



## East Link Extension



February 6, 2014

## South Bellevue 60% Design Open House Public Involvement Summary

# Table of Contents

- 1 Background
- 2 Overview
- 2 Notification
- 3 Open house overview
- 4 Comment summary
  - 4 South Bellevue Station Design
  - 8 Construction impacts
  - 9 How do you plan to use East Link?
- 10 Permanent station naming
- 11 Next steps

# Background

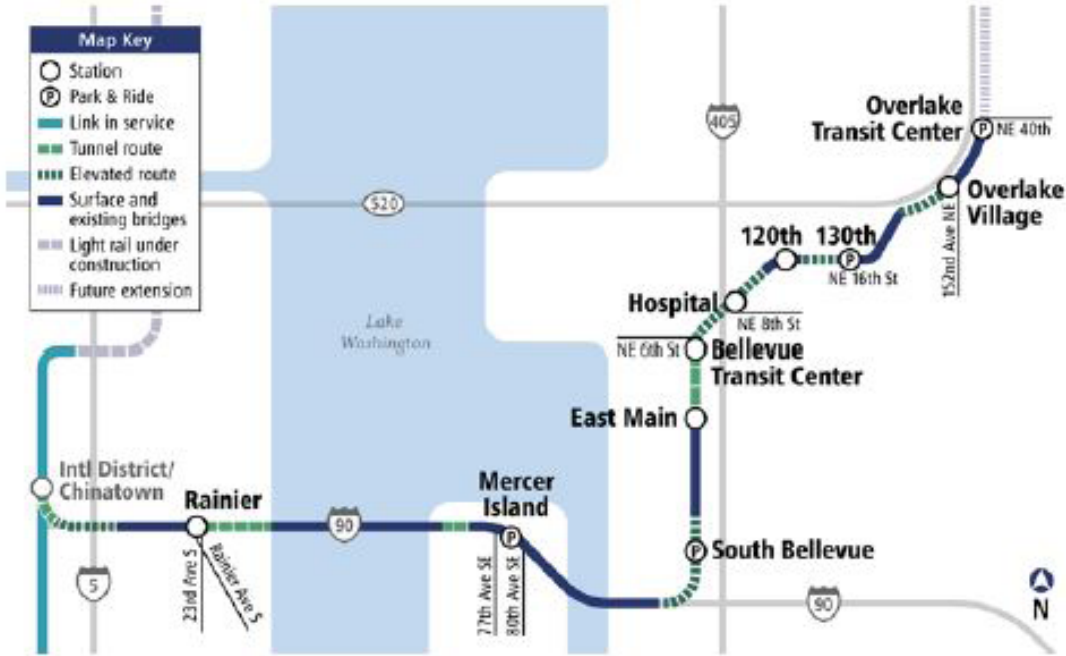
East Link Extension is a key element of the regional mass transit system approved by voters in 2008. This 14-mile light rail line will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside’s biggest population and employment centers.

The project builds on the Central Link light rail system running between Sea-Tac Airport and downtown Seattle and the University Link and S. 200th Link Extensions that are scheduled to open in 2016. East Link is part of the new light rail extensions being built north, south and east from Seattle. When East Link opens around 2023, 10 stations, serving Seattle, Mercer Island, Bellevue, South Bellevue and Overlake in Redmond will become a part of a regional light

rail system stretching more than 50 miles. By 2030, about 50,000 riders will use East Link every day.

East Link is advancing in final design. During this phase, project architects and engineers define the light rail system, determining the technical specifications for the stations, bridges, tracks and other elements as well as construction methods and sequencing. The Sound Transit art program, STart, also begins work to select station artists and artworks during final design. Sound Transit hosted a South Bellevue Segment public meeting in May 2013 to share design plans and we have since advanced design to approximately 60 percent completion. There are multiple opportunities for the community to help influence design elements and stay informed as East Link moves forward.

## East Link route map



## Timeline



# Overview

On February 6, 2014, Sound Transit and the City of Bellevue's Light Rail Permitting Citizen Advisory Committee (CAC) hosted an open house to inform the public of design progress on the South Bellevue segment of East Link Extension, from I-90 to SE 4th St. including the South Bellevue Station. The meeting served to educate the community on design details, provide an overview of the project schedule, benefits, and final design elements; and present and gather comments on 60 percent design plans for the South Bellevue segment. The open house was held at Enatai Elementary in South Bellevue from 5 to 7 p.m.

