



LIGHT RAIL PERMITTING ADVISORY COMMITTEE MEETING

Date: March 28, 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: April 2nd, 2014 Advisory Committee Meeting

Enclosed you will find an agenda packet for your ninth Advisory Committee meeting next Wednesday, April 2nd. 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 March 5th and March 19th CAC Meetings, and March 25th Downtown Segment Open House
3. Public Comment from March 25th Downtown Segment Open House
4. Draft South Bellevue Pre-Development Advisory Document

We will have hard copies of all electronic packet materials for you on April 2nd. 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, April 2, 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 March 5th, March 19th, and March 25th Downtown Segment Open House Meeting Minutes**
Committee Co-Chairs Mathews and Lynde
- 3:10 p.m.** 2. **Public Comment**
Limit to 3 minutes per person
- 3:20 p.m.** 3. **CAC reviews public feedback on Downtown Bellevue Segment (Main Street to 120th Ave NE, including Bellevue Transit Center Station and Hospital Station)**
Sound Transit and Committee Co-Chairs Mathews and Lynde
- 3:45 p.m.** 4. **CAC provides Sounds Transit with Advisory Document for South Bellevue Segment (I-90 to SE 4th Street, including South Bellevue Station)**
Mathews Jackson and Committee Co-Chairs Mathews and Lynde
- 4:15 p.m.** 5. **CAC introduction to the Bel Red Design and Mitigation Permit (Permit #13-135564 LD)**
Mathews Jackson and Carol Helland
- 4:50 p.m.** 6. **Public Comment**
Limit to 3 minutes per person
- 5:00 p.m.** 7. **Adjourn**

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

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

March 5, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

MEMBERS PRESENT: Marcelle Lynde, Doug Mathews, Susan Rakow
Anderson, Ming-Fang Chang, Erin Derrington,
Siona van Dijk, Joel Glass

MEMBERS ABSENT: Don Miles

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Mathews called the meeting to order at 3:05 p.m. All members of the CAC were present with the exception of Co-Chair Lynde, who arrived at 3:11 p.m., and Don Miles, who was excused.

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

Paul Cornish with Sound Transit called attention to the third paragraph on page 5 of the minutes and clarified that rather than agreeing with the comments made by Ms. Jones he acknowledged and understood what she was saying and would make sure her message will get back to his team.

A motion to approve the February 19, 2014, minutes as amended was made by Mr. Glass. The motion was seconded by Ms. Derrington and it carried unanimously.

Planning Manager Matthews Jackson announced the resignation of Richard Line from the CAC due to a potential conflict owing to his work associated with Sound Transit. The City Council has discussed their options going forward which include appointing a new member and not appointing a new member.

2. PUBLIC COMMENT

Mr. Robert Roselle, 10929 SE 23rd Street, said he has been a resident of the Enatai neighborhood for a long time and has been actively involved in the evolution of the light

rail conversation as it has progressed. He said he has been following the work of the CAC and noted his appreciation for the contributions made. With regard to the South Bellevue light rail station, he said it should be visually attractive but not stand out from its surroundings any more than necessary. To some degree the difference lies in the philosophical question of whether or not the design is intended to make a statement or be attractive and functional. The Enatai neighborhood association prefers the latter. He said much of what was presented by Wendy Jones to the CAC resonated with him. With regard to accessibility, he noted that during peak hours Bellevue Way is almost always backed up, in part because of what happens at 124th Avenue SE where the traffic light is, and part of which can be tied to conditions on I-90. The plans as currently drawn will not make things on Bellevue Way any better. Traffic flow on Bellevue Way will not be improved, yet the size of the park and ride lot will be tripled, and having light rail serve the facility will make it a more attractive destination. If nothing is done, things will just get worse.

Mr. Howard Katz, 7 Lake Bellevue Drive, spoke representing the Bellevue Network on Aging. He said he attended the open house at the Red Lion but was not recognized to speak during the opening portion of the meeting. He said he wanted to point out that other transit organizations throughout the country use lights on the platforms at their stations. Fourteen percent of people in the United States are deaf or hard of hearing and cannot hear the bells signaling a train entering the station. Additionally, three-tenths of one percent of the population is blind and those people usually have dogs with them. It does not make sense to have bells when lights can warn people who are hard of hearing. With regard to the hospital station, he voiced concern that Sound Transit will not have any security on the platform. It was in the news recently that a man was killed over his cell phone, and one thing the stations will have are people using cell phones. Sound Transit has said it will have security cameras in place, but the cameras will not stop crimes in progress. Getting from the station to the hospital may prove to be an issue for older persons and the disabled. One option would be to require Sound Transit to construct a gondola connecting the station with the hospital.

3. CAC GIVES SOUND TRANSIT FEEDBACK ON SOUTH BELLEVUE SEGMENT (I-90 TO SE 4TH STREET, INCLUDING SOUTH BELLEVUE STATION)

Mr. Jackson called attention to the additional public comments received after sending out the agenda and packet.

John Walser, architect with Sound Transit, shared with the CAC three new slides showing how much of the South Bellevue parking garage will be seen from homes on the hillside.

Mr. Jackson briefly summarized the common themes drawn from the public feedback, including the materials to be used; having the garage respond more to and integrate into its natural setting; the need for more details regarding the landscaping to be used; avoiding light spillover; and addressing overflow parking in neighborhoods.

Co-Chair Lynde asked how Sound Transit intends to address the issues raised by the public. Mr. Walser said the next step will be to sit down with the design team and review all of the comments. The design team will consider each issue in light of the options available within the design criteria for endurance, cost and the like. What the public and the CAC has been shown is a reflection of the 60 percent design level, and as things move toward the 90 percent phase the design will continue to evolve.

Answering a question asked by Co-Chair Lynde, Mr. Walser said things like addressing the concrete surfaces of the garage by using a formliner treatment will be considered. Using a formliner treatment on the elevated guideway will not be possible given the more complex engineering issues involved. The START department has been working with the Bellevue Arts Commission and is currently assembling panels for selecting the artists to be interviewed. Opportunities for artistic treatments have been identified, including three at the South Bellevue station: the underside of the guideway columns; the parking garage; and the station platform and various station elements.

Co-Chair Lynde asked about the light standards on the roof and suggested they need to be as low as feasible to avoid light pollution into the neighborhoods. Mr. Walser said the light standards Sound Transit selects will have to meet all city codes, which are quite strict relative to spillover lighting.

Mr. Glass said the renderings shared with the CAC have been nice but indicated he would like more technical information relative to noise mitigation. He asked if a report has been produced that shows the city's noise ordinance will be met. Mr. Jackson said the CAC is currently in the pre-submittal stage and any advice given to Sound Transit will be in regard to the permit application. During the design and mitigation permit review stage, all issues relative to mitigation, from sound walls to landscaping to aesthetic appearance, will be addressed. There are consultants working on the noise issues for both Sound Transit and the city and the CAC will in time see that documentation. The CAC will also be given a detailed update regarding the proposed landscaping that will specifically indicate whether or not all city requirements will be met.

Ms. Derrington asked if traffic flow and accessibility will be addressed in the application. Mr. Jackson said anything outside the stations themselves or the light rail alignment will not be part of the CAC's review. The city is working with Sound Transit, however, on options relative to Bellevue Way and other arterials, and the station area planning work is also focusing on some of those issues. He said comments and suggestions made by the CAC on those issues will be forwarded to the proper staff for follow-up.

Ms. van Dijk agreed with the comments made by Co-Chair Lynde and also asked what plans Sound Transit is making to deal with birds. She said the South Bellevue station by virtue of its location in a wildlife area may have more of a need to address bird issues. The issue of birds flying into the glass wall portion of the platform should also be addressed. Anything that can be done with the guideway to make it more organic and fit better with its surroundings should be done. Mr. Walser said the design team has been

reminded constantly to avoid creating bird ledges and perches, and that where doing so is unavoidable bird wires and spikes should be incorporated.

Mr. Chang asked if there is any possibility Sound Transit will consider employing a green roof on the parking garage for the South Bellevue station. Mr. Walser said Sound Transit is not looking at a green roof option or a canopy over the parking deck because such actions would reduce the available parking area. Unless the city directs the need for a green roof as an absolute permit requirement, Sound Transit will not be going down that path. Sound Transit will look at all options to help screen the garage from the station platform.

Mr. Jackson reminded the CAC that its product for Sound Transit will be an advisory document. He said he would be working back through the minutes of each meeting to accurately capture all of the issues raised and that he would bring that document to the CAC for review before handing it off to Sound Transit.

