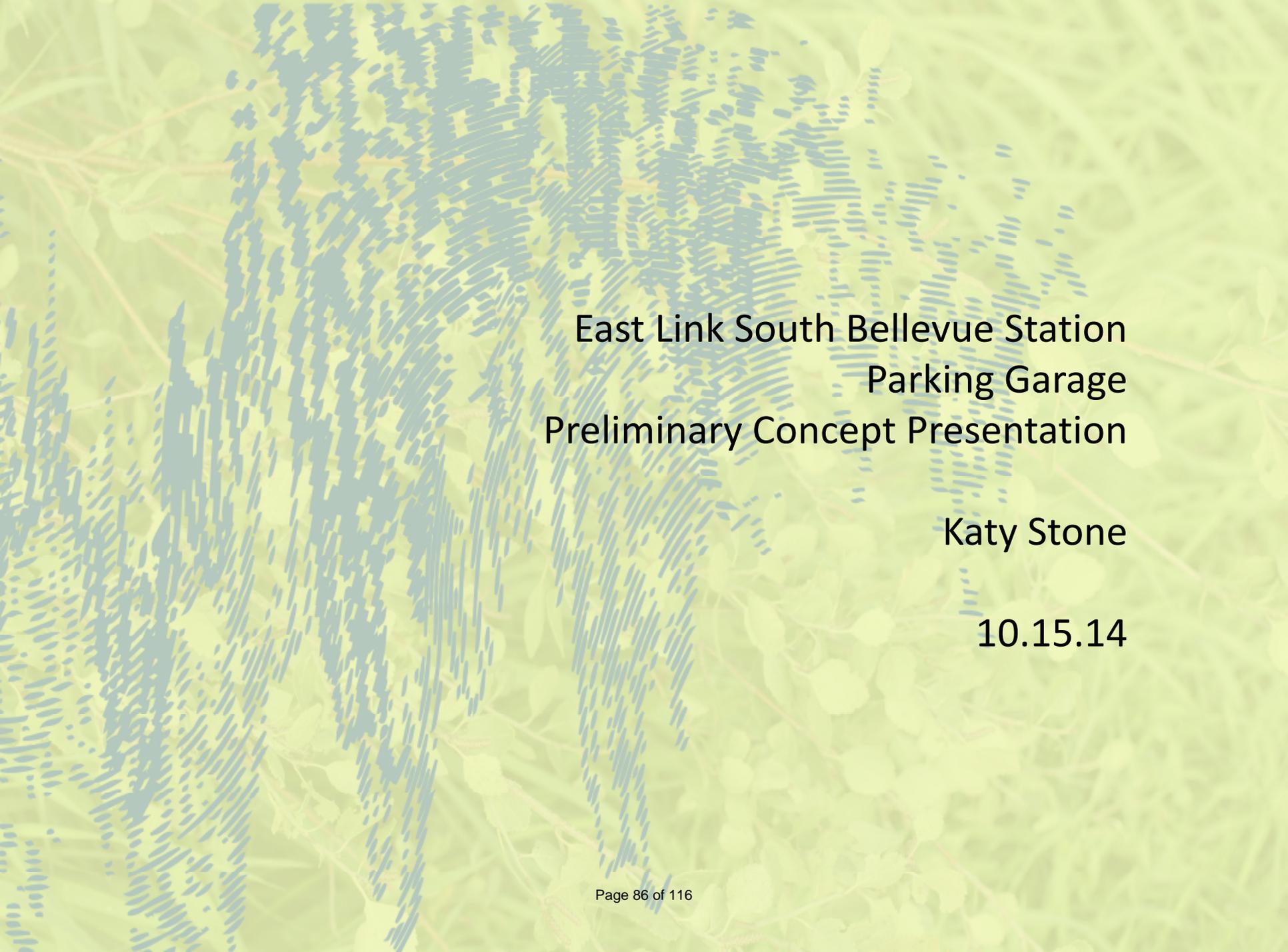
# Stair Metal Panels Study 2





# Metal Panel Pattern Map



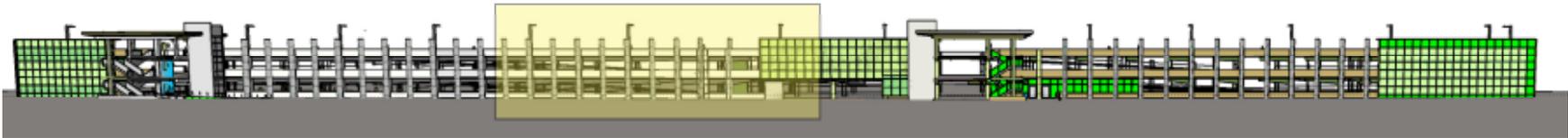


East Link South Bellevue Station  
Parking Garage  
Preliminary Concept Presentation

