



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: March 14, 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: March 19, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your eighth Advisory Committee meeting next Wednesday, March 19th. 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 February 25th, 2014 joint Sound Transit CAC open house.
3. Sound Transit presentation on the Downtown Bellevue Segment

We will have hard copies of all electronic packet materials for you on March 19th. Materials will also be posted on the City's project web site at <http://www.bellevuewa.gov/light-rail-permitting-cac.htm>.

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



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Wednesday, March 19, 2014

3:00 p.m. – 5:00 pm • Room 1E-113

Bellevue City Hall • 450 110th Ave NE

AGENDA

- | | |
|------------------|--|
| 3:00 p.m. | 1. Call to Order, Approval of Agenda, Approval of February 25th Special Meeting Minutes <i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:10 p.m. | 2. Public Comment <i>Limit to 3 minutes per person</i> |
| 3:20 p.m. | 3. CAC provides Sound Transit with Advisory Document for Bel Red Segment (124th Street to NE 20th Street, including 130th Station) <i>Committee Co-Chairs Mathews and Lynde</i> |
| 3:45 p.m. | 4. CAC gives Sound Transit feedback on East Main Segment (SE 4th Street to Main Street, including East Main Station) <i>Committee Co-Chairs Mathews and Lynde</i> |
| 4:15 p.m. | 5. Sound Transit presents Downtown Bellevue Segment to CAC (Main Street to 120th Ave NE, including Bellevue Transit Center Station and Hospital Station) <i>Sound Transit</i> |
| 4:50 p.m. | 5. Public Comment <i>Limit to 3 minutes per person</i> |
| 5:00 p.m. | 6. Adjourn |

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

BELLEVUE LIGHT RAIL PERMITTING ADVISORY COMMITTEE
&
SOUND TRANSIT
JOINT OPEN HOUSE MINUTES

February 25, 2014
5:00 p.m.

Red Lion Hotel
11211 Main Street, Bellevue, WA

MEMBERS PRESENT: Doug Mathews, Susan Rakow Anderson,
Ming-Fang Chang, Siona van Dijk

MEMBERS ABSENT: Marcelle Lynde, Erin Derrington, Joel
Glass, Richard Lind, Don Miles

BELLEVUE STAFF PRESENT: Matthews Jackson, Department of
Development Services; Kate March,
Department of Transportation

SOUND TRANSIT STAFF PRESENT: Paul Cornish, John Walser, Luke Lamon,
Barbara Luecke

MINUTES SECRETARY: Gerry Lindsay

PRESENTATION

Luke Lamon with Sound Transit noted that the East Main station segment of the East Link extension is in the final design phase. He explained that in final design projects are moved from 30 percent design to 100 percent design and noted that the East Main station itself is at the 60 percent design stage.

Kate March, East Link community outreach lead for the City of Bellevue, took a moment to introduce the East Link Permitting CAC members who were present. She explained that nine CAC members were appointed by the City Council to represent the citywide perspective relative to design mitigation and permitting issues. She stressed that public involvement and public opinion has been and will continue to be a very important element of the CAC process. She encouraged the attendees to fill out the public comment forms or to speak directly to Sound Transit and Bellevue staff.

Ms. March also highlighted the city's station area planning program which focuses on the areas around the six new light rail stations that will be part of the East Link extension. Every station in Bellevue will be different, and because every neighborhood in Bellevue is different, each will have different needs. During the process, the citizens appointed to the committee will look at things like pedestrian, bicycle and bus connectivity, neighborhood traffic and parking impacts, maintaining neighborhood character, and in some cases land use changes. She noted that transit-oriented development will be associated with some of the stations, but stressed that for the East Main station there will be no such use on the west side of 112th Avenue SE.

Paul Cornish with Sound Transit shared with the audience an animation of the East Link extension running through Bellevue from I-90 to Overlake. He pointed out that the animation is not a final product, pointing out that it did not include any landscaping. Early construction work, primarily dealing with utilities, will begin in 2015, and the heavy work is slated to start in 2016.

Mr. Cornish said in the public meetings held to date much has been heard about noise, station design, and construction impacts. Sound walls will be constructed as part of the East Link project. A noise analysis is under way to determine exactly where they need to be and how tall they need to be. The analysis is looking at the impacts of noise from construction as well as noise from the operation of the light rail line, and the noise levels will be measured against both the federal guidelines and Bellevue's noise ordinance.

With regard to the East Main station specifically, Mr. Cornish said at the 30 percent design stage much was heard from the public about honoring the architectural history of the Surrey Downs neighborhood. That input has been taken to heart by the architectural team working on the East Main station design. The public also has weighed in on the issue of removing trees. Mr. Cornish said Sound Transit is operating on the principle of not removing trees unless absolutely necessary. Where trees are removed, Sound Transit will work with the city and the neighborhood to replace the trees in an appropriate location.

Many of the construction details will not be fully identified until the project reaches the 90 percent design stage in the fall of 2014. That will be an important element for Sound Transit in baselining the project relative to cost, construction techniques, and how long construction will take. Construction-specific open house events will be held in the fall of the year to share the details.

Mr. Cornish said East Main station is a working name chosen for the planning documents. The final name will ultimately be chosen by the Sound Transit board based on input solicited by the local neighborhood. He said a number of name ideas have been submitted already, and beginning February 26 an online survey will go live through which names can be suggested. Sound Transit will, however, want the name to reflect the nature of the community and the environment. Sound Transit naming guidelines require that station names must be distinct and easy to read, limited to 30 characters, and avoid commercial references or similar names or words used for existing facilities.

John Walser, architect with Sound Transit, stressed the importance of receiving comments from the public early enough in the design process. He shared with the attendees schematic drawings of the East Main station segment as currently envisioned. He noted that to the south of the station where SE 4th Street is located there will be an access crossing created for emergency vehicles only. In line with the requirements of the Land Use Code, there will be a minimum 30-foot vegetated buffer between the light rail alignment and adjacent residential facilities. The station itself will include entrances at the south and north ends, both of which will include ticket vending machines, passenger

emergency telephones, and bike facilities. A passenger drop-off area will be located in front of the station. To the north of the station ahead of where the line enters the tunnel there will be a traction power substation and an electrical building, both of which will be screened and landscaped. The site will ultimately be turned over to the city for use as a park that will be designed by the city but constructed by Sound Transit. He noted that a representation of the architecture in the area will be incorporated into the design of the station.

Barbara Luecke, manager of the Sound Transit art program, said Sound Transit incorporates art and artistic elements into station design because it enhances the ridership experience. To produce the artwork, citizen committees are involved along with design professionals in selecting artists from an established roster to help shape the art opportunities. In the case of the East Main station itself, the design work is so well done there will not be a need for much by way of artistic contribution. Accordingly, the focus is on upgrading the fencing adjacent to the multiuse trail. A panel that includes neighborhood representatives will be formed to help define the particulars.

Mr. Lamon opened the floor to questions and comments.

A member of the audience asked about entering Surrey Downs from 112th Avenue SE. Mr. Lamon said Sound Transit will be working with the city on that question as part of the station area planning process. Mr. Walser pointed out that there will be no access off of 112th Avenue SE into the Surrey Downs neighborhood. That decision was made in discussions that occurred early on in the design process. The location of the tracks running alongside 112th Avenue SE will preclude access to the neighborhood from that street.

A question was asked about pedestrian access and Mr. Walser said the only pedestrian access from the Surrey Downs neighborhood to the 112th Avenue SE area will be from the north where SE 1st Street will be truncated. An emergency turnaround required by the fire department will include a pedestrian pathway linking into the park. Those wanting to get to the station can do so by passing through the park.

COMMUNITY COMMENTS

At the committee's table, members of the public offered several comments:

The CAC should look at things from a consumer point of view. The composition of service materials will be very important to avoiding trips and falls. Even with the platform cover, there will be wet spots on platform. The materials should provide for a coefficient of .7. ADA requires .65 wet, but that should be the minimum when wet. Additionally, the landscaping plan shows a lot of maples, which should always be kept away from places where people gather because they tend to stay in the concrete, do not break down fast, the result of which is a slip, trip and fall hazard. Evergreen vegetation rather than deciduous vegetation

should be used near platform. From a safety point of view, there should be a generous buffer to keep riders out of the dynamic envelope of the moving trains, and gates should be used to keep people from crossing the tracks at unsafe moments. Sue Stewart, King County Metro safety officer

I, and many of my neighbors, including the Bellecrest Neighborhood Association Board, are very concerned with the closure of SE 4th Street and SE 1st Street along 112th Avenue SE. By closing these two access points off for the neighborhood, all the traffic from Surrey Downs will be forced up onto 108th Avenue SE and into Bellecrest. The traffic situation along 108th Avenue SE is already terrible and is creating a serious safety problem. What is being done to address this? Renay Bennett

It looks like there could be a change in the terminus for Sound Transit into downtown Bellevue. The current downtown terminal has no parking and is difficult to access. Some people may be getting off at the Main Street station rather than going all the way because access there will be easier, certainly so by car. Has any study been done to show how many riders might choose to get off at the Main Street station? Bellevue is far more car-oriented than Seattle is. The residents of Surrey Downs tend to be older and emergency vehicles are called to the neighborhood often. Most come from Station 7 and it would be good to know who will be given priority, the train or emergency vehicles entering the neighborhood at the SE 4th Street access point. The power substation by the Main Street station will be noisy and will impact the neighborhood; it should be located closer to a commercial area. Dick Applestone

My house will be kitty-corner to the south end of the East Main station. There is no park and ride planned for the station. What will happen is people will leave their cars inside the Surrey Downs neighborhood. Currently there is a requirement for residents to have a parking permit, but the reality is that the police never enforce it. It needs to be enforced. Ivan Jimenez, 111th Avenue SE

We are in a cul-de-sac and parking permits have been required for many years. Even so, people still park there and there is no enforcement. These are some of the things that need to be taken care of before construction starts. The parking permits for residents are required because of the entrance from Main Street; the development is not connected to Surrey Downs. People even leave junk cars on the street. Debbie Amandoli, 124th 110th Place SE

With regard to additional access to Surrey Downs, right now the 110th Avenue SE and Main Street intersection has a barrier and those on Main Street heading west cannot make a left turn into the neighborhood; they must go around to 108th Avenue SE. It should be possible to make a left into the neighborhood from there. Also going out, it should be possible to use 108th Avenue SE to access Main Street heading west. And southbound on 108th Avenue SE crossing Main Street cars should be able to go straight so they do not have to turn onto Main Street

and turn on 110th Avenue SE. I live right beside SE 4th Street and that street is very useful because I-405 is very close. Currently I must go around and I was wondering if access there can be opened up. Almario Alarilea

I have a stucco material that is easily applied on the surface of concrete that absorbs a huge amount of noise. It can be pigmented and textured. It is used in high-end homes, therapists offices and recording studios where soundproofing is needed. The material is sprayed on. Mark King, 917-504-6356, mark@phytelab.com

The open house concluded at 7:00 p.m.