Ms. Derrington said she wanted the record to reflect that the green wall screening approach would be a good way to soften some of the hard edges.

Ms. Anderson allowed that traffic on Bellevue Way is outside the purview of the CAC but stressed how important it is nonetheless. She said if there are plans to improve Bellevue Way the CAC should be made aware of them. Mr. Walser said Sound Transit has for the last year and a half had weekly meetings with Bellevue staff, including staff from the transportation department, to go over all manner of issues, not the least of which has been traffic. There has been a lot of engineering work put into the traffic issues on Bellevue Way, how much traffic the park and ride will generate, and into possible solutions. At the 90 percent stage the permit application drawings will need to be approved by the various city departments.

Ms. van Dijk noted that the public commented on the sidewalk that will be removed as part of the construction and wants to know what it will be replaced with. Mr. Walser said the final configuration will include a multipurpose path along the east side of Bellevue Way that translates roughly to the south side of 112th Avenue SE up to 108th Avenue SE, at which point it will cross over to the west side of 112th Avenue NE and continue on up to Main Street. There will be a couple of pinch points along the way, including along the trench in front of the Winters House, where it will not be possible to get the full width of the desired multipurpose path.

Answering a question asked by Ms. Anderson, Mr. Walser said the sound wall on the west side of the guideway will consist of a solid wall of metal acoustic panels that take the place of a railing. It will sit on a curb on the guideway itself at the edge of the trackway. Ms. Anderson suggested the sound panel offers an opportunity for color if not art on the west-facing portion. Treating the west walls of the guideway and possibly the columns with color would also be welcomed as a way to blend the structural elements into the background. Mr. Walser said it was his understanding that when color is mentioned it is in reference to shades that will help features blend in with the

environment, not shades that are bright and which would stand out. His understanding was confirmed by the CAC.

Ms. Derrington asked if a living wall approach would require less maintenance over time than a painted surface would. Mr. Walser said his experience has been that living walls require quite a lot more maintenance. For the reason the design team has been pushed to produce something that will be as good as if not better than a living wall.

Co-Chair Mathews commented that the South Bellevue station is unique and that is the reason why local residents have so much concern about the context and why they are putting so much emphasis on how it will look, the colors to be used, and how it will fit in with the surrounding landscape. Clearly for the homes on the hillside overlooking the station, the guideway will be what stands out, so any artistic touches or landscaping that can help soften it will be important. Mr. Walser said the START program manager has met several times with the Bellevue Arts Commission talking about strategies, context and art opportunities; the same conversations have been conducted internally at Sound Transit. The artist selection panels include community members, a member of the Arts Commission, a member of the design team, and the STARTS manager. Mr. Jackson added that the Committee's tentative schedule includes a briefing from a representative of the Arts Commission on April 2. The Eastside Heritage Center has also indicated a desire to address the Committee and provide feedback.

Answering a question asked by Ms. Anderson, Mr. Walser said for painted steel elements, such as the canopy, Sound Transit has a palette of four colors to work with: a dark gray/black, a dark blue/black, and a light gray with one of two accent colors, a Ferrari red and a pencil yellow. The color opportunities for metal roofing and siding panels are wide because the manufactured finishes are designed to last 15 to 20 years, and for the South Bellevue station the focus has been on a forest green.

Ms. Derrington suggested the East Link extension might offer the perfect opportunity for Sound Transit to add some colors to its palette given that the issue of color is coming up often relative to the various stations. Mr. Walser said he was willing to address with the powers that be allowing East Link to have different colors on the palette. In the context of the overall view of the station and the guideway, he noted that there will not be much by way of painted steel dominating what will be seen. If in fact the effort to do something with the overall appearance of the guideway through the station, the sound panels, the columns and the view from down below is successful, it may not be critical to come up with a new color for the panels holding up the canopy on the platform.

Mr. Jackson allowed that while asking for a different color palette is acceptable, it should be kept in mind that the East Link light rail line will run through four different jurisdictions. Mr. Walser said it was Bellevue that got King County Metro to change the color of the bus shelters some 25 years ago, and that ultimately opened the door to other jurisdictions wanting different colors as well.

4. CAC REVIEW OF PUBLIC FEEDBACK ON EAST MAIN SEGMENT (SE 4TH STREET TO MAIN STREET, INCLUDING EAST MAIN STATION)

Mr. Jackson said he will be putting together a draft of the advisory document based on the Committee's conversations and meeting minutes; the Committee will be invited to review and comment on the draft before it is submitted to Sound Transit.

Mr. Cornish thanked the Committee members who attended the East Main segment open house. More than 100 people signed in and there were others who chose not to sign in, so the turnout was great. The next open house is slated for March 25 and it will focus on the Downtown station and the Hospital station.

Ms. Anderson said she heard a lot of comments about access to and from the neighborhood, something which is outside the scope of the Committee's work. She agreed that the way in which public comment was cut short frustrated many in the room; the job of giving the public time to speak should be done better.

Co-Chair Mathews said he also heard questions about access, both pedestrian and vehicular. He noted that there was a lot of negotiating that went on with the neighborhood representatives that the Committee was not privy to. Mr. Walser said the first signalized intersection to the north of the road-over-rail transition is SE 8th Street; the crosswalk there is setup to transfer the multipurpose path from the south and east side of 112th Avenue SE to the west side where it continues up to Main Street. There is an existing sidewalk following the east side of the roadway up to Main Street. Co-Chair Mathews said he would like to see Bellevue take on the responsibility of continuing the multipurpose path on up to Main Street.

Co-Chair Lynde noted that there are no crosswalks connecting the east side of 112th Avenue SE with the west side between SE 8th Street and Main Street. Mr. Walser said Sound Transit will be adding a crossway at the south end of the East Main station, which is close to the intersection near the main entrance to the Hilton. He said it was his understanding that the intersection and crosswalk will be signalized. Mr. Glass added that there is also an existing signalized crosswalk at SE 6th Street.

Co-Chair Mathews agreed with the need to incorporate visual as well as audio signals at the stations, provided they are not too obtrusive. Mr. Walser said the stations in Bellevue will be afforded good lines of sight so those waiting on the platforms will be able to see the trains coming. There are currently no plans to install platform lighting to signal the arrival of trains. Audio announcements will be made, and the variable message signs will let riders know how long before the arrival of the next train, and of course the train operator will ring the bell a minimum of three times and more as needed when entering a station.

Ms. Anderson asked if the houses closest to Bellevue Way on the west side will be able to hear the audible announcements that the train is coming. Mr. Cornish said that is one issue being addressed by the noise consultants. Mr. Walser said the NFPA code

requirements for announcement systems at train platforms require announcements to be audible at ten decibels above the ambient sound level. Because ambient noise levels are reduced during the evening and nighttime hours, the announcements are made at lower decibel levels during those hours.

Ms. van Dijk said she heard at the open house a number of comments concerning noise and its impacts on residential areas, particularly noise construction. Mr. Cornish said construction noise is being studied along with operational noise. Mr. Walser noted that comments were made at the open house about noise coming from the traction power substations. He explained that they do not house equipment that makes noise, but the buildings do include air conditioning units which during the summer months will generate some noise.

Ms. van Dijk commented that Seattle has done a good job of keeping the public engaged with the Big Bertha dig, going so far as to having a regular Twitter feed. She asked if something similar will be used in conjunction with the East Link construction process. Mr. Walser said construction of the University Link tunnel has included the installation of web cameras to allow the public to see exactly what is going on. There also have been constant community updates. Details regarding the Bellevue construction will be worked out as the design process continues. Mr. Cornish said an outreach plan to keep the public informed will be implemented.

Co-Chair Mathews said he was surprised that no one from the public commented on the materials suggested for the East Main station during the open house. That could have been because the station will not generally be visible from residential areas.

Ms. van Dijk said another reason for the lack of comments regarding materials could stem from the fact that the public liked what they saw. She said she personally likes the way the design models the architecture of the houses in the area.

Ms. van Dijk said she received a couple of emails from community members who had questions about the emergency vehicles access gate and who will get priority, the train or the emergency vehicles. Mr. Walser said when the cost saving elements were put together there were a number of conversations back and forth between the police, the fire department and Sound Transit operations on how things will work. Police and fire responders carry a transceiver that allows for opening the gate, and they have studied how long it will take the train to stop. It is understood that if the train is at a point on the track where it would not be able to stop in time, it will be given priority; otherwise the emergency vehicles will be given priority.

Ms. van Dijk said she also heard from the public the notion of including a walkway from the Surrey Downs Park over to 112th Avenue SE. Mr. Walser said the issue has been raised at the station area planning meetings. While certainly possible, such an overcross would be a city of Bellevue issue rather than a Sound Transit issue.