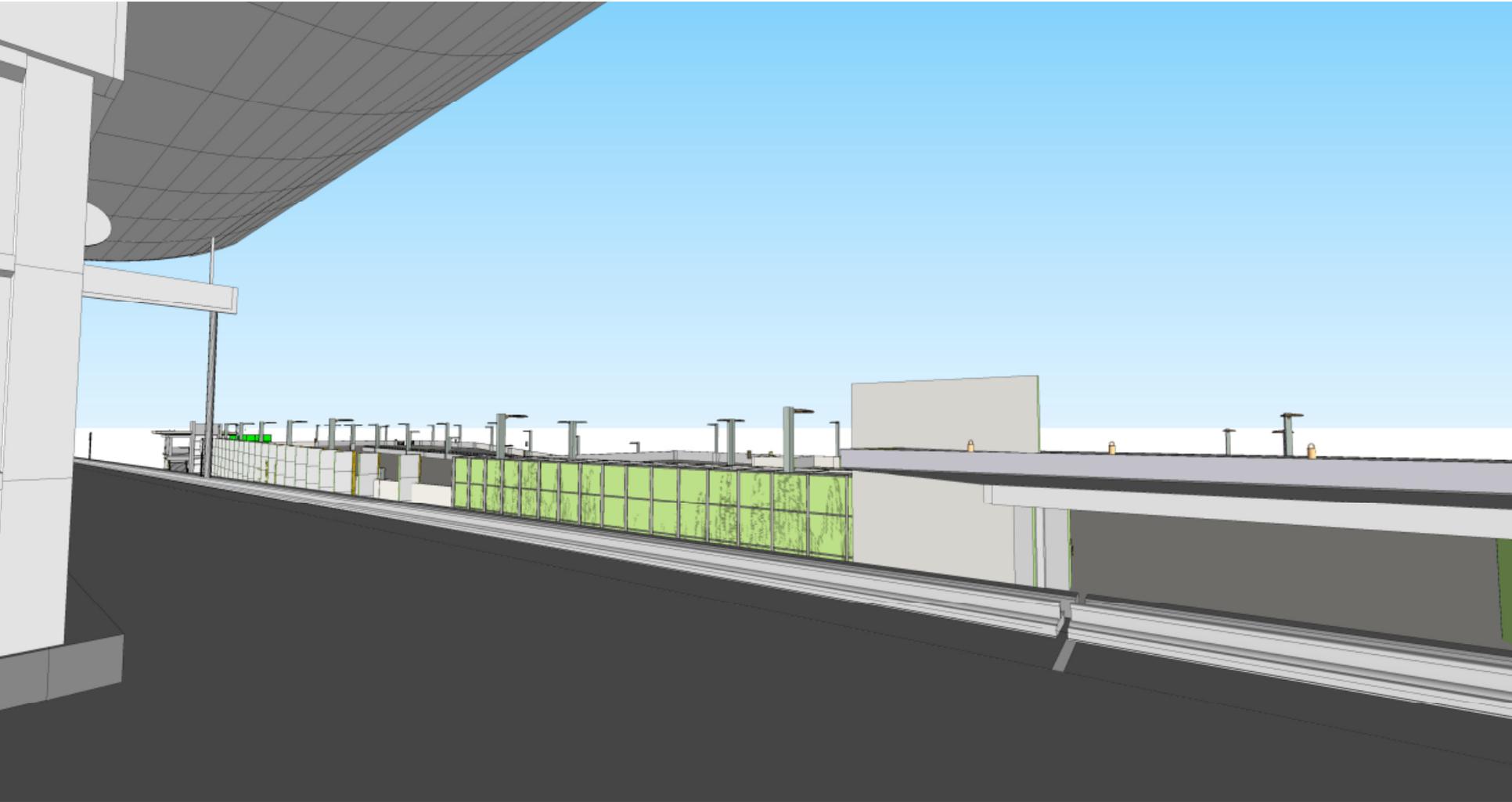
Katy Stone

10.15.14

Sculpture location



# Site lines from main entry point, looking north



# Site lines from platform