Mid-Tunnel Access Shaft Headhouse



MID-TUNNEL ACCESS
SHAFT HEADHOUSE

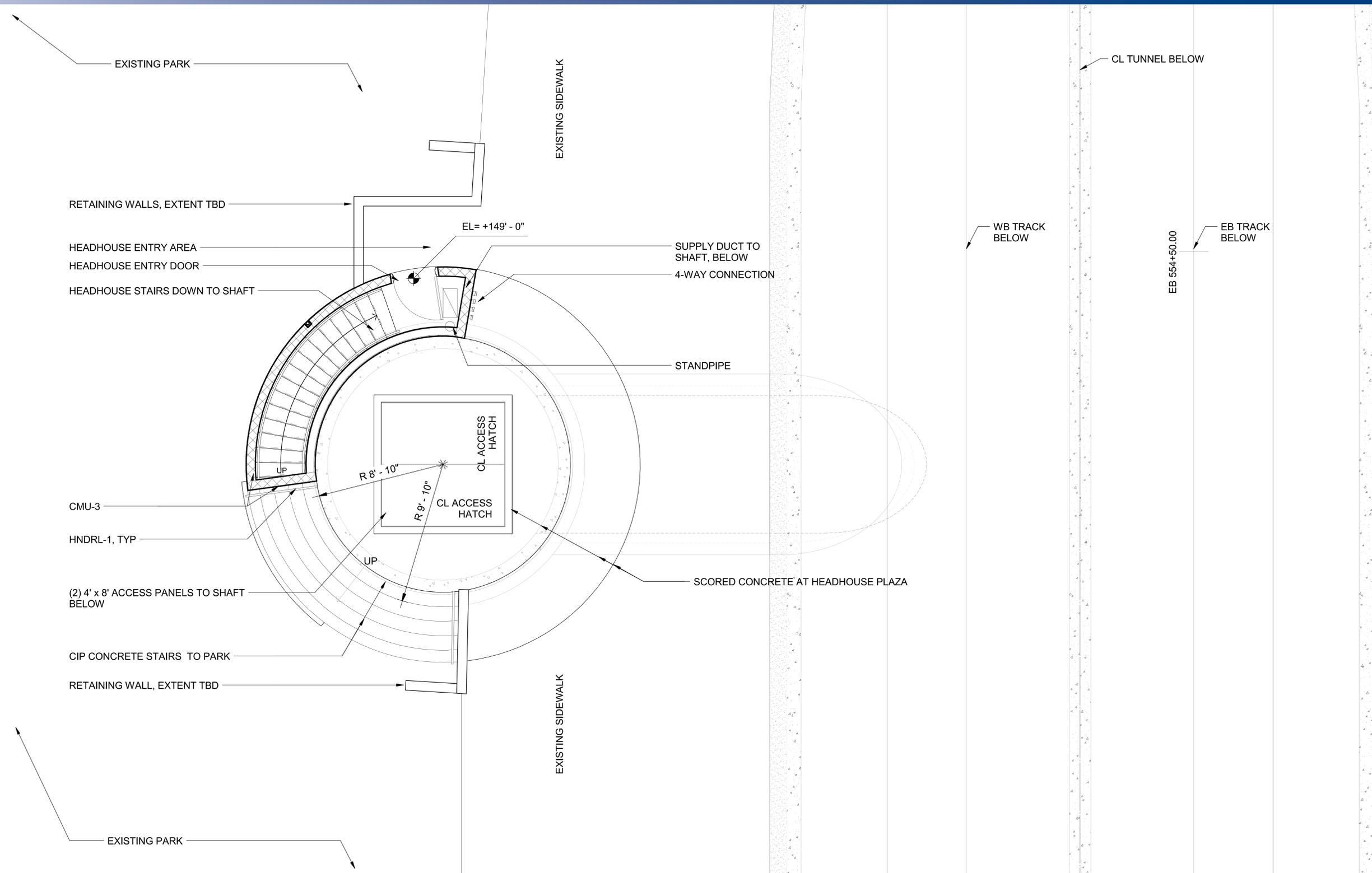
BTC STATION

Mid-Tunnel Access Shaft Headhouse

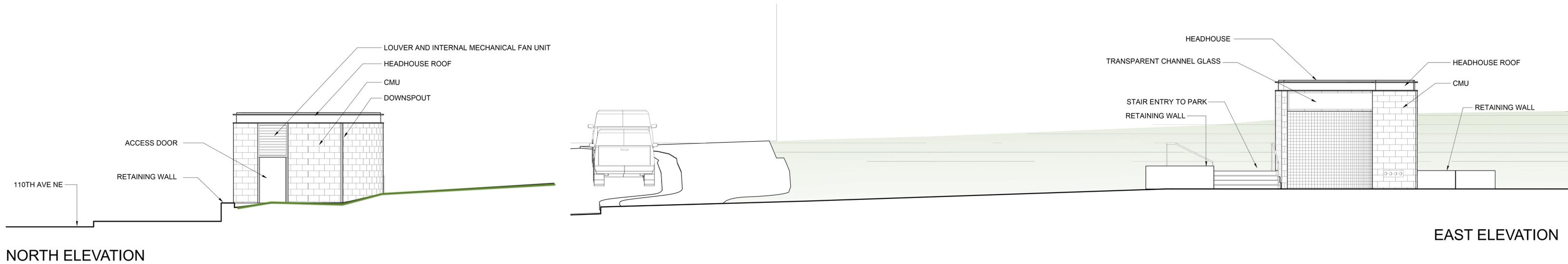


View From NE 2nd Place

Mid-Tunnel Access Shaft Headhouse

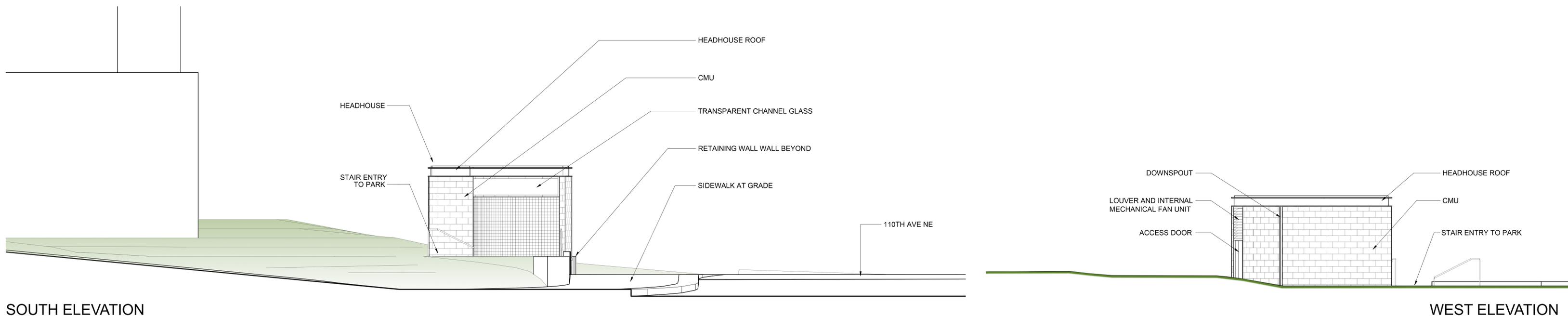


Mid-Tunnel Access Shaft Headhouse



NORTH ELEVATION

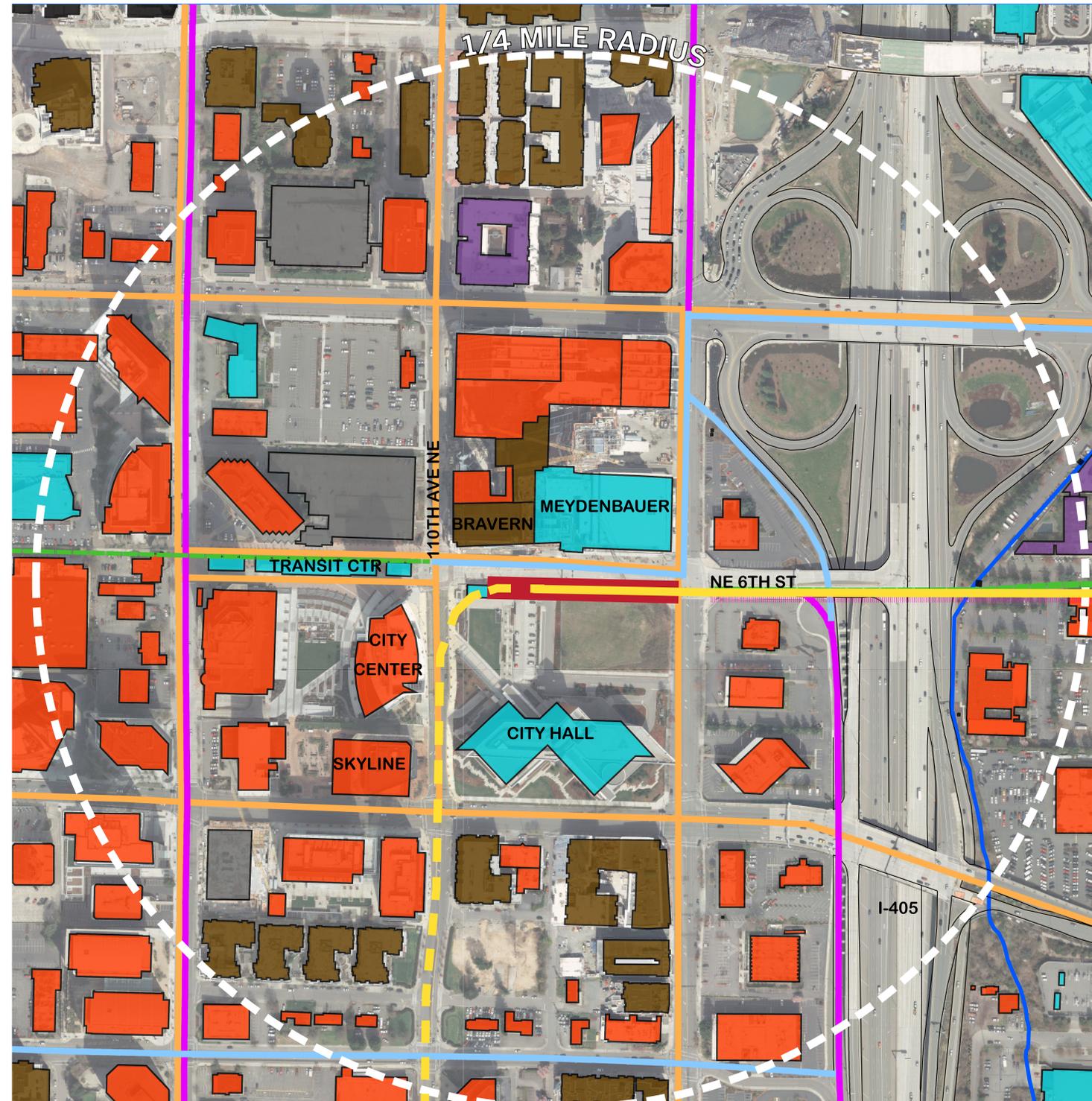
EAST ELEVATION



SOUTH ELEVATION

WEST ELEVATION

Bellevue Transit Center



LEGEND

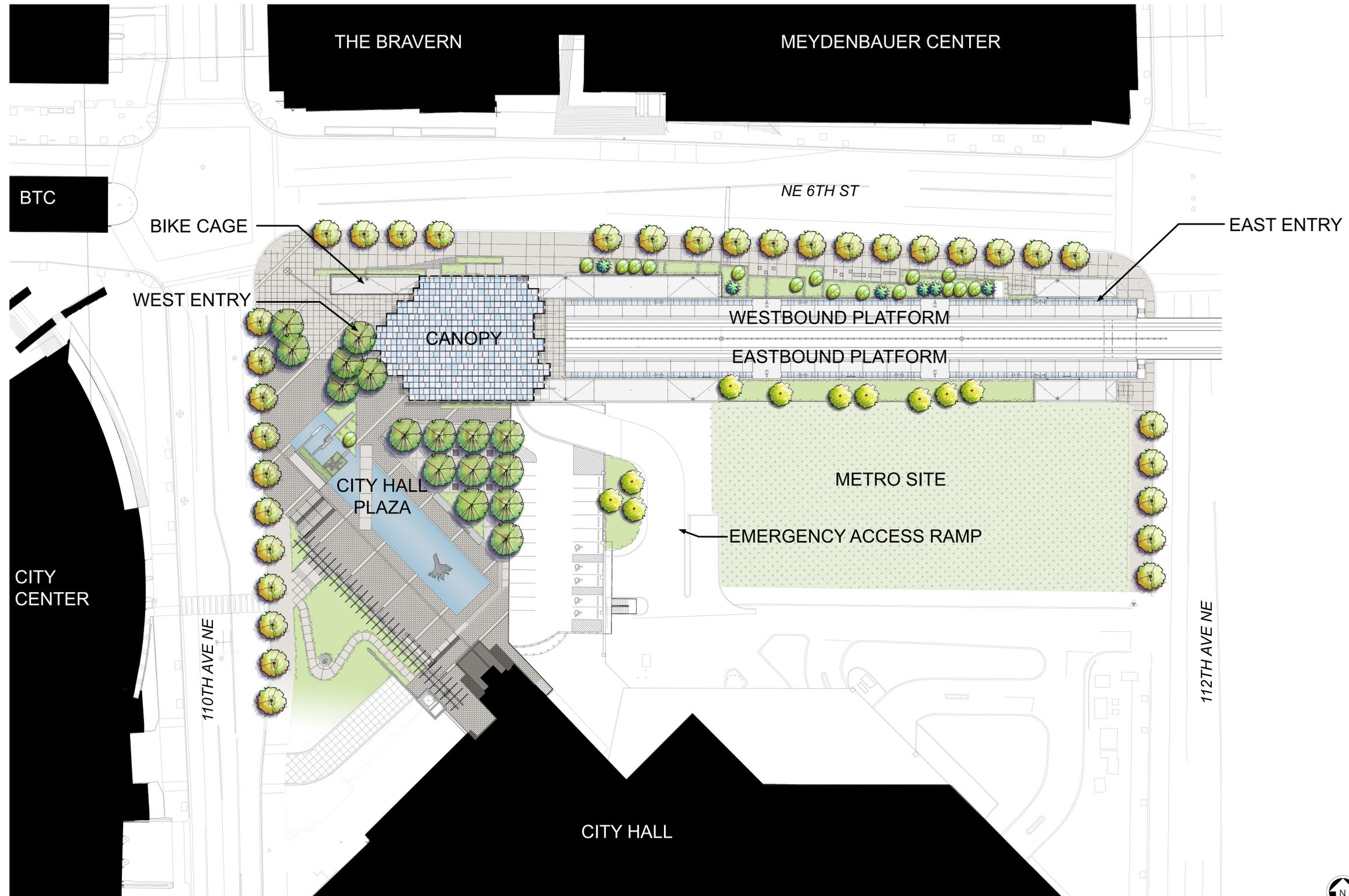
- BUS ROUTE
- BICYCLE ROUTE
- BICYCLE LANE
- OFF STREET PATH
- LIGHT RAIL TRACKS
- STATION
- PATRON CATCHMENT AREA