Mr. Chang noted that currently Surrey Downs residents have access to 112th Avenue SE

from NE 2nd Street, NE 4th Street, from Surrey Downs Park, but the light rail line will change all of that. An overpass or underpass would be a great help for the residents. Mr. Walser noted that a number of different options for running light rail up 112th Avenue SE were reviewed with the community and the city during the cost-saving process. It was clear that there was no perfect answer, but the alignment that was selected and recommended to Sound Transit by the City Council is the one Sound Transit has followed through with.

Mr. Glass commented that the light from the different platforms will shine on the ground and bounce up to the trees and so forth. Light pollution of that kind could be reduced if the roofs were not glass. Mr. Walser said the glass panels for the canopies have an off-white inner layer within the glass. As a result the canopies actually create a shadow zone on sunny days by blocking some of the light. To a certain extent the reflection of light upward will not be what it would be if the glass were in fact clear.

5. PUBLIC COMMENT

Mr. Howard Katz, 7 Lake Bellevue Drive, said he has previously called to the attention of Sound Transit the issue of birds. Because of the population of ducks and geese on Lake Bellevue, the issue will need to be addressed. Additionally, noise from the elevated train will need to be mitigated for Lake Bellevue residents.

Mr. Cornish reiterated that a noise study is under way and all operations will need to comply both with federal and city of Bellevue noise standards. The level of mitigation that will be required has not yet been determined.

Mr. Jackson briefly reviewed the agenda items for the March 19 CAC meeting, and reminded the Committee members about the March 25 open house.

With regard to the Bel-Red document provided to the Committee members, Mr. Jackson said a similar document will be drafted for each of the segments. Each document will outline the advice of the CAC to Sound Transit regarding things to be included in the design work. Typically, while Sound Transit is developing its 60 percent plans, the CAC will provide pre-permit advice. Sound Transit will have the opportunity to review the advice and make modifications to its plans prior to coming in with a permit application. In the case of Bel-Red, Sound Transit had already applied for a permit before the CAC was set up to take those steps.

Land Use Director Carol Helland suggested the CAC could benefit from a quick Permitting 101 session. Permitting is a three-legged stool involving interest groups such as the city, the community and the applicant. The CAC has been set up to serve as an advisory body that will report to the city department responsible for doing the permitting work. At the permit stage each application will be thoroughly reviewed and compared against the application submitted and the development requirements. As part of that review staff will inform the CAC about elements that meets or fails to meet the development requirements. Off-ramps are in place where the development requirements

are not met to allow Sound Transit to demonstrate the need for a modification, and the CAC will be given the opportunity to comment on Sound Transit's explanation.

Mr. Glass said he would appreciate receiving a copy of a permitting staff report that has a critical areas land use permit component, an environmental mitigation component, and a design mitigation component, to see how they are drafted. Ms. Helland agreed that would help the group see the end product.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 4:56 p.m.

CITY OF BELLEVUE
LIGHT RAIL PERMITTING
ADVISORY COMMITTEE
MEETING MINUTES

March 19, 2014
3:00 p.m.

Bellevue City Hall
Room 1E-113

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

MEMBERS ABSENT: None

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

RECORDING SECRETARY: Gerry Lindsay

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

Co-Chair Mathews called the meeting to order at 3:05 p.m.

A motion to approve the agenda was made by Ms. van Dijk. The motion was seconded by Mr. Glass and it carried unanimously.

It was noted that the minutes of the March 5, 2014, Committee meeting would be available at the next meeting.

A motion to approve the minutes of the February 25, 2014, special meeting was made by Mr. Glass. The motion was seconded by Co-Chair Lynde and it carried unanimously.

Mr. Jackson took a moment to introduce new member Wendy Jones

2. PUBLIC COMMENT - None

3. CAC PROVIDES SOUND TRANSIT WITH ADVISORY DOCUMENT FOR
BEL RED SEGMENT (124TH STREET TO NE 20TH STREET, INCLUDING
130TH STATION

Mr. Jackson explained that the Bel-Red advisory document was supposed to be completed ahead of Sound Transit submitting its permit application, which the document is intended to inform. Because the CAC was formed late in the process, Sound Transit has already submitted its Bel-Red permit application. The advisory document focuses on

the comments made in prior meetings and will be transmitted to Sound Transit. An additional advisory document will be drafted and provided to Sound Transit once the CAC gets into its review of the Design and Mitigation Permit materials. The CAC will be in much the same boat relative to South Bellevue. A timeline showing permit submittal dates and advisory document targets will be shared with the Committee at its next meeting.

Mr. Jackson said the Bel-Red segment advisory document focuses on the actual requirements in the code which tasks the CAC with confirming that the context-setting characteristics in the Land Use Code are consistent with the vision. For the Bel-Red area, light rail will shape the vision more than it will for the other areas. The advisory document also focuses on Section 20.25M.040, which includes the development standards for the light rail system and station. The CAC did not have specific comments about building height and setbacks for the Bel-Red segment, but did have specific comments on the landscaping, about avoiding spillover lighting, about using colored accent lighting, and about the use of concrete panels. The Committee also commented freely regarding the use of color in the station and a desire to see Sound Transit expand its limited color palette for accents. The CAC discussed the use of art on railings and on the structure itself but did not offer specific recommendations.

Mr. Miles asked if the advisory document will make mention of the use of the right-of-way by utility companies. Mr. Jackson explained that the advisory documents will not comment on anything outside the scope of the stations or the alignment.

Co-Chair Mathews said it was his recollection that the Committee had commented on the materials to be used for the fencing. Chad Zettle with Sound Transit said the 130th station has its own type of railing system. Sound Transit is working with the artist to define it. There is a standardized railing on the ramps. The elevated guideways all have a standard railing. Across 132nd Avenue NE there will be a safety fence within the landscape strips on either side of the roadway.

Answering a question asked by Ms. van Dijk, Mr. Jackson said a critical areas report and wetland delineation will be part of the design mitigation, and the CAC will be given opportunity to comment on that information.

Ms. van Dijk noted that the Committee had commented on the arts district in the Bel-Red corridor. Mr. Jackson said that issue was raised as part of the context setting discussion. Co-Chair Mathews pointed out that the committee that worked on the Bel-Red rezone identified the potential arts district, and said that idea should be captured as part of the context.

John Walser, architect with Sound Transit, said the instruction given to the arts selection panel includes the contextual background. The wave pattern to be incorporated into the formwork of the concrete panels is intended to reflect an artistic aspect as opposed to a highway aspect.

Mr. Glass asked to be reminded as to why the south side of the station is left with an abrupt buffer. Mr. Walser said that was done to minimize property acquisition and to leave as much property as possible for use by the adjacent property owner who needs space for circulation for their vehicles. Until the city is ready to build the street lanes on that side of the station, the intent is to leave as much of the functionality of the existing property as possible. Mr. Zettle said there is a grade change on the south side and there will be a concrete wall with panels the same as used elsewhere in the system. Mr. Glass said his concern would be in having the south end appear to be unfinished for the amount of time it will take the city to get around to building the street. Mr. Walser agreed it would be good to direct the design team to address the appearance of the retaining wall.

Mr. Jackson said he would revise the document to add comment about the interim condition of the south end retaining wall, and to include a nod to the arts district.

A motion to approve the document as amended and forward it to Sound Transit was made by Ms. van Dijk. The motion was seconded by Ms. Derrington and it carried unanimously.

4. CAC GIVES SOUND TRANSIT FEEDBACK ON EAST MAIN SEGMENT (SE 4TH STREET TO MAIN STREET, INCLUDING EAST MAIN STATION)

Mr. Jackson noted that the Committee offered a fairly positive response to the design of the station, particularly the incorporation of elements that reflect the local neighborhoods. Noise continues to be a common concern; the city is working with Sound Transit on an updated noise study.

Answering a question asked by Mr. Miles, Mr. Cornish said the noise study will be looking at the operational analysis of the trains and the platform noises and compare the findings against the federal guidelines and the city's noise ordinance.

Ms. van Dijk said comments were made at the open house about a fence that looked somewhat like a chain link fence. Mr. Walser said in the initial segment Sound Transit used a vinyl coated chain link fence, but given the city ordinance against the use of chain link fencing fronting a public right-of-way, it has been replaced with a more ornamental picket fence running along the track alignment. The fence connects the East Main Station with the tunnel portal. The material to be used for the bike cage will on the back of the platform be interspersed with some of the more ornamental fencing. Deborah Ashland with Sound Transit said the high-quality material will be used at other stations as well, particularly for bike cages.