East Link travels on an elevated alignment from I-90 to the South Bellevue Station, located at the current South Bellevue Park-and-Ride. Upon leaving the elevated station, it transitions to a trench along the east side of Bellevue Way SE in front of the historic Winters House and then returns to the surface on the east side of 112th Ave SE. East Link then traverses to the west side of 112th Ave. SE under a new 112th Ave. SE overpass near SE 15th St.

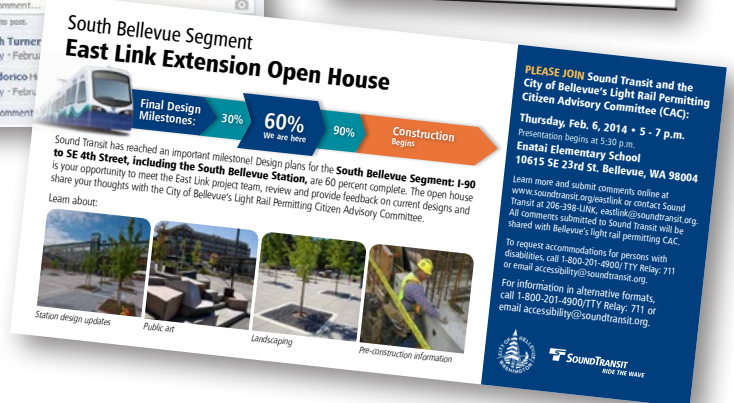
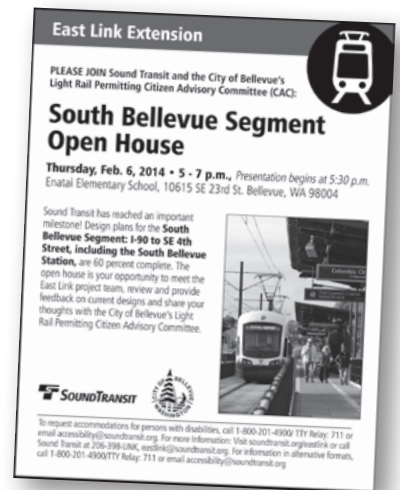
## City of Bellevue Light Rail Permitting Citizen Advisory Committee (CAC)

Appointed by the Bellevue City Council, the CAC is comprised of 9 Bellevue residents charged with representing community perspective on the design and mitigation process for East Link. All comments submitted to Sound Transit at the open house will be shared with the CAC. The CAC meets regularly and all meetings are open to the public. Visit [www.bellevuewa.gov/light-rail-permitting-cac-meetings](http://www.bellevuewa.gov/light-rail-permitting-cac-meetings) for more information.

# Notification

The open house was widely publicized through the following channels:

- Display advertisements in the Bellevue Reporter, Seattle Chinese News, Korea Daily, Russian World, La Raza, and Phung Dong Times.
- Postcards mailed to over 13,000 residents and businesses
- A press release to local papers and blogs
- Email notification to approximately 5,400 subscribers of the East Link Extension listserv, 850 subscribers of the Bellevue Gov Alert, neighborhood newsletter, and other agency or community group listservs
- Announcements on the Sound Transit and City of Bellevue project web pages
- Announcement on the Sound Transit Facebook page
- Flyers were distributed to riders at the South Bellevue Park and Ride during morning and evening peak commute times



## Open house overview

Approximately 70 people attended the open house to learn about updated design plans for East Link in the South Bellevue area and provide comments. Attendees were greeted by project staff, asked to sign-in and provided with a Community Guide to Final Design, South Bellevue fact sheet, and station design and station naming comment forms. Display boards and roll plots featured information about East Link, the final design process and updated design plans for the South Bellevue segment, from I-90 to SE 4th St, including the South Bellevue Station.

An overview presentation was held at 5:30 p.m. Project staff were available throughout the meeting to answer questions and explain design details to the public. Attendees were encouraged to share their thoughts on the design plans. All meeting materials and electronic versions of the comment forms were made available on the East Link project website following the open house.



# Comment summary

Sound Transit accepted public comments in person at the open house, and by mail, email and electronically on the East Link website. Additionally, the Light Rail Permitting Citizen Advisory Committee provided a stenographer at the open house to take public comment. All comments submitted were shared with Sound Transit and the CAC. The following section is a summary of verbal feedback collected at the open house as well as 38 comments received between February 6 and 18, 2014. Transcribed comments are italicized below to highlight the tone of public feedback.

