



LIGHT RAIL PERMITTING CITIZEN ADVISORY COMMITTEE

ADVISORY DOCUMENT EAST MAIN SEGMENT PRE-DEVELOPMENT REVIEW MAY 16, 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 19th, 2014 CAC meeting Sound Transit presented its pre-development review stage package for the East Main Segment. The CAC continued to discuss the East Main Segment at the March 5th, 2014 and March 19th, 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 recommends Sound Transit to explore the use of grasscrete for the turnaround area for emergency vehicles.
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 No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.
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 - No concerns expressed by the CAC. More project specific information will be included during the Design and Mitigation Permit review stage.

9. Use of City Right of Way - No concerns 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 East Main Segment:

- Along 112th SE design treatments and mitigation should be complementary to differing levels of development intensity that exist on the east (commercially developed) and the west (residentially developed) sides of the road.
- The portal and tunnel between the East Main and Downtown Stations present an opportunity to “Visually Transport” transit riders from the historic mid-century modern, stable neighborhoods of Southwest Bellevue to the bustling urban context

of the Downtown. Art on the portal and in the tunnel could help depict the transition from the suburban context to the urban context.

- Landscaping should be employed to soften the impact of the portal structure adjacent to the East Main Station. If art opportunities are employed, additional emphasis on the concrete mass of the East Main portal structure should be avoided.

3. Additional General Design Guidelines

- The CAC recommends both visual and audio signals installed at the stations provided they are not too obtrusive.
- The CAC recommends stone or brick for the wall along 112th so that it reflects the tree lined boulevard envisioned in the context characteristics. This could be achieved with a more natural formliner pattern rather than a smooth surface.
- The CAC recommends Sound Transit evaluate opportunities to use the tunnel portal as an opportunity for an artistic expression.
- The CAC wants Sound Transit to evaluate additional opportunities for pedestrian access to the East Main Station from the Surrey Downs neighborhood.
- The CAC wants to see detailed technical analysis of anticipated noise impacts from train construction and operations along the alignment.

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.