Answering a question asked by Ms. Jones, Mr. Walser said the practice of Sound Transit is to go beyond the building code requirements when it comes to ADA access. To that end, all station entrances will be ADA compliant.

Ms. Derrington asked about the design of the retaining wall and Mr. Walser explained that the formwork pattern will be the same as used throughout the alignment. Behind the

station there will be two wall sections, a rockery lower wall that ties into the existing rockery and an upper combination sound wall and retaining wall that will have the standard formwork pattern.

Mr. Glass commented that the concrete pattern proposed is more like what one might see along a highway rather than in a neighborhood. The roadway will have a boulevard feeling with lush landscaping and natural materials. The concrete wall would look better if it incorporated stone or brick to look less industrial. He also commented that the corrugated siding for the electrical building makes the building look like a storage unit.

Mr. Miles suggested much depends on whether or not the design of the wall is intended to hide it or to make it stand out. Mr. Glass allowed that it takes several years for the landscaping to take hold and help to hide structures like sound walls. Mr. Walser said the wall will come down close to 112th Avenue SE and pass in front of Surrey Downs Park where there will not be a 30-foot landscape buffer between the tracks and the wall. He said he would get with the design team to talk about the possibility of using a more natural formliner pattern. He allowed that alternatives could be considered for the power station building as well. The portal will also have a formliner texture, with a smooth face on the portal itself, possibly along with a name, logo and date recessed into the concrete face.

Ms. Ashland pointed out that the portal will be visible from a distance better than it can be seen up close. That means any texturing in the concrete may not be visible at all. Mr. Walser added that sometimes a smooth face pops out as being brighter and lighter.

Co-Chair Lynde suggested the portal might be an opportunity for an artistic or whimsical approach. Ms. Ashland said the riders will not see the portal because they will be looking out the side of the train rather than the front. The fact that the portal will not be easily seen from up close seems to argue against an artistic treatment. The park will be redeveloped and the hill going up around the portal may become more of a people place. Mr. Walser added that a wall will be constructed and there will be intense landscaping in the park to prevent the public having access to the tracks.

Mr. Glass asked if the turnaround area for emergency vehicles could be paved with grasscrete. Mr. Walser said it was his understanding that there is grasscrete capable of handling a fire truck so that material could possibly be used.

Ms. Anderson asked if the wall in the park will be readily visible. Mr. Walser said it will be until the landscaping is mature. Ms. Anderson suggested a textured surface would meld into the surroundings much better than a smooth surface. Mr. Walser said he would pass along that comment to the design team.

Answering a question asked by Ms. Anderson, Mr. Walser said the light rail alignment will separate the Surrey Downs neighborhood from 112th Avenue SE. That decision was made when the cost-saving option was selected. The station area planning team, however, is having conversations with Surrey Downs residents about the possibility of

the city looking at the potential of constructing pedestrian overpasses connecting the park with 112th Avenue SE.

Mr. Glass asked what Surrey Down's position is relative to pedestrian access. Mr. Jackson said when the alignment was moved to the west side access was the topic de jure for the neighborhood. The neighborhood certainly understood the consequence of the decision at the time the choice was made, but it still is a concern.

5. SOUND TRANSIT PRESENTS DOWNTOWN BELLEVUE SEGMENT TO CAC (MAIN STREET TO 120TH AVENUE NE, INCLUDING BELLEVUE TRANSIT CENTER STATION AND HOSPITAL STATION)

Mr. Cornish shared with the Committee a short animation showing the alignment and the transit and hospital stations.

Mr. Cornish said the 30 percent open house for the transit center station generated comments on several topics. Canopy coverage and weather protection was highlighted several times. He explained that the calculations show that the canopy will cover 91 percent of the station area, and added that persons accessing the platform from either the east or the west will be able to stay under the canopy the entire time. The public also commented on the need for an additional station entrance on the east side, which has now been added at 112th Avenue NE. There were also comments about the need for convenience connections to the Bellevue transit center; to that end a crossing is under consideration for 110th Avenue NE, and there are discussions about creating a pedestrian scramble on the west side of the transit center. The public also offered comments on the tunnel construction impacts on downtown residents and businesses.

Mr. Walser reminded the Committee that the tunnel runs north under 110th Avenue NE from the East Main Station. Near NE 2nd Street where there are some pocket parks there will be a mid-tunnel access shaft that will provide stair and maintenance equipment access to equipment in the tunnel. The access will be designed to resemble a rooftop stair penthouse. The one-story structure of polished CMU material will include a detailed tile surface on the inner curved wall with a window area above that would glow at night from the light over the stairs. The facility may be a good location for an artistic treatment or installation on the surface of the penthouse walls.

The city is at work redesigning the City Hall plaza in a way that will maintain a strong entry presence for City Hall while sharing the corner with the Transit Center Station. The station itself is designed to have a large umbrella canopy that covers the entry area. The ticket vending machines are down below the weather-protected area, and stairs and escalators will provide access to the train platform. The floor of the entrance area will match the paving pattern of the new City Hall plaza. The structural support elements of the canopy area play on the city in a park theme by evoking trees holding up the canopy itself.

Mr. Walser said between the hours of 1:00 a.m. and 5:00 a.m. when the trains are not

running no one will have access onto the station platform. The design incorporates good open sight lines so police and security personnel can easily see who is at the station in accord with the Crime Prevention Through Environmental Design (CPTED) principles. There will also be passenger emergency telephones in the lobby area and security cameras.

The tunnel portal incorporates a glass wall that allows people to see the activity happening on the platform level and out towards the mountains. The terra cotta material to be used will be the same as is on City Hall, but it will be a different color. The architects are talking about interspersing the transparent canopy glass with some blue glass panels so that on sunny days colored shadow patterns will be created on the station floor not unlike the shadows created by light shining through trees.

Mr. Walser said the station is unique in that it involves a tunnel, an at-grade section, and an elevated section. The standard platform canopies will be used to provide an element of continuity for the East Link system. With regard to including art, a panel has been appointed that includes two Bellevue Arts Commission members, a curator from the Bellevue Arts Museum, the executive director of the Meydenbauer Center, a public artist, and a citizen. The panel is looking at short-listing a selection of artists for a major sculptural element on the portal wall with the intent that it will wrap up and include a portion of the glass wall. Another major art opportunity has been identified relative to the wall of the station along the back side of the platform facing NE 6th Street where there will be a large windscreen.

At the east entrance the large lobby area will be more than 20 feet tall. It will be underneath the guideway and off of the sidewalk and will include ticket vending machines. Stairs and elevators will take people up to the platform. An art opportunity for the ceiling is being considered relative to a light box having a display that could be changed out on a regular basis.

Mr. Jackson pointed out that the Downtown Livability Initiative CAC is currently meeting to review and update the downtown codes. One of the recommendations that will be coming from that group involves extending the pedestrian corridor along NE 6th Street to connect with the City Hall plaza.

Co-Chair Lynde asked if there are plans for pedestrian walkways going across I-405. Mr. Walser said Sound Transit has been working with the city on a vision of creating a multiuse pedestrian/bicycle path as part of the extension of NE 6th Street across the freeway. The city's requirement for a 16-foot sidewalk along the south side of NE 6th Street adjacent to the station ties in with the notion of extending the pedestrian from the east side of the freeway all the way to Bellevue Square. That in turn is the reason why the station will include an east entrance. Additionally, given the desire for future pedestrian connections across NE 6th Street to the Meydenbauer Center, at the foot of the escalator/stairway area there will be a clear zone without any utilities or footings that can accommodate a future pedestrian bridge connecting the station to the convention center. The open area offers an additional opportunity for artwork that could be seen from people

on the platform and from the Meydenbauer Center.

The station includes a signal bungalow to house the electronic equipment. The bungalow will have screening on the street side. The exact location of the facility is not yet firmly established.

Ms. Derrington noted her approval of the design but asked if the platform canopy umbrella will trap heat on very hot days. Mr. Walser said the glass has a semi-transparent white inner layer that does an incredible job of cutting down on heat gain. Additionally, the design of the canopy allows for air flow.

Co-Chair Mathews said he was very happy to hear about the plans to include a pedestrian/bicycle crossing of I-405.

Mr. Walser said the bike cage will accommodate some 35 bicycles initially and minor future expansions could increase that number. There will be three bike racks capable of accommodating eight to ten bikes each, and there will be two to four bike lockers facing NE 6th Street and another two to four bike lockers facing 112th Avenue NE that will each hold two bikes.