CITY OF BELLEVUE - 2009 PEDESTRIAN & BICYCLE TRANSPORTATION PLAN

- COMMERCIAL
- CIVIC / INSTITUTIONAL
- MULTI-FAMILY RESIDENTIAL
- HOTEL
- PARKING STRUCTURE



Bellevue Transit Center



Bellevue Transit Center



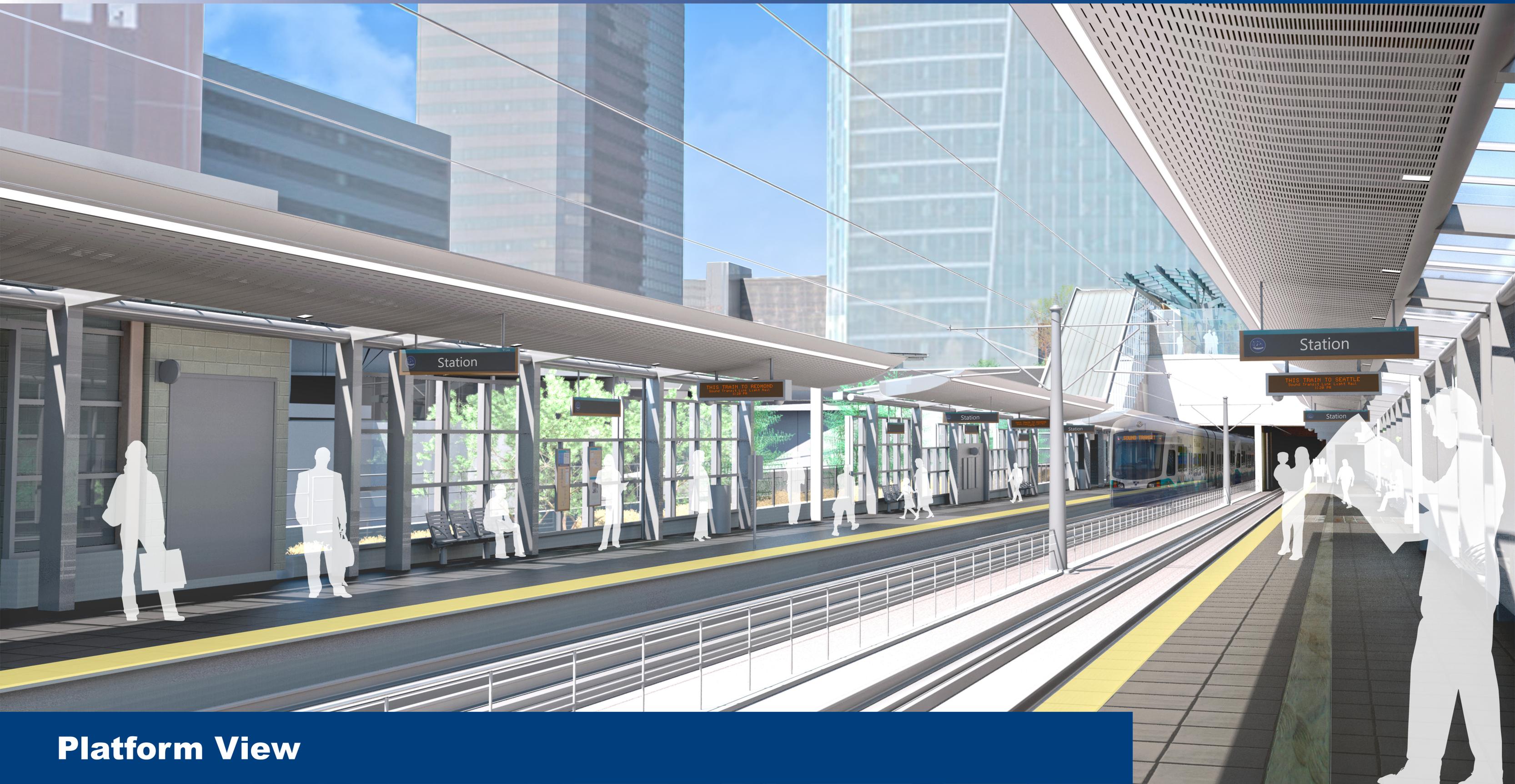
Aerial View From BTC

Bellevue Transit Center



West Entry View

Bellevue Transit Center



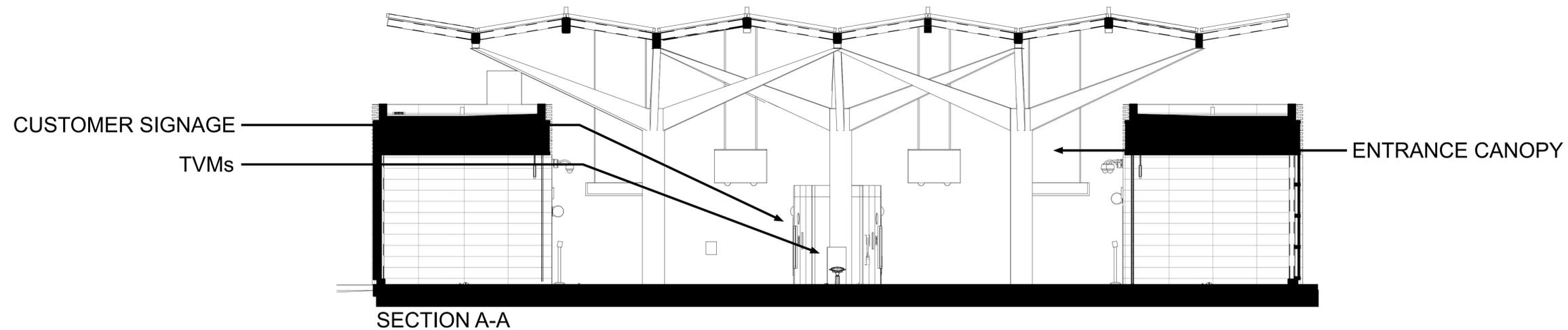
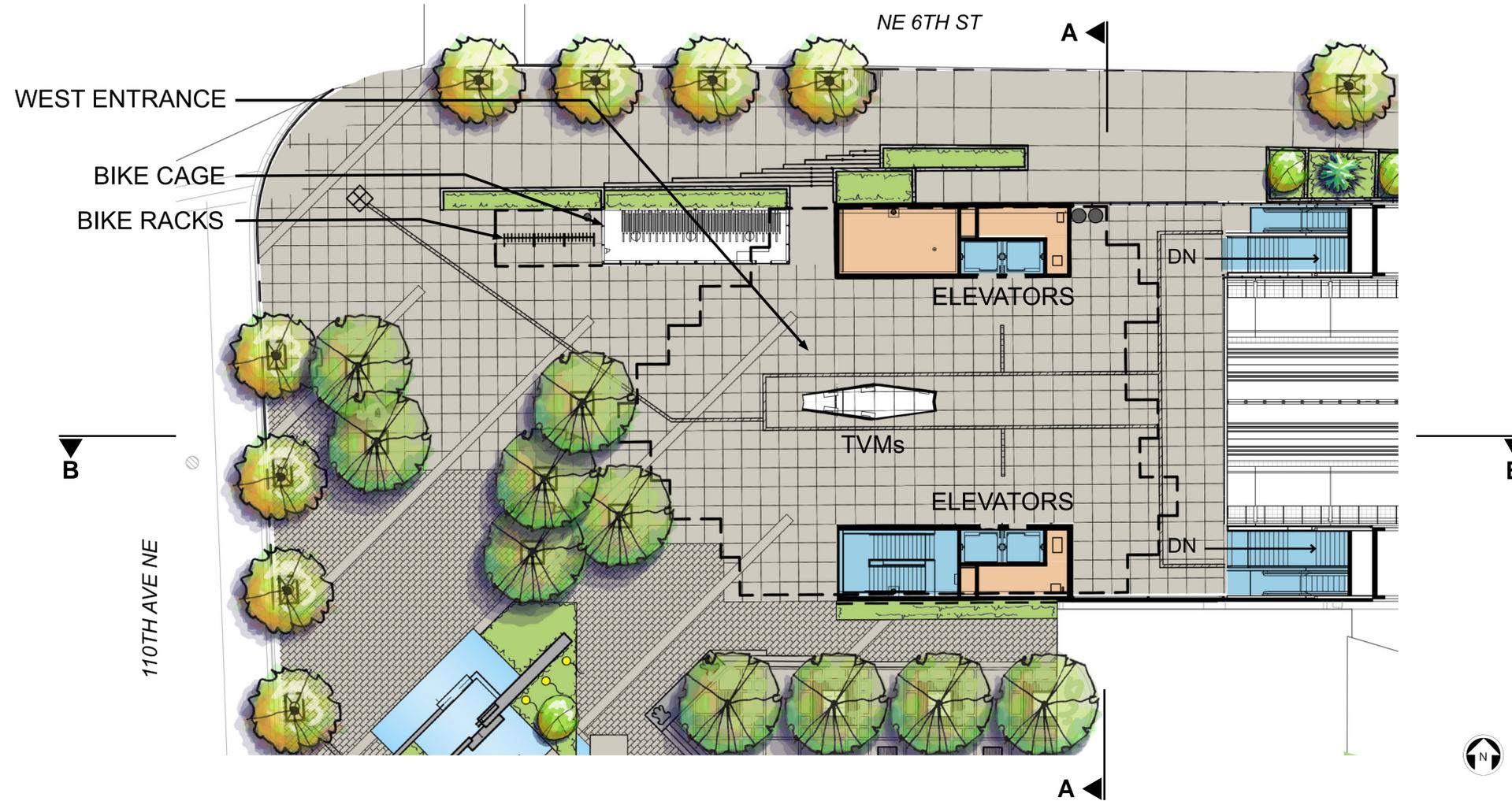
Platform View