looking south



# Site Inspiration











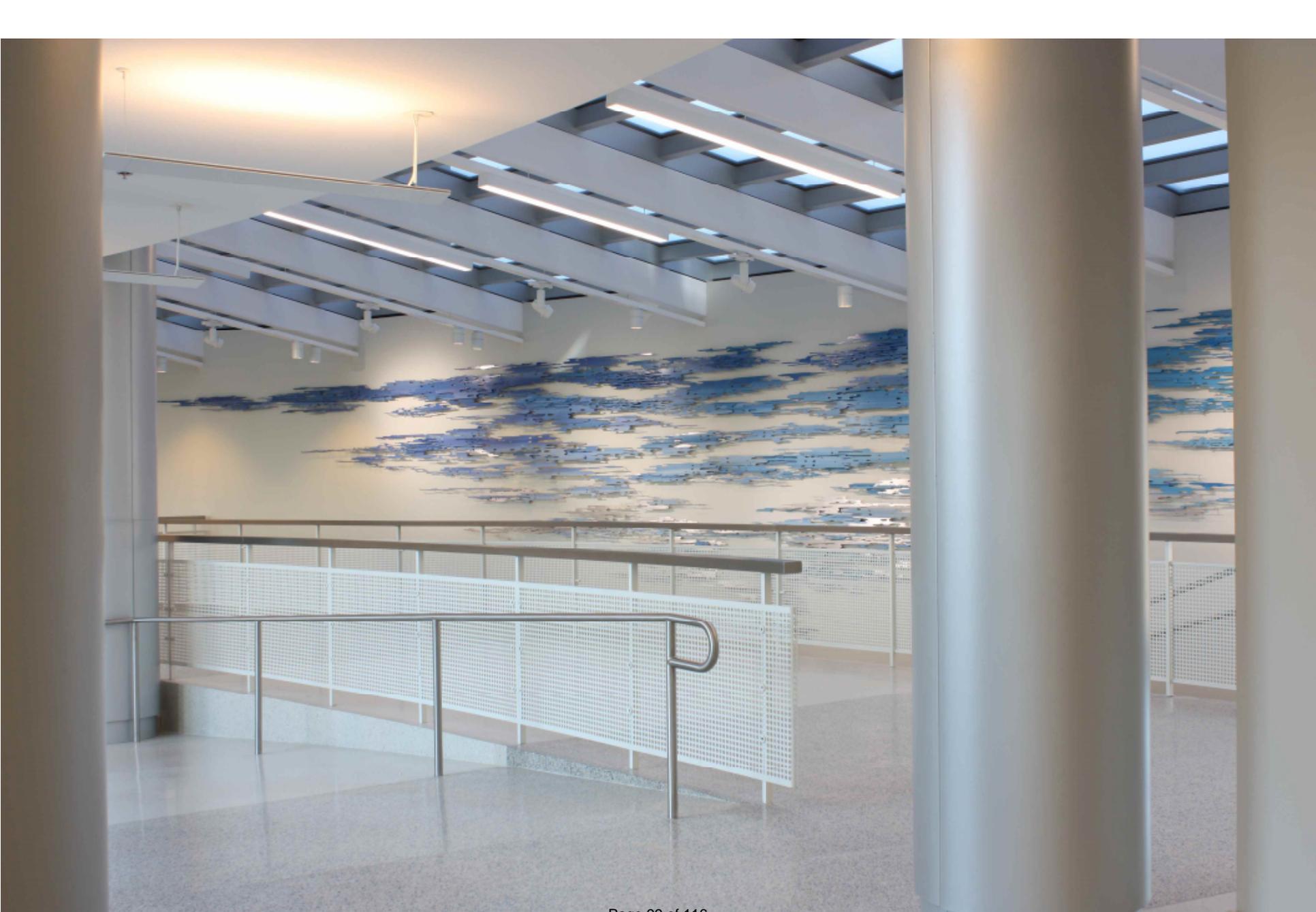
## Related previous works



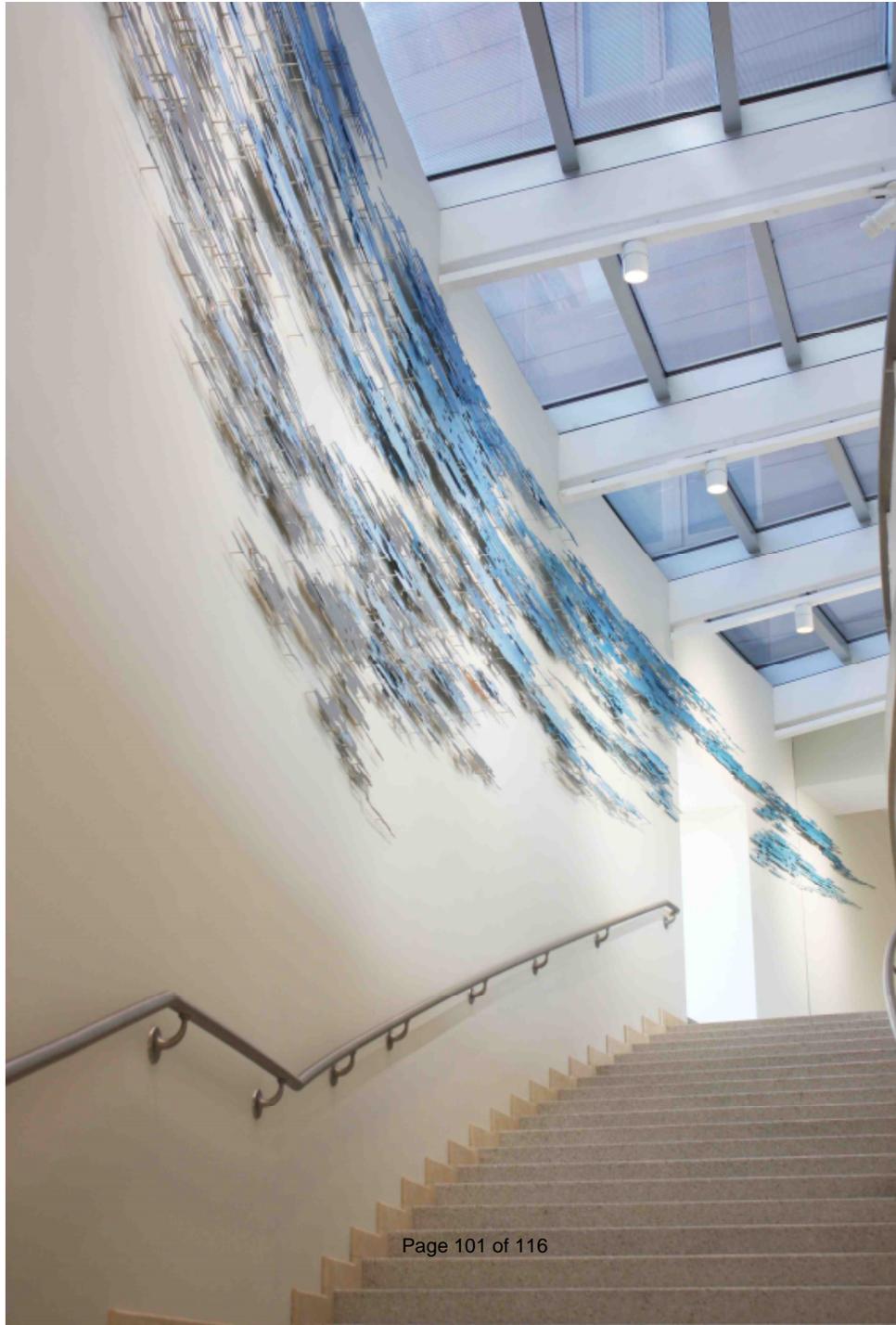