Ms. Jones said she liked the colors shown in the presentation and the general flow of the station. She asked if there could be a drop-off zone associated with the station. Mr. Walser said Sound Transit has had conversations with city transportation staff about having a drop-off location. The general feeling is that the station will not be a primary drive-to and drop-off location in the way the South Bellevue and East Main stations will be. It is possible that the East Main Station will see more activity simply because it has a drop-off area. He said, however, that if the Committee feels strongly that there should be a drop-off zone associated with the station, it is free to formally raise the issue.

Mr. Cornish reminded the Committee members about the Hospital Station open house on March 25 from 5:00 p.m. to 7:00 p.m. at City Hall.

Mr. Cornish said the public has called for safe and convenient access to the medical center from the hospital station. The pedestrian sidewalk from the station out to 116th Avenue NE is intended to accomplish that. Compatibility between the station and the Lake Bellevue residences and businesses has also been highlighted by the public and to that end there have been several conversations with Lake Bellevue representatives; another meeting is slated for March 20.

Mr. Walser said the rail line crosses over I-405 and turns north to follow the Burlington Northern/Sante Fe corridor. The station will be located just to the north of NE 8th Street and east of Whole Foods. The line heading north out of the station crosses over NE 12th Street on its way to serving the Spring District. The elevated station will accommodate emergency access as well as paratransit and passenger drop-off/pick-up zones. A fence will separate the station from the existing parking lot for the Lake Bellevue office development so as to keep it from being used as a park and ride facility. A RapidRide

bus shelter will be created on NE 8th Street to serve that transit route.

The overall concept visually for the station involves red mini-canopies and walls around the entry areas and ticket vending machines. A well-lit and ADA-accessible walkway will connect the station area to the hospitals to the west of 116th Avenue NE. The station will include passenger emergency telephones and security cameras. An artist will be tapped to help create a signature entry statement and possibly an artistic treatment for the walkway surface.

Mr. Walser explained that Sound Transit is acquiring the adjacent property in order to accommodate the station site. One of the criteria was to build in such a way that the rail-to-trail corridor can coexist. Accordingly, 18 to 20 feet will be preserved to the east of the station for future use either for heavy rail, passenger rail or just as a trail corridor. The city has been clear that it will not accept any at-grade crossings of NE 8th Street. However, the height at which the elevated guideway comes into the station will allow for an elevated pedestrian crossing to clear the roadway underneath the guideway. However, it will take quite a distance to bring the trail back down to grade level, thus the north end of the site becomes important for connecting with folks using the trail to get to the station. There will be bike lockers, a bike cage and a ticket vending machine located on the north end. Up on the platform, canopies will cover the north and south ends as well as the center, with gaps in between.

Ms. Derrington asked if Sturtevant Creek is currently accessible. Mr. Walser said what presently looks like a ditch is in fact the creek that flows into a culvert and continues on to an area close to the Red Lion hotel. Sound Transit will be relocating the creek along the side of the station and creating a mitigation landscape zone. In relocating the creek pains will be taken to make sure the level of Lake Bellevue will not be affected.

Answering a question asked by Co-Chair Lynde about moving the escalator on the NE 8th end more to the middle closer to the hospital, Mr. Walser said a pinch point exists at the north end. In order to create a reasonably generous walkway without encroaching on the parking lot of the existing office development, the exit stairs at the north cannot be accompanied by an escalator. At the south end, there is room to locate a stairway and an escalator side by side. Other factors preclude putting the stairs and escalators toward the middle of the station.

Ms. Derrington asked if a people mover of some sort could help move passengers from the station to the hospital. Ms. Ashland said it is likely there will be a shuttle service for those with any mobility issues who need go to the hospital, though it will probably take many years to put in place. There will be multiple users for the hospitals, including those who work there, those who are visiting, and those actually going there for any kind of services, and all of them will need to be accommodated.

Ms. Derrington suggested that wind and blowing weather could be a factor for passengers on the upper platform. Mr. Walser explained that at the back end of the stairs there will be a U-shaped enclosure to protect against the prevailing winds coming from the south

and the north. He added that the station is projected to serve about 1000 riders per day, a number that likely will increase as the Wilburton area redevelops.

Ms. van Dijk asked what interaction there will be between the station and Whole Foods, and what will be visible from the platform. Mr. Walser pointed out that the center platform design means the view directly down on the Whole Foods loading dock will be diminished. When the future elevated trail comes through, some more of the view will be blocked.

6. PUBLIC COMMENT

Mr. Howard Katz, 7 Lake Bellevue Drive, spoke on behalf of the Bellevue Network on Aging. He said the Network is very concerned about the Hospital station. Additional issues need to be discussed and addressed. Sound Transit should meet with the Network's transportation and housing subcommittee to discuss the issues. The station will largely be used by hospital patients, a large percentage of which will be older persons. Sound Transit has indicated the seating will meet all federal requirements, but the fact is elderly adults need higher seating to make it easier for them to get up and down. It is a shame that the station will not in fact be located on the hospital side of 116th Avenue NE. The proposed walking path may be too much for many, particularly the disabled. Elder adults also worry about security and nothing has been said about how safe the path to the hospital will be or who will provide security at the station itself. As proposed, there are insufficient wind barriers to protect passengers on the platform itself. Sound is also an issue that needs to be addressed. Lights as well as bells are needed at the every station but particularly at the Hospital station to warn of approaching trains. Sound Transit should also look at the option of constructing a gondola to take people to the hospital.

Ms. Augusta Prehn, 9959 Lake Washington Boulevard NE, said she serves as the transportation policy manager for the Bellevue Downtown Association. She thanked the Committee members for their work on behalf of the city. The Bellevue Downtown Association is tracking the East Link permitting process closely and stands ready to do whatever it can to provide assistance. A joint hearing with the Bellevue Downtown Association, the Chamber of Commerce and Sound Transit is scheduled for March 21 and the comments made will be forwarded to the CAC. The key issues being tracked include the interaction of the Downtown station with the built environment; weather protection and rider comfort on the station platform; the ease with which the station will interact with the existing bus transit center; the quality of the connections generally to Meydenbauer Center and the pedestrian corridor; and the overall construction timeline, impacts, permitting procedures, cost estimates, and environmental mitigation measures.

6. ADJOURN

Co-Chair Mathews adjourned the meeting at 5:27 p.m.

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

March 25, 2014
5:00 p.m.

Bellevue City Hall
City Council Chambers

MEMBERS PRESENT: Doug Mathews, Marcelle Lynde, Susan Rakow Anderson, Ming-Fang Chang, Joel Glass, Siona van Dijk, Wendy Jones

MEMBERS ABSENT: Erin Derrington, 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, Amy Danberg, Deborah Ashland

MINUTES SECRETARY: Gerry Lindsay

PRESENTATION

Amy Danberg with Sound Transit welcomed the public.

East Link Public Outreach Coordinator Kate March introduced the members of the Light Rail Permitting Citizens Advisory Committee who were present. She explained that the nine-member Committee was formed by the City Council in October 2013 to represent the citywide perspective in reviewing the design and mitigation permits for which Sound Transit will be applying. The Committee is charged with looking at the design of the stations, noise walls, park and rides, tunnel portals, accessory structures, public art and landscaping.

Ms. March noted that information on several concurrent city projects was available, including the station area planning program, the Downtown Livability Initiative, the City Hall Plaza redesign project, and the 120th Avenue NE Phase II roadway project. She also acknowledged the presence of the new Downtown Neighborhood Association.

Project manager Paul Cornish with Sound Transit explained that Sound Transit's Link light rail system has 16 miles of rail with 13 stations currently in service. The University Link and South 200th Link are under construction and expected to begin operating in 2016. The ST2 plan also funds the East Link extension to Overlake as well as extensions to South King County and Lynnwood. When completed, there will be more than 50 miles of light rail in Puget Sound.

Mr. Cornish said the East Link line begins at the International District Station, will cross I-90, travel through Bellevue and then continue on to Redmond. Projections show the line carrying 50,000 riders daily by 2030. Full-scale operations are targeted to begin in 2023.

The downtown Bellevue segment includes two stations, the Bellevue Transit Center Station located adjacent to City Hall, and the Hospital Station. The trains are expected to operate 20 hours per day and the projections estimate some 7000 daily boardings between the two stations.

Mr. Cornish shared with the attendees a short animation depicting the downtown Bellevue segment showing the 60 percent design work on the alignment and both stations. He stressed that landscaping had not yet been added to the animation. He briefly described the layout and elements of both stations, and called attention to the pedestrian path connecting the Hospital Station to a crossing of 116th Avenue NE and the hospitals, and to the fact that Sturtevant Creek will be relocated between the station and the Whole Foods property.