Bellevue Transit Center



East Entry View

Bellevue Transit Center



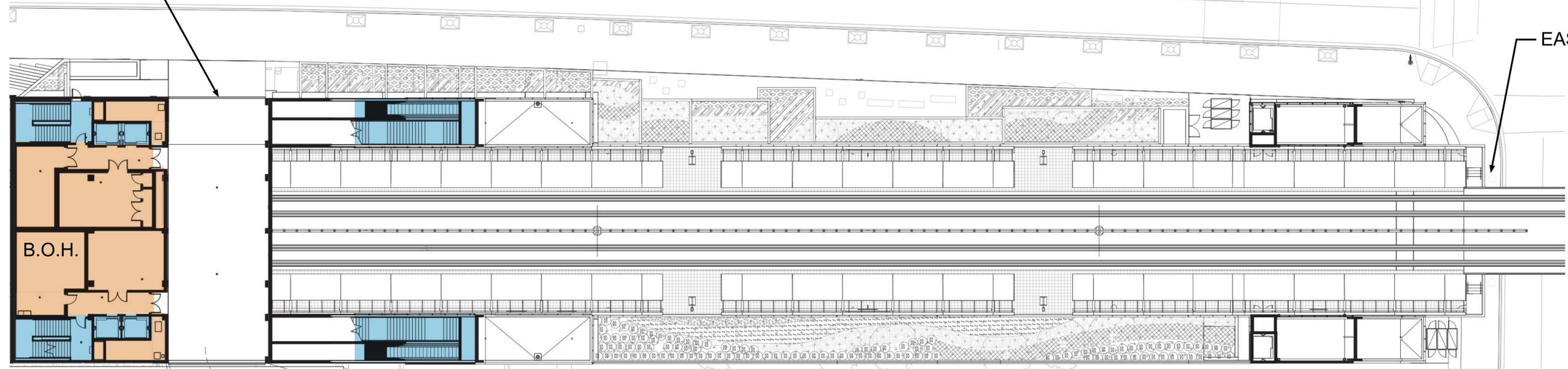
West Entrance Plan & Section

Bellevue Transit Center

EMERGENCY VEHICLE ACCESS

NE 6TH ST

EAST ENTRY



MECHANICAL LEVEL PLAN

NE 6TH ST

C

D

WESTBOUND PLATFORM

EASTBOUND PLATFORM

B

B

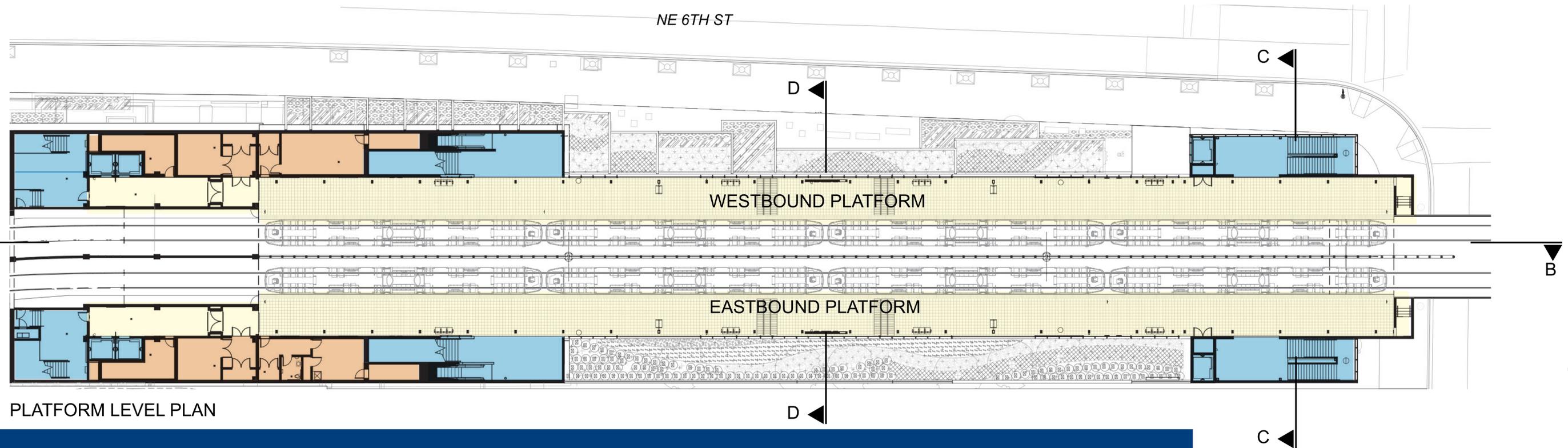
PLATFORM LEVEL PLAN

D

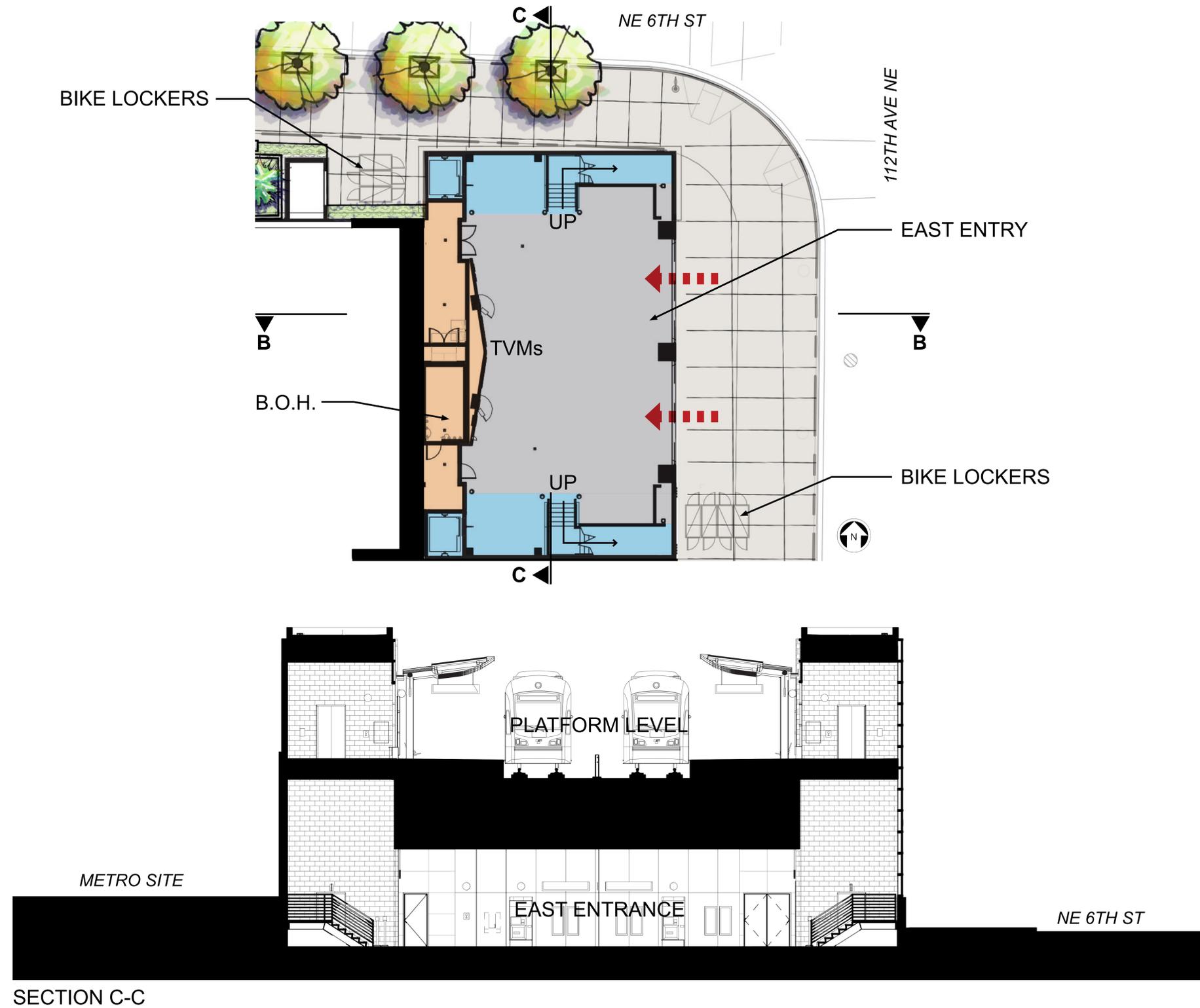
C



Mezzanine & Platform Level Plans

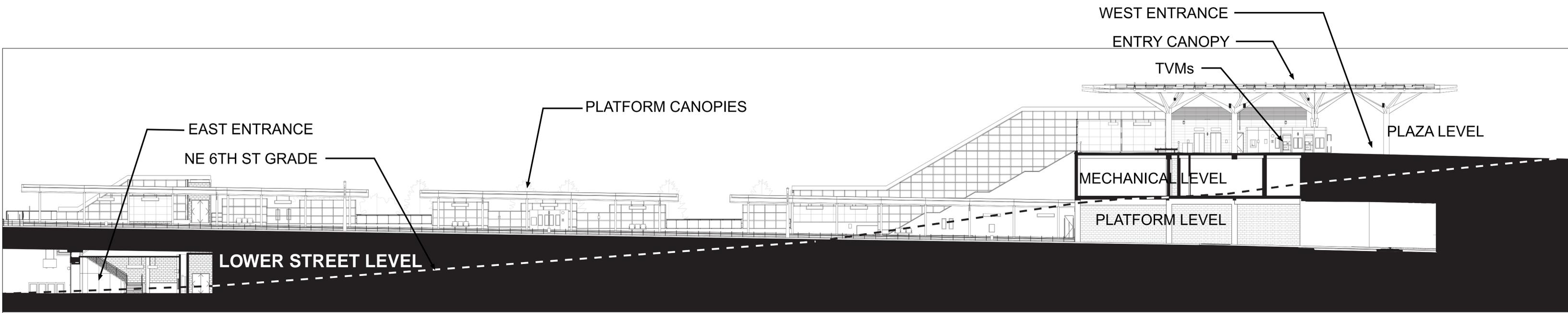


Bellevue Transit Center



Lower Street Level Plan

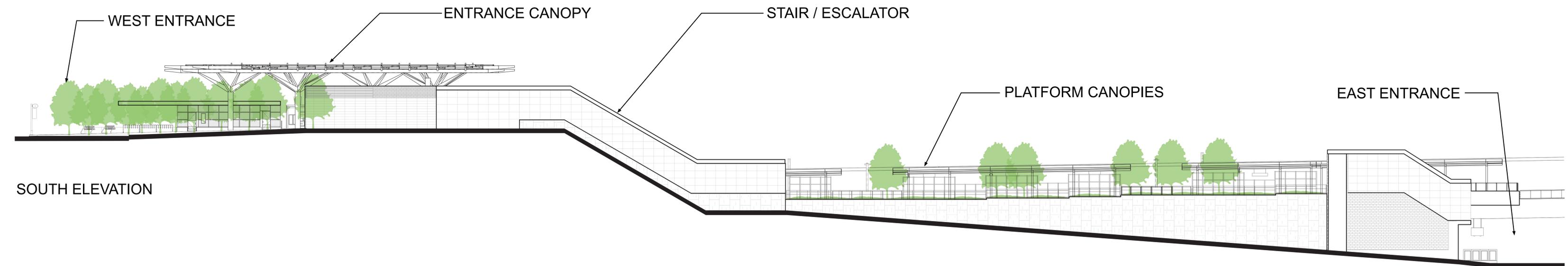
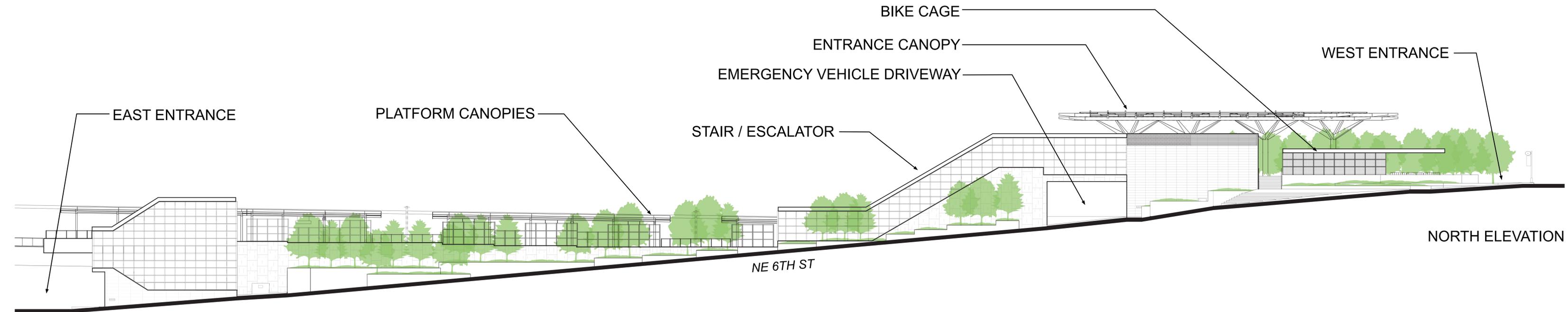
Bellevue Transit Center