## South Bellevue Station Design

### General comments on station design and features:

- *Enatai has long been a wonderful area in Bellevue with unique parks and the Mercer Slough. These cannot be replaced.*
- *The station should include a clock showing the time.*
- *We have a strong southerly oriented wind off the lake. The current platform design offers no wind or sideways rain protection.*
- *In regard to the design of the S. Bellevue Station, I would recommend extending the roof. During periods of harsh rain and snow this area is quite windy and cold.*
- *The South Bellevue Station looks great and quietly reserved in true Bellevue fashion.*
- *Transit oriented development should be allowed in this area.*
- *It's a Great Design a very well planned effort - Thank you on behalf of the residents of Mercer Park Condominiums*
- *Residents on the hill where SE 30th Street is located want to know if the guideway will be visible from the homes or if it will be lower than the homes. If the track is to have an elevation of 30 or 40 feet, it will be roughly even to the elevation of the homes.*
- *Station and guideway looks "industrial" like the Viaduct.*
- *Why is there bus layover? There's only 1 bus that stops now.*

- *The station flooring material should not be slippery when it is wet. The canopy should be wide enough to block both the rain and the wind.*
- *There should be a mailbox on site riders can drop mail in on their way to or from work.*

### Interest in lighting features and potential impacts to the surrounding neighborhood:

- *We are mostly concerned about the brightness of the light and the area covered by the light. The light should not be glaring and should be a warm yellow light. The light should not be allowed to shine in to the neighborhood.*
- *Assure station lighting does not affect wildlife habitat.*
- *Lighting along the roadway should minimize light pollution into the neighborhood. It should be warm even if it is LED lighting. The amount of light needs to be sufficient to assure safety, but it should not be so bright that it impacts nearby homes. The roadway lighting should not look like a highway into the neighborhood.*
- *I am concerned about light pollution.*

### Comments on how community character should be reflected in the station design:

- *The nearby neighborhood was developed in the 1950s and the architecture reflects that fact. The station design should take into consideration the history of the neighborhood.*
- *Station planning should look at the entire neighborhood.*
- *The Mercer Slough Nature Park could be reflected in artwork on site, like Terry Angells ravens incorporated into the Redmond Library entrance.*
- The materials presented offer a very stark, industrial-looking station, which couldn't be in greater contrast to its surroundings.
- If there's to be a retention pond, could some of that water be redirected into a feature that "moved and gurgled" more reflective of the slough setting? The noise could be a peaceful distraction to traffic noise.
- Reflect the History and Heritage of the Area
- Maintain the park-like feel of Enatai and incorporate it into design.

### Interest in art to be incorporated into design:

- Artistically - the art should reflect Running, Walking, Canoeing, Kayaking, Pleasure Boating, Swimming and the Flora and Fauna (Turtles to Herons) of the Slough.
- The structure doesn't look pretty. I would have hoped for more artistic influences - like, the metal salmon sculptures on the overpass headed east on I-90. This looks much more like an unadorned concrete block.
- In the presentation to City Council, the STart idea was to include a carpet and living room seating on the station platform. What about doing something with a lodge, picnic, woody/log theme instead? Again, a theme more compatible with the slough.
- I understand the concept of art under the guideway for those waiting for the bus, but I'd like to see things incorporated which would be visually pleasing for pedestrians, drivers and residents who will view the station and garage from Bellevue Way--either at street level or from an elevation.
- Include designs on the sound wall panels facing Bellevue Way, like the designs you see on the freeway panels.



## Interest in natural design features and landscaping:

- We would like to see the station incorporated into the natural surroundings in terms of both significant landscaping (both the number of trees/shrubs and size), and color choices which are not as stark as the light gray, aluminum, etc. that has been portrayed. Stained concrete, colors in the earth tones (autumn tones have been the preference...darker brown-green tones, rust reds, etc.) would go a long way to soften the appearance and help it blend with the slough backdrop.
- *As Final Design is heading to 100%, many of the neighbors more directly across from the station are interested to learn more about the efforts on landscaping and privacy. Can we have a discussion on what is possible?*
- *Higher and denser landscape to screen station and garage.*
- *Section H will slope to grade from Bellevue Way and 112th Ave SE be clear-cut? Please save the trees.*
- *Section C landscaping with trees to screen the (ugly) guideway.*
- *I'm not sure about the extensive mesh screening on the west façade of the station. It would be useful to illustrate an alternative color (e.g. green) to show how that might blend in with the park and surroundings.*
- *Storm water detention facility on east side of structure should be natural looking.*

- The green screen (slide #14, Open House 60% slides) on west side of garage will take 10+ years to cover to full height of garage structure. Suggest going to a less visible black cable or a black mesh rather than silver metallic grids shown.
- The botanical and horticultural collection at the Winters House was an eclectic mix of non-native and introduced species - large leaf deciduous magnolia, hybridized rhododendrons, etc. - a small portion of the station could reflect that historical use, including blueberries.
- Consider using autumn colors, which I think would fit well into environment context.