It was noted that Sound Transit has completed the geotechnical explorations for the segment and has started the property acquisition process. A shoreline permit has been submitted, and work is under way to procure a general contractor/construction manager. Construction is expected to begin in 2015 with the bulk of the work moving ahead in 2016.

Mr. Cornish said at the 30 percent design open house for the downtown station the public highlighted the need for more weather projection, the need for an eastern entrance to the Station, and the need to accommodate future development at the Bellevue Transit Center and on the King County Metro property. The comments made regarding the hospital station included the need for audible notice of trains arriving at and departing the station. He said all of the stations will include variable message signs, a two-foot yellow warning surface at the edge of the platforms, flashing LED lights on doors that open and close, and lighting to accent the platform edge.

Details regarding the actual construction process are still being worked out. Much more will be known once a general contractor is on board. The tunneling process will involve both a cut-and-cover approach and sequential excavation mining, the latter of which will reduce the construction impacts.

Barbara Luecke, manager of the Sound Transit Art Program (*Start*) for Sound Transit, recognized that the downtown station next to City Hall is a prime location. Work is under way to bring in artists to add a more refined texture and to enhance the experience of riders using the station. While the architecture will be great, artists can help to create some significant moments and some linger spots. In conjunction with a citizen panel, artists will be selected to address the area above the portal at the Transit Center station, something that will be prominent for those waiting on the platform, approaching the

station from Meydenbauer Center, and even approaching the station in a car from I-405, as well as from any highrise near the station. Additionally, an artist is being sought who can specialize in working with the glass wall system, particularly on the east side of the station facing Meydenbauer Center. The artist selection panel includes the head of the Meydenbauer Center, the head of the Bellevue Arts Museum, a former chair of the Bellevue Downtown Association, two Bellevue Arts Commission members, and a resident of downtown Bellevue.

With regard to the hospital station, Ms. Luecke said the opportunities for public art are being narrowed down. There is a desire to enhance the experience of walking from the hospital zone to the station. Platform enhancements will be added, including paving patterns, special furniture, and in select places windscreen patterns.

John Walser, an architect with Sound Transit, said his job is to manage the station design teams. He said the City Hall Plaza redesign fits very well with the new transit station while maintaining the presence of the entrance to City Hall. The station itself is unique in that it involves a tunnel, an at-grade section, and an elevated section. The line comes out of the tunnel onto a platform that is partially at grade and then launches onto an elevated guideway that crosses over I-405. The main entrance on the western edge of the site includes a large umbrella canopy that provides a signature presence for announcing the entrance to the station. Underneath the canopy are the main ticket vending area, access to the elevators and stair escalators that take riders to the platform below, and a bike storage area where bicycles can be locked up. The canopy coverage has been increased from where it was at the 30 percent design stage and now covers 90 percent of the platform. The two 20-foot gaps in the canopy cover are the result of code requirements that enable Sound Transit to avoid triggering requirements for fire sprinklers and mechanical ventilation.

Mr. Walser said close attention is being given to maximizing the future development potential of the city owned property that will be used for construction staging. The station design will include a fire wall along the property line that will enable development on the adjacent site to build right up to the back side of the station without having to leave a clear space.

With regard to the umbrella canopy, Mr. Walser noted that the architects picked up on the theme of Bellevue as a city in a park. The stylized version of columns and beams mimics trees supporting the overhead canopy. Additionally, the glazing of the glass panels in the canopy will be interspersed with dark blue panes that on sunny days will produce a dappled shadow pattern on the ground. The materials to be used in the station design include a terra cotta like that used for City Hall, except that it will be a different color, thus relating to but not matching City Hall.

The glass windscreen located on the western end of the station near the ticket vending machines and the elevators will offer a vantage point from which riders will be able to see trains coming in from Redmond, the Cascade mountains to the east, the activity on the station platform down below, and trains entering or exiting the portal. An artist is

being sought to create some artwork on the portal wall that will reach up into the glass windscreen. The concrete portal wall offers another opportunity for either a three-dimensional sculptured artwork or a tile mosaic.

The south entrance to the station is located facing 112th Avenue NE. The ticket vending machine will be located at the lower level, and the platform level will be reached via stairs, elevators and escalators.

Mr. Walser explained that a mid-tunnel access facility will need to be created on 110th Avenue NE to accommodate maintenance work. A small headhouse similar in appearance to a penthouse stairway will be constructed. The quarter circle structure will house stairs into the access shaft and will be associated with a pocket park area.

The elevated hospital station involves a center platform. The rail line is elevated across I-405 and clears NE 8th Street by 22 feet. To orient people to the entrances the architects are using red around the ticket vending machine areas and the access points to the stairs, elevators and escalators. A passenger pick-up and drop-off zone will also accommodate paratransit vehicles in front of the station. Some on-street parking on 118th Avenue NE will be retained and maintained by the city; it is not intended to serve a park and ride function. A pathway will connect the station with the hospitals and will be enhanced with an entrance statement at the street end. Lighting will be installed and maintained by Sound Transit, there will be passenger emergency phones, and there will be security cameras installed along the pathway. Space for the future rails-to-trails freight corridor will be retained that will accommodate either rail or trail, and the pathway will cross over right-of-way. Windscreens will be provided on the platform to block the prevailing winds from the south.

Luke Lamon with Sound Transit informed the audience that the Bellevue Transit Center and Hospital station names are only placeholders. Permanent station names will ultimately be determined by the Sound Transit Board, but their decision will take into account community feedback. At the 30 percent design mark the community was asked to provide names, and the top three for the transit center station were Downtown Bellevue, Bellevue Transit Center, and Bellevue Civic Center, while the top two names for the hospital station were Lake Bellevue and Midlakes. He said there still is time to offer name suggestions.

Ms. Danberg opened the floor to questions from the audience.

Mr. Glenn Bohman commented that in all of the public feedback provided to Sound Transit and the city access to the stations for pedestrians and bicycles has been highlighted as a top priority. He said it appeared to him that while the designs include bicycle facilities at the stations, there does not appear to be any planning focused on getting riders to and from the stations. Ms. March replied that the city is concerned with providing access to the stations. The issue is being studied as part of the station area planning program, a process that is under way but not yet completed. Creating links between bicycle access and storage is one of the very issues being addressed by the

program.

Ms. Sandy Campbell asked about restroom facilities at the stations. Deborah Ashland, director of architecture and art for Sound Transit, said the Sound Transit board has a policy against providing public restrooms at stations, though there are a few exceptions. The policy primarily has to do with being able to maintain and provide security for restroom facilities. Where possible, adjacent development provides public restrooms. There are no public restrooms planned for any of the Bellevue stations.

Answering a question asked by a member of the audience about disabled persons using the path at the hospital station and getting to eastbound NE 8th Street, Mr. Walser said the path will be fully ADA accessible with slopes designed to meet all code requirements. He allowed that the path between the station and the hospitals is long and will not be covered. The path will, however, provide far more direct access than having to follow the sidewalk around Whole Foods. There are no plans for any sort of mechanized walkway. The turnaround and drop-off area is intended for use by paratransit and automobiles; it will not be used by King County Metro vehicles. If at some point in the future a circulator is created to shuttle between the hospitals and the station, it could stop in front of the station to drop off and pick up people. The RapidRide bus stop in the curb lane on NE 8th Street will continue in its current location and King County Metro has requested Sound Transit to provide footings on which to erect a RapidRide bus shelter. If in coming years traffic conditions are such that the city decides it wants to widen NE 8th Street, there will be sufficient space between the guideway columns to accommodate. The use of pullout lanes for buses is an ongoing debate; often they trap buses and prevent them from getting back out into the flow of traffic.

Mr. Jim Biehl commented that at the 30 percent open house there were comments made about a possible underpass under 110th Avenue NE to access the downtown Bellevue station. Mr. Walser said at one point consideration was given to having the downtown station fully underground. After the cost-savings exercise was conducted, the decision was made to take the station out of the tunnel and bring it around the corner, and the expense of creating a pedestrian tunnel crossing 110th Avenue NE was eliminated. Through the Downtown Livability Initiative, however, the city has been looking at pedestrian improvements and enhancements along 110th Avenue NE.