SECTION B-B

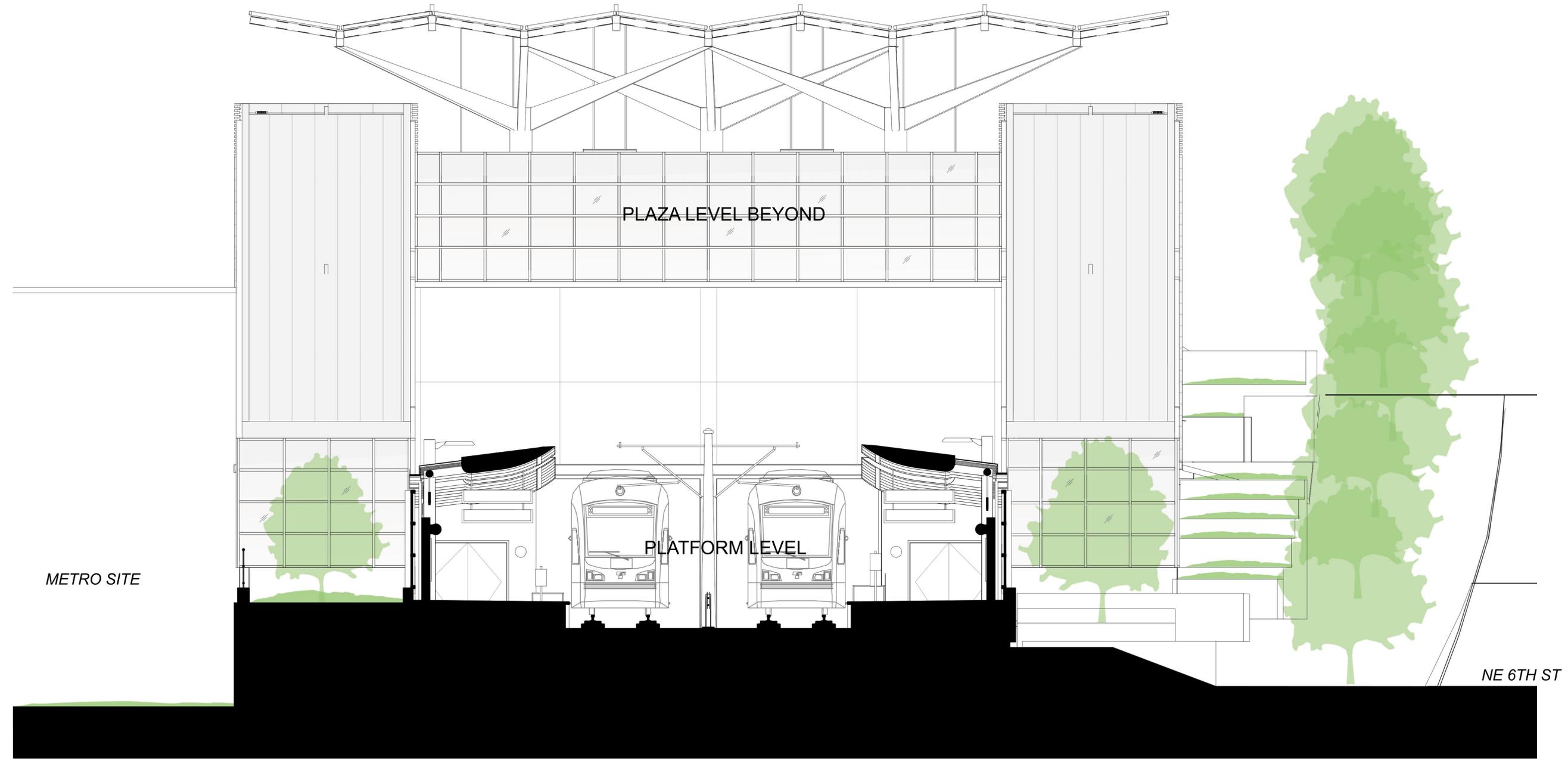
Longitudinal Section

Bellevue Transit Center



North & South Elevations

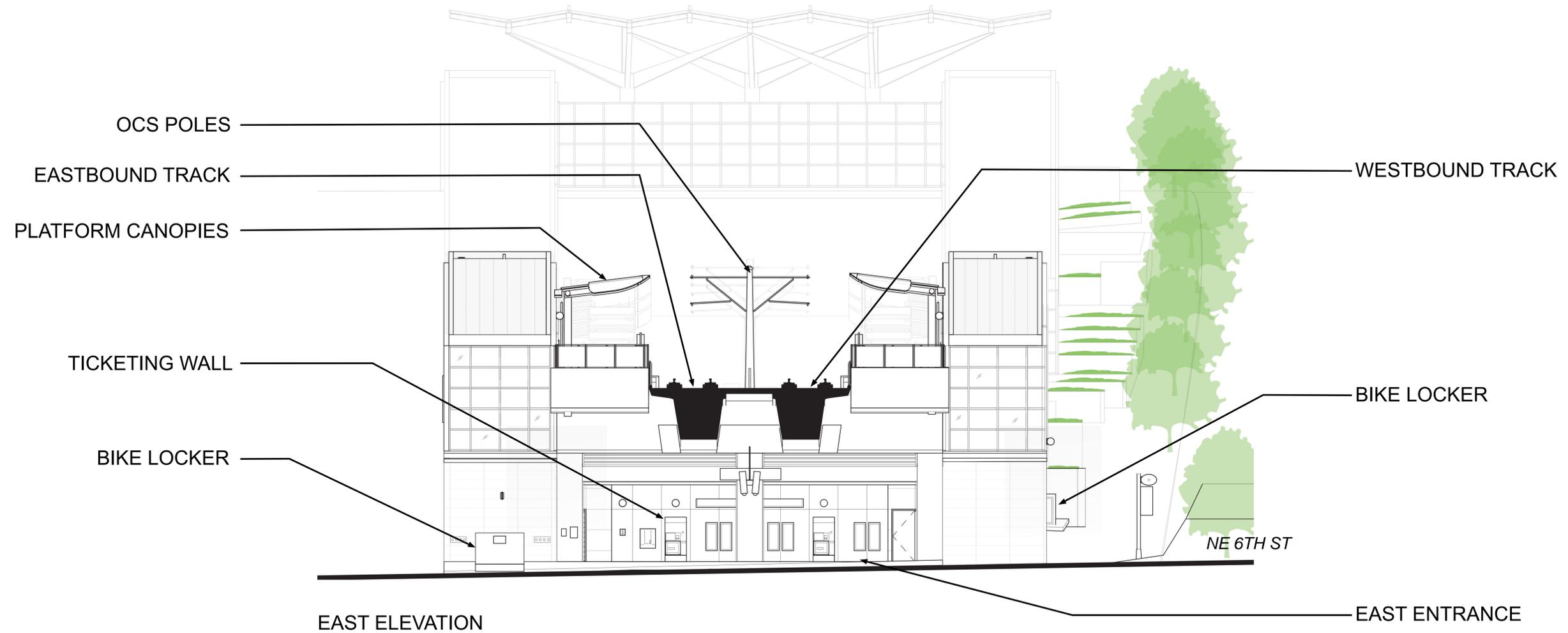
Bellevue Transit Center



SECTION D-D

Cross Section

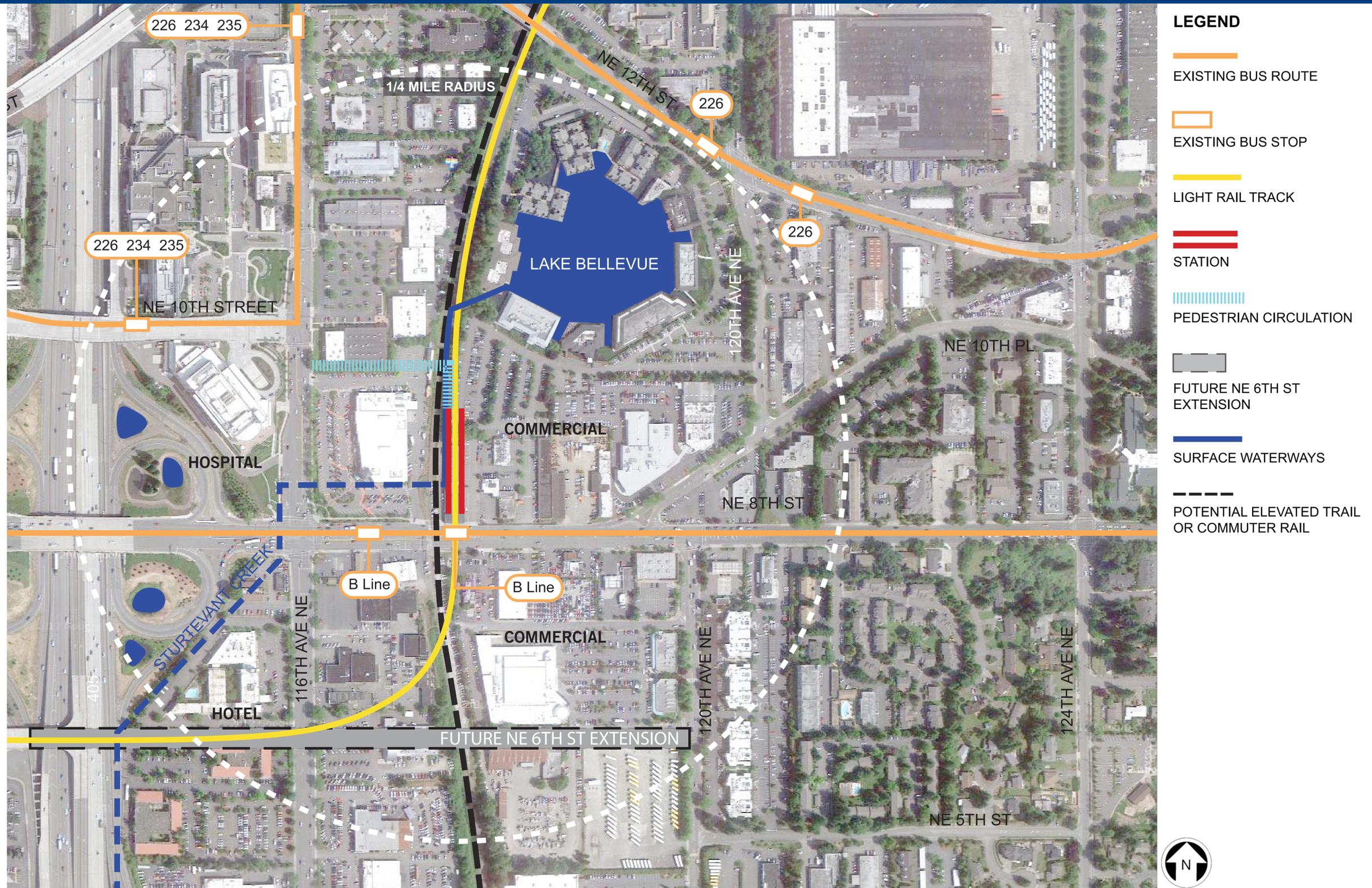
Bellevue Transit Center



East Elevation

HOSPITAL STATION: NEIGHBORHOOD CONTEXT PLAN

EAST LINK EXTENSION



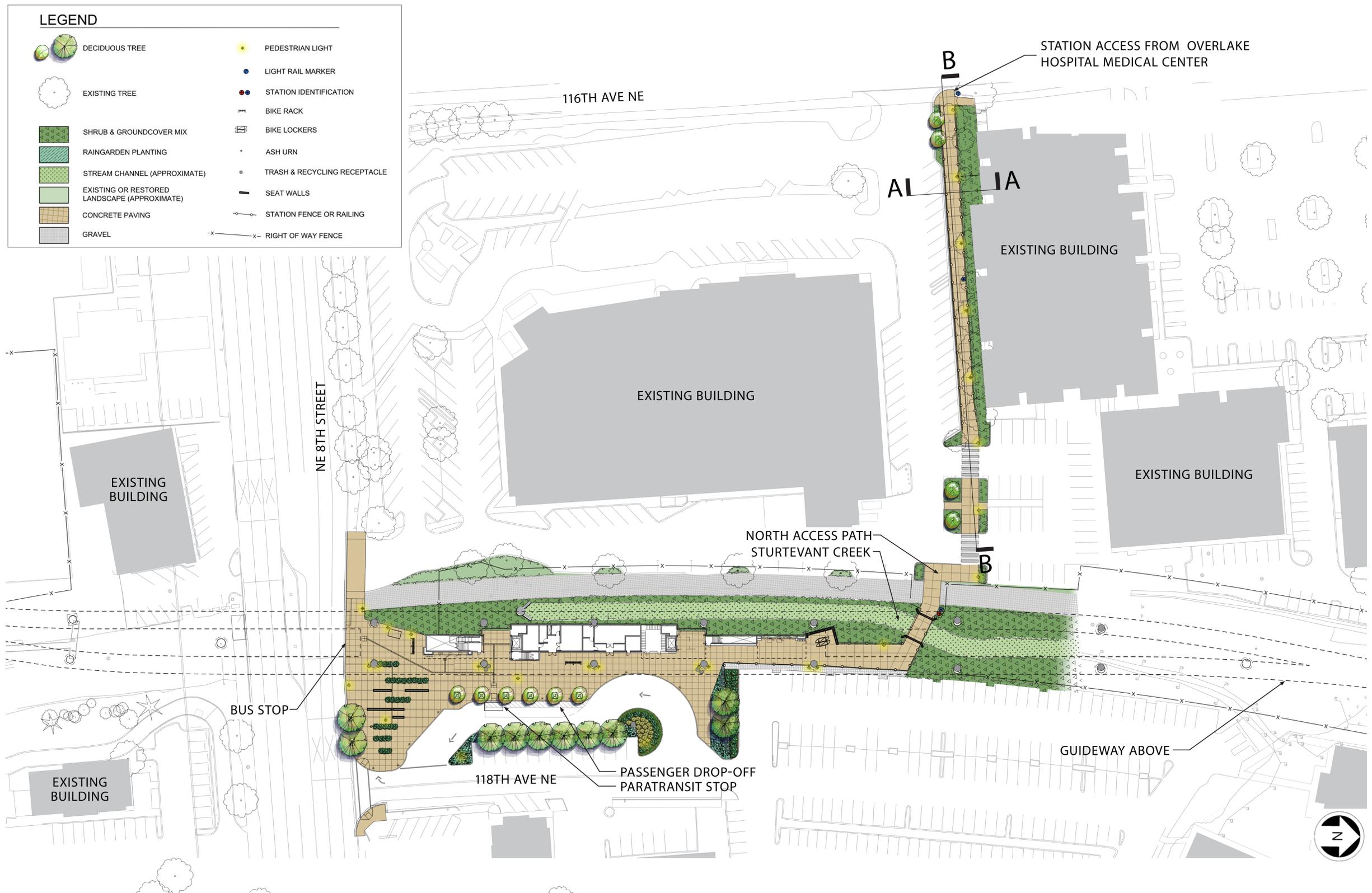
HOSPITAL STATION: STATION VIEW LOOKING NORTHWEST