## Comments on pedestrian access to the station and station amenities:

- *Stairs down from Enatai to Bellevue Way for access to station.*
- *Sidewalk needed along the west side of Bellevue Way between Main and South Station entrance.*
- *You are removing my bus stop by Chase's Pancake Corral. How do I get to the light rail station now? Walk? Too far. Drive? You aren't providing enough parking for all of those who want to use it.*
- *Walkway (elevated over Bellevue Way from West bank of Enatai) what happened to this idea?*
- *A better pedestrian connection should be encouraged from within Enatai.*
- Emphasize pedestrian and bicycle access.
- Please consider an elevated walkway to the Enatai neighborhood from the station.





### Interest in garage design and features:

- *More color on fins/face of garage (not grey), think earth tones and natural colors*
- *Need more emergency phones in garage (late night security concern).*
- *Colored screening of garage (?), show why this wouldn't work.*
- *The parking garage lights should be warm and should not shine into the neighborhood. The fixtures should have covers on them so that the light cannot shine up to the sky and into the neighborhood to minimize light pollution.*
- *The design of the parking garage should minimize visual impact. It should place the building in the environment in the same way Frank Lloyd Wright's designs did. It should be an extension of the landscape. The artwork should not be so bright that it becomes something other than what Mercer Slough is about.*
- *Incorporate some 'green roof' features on the top parking deck.*

- Shape of garage of the east facade to match "V" of the east property line of Metro Park & Ride is short sighted and not the best architectural design decision - no one can see the property line and it's not significant historically. The most significant view and most visible portion of the south and west sides of the garage structure will be from I-90 westbound to northbound exit ramp so design the west facade with that aspect in mind.

### Comments on parking and traffic:

- *More parking needed (another level in the garage at least).*
- *Have parking restriction in neighborhood – to control overflow*
- *Neighborhood residents should be assured access to parking slots. Concern that commuters from distant areas will take up spots.*
- *Cap parking at 1,500 because of congestion.*
- *Something needs to be done to improve the flow of traffic at 112th Avenue SE and Bellevue Way, especially in the afternoon.*
- *I am excited about the parking garage and the potential for easier parking at the South Bellevue station.*



## Construction impacts

### Concerns about potential noise impacts:

- *It would be nice if the noise walls in the elevated partitions around the South Bellevue station were below the vehicle windows on light rail.*
- *Concern regarding noise from elevated track, even with sound walls.*
- *Noise concern with ADA layover.*
- *The north entry to Bellefield Residential Park will come very close to the corner of my home. Please mitigate vehicle noise and visual impact that doesn't exist today.*
- *Concern for noise at Bellefield Office Park and Bellevue Way.*
- *Will noise from track travel east over the Slough park?*
- *Noise is a concern, particularly wheel noise on curves and it impacting homes above.*
- *I really think the platforms should have more sound wall solutions to keep the noise from bleeding into the surrounding neighborhood. Specifically, I am very worried about the loud horn blows from trains approaching the stations at all hours. If there were sound walls to keep that sound in, near the trains, that might alleviate it a bit.*

### Interest in access to the Blueberry Farm:

- *Very thoughtful design work in regard to the Winters House and the Berry Farm - a great idea to combine the two efforts.*
- *What will happen to the Blueberry Farm and access during and after construction?*
- *How long will access be constrained? Who bears cost of U-Pick? Hopefully not the citizens.*

### General comments:

- *Do not extend the hours of construction beyond 10 pm. The neighborhoods need to sleep!*
- *No noise between 9:00 pm and 8:00 am.*
- *Make special effort to keep the minimal existing pedestrian/bike path on east side of Bellevue Way and 112th Ave open. When construction must close them, provide alternative detour routes.*

### General comments on bus re-routes and station access during construction:

- *If there is no parking at the South Bellevue Park and Ride during construction of the Park and Ride, then you absolutely cannot have any buses stop there. Otherwise, people will park in the surrounding neighborhood in front of our homes.*
- *Where do the buses go during construction on Bellevue Way?*



## How do you plan to use East Link?

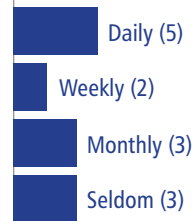
### General comments on parking and traffic during construction:

- Provide adequate parking during construction to avoid overflow to 'hood.
- How will you mitigate traffic impacts during construction on Bellevue Way and 112th Ave SE?
- We are concerned about light rail parking overflow on the street in front of our homes.
- Ensure access to 112th Ave SE from Bellevue Way, which allows more than two car lengths. Improve access to neighborhood when the intersection is rebuilt.
- Concerned about how construction will affect flow on Bellevue Way.
- Never impact access to Enatai via 112th Ave SE. That light and road must be accessible 24/7 throughout construction for safety/emergency vehicles.
- Interest in construction staging, traffic plans, and plans to address cut-through traffic on 108th Ave SE and 104th Ave SE.
- Minimize closure of complete of 112th/Bellevue Way during construction process. This is a major commuter route.
- Minimize traffic impacts to residents of the area.