COMMUNITY COMMENTS

I really wish Sound Transit would consider an elevated crossing across Northrup Way or NE 20th Street. There is nothing good about having a grade crossing at that location. There is no good reason not to have grade crossings on either side of the 130th station where the situation is different. The need for the elevated crossing of Northrup Way has to do with having a curve in the tracks just before approaching a street with pedestrians. At the Bellevue downtown station, or any other station which at any point crosses the grade of a sidewalk, should allow for at least emergency exits for wheelchairs and such people, allowing them to go directly from the platform out onto existing city sidewalks, or in the case of the

downtown station a possible new sidewalk on the south side. Sound Transit should heavily consider opening light rail to the South Bellevue park and ride by 2021 rather than 2023. By doing so, King County Metro, which will be operating both buses and the light rail trains, would be able to save a considerable amount of money by using electric trains as opposed to diesel buses. That would eliminate the people on Mercer Island from having to ride buses into Seattle or Bellevue. The East Link project is supposed to be completed in nine years but will need to be physically completed in seven years because of the requirement to practice usage of the entire line for a full two years before carrying passengers.
Mr. Glenn Christy, 14700 NE 29th Place, Apt 103

I really hope that there will be an intentional integration with the trail that will continue onto the current Burlington Northern/Sante Fe right-of-way because Kirkland is going to be spending a lot of money improving it for regular use. There will end up being a lot of people who use it, particularly because it intersects directly with the hospital station. It should be recognized that lot of people could be taking their bikes from Kirkland to get onto Sound Transit. The hospital station is the least dense stop in Bellevue. It may take a serious increase in density in the area in order to make the station work. There will need to be riders, either people going to work or coming from home on their way to work. Some people will use the station to get to and from the hospital, but that will not be a large number. There are not that many employees at the hospitals, and patients most likely will drive there.
Mr. Bill Finkbeiner, 401 Lake Avenue West, Kirkland

In looking at the station, I'm struck with how un-pretty it is. While not ugly, it certainly is not attractive. It looks like a lego machine that might be used for mining moon rocks. Why not a center-loaded platform so inglorious structures on the outside of the alignment do not have to be created. That's the beauty of the center-loaded platforms. We have the same problem up on the hill with large appendages on either side of the tracks for handling pedestrians. If it is in the center, it is much more efficient. Is there an architectural sounding board for this sort of design that is going to be with us for 50 to 100 years? Is there some other way to handle what I consider to be an ugly looking structure?
Mr. Bill Popp, 2020 Kilarney Drive

Downtown Bellevue 60 percent design open house
March 25, 2014 Bellevue City Hall

Comment form transcription (received 12 comment forms)

Do you have any general comments on the design plans for the alignment between for the Downtown Bellevue Segment?

- *Design and location looks good. Would prefer a Park and Ride near either station.*
- *Need all ages and abilities bicycle access to downtown stations from South Kirkland P&R, 520 Trail, I-90 Trail, East Bellevue.*
- *The station is very unattractive from the street view shown. Looks like some giant machine for mining moon rocks.*
- *Severe lack of bicycling improvements, the boards show next to nothing – especially Bellevue’s.*
- *Looks great.*
- *Security and access for hearing impaired and visually impaired.*
- *Yes there is no need for the Hospital Station and the 130th Street Station. These stations should be eliminated to reduce costs.*
- *Would like to see more public parking near Downtown Station. Perhaps “new building” can provide that and have a circulator for all of Downtown Bellevue.*

Do you have comments on access to the Bellevue Transit Center Station?

- Pedestrian:
 - *Lighting and walkways.*
 - *Get the underground tunnel to the BTC platform.*
 - *Instead of glass causeway, could place a building on top with amenities like a coffee shop or bike repair. They could have bathrooms.*
- Bike:
 - *Runnels on the sidewalks.*
 - *Bellevue needs a bold plan for AAA bicycle access to stations.*
 - *Need to show that one can get there from all directions.*
 - *Looks really hard, unsafe.*
- Bus:
 - *Have the buses that stop on 108th stop on 110th.*

Please share your comments on the Bellevue Transit Center Station design plans. What aspects of community character should be reflected in the station design?

- *A center loaded platform would be much more sleek and unimposing. That would reflect Bellevue character. How about a pedigreed architectural review committee, outsiders without conflicts of interest.*
- *Bike routes – downtown is hard to bike.*
- *The city council’s and staff’s commitment to the growth paradigm.*
- *Just use the space to its fullest use. They do this well in Europe.*

Downtown Bellevue 60 percent design open house
March 25, 2014 Bellevue City Hall

Please share your comments on the Hospital Station design plans. What aspects of community character should be reflected in the station design?

- *Please make sure there is strong integration with the Kirkland Trail on the current RR right of way.*
- *Want to see a site plan with focus on bikes, not as peds.*
- *Bike routes: connects to Seattle and larger percentage ride over there compared to Bellevue. Such makes it difficult by design.*
- *Looks great.*
- *Signage for wayfinding is important and I like the bright red ticketing areas.*
- *Comment on Station Name: Something like "Medical Station" would be better than proposed "Lake Station" which is misleading. Most people will be looking for the hospital, not a lake.*
- *Eliminate this station.*

Do you have comments on access to the Hospital Station?

- Pedestrian:
 - *Improve.*
 - *Station looks very exposed, why no windscreens at edges of platform structure?*
 - *Crosswalk under the station to reach SB bike path or EB bus stop.*
- Bike:
 - *Improve.*
 - *City of Bellevue bike plans are inadequate.*
 - *Crosswalk under the station to reach SB bike path or EB bus stop.*
- Vehicle Drop-Off:
 - *If you have drop off, add another lane or large turnaround area or traffic will be a mess. How about a golf-cart-like shuttle between the station and hospitals, especially for older people. It is a long walk.*
- Bus:
 - *N/A*

Are there any special considerations Sound Transit should note in preparing for construction in the Downtown Bellevue Segment (e.g. neighborhood access, amenities, etc.)?

- *Park and Ride near either station*
- *ST needs to work more closely with Bellevue on station access, particularly bicycle access. This cannot be an afterthought after stations are 90% design complete.*
- *Need to get City of Bellevue to actually provide real bike routes that are reviewed by a committee, such as Cascade Bike Club.*
- *\$ budget for art vs. \$ spent on how to safely get there via bike?*
- *Delete Hospital and 130th Street Stations and relocated Bel-Red Park and Ride to 120th Street Station.*
- *You will want amenities with restrooms. Pocket shops are even fine. Look at Tom Douglas' Tanakasan, Flower shop, bike shop, Assembly Hall, Melrose Market near Denny Triangle.*

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Tell us about yourself! How do you plan to use East Link:

Do you live or work near a station?

- Yes - 4
 - Which one:
 - Bellevue Transit Center - 2
 - Hospital – n/a
 - Other: 130th Street
- No - 2

How often do you anticipate using the station?

- More than two times a week
- 2-3 times a week
- 2-5 times a week
- Zero

Do you intend to use light rail for daily commuting, special events, or both?

- Daily commuting - n/a
- Special events - n/
- Both - 2

How do you plan on accessing the station?

- Walk - 3
- Drive - 2
- Bus - 2
- Bike - 2
- Passenger drop off - 1
- No plans - 1

How are we doing?

	Completely disagree	Mostly disagree	Indifferent	Mostly agree	Completely agree
Sound Transit does a good job of telling me about public meetings before they happen		1		4	3
Sound Transit staff is easy to get a hold of when I have an issue	1		1	2	3
Sound Transit responds quickly when I contact them	1	1	1	1	2
When Sound Transit makes decisions on a project, I understand how it was made and why	2		1	4	1
Sound Transit involves me in decisions about the project:					
• ST keeps me informed about what's going on					1
• ST asks for my input and considers it when making decisions					1
• ST acts on the input I provided					

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<ul style="list-style-type: none">• ST works with me to come up with a solution to issues	
<ul style="list-style-type: none">• ST directly involves me in making decisions about the project	1

Add to mailing list:

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Station naming comment form transcription (received 14 comment forms)

What is your preference for the Bellevue Transit Center Station name?

- Downtown Bellevue Station - 7
- Bellevue Civic Center Station - 1
- Bellevue Central Station - 0
- Other:
 - Duwamish Station
 - City of Oz
 - Bellevue Transit Center
 - Bellevue Center

What is your preference for the Hospital Station name?