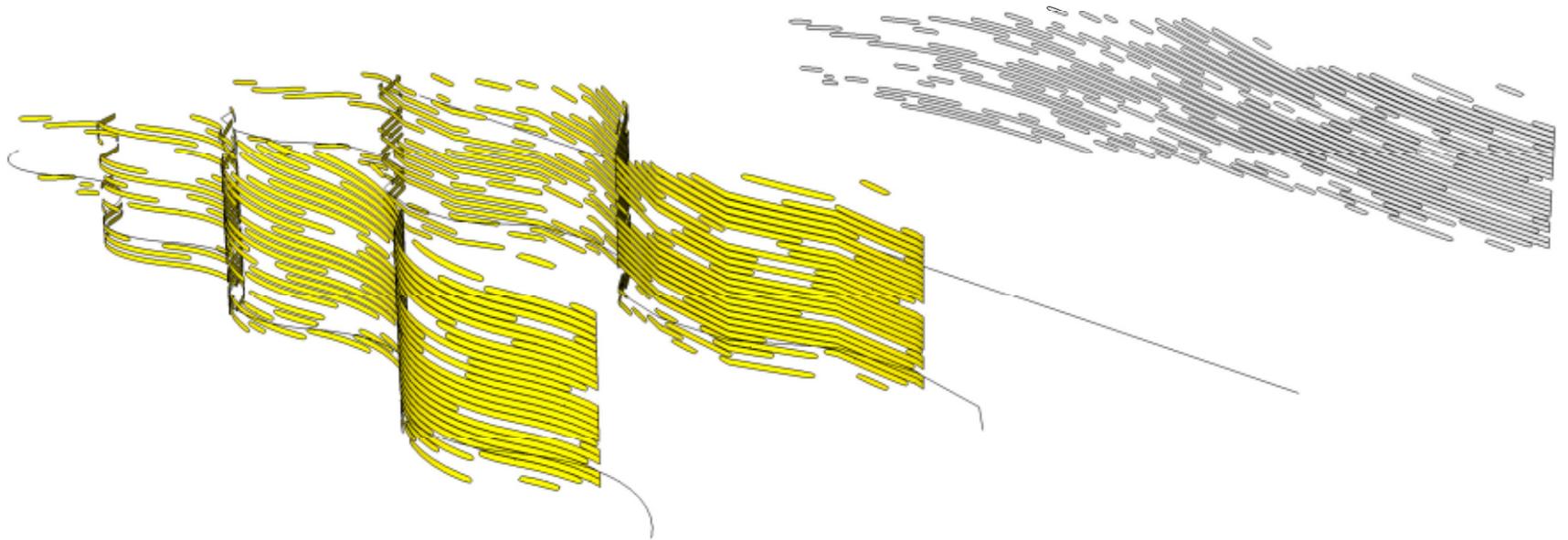








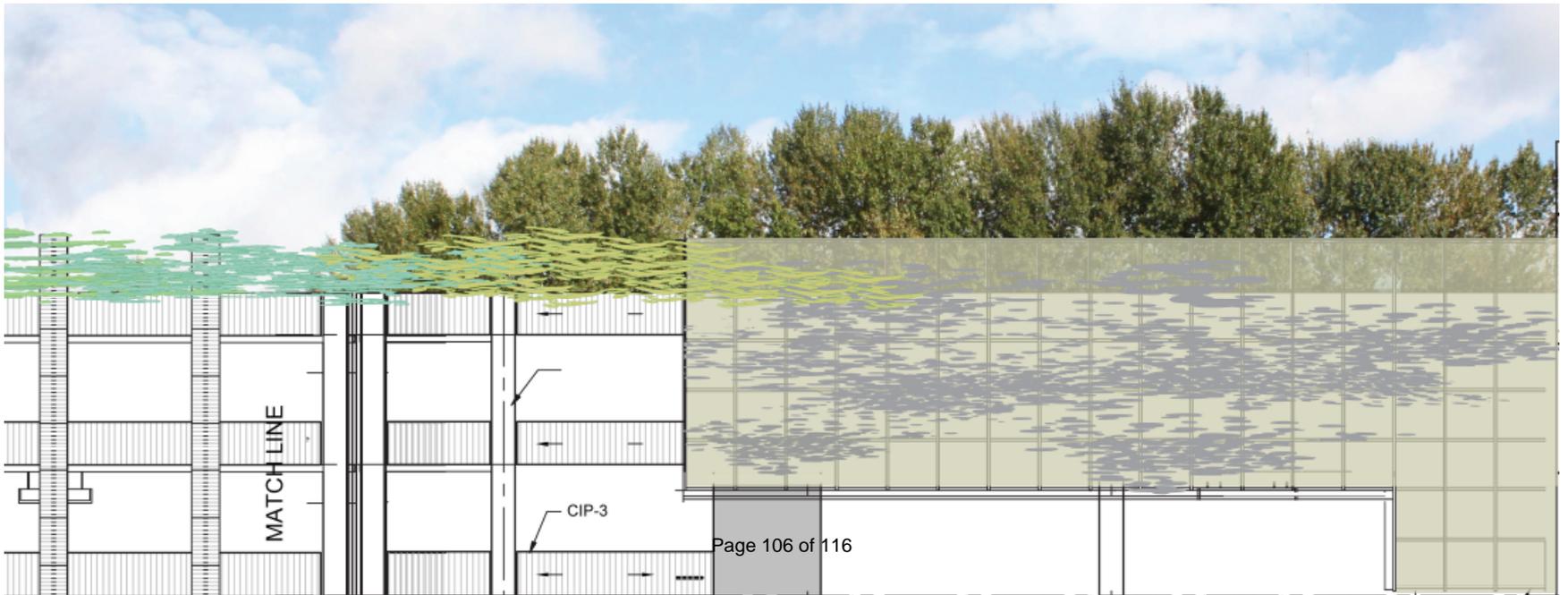
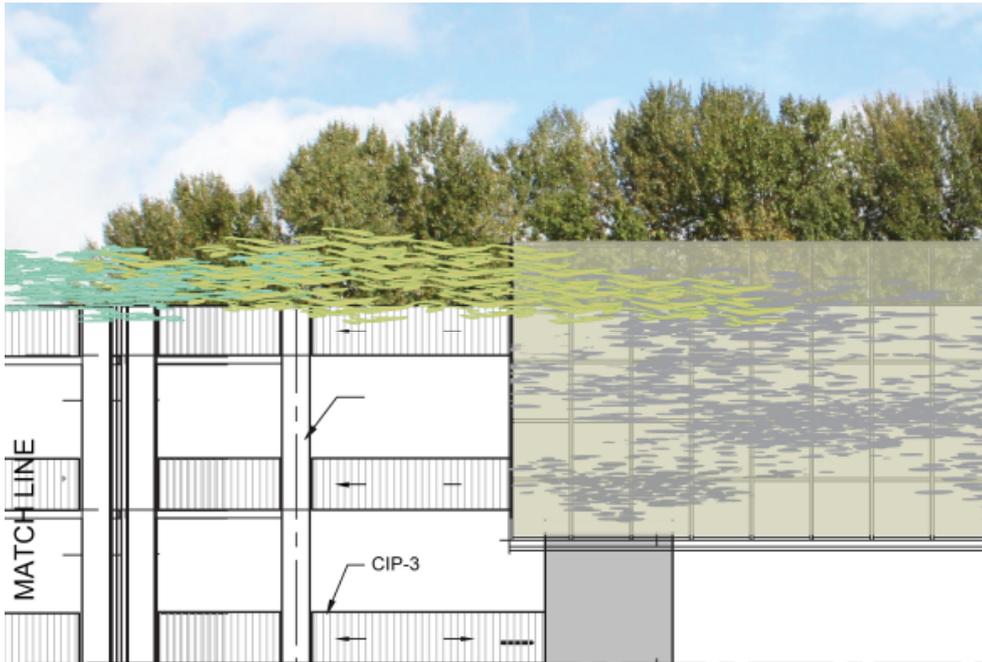
# Preliminary Concepts in Process