EAST LINK EXTENSION



HOSPITAL STATION: SITE PLAN

EAST LINK EXTENSION

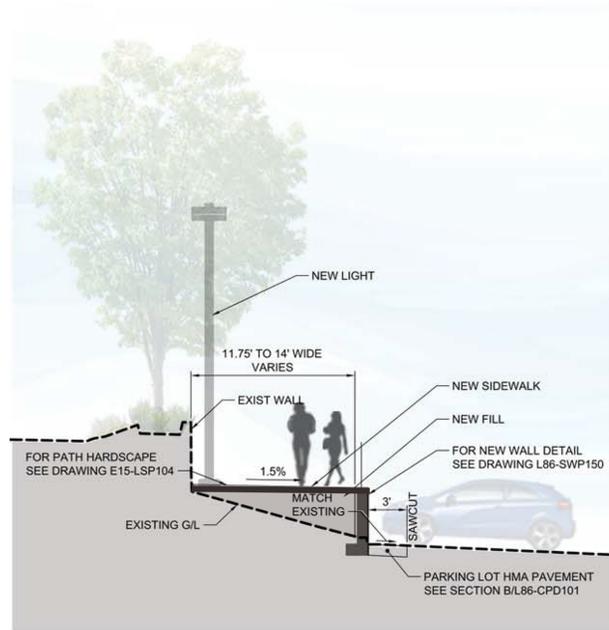


LEGEND

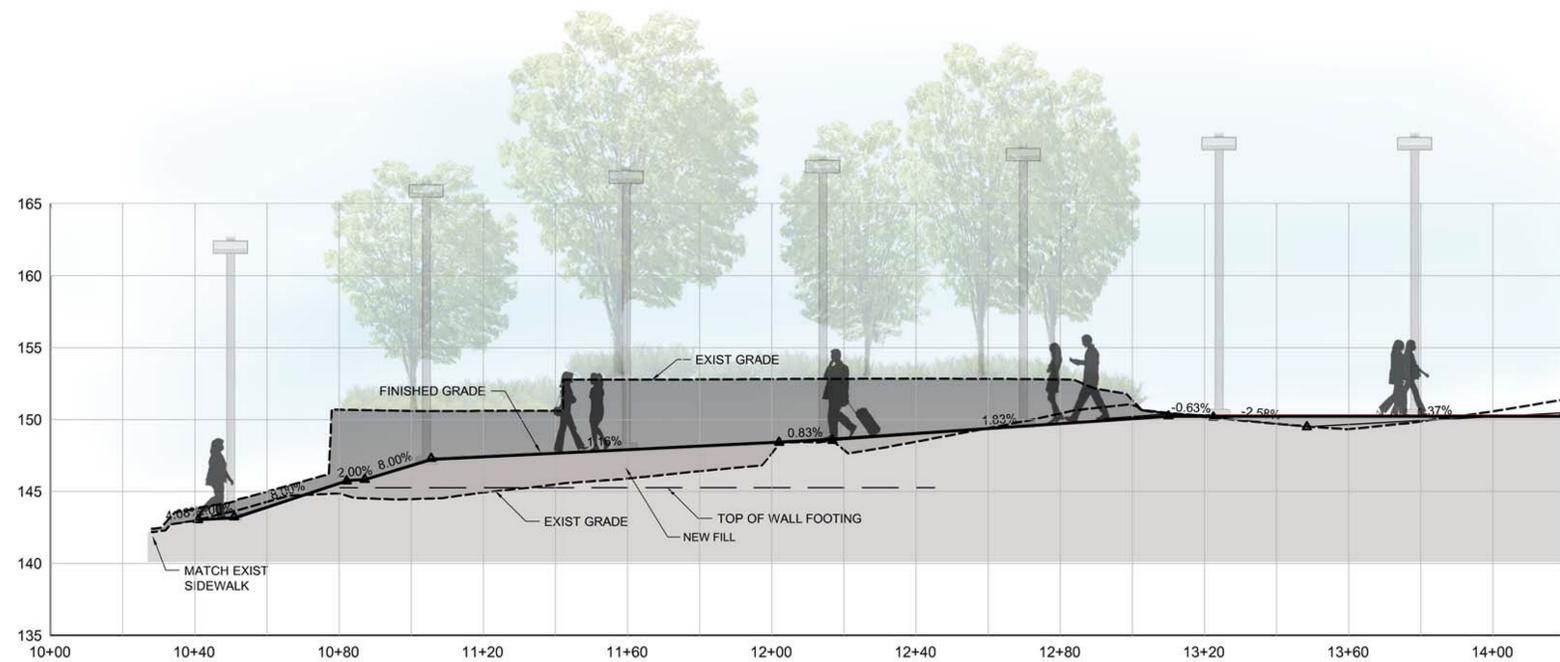
-  DECIDUOUS TREE
-  EXISTING TREE
-  SHRUB & GROUNDCOVER MIX
-  RAINGARDEN PLANTING
-  STREAM CHANNEL (APPROXIMATE)
-  EXISTING OR RESTORED LANDSCAPE (APPROXIMATE)
-  CONCRETE PAVING
-  GRAVEL
-  PEDESTRIAN LIGHT
-  LIGHT RAIL MARKER
-  STATION IDENTIFICATION
-  BIKE RACK
-  BIKE LOCKERS
-  ASH URN
-  TRASH & RECYCLING RECEPTACLE
-  SEAT WALLS
-  STATION FENCE OR RAILING
-  RIGHT OF WAY FENCE

HOSPITAL STATION: SITE SECTIONS

EAST LINK EXTENSION



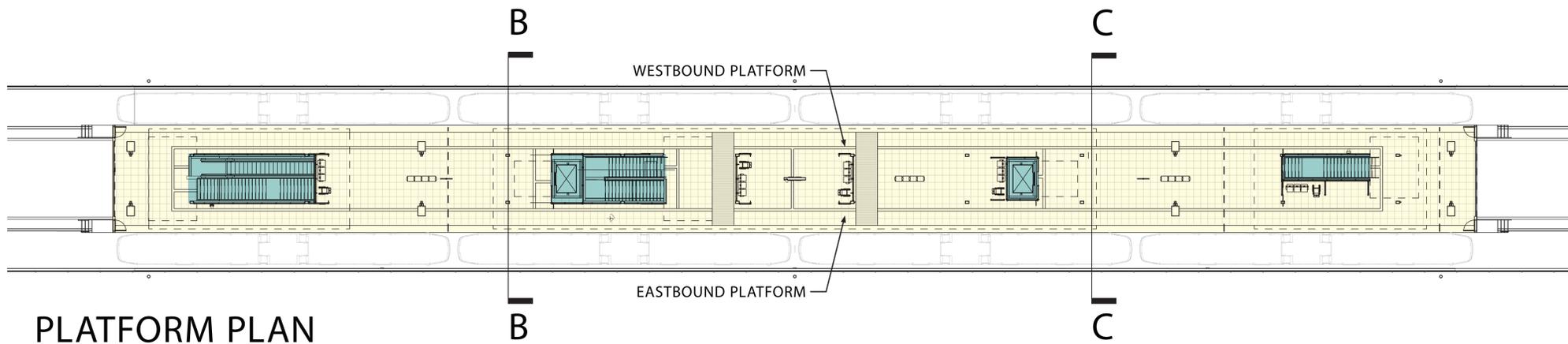
SITE SECTION AA



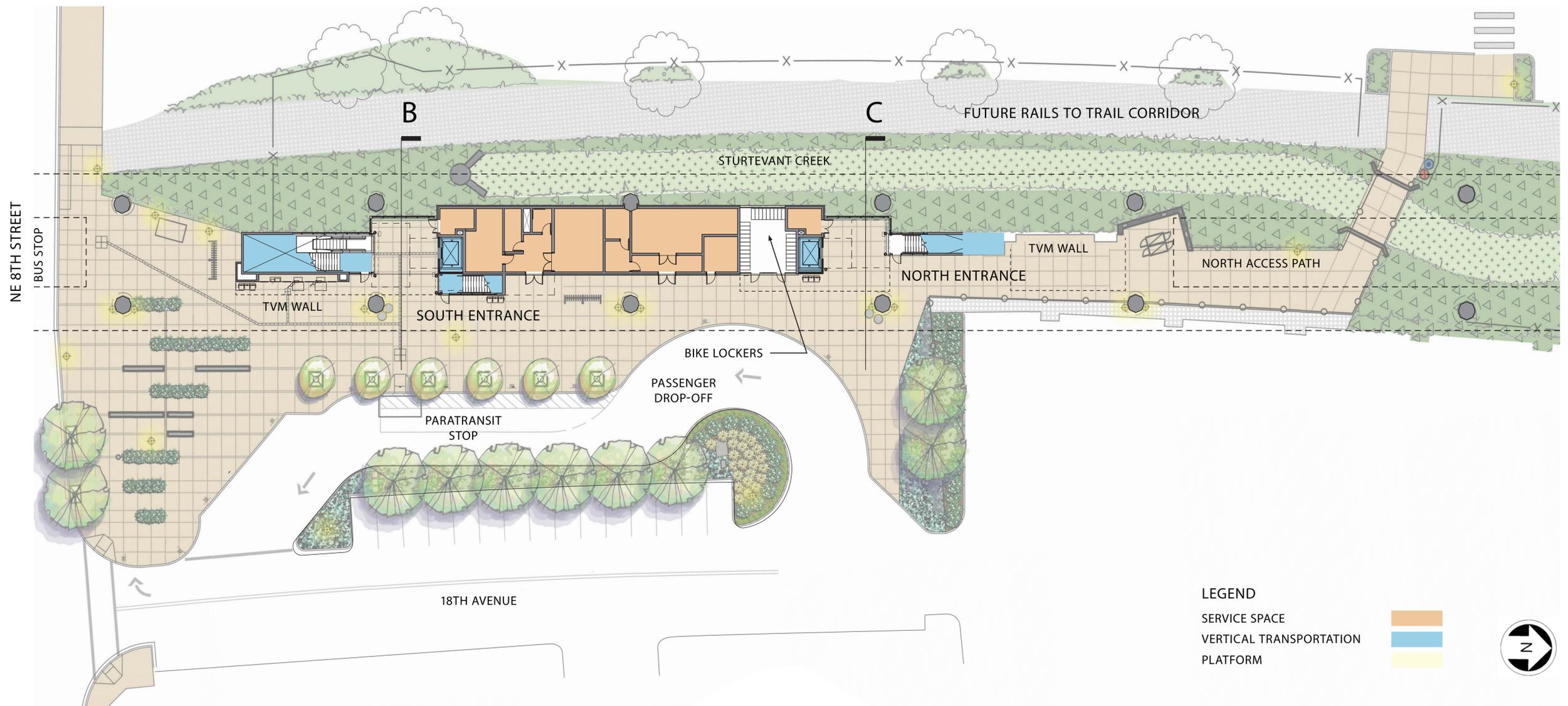
SITE SECTION BB

HOSPITAL STATION: GRADE LEVEL AND PLATFORM PLANS

EAST LINK EXTENSION



PLATFORM PLAN



GRADE LEVEL PLAN

LEGEND

- SERVICE SPACE
- VERTICAL TRANSPORTATION
- PLATFORM



HOSPITAL STATION: NORTH ENTRANCE

EAST LINK EXTENSION



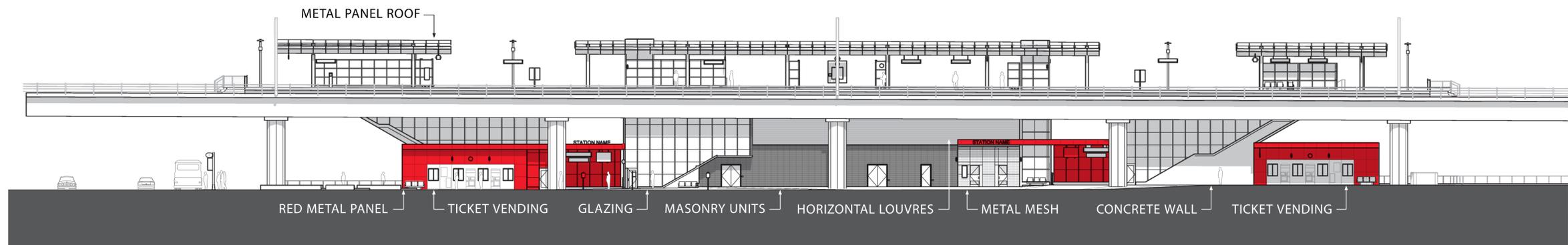
HOSPITAL STATION: PLATFORM VIEW LOOKING SOUTH