- Bellevue Medical Station - 2
- Wilburton/Midlakes Station - 1
- Surtevant Creek Station - 1
- Lake Bellevue Station - 4
- Other:
 - *Midlakes Station*
 - *Bellevue Hospital Station*
 - *East Bellevue*
 - *Anything but Lake Bellevue. Nobody can see it, most people don't know it is there. It would be a really bad joke!*
 - *None, this station should be eliminated*

Please indicate any comments or questions you have about permanent station names:

- N/A

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Flip chart transcription

- *Overpass over NE 8th at Hospital Station for pedestrians and bikes.*
- *Increase zoning density around hospital station to ensure ridership.*
- *Will 110th be open? Traffic impacts.*
- *When will ST share more about construction?*
- *What are construction impacts during construction?*
- *Open LR services between Seattle and South Bellevue Park and Ride early – by 2021!*
- *What is the status and timeline for the rail to trail project in relation East Link?*
- *How are Central Link rider forecasts doing? Do projections meet current numbers?*
- *Review ped crossing at 8th close to station.*
- *Planning with county and BNSF Trail connecting to Kirkland.*
- *Nice, clean and contemporary design. When will the tree and planting plans be available?*
- *Are the elevators enclosed, or do they have windows?*
- *More parking at Hospital and Downtown stations.*
- *Provide drop-off at Bellevue Transit Center.*

CAC stenographer CAC meeting minutes

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

Pending transcriptions.

City of Bellevue Station Area Planning comment forms (received 7 comment forms)

Do you have an idea for something special that should be studied as part of the East Main Station Area Plan, or a general comment about Station Area Planning?

- *Please rezone to increase density around the stations. I hope this will lead to more apartments, condos, pedestrian traffic, etc.*
- *At the Enatai/South Bellevue Station, please include informational kiosks regarding the Mercer Island Slough Nature Park. This park is an amazing resource, and information would instill a sense of place to the community.*
- *Please name the station "Enatai Station" (current South Bellevue Park and Ride).*
- *Please consider Great Blue Heron habitat when construction at the S. Bellevue/Enatai station and associated rail line. This site is very close to a great blue heron rookery (just south of I-90 by the mouth of the Mercer Slough)*
- *I would like to see an at grade ped/bike crossing across 8th at the south of the Hospital Station. This would link the trail north/south at this point and would provide a convenient crossing for eastbound B Link buses and the south side of 8th.*
- *Need a 24/7 restroom available out downtown transit center.*
- *Electronic information at transit center.*
- *Off-street pick-up and drop-off locations integrated with a downtown building.*

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- *Consider pedestrian/bike overpass over NE 8th at the Hospital Station.*
- *Increase zoning density around the Hospital Station to support ridership.*
- *A couple items I hope are being considered by the city as the new stations are planned include: (1) High-capacity transit works best with transit-oriented development and I hope that appropriate, high densities are being planned around the future stations (except where single family neighborhoods would be harmed by a nearby station); (2) High levels of feeder transit service by King County Metro will be needed to carry those of us who live in East Bellevue to the Hospital and BTC stations.*
- *The LR Permitting CAC is just a tool of the City Council and staff to promulgate an inefficient, non-cost-effective mode of public transit.*
- *The LR CAC is not interested in receiving or soliciting input from Bellevue citizens.*



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT SOUTH BELLEVUE SEGMENT PRE-DEVELOPMENT REVIEW APRIL 2, 2014

Introduction

The Light Rail Permitting Citizen Advisory Committee (CAC) was appointed by the Bellevue City Council consistent with the terms of the Light Rail Overlay regulations contained in the city's Land Use Code (LUC). Land Use Code section 20.25M.035.A describes the CAC purpose to:

1. Dedicate the time necessary to represent community, neighborhood and citywide interests in the permit review process; and
2. **Ensure that issues of importance are surfaced early in the permit review process while there is still time to address design issues while minimizing cost implications***; and
3. Consider the communities and land uses through which the RLRT System or Facility passes, and set "the context" for the regional transit authority to respond to as facility design progresses; and
4. **Help guide RLRT System and Facility design to ensure that neighborhood objectives are considered and design is context sensitive by engaging in on-going dialogue with the regional transit authority and the City, and by monitoring follow-through***; and
5. **Provide a venue for receipt of public comment on the proposed RLRT Facilities and their consistency with the policy and regulatory guidance of paragraph 20.25M.035.E below and Sections 20.25M.040 and 20.25M.050 of this Part; and**
6. **Build the public's sense of ownership in the project***; and
7. Ensure CAC participation is streamlined and effectively integrated into the permit review process to avoid delays in project delivery.

* Identifies the focus of this Advisory Document

Pre-Development Review

This phase of review is intended to provide feedback regarding effectiveness at incorporating contextual direction into the early phases of design. The CAC is expected to provide advice regarding complementary building materials, integration of public art, preferred station furnishings from available options, universal design measures to enhance usability by all people, quality design, materials, landscape development, and tree retention. The CAC is to provide

further input and guidance, based on the input and guidance provided in the context setting phase, on compliance (or lack of compliance) with the policy and regulations and whether information is sufficient to evaluate such compliance.

CAC Work Product

The work of the CAC at each review stage will culminate in a CAC Advisory Document that describes the phase of review and CAC feedback. The work product required following the Pre-Development Phase of CAC review is intended to provide Sound Transit with early guidance and advice that is integrated into future Design and Mitigation Permit submittals.

At the February 5th, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the South Bellevue Segment. The CAC continued to discuss the South Bellevue Segment at the February 19th, 2014 and March 5th, 2014 meetings.

The following represents the CAC advisory comments regarding LUC 20.25M.040, 20.25M.050, and context setting sensitivity.

20.25M.040 RLRT system and facilities development standards

1. Building Height – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
2. Setbacks – No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
3. Landscape Development
 - The CAC would like to see a design of the South Bellevue Station and Garage that more visually relates to a park concept.
 - The CAC has a strong desire to see the use of a living wall designed into the South Bellevue Station Garage.
 - The CAC would like Sound Transit to evaluate a living roof or roof deck planters as an additional way to relate the parking garage to the natural environment of Mercer Slough Nature Park.
 - The CAC would like to see green wall screening as an approach to soften some of the hard edges of the South Bellevue Station Garage. This would not necessary be a living wall but a landscape feature that achieves the same goal.
4. Fencing – No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

5. Light and Glare
 - The CAC would like to see light standards on the deck of the South Bellevue Station Garage that are as low as feasible to avoid light pollution into the neighborhoods in the vicinity.
6. Mechanical Equipment - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
7. Recycling and Solid Waste - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
8. Critical Areas
 - The CAC would like to see a plan for bird management and safety at the South Bellevue Station.
 - The CAC wants to ensure that facility lighting does not have a negative impact on the wildlife that live in and visit the adjacent nature park.
9. Use of City Right of Way - No concerns were expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

20.25M.050 Design guidelines

1. Design Intent - In addition to complying with all applicable provisions of the Southwest Bellevue Subarea Plan, the design intent for the Regional Light Rail Train 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 Regional Light Rail Train 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.
2. Context and Design Considerations - The CAC was tasked with evaluating the existing context setting characteristics included in the Land Use Code in order to verify that the design of the station and alignment is consistent with the vision for the Southwest Bellevue. The Land Use Code states that the character of this area is defined by:

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

The CAC advised that the following additional context and design considerations should be considered when evaluating the East Link project in the Southwest Bellevue Subarea for context sensitivity during future CAC and permit review phases. The following items pertain to the South Bellevue Segment:

- The alignment transition from the I-90 right-of-way to the South Bellevue Station should be reflected as a “Grand Entry” into Bellevue. This gateway area defines Bellevue as the “City in a Park.” The gateway serves a number of functions, and should appropriately greet the different users that pass through it, including transit riders, vehicles, residents, bicyclists from the I-90 trail, fish (specifically salmon), and wildlife.
- The South Bellevue Park & Ride garage should incorporate green/living walls and trellis structures on the roof level in addition to interesting concrete surface treatments to break down mass and scale, and to help blend the garage into the Mercer Slough Nature Park when viewed from the neighborhoods to the west and the park to the east.

3. Additional General Design Guidelines

- The CAC would like to see less hard edges in the design of the South Bellevue Station. One suggestion would be to incorporate more organic shapes into the design to soften hard lines.
- The CAC would like Sound Transit to evaluate the possibility of using an artistic design for the mesh screening at the South Bellevue Station Garage.
- The CAC would like to see Sound Transit evaluate the feasibility of using the sound wall on the guideway as an opportunity for artistic treatment that could tell more of the story of the area.
- The CAC would like Sound Transit to provide more technical information relative to noise mitigation in its’ Design and Mitigation Permit submittal.

- The CAC suggest that the sound panels on the guideway offer an opportunity for color if not art on the west facing portions. Treating the west facing walls of the guideway and possibly the columns with color would help the South Bellevue Station blend into the background.
- The CAC would like to Sound Transit to expand its' color palette for those features where standard Sound Transit color options are limited.

Next Steps

The advice contained in this Advisory Document should be forwarded to Sound Transit for use in refining its design of elements and features of the East Link light rail system features in support of its Design and Mitigation Permit submittal.

DRAFT