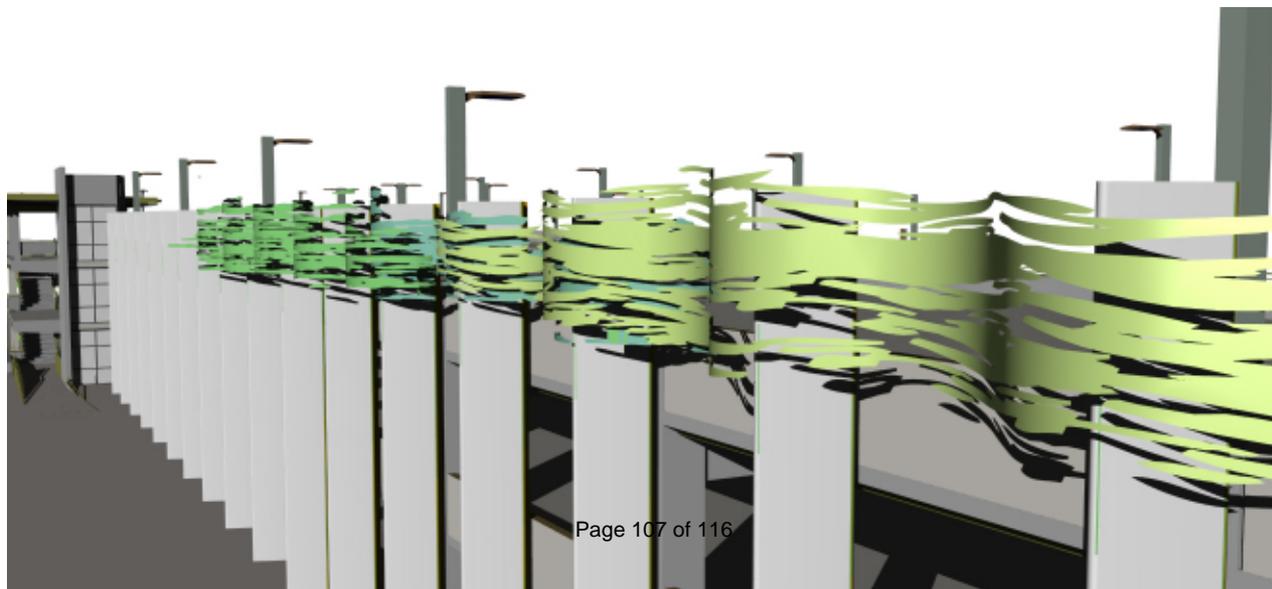
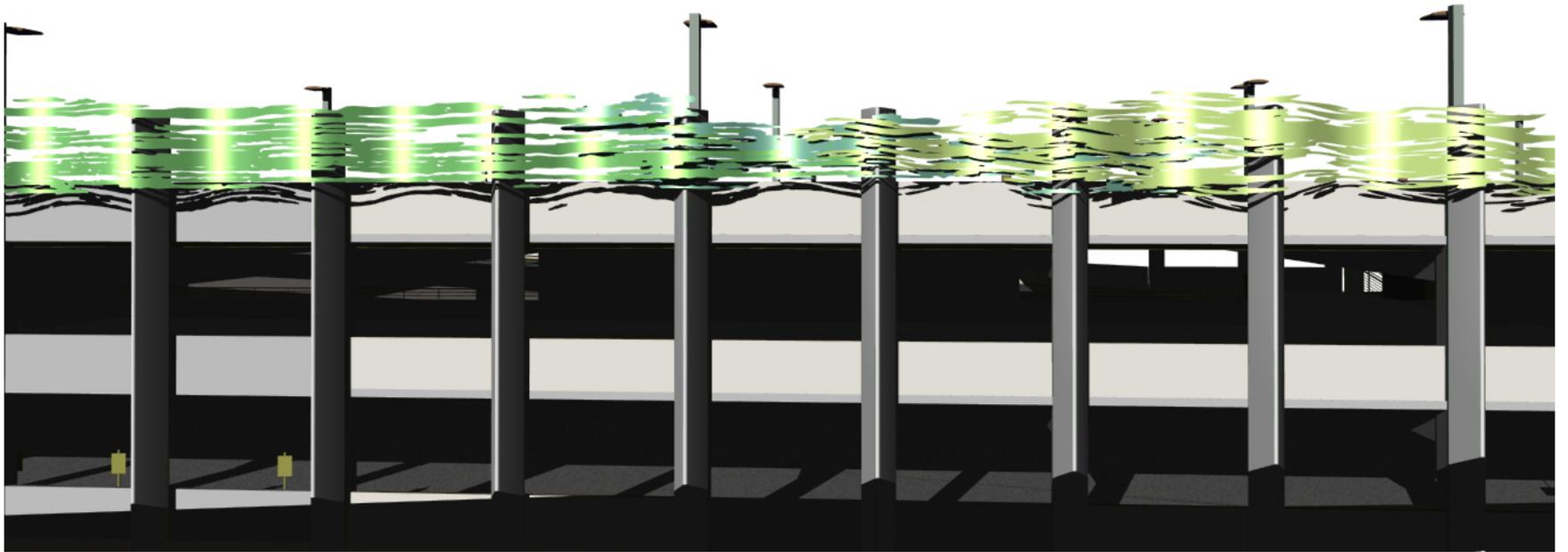