EAST LINK EXTENSION

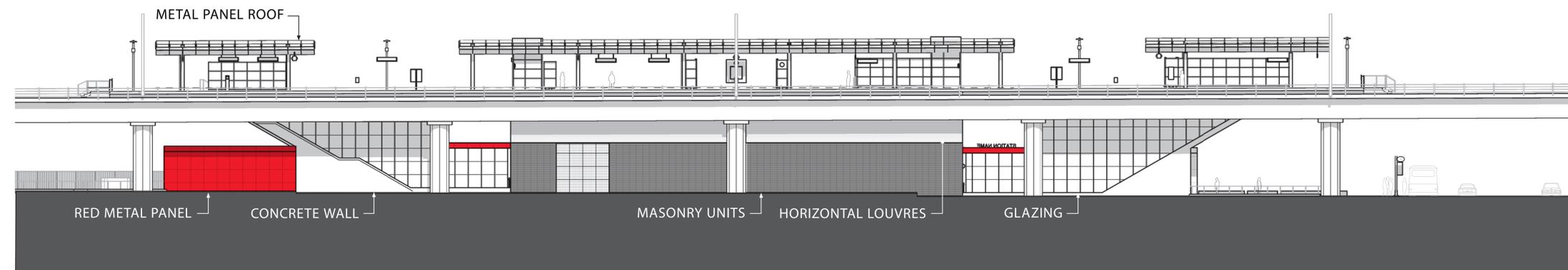


HOSPITAL STATION: EAST & WEST ELEVATIONS

EAST LINK EXTENSION



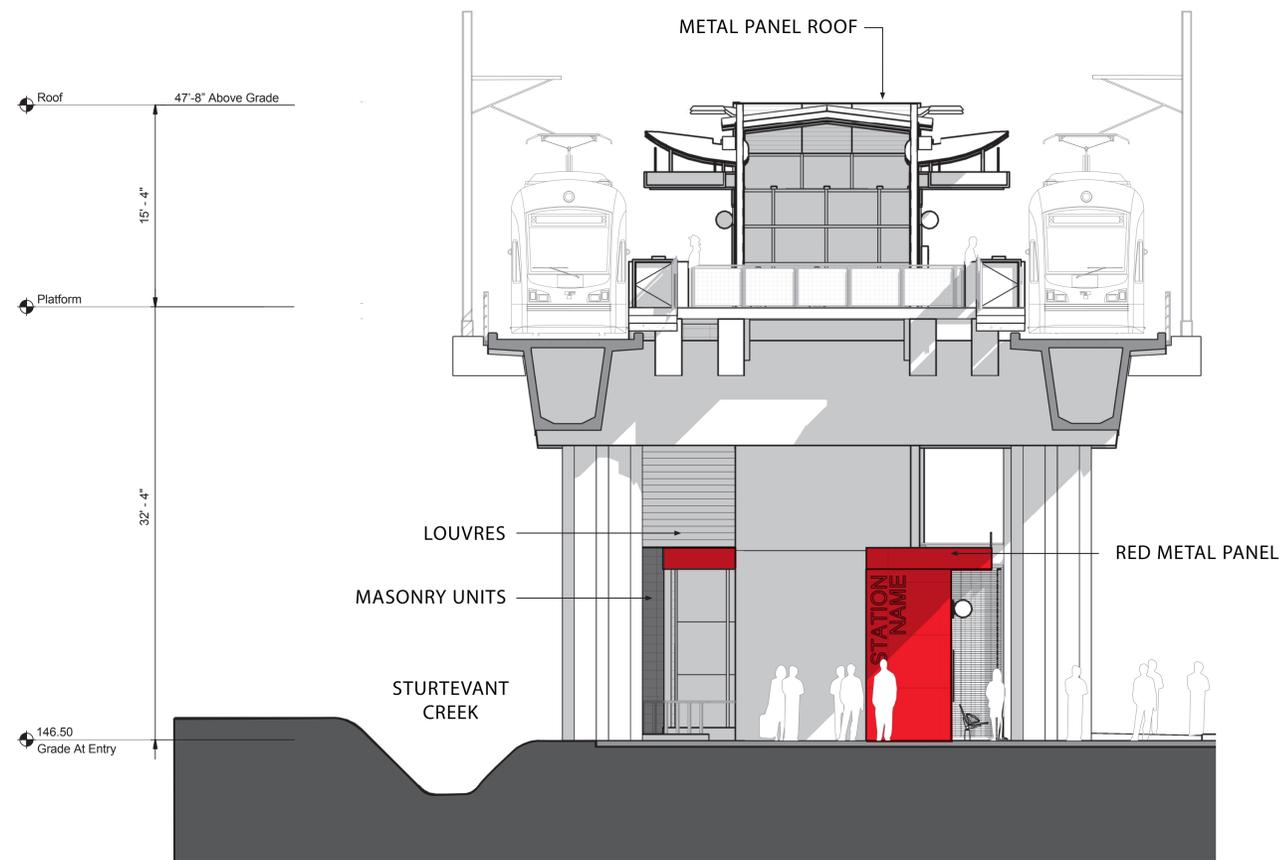
EAST ELEVATION



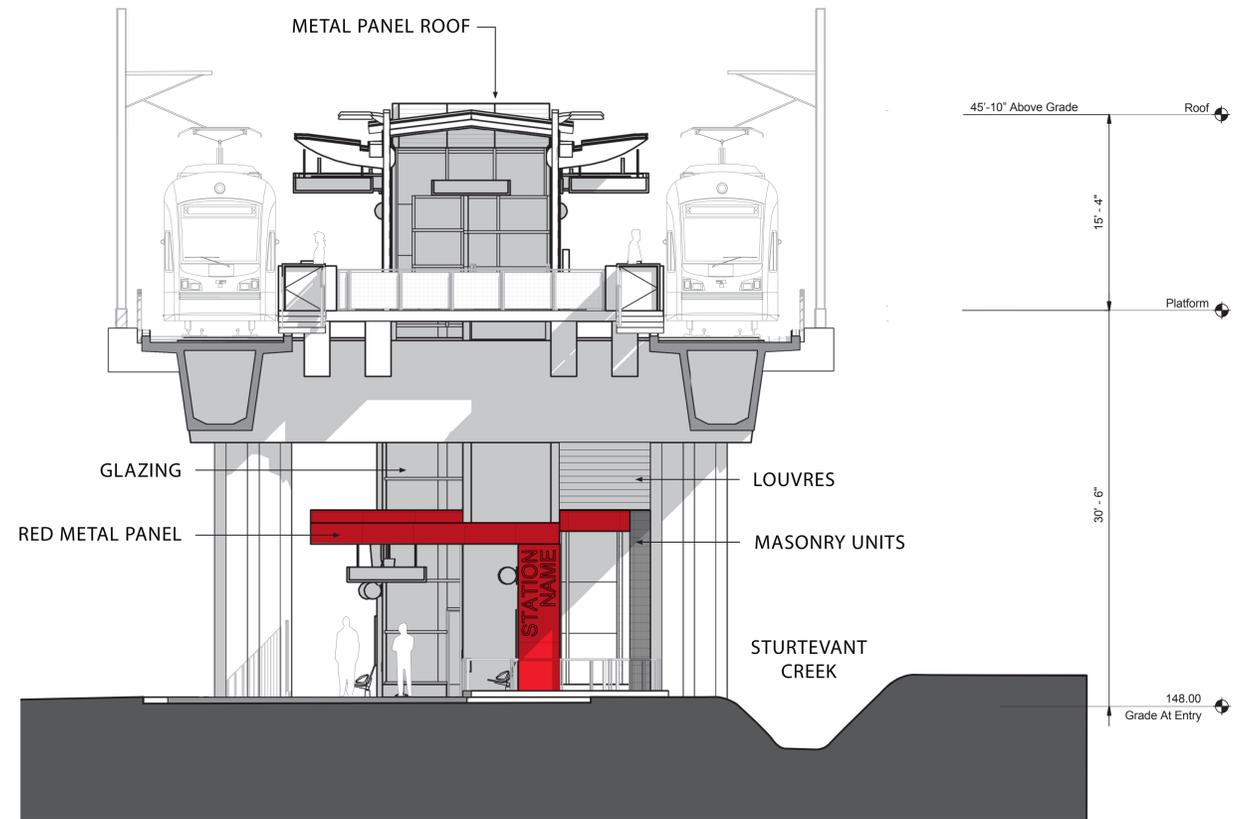
WEST ELEVATION

HOSPITAL STATION: NORTH & SOUTH ELEVATIONS

EAST LINK EXTENSION



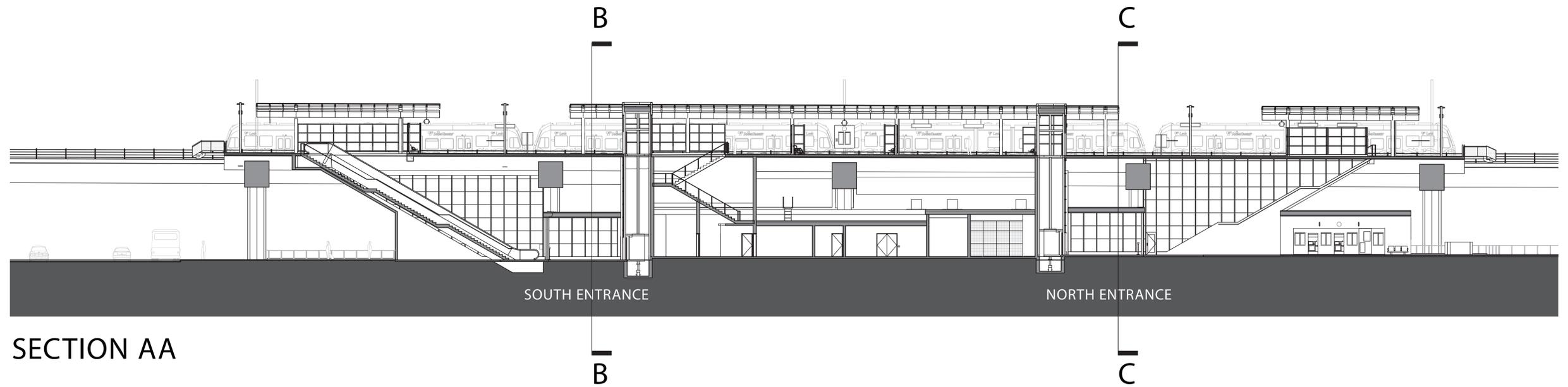
SOUTH ELEVATION



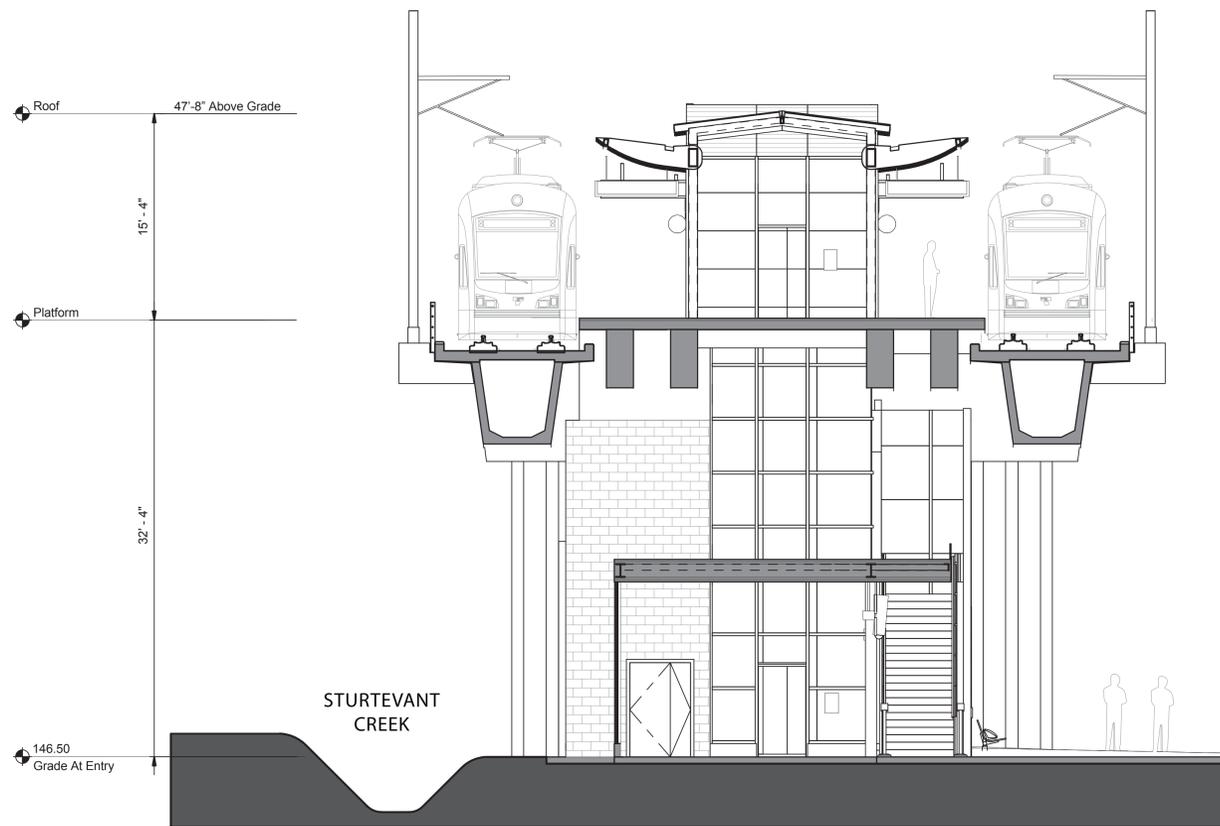
NORTH ELEVATION

HOSPITAL STATION: CROSS SECTIONS

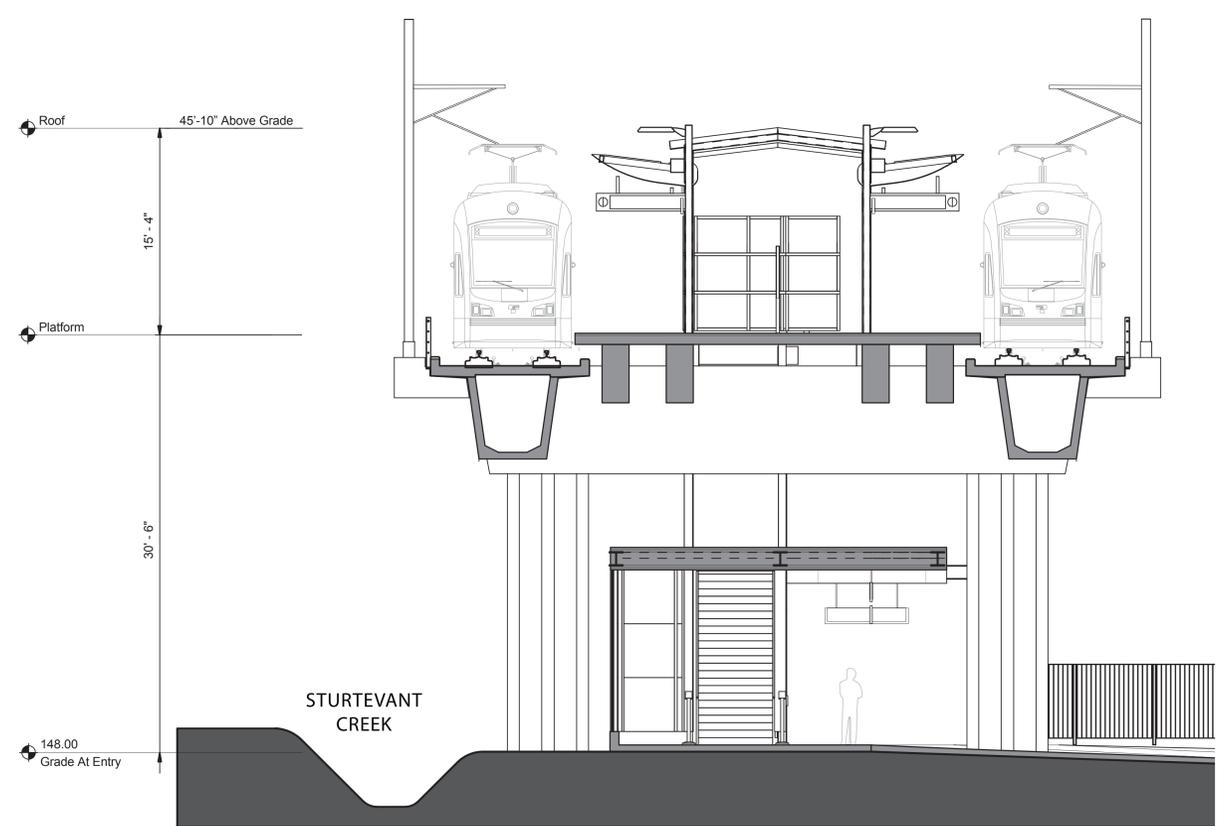
EAST LINK EXTENSION



SECTION AA



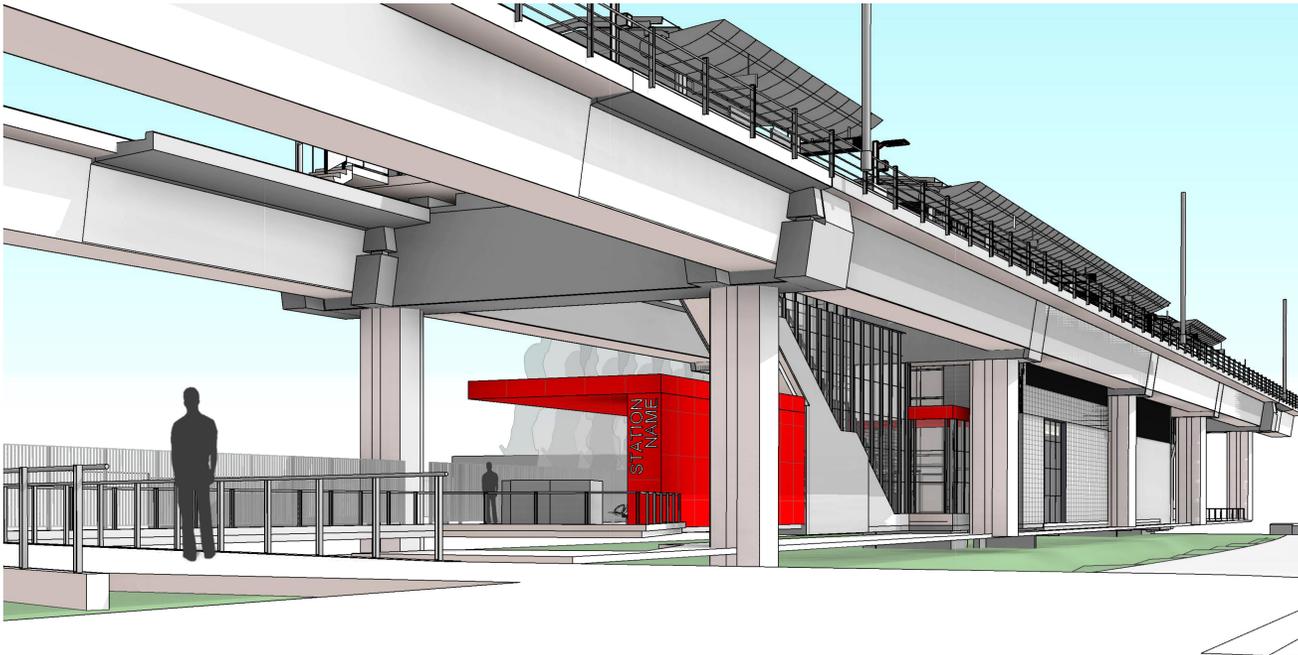
SECTION BB - SOUTH ENTRANCE



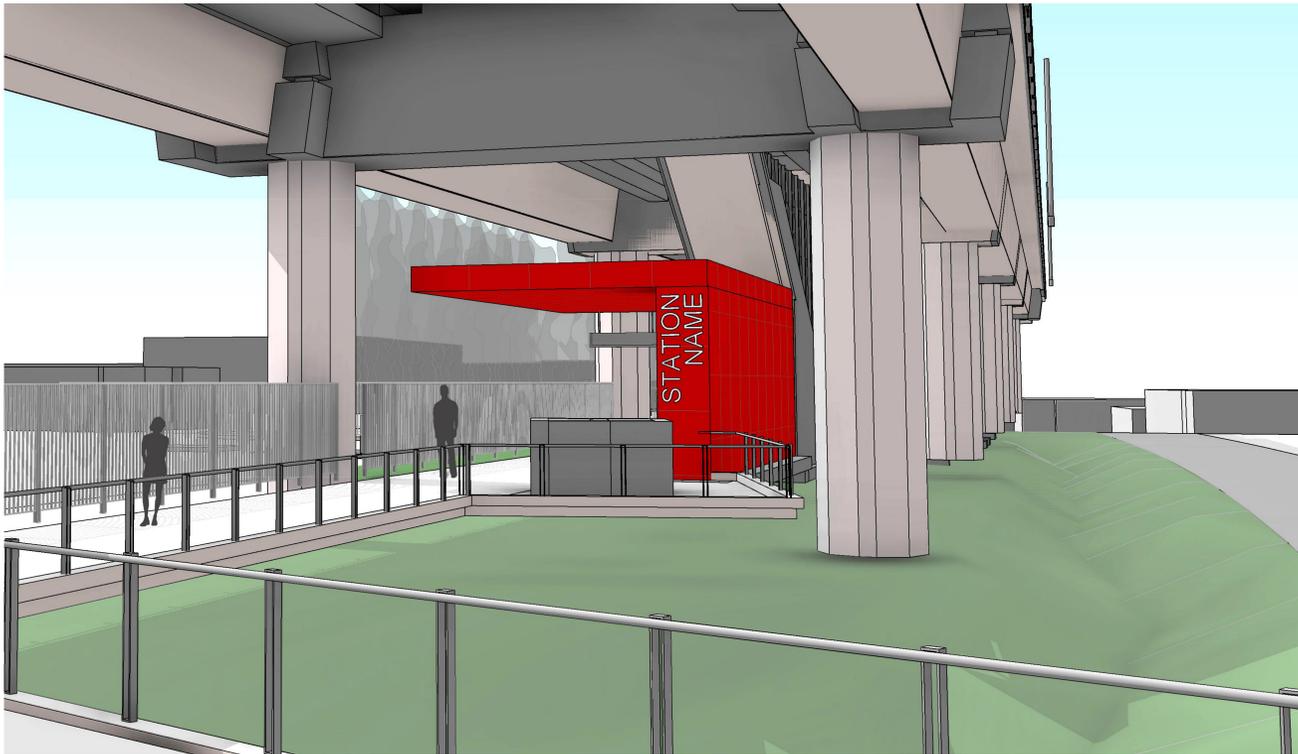
SECTION CC - NORTH ENTRANCE

HOSPITAL STATION: APPROACH TO NORTH ENTRANCE

EAST LINK EXTENSION



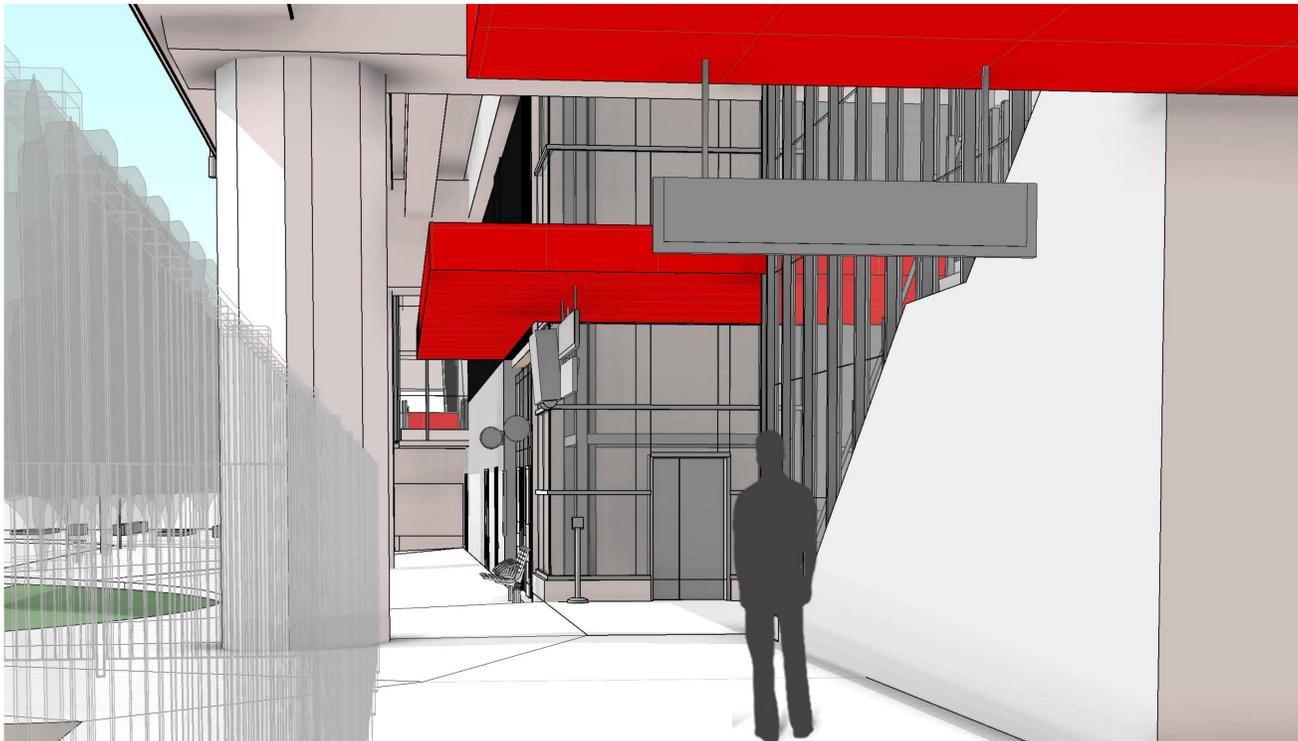
APPROACHING STATION FROM NORTH ACCESS PATH AT EDGE OF WHOLE FOODS PARKING LOT



APPROACHING STATION FROM NORTH ACCESS PATH ON BRIDGE CROSSING STRUTEVANT CREEK



APPROACHING STATION FROM NORTH ACCESS PATH AT TICKET VENDING MACHINES



APPROACHING STATION FROM NORTH ACCESS PATH ENTERING NORTH STATION ENTRANCE

HOSPITAL STATION MATERIALS: PLANTING & HARDSCAPE

EAST LINK EXTENSION

TREES



Ginkgo Tree
Ginkgo biloba

Tree proposed for Hospital Station street frontage and parking island, providing fall color.



Venus Dogwood
Cornus kousa x nuttallii
'Venus'

Tree proposed for eastern entrance to the Hospital Station along the vehicular drop-off zone.



SHRUBS & GROUNDCOVERS



Western Sword Fern
Polystichum munitum

