

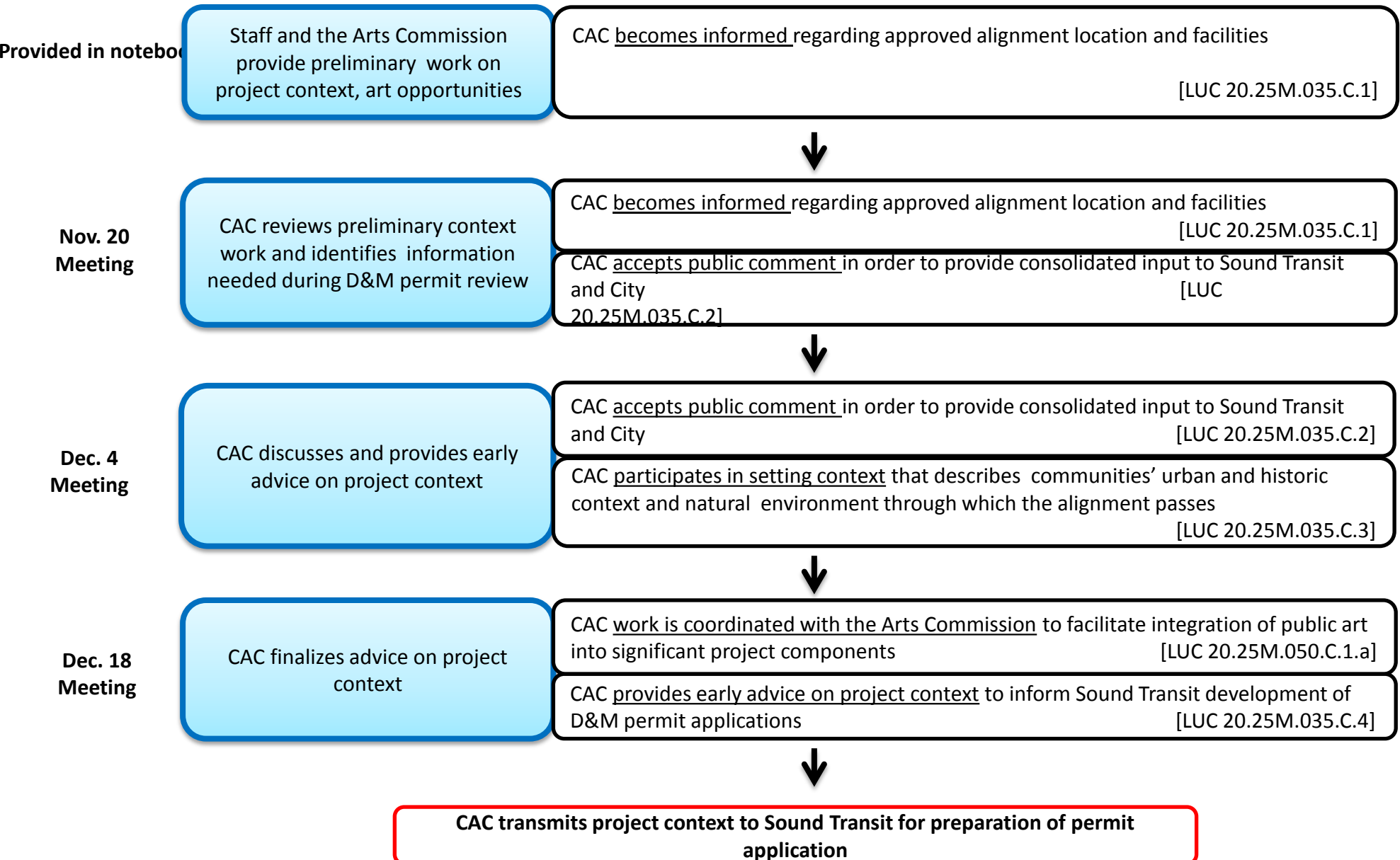
# **LIGHT RAIL CONTEXT SETTING**

**LIGHT RAIL PERMITTING  
ADVISORY COMMITTEE MEETING  
November 20, 2013**

# Light Rail CAC Permit Review Process

## Project Context Setting (Nov. – Dec. '13)

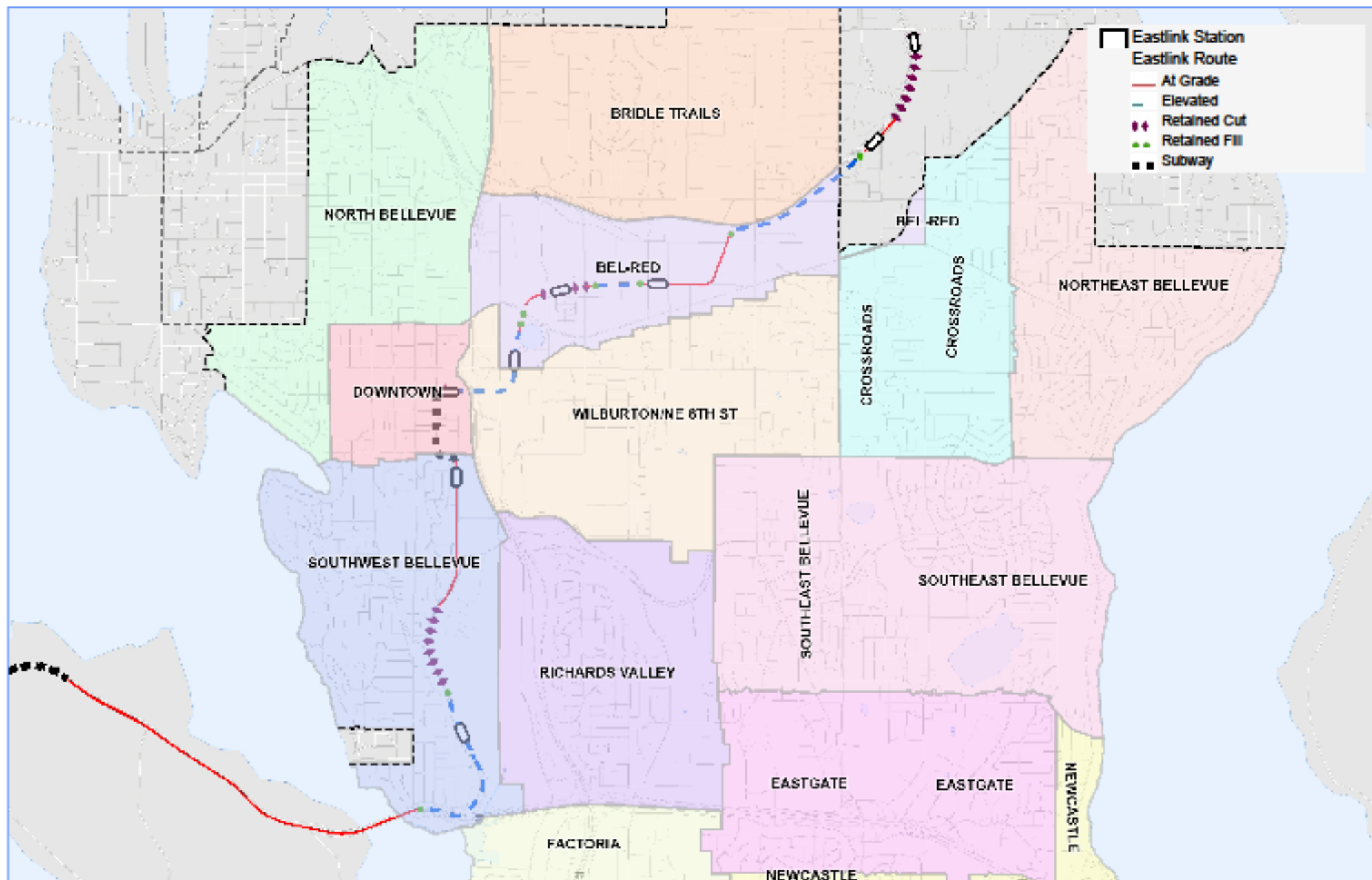
### KEY



# PURPOSE

## Foundation for CAC work

- “...*consider the communities and land uses through which the [light rail] passes, and set ‘the context’....*”
- Provide background information on context of alignment – not definitive
  - SW Subarea
  - Downtown Subarea
  