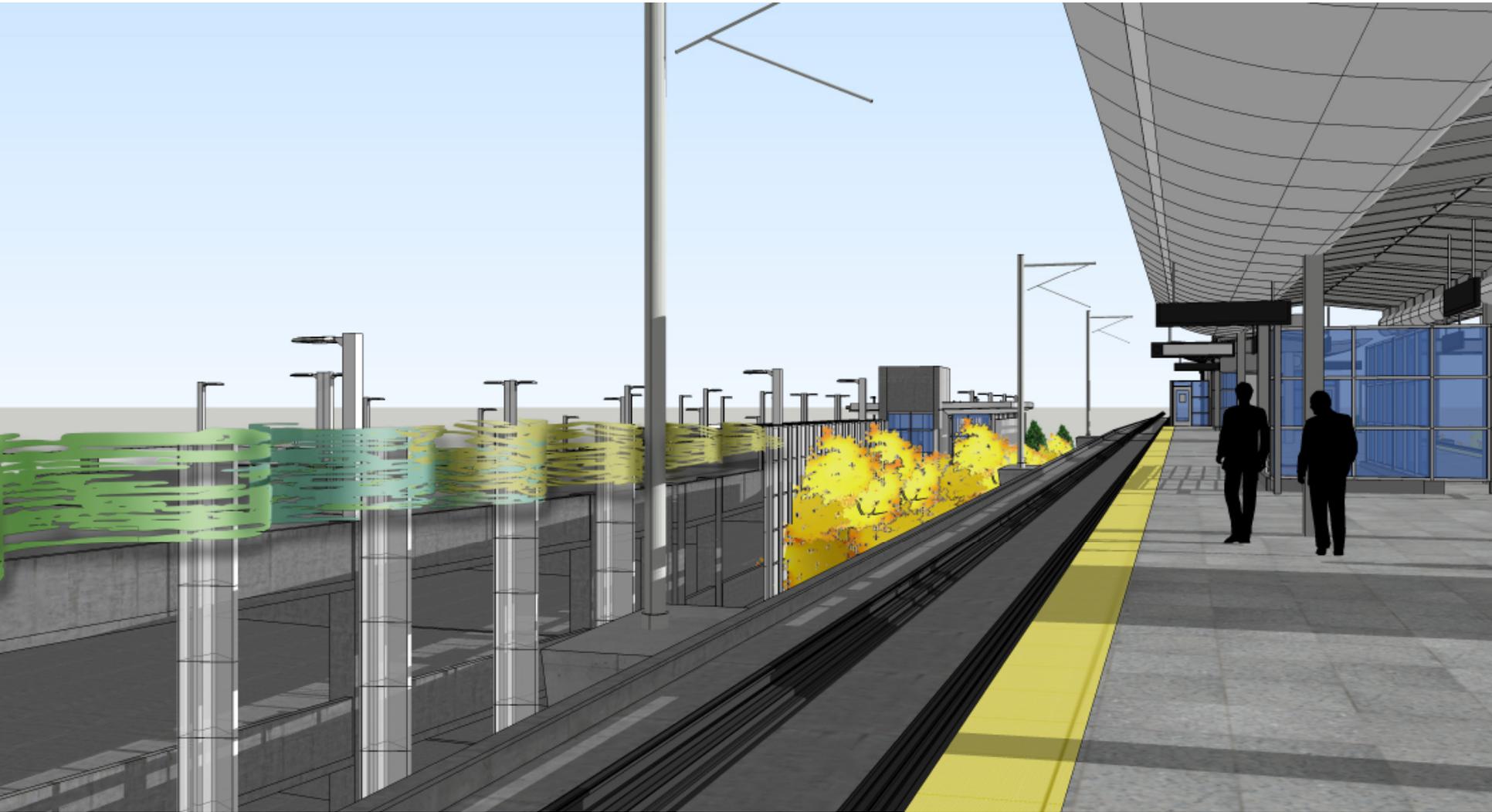




GARAGE LEVEL 2  
42' - 0"