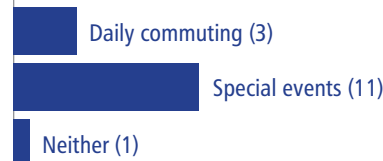
### Do you live or work near a station?



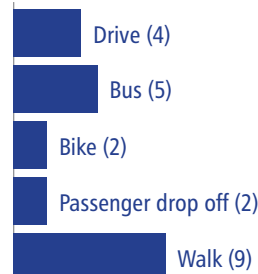
### How often do you anticipate using the station?



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



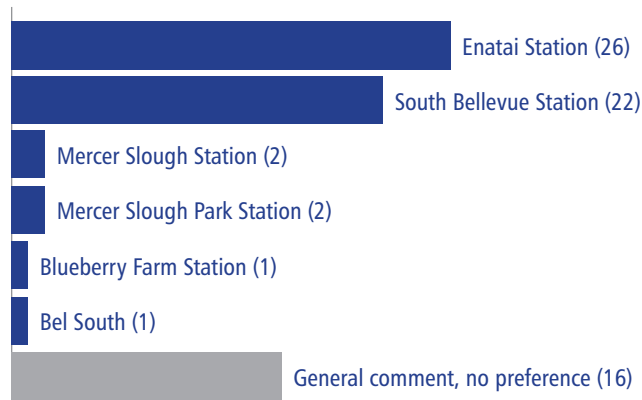
### How do you plan on accessing the station?



# Permanent station naming comment summary

A separate comment form was provided to gather input on permanent station names for the South Bellevue Stations. Sound Transit requested that station names reflect the neighborhood environment, avoid commercial references, comply with ADA guidelines, and follow Board Policy requirements for station naming. Following the meeting, an online survey was posted to the project website and generated 70 responses. The following is a summary of public feedback on permanent station names.

## What is your preference for the South Bellevue Station name?



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

- Bellevue Station is most likely to be the downtown station, so name it Enatai to have less confusion.
- Name including “Mercer” would cause tremendous confusion.
- *The station should be named Bel South.*
- *The 30% Public Involvement summary indicates that people preferred “South Bellevue Station” and “Enatai” as a runner up, but neither of those names convey the regionally significant park context of the station. I hope the station name selection will not be based only on the opinions of the 106 attendees at that open house. City staff, organizations, environmental groups, and leaders should be asked to include a vote.*
- This new station is all about industry and business, and has nothing to do with nature or a park or about the unfortunate neighbors who have to live near it. Please don’t add insult to injury by naming it any of these four options except for the equally industrial “South Bellevue Station”.
- Option 1, “South Bellevue Station” is inconsistent with the ST criteria. “South Bellevue” is not the name of any of the surrounding neighborhoods and is now geographically out of date. It would be confusing to a visitor to name it “South Bellevue” when that is typically thought of as the area south of I-90.
- Mercer Slough Park accurately references its proximity to a park that all Bellevue residents can be proud of. South Bellevue may be confusing to visitors as they may unknowingly get off at the first station with the name Bellevue in it. Considering development is restricted in this part of town to current character, it would be disingenuous to associate it with downtown, most likely east links busiest station. Enatai provides historic context but that living history seems lacking from the current and most likely future Enatai neighborhood.

- Since the station is in West Bellevue, the name South Bellevue is erroneous. South Bellevue begins south of I-90 and extends to the City of Newcastle. .
- Don't change existing name! It's well known throughout the region.
- South Bellevue isn't accurate geographically since Bellevue continues for several miles south of I-90.
- The 'South Bellevue Station' moniker will continue the original station's name and reference the same location in people's minds.
- Enatai is simple and unique.

## Next steps

Sound Transit is working to advance design of the South Bellevue segment to 90 percent completion. The next opportunity to provide formal public comment will occur at the 90 percent design milestone. Please continue to visit the project website for the latest news: [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink). For more information or to request a briefing for your organization, please contact Sound Transit Community Outreach staff at [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org) or 206-398-LINK.