Fern proposed as an accent plant within planting mix proposed for sloped planting behind southwestern retaining wall.



Stella de Oro Daylily
Hemerocallis 'Stella de Oro'

Flowering perennial proposed as accent for the Hospital Station parking island.



Kelsey Dogwood
Cornus sericea 'Kelsey'

Deciduous shrub proposed for drainage areas.



Kinnikinnick
Arctostaphylos uva-ursi

Evergreen groundcover proposed throughout the Hospital Station eastern planting areas.



Salal
Gaultheria shallon

Evergreen shrub proposed within planting mix proposed for sloped planting behind southwestern retaining wall.



Evergreen Huckleberry
Vaccinium ovatum

Evergreen shrub proposed within planting mix proposed for sloped planting behind southwestern retaining wall.



Dagger-Leaf Rush
Juncus ensifolius

Rush proposed for drainage areas.

HOSPITAL STATION MATERIALS: PLANTING & HARDSCAPE

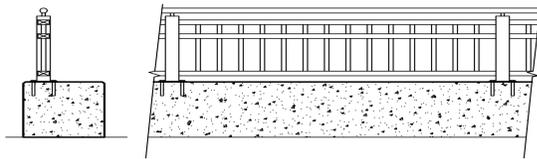
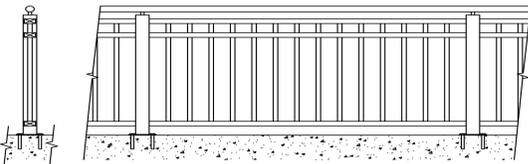
EAST LINK EXTENSION

GUARDRAILS & RAILINGS



Fabricated Metal Guards on Wall to match Station accessories

Guard with graspable railing positioned on top of low wall to protect and buffer pedestrians from parking lot adjacent to trail.



WALL SCREENING



Virginia Creeper
Parthenocissus quinquefolia

Colorful and vigorous deciduous vine apt to grow over and up walls.



Mesh Wall Screen

Coated metal mesh panels support twining vines desirable to cover walls.



Cabled Wall Screen

Cabled assembly in patterns determined by user, used to support twining vines desirable to cover walls.