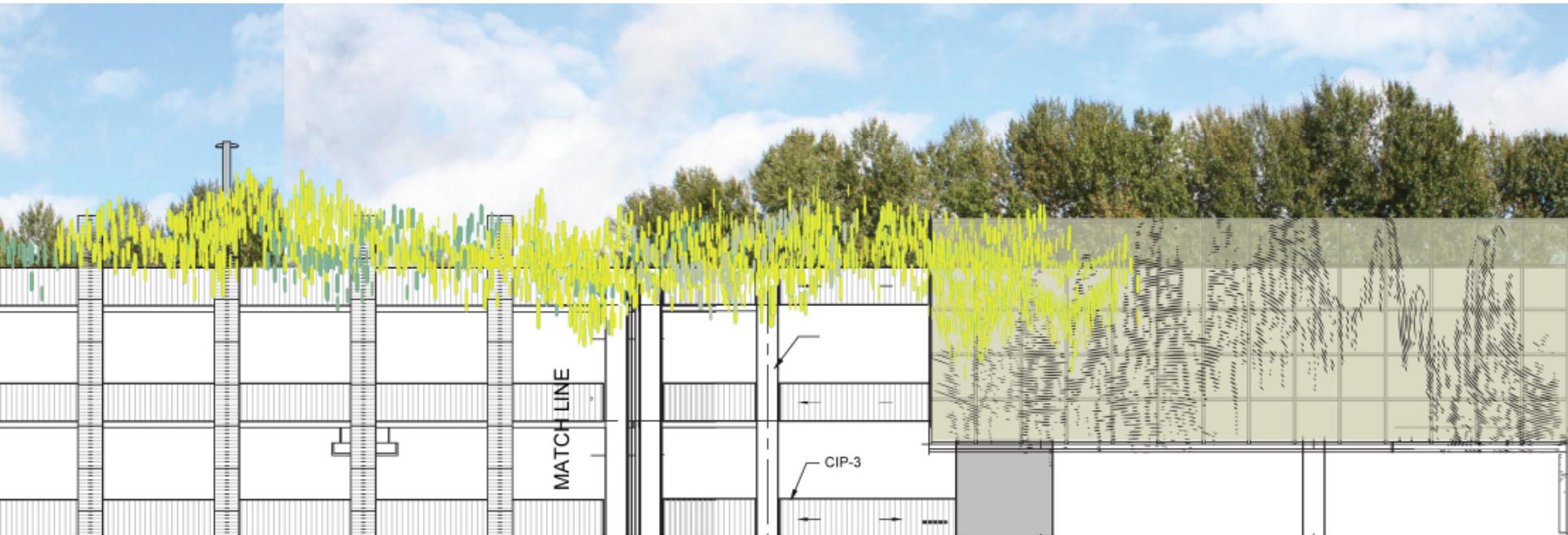
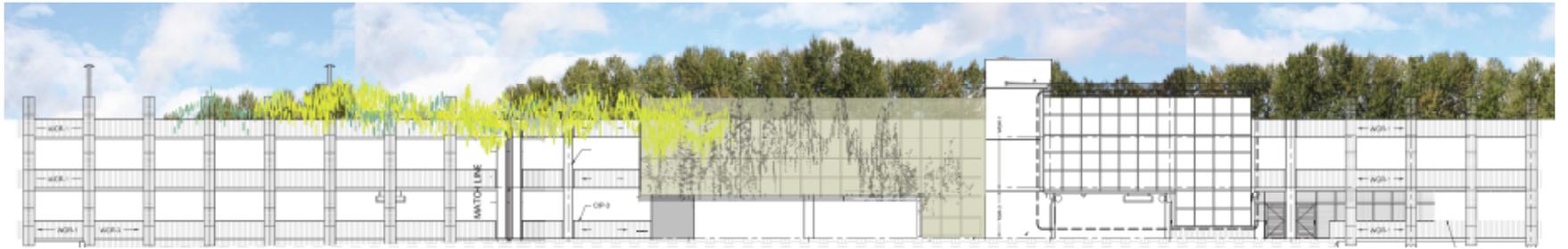


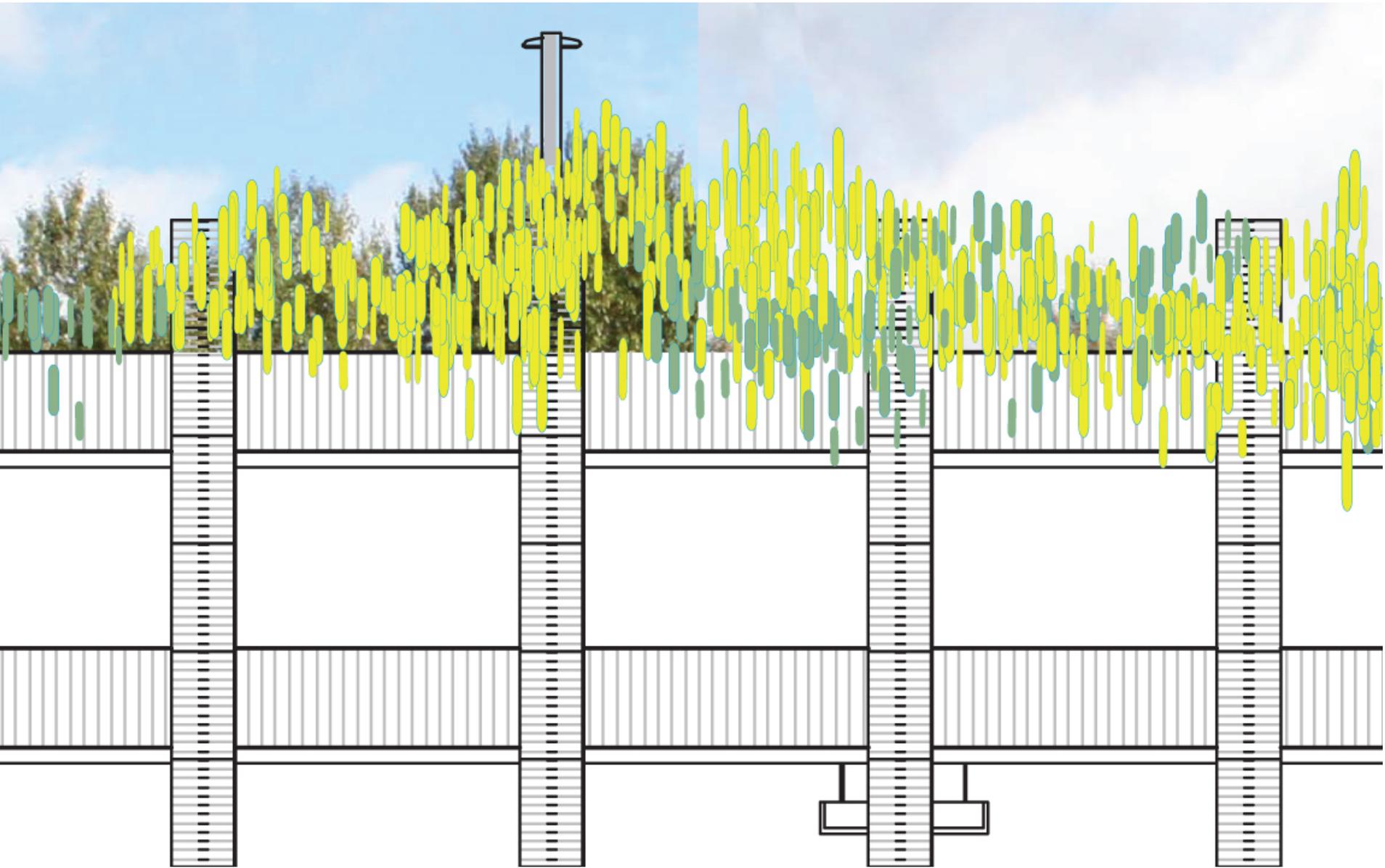


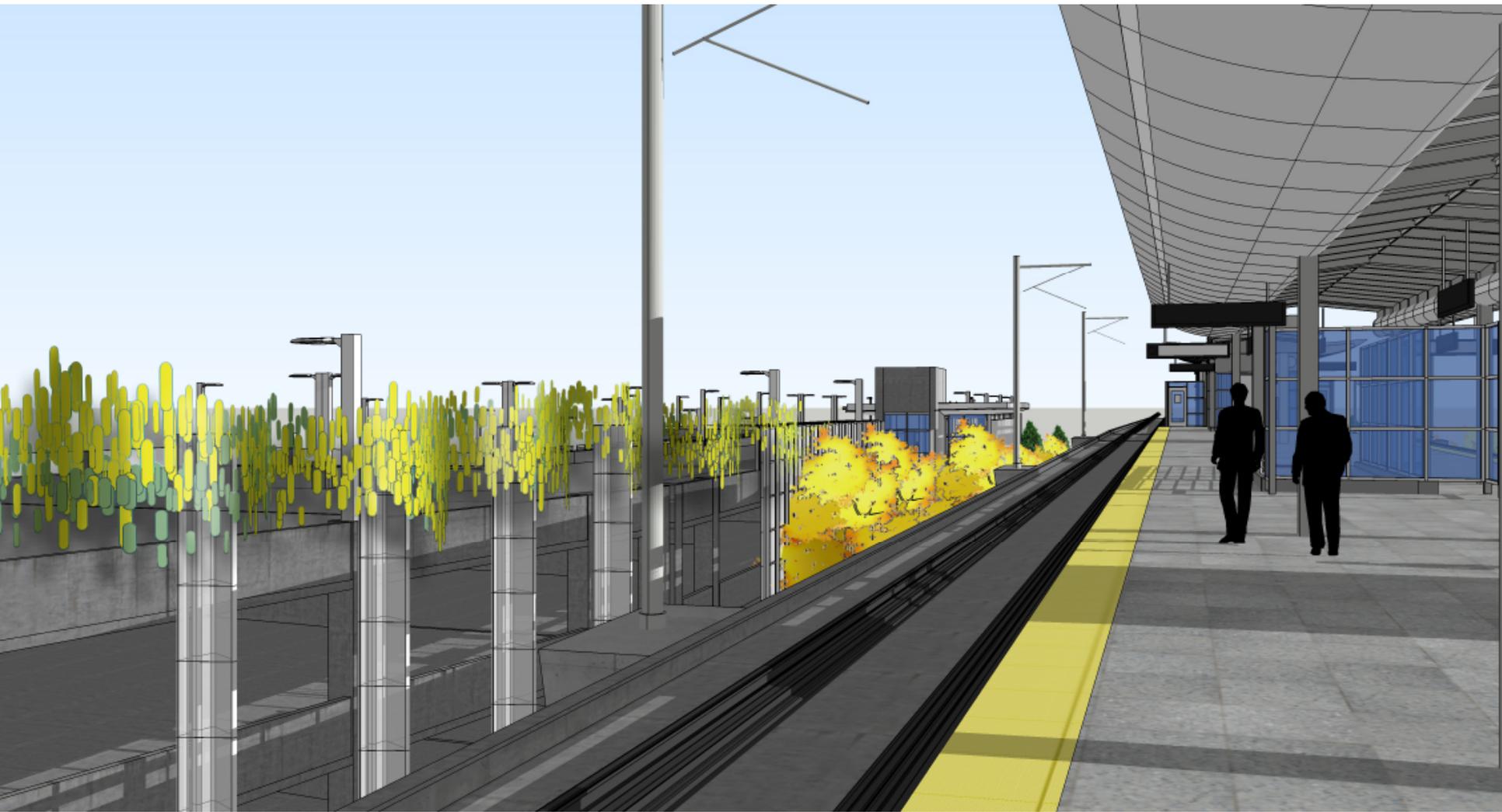












# Perforated Screen /Concrete Relief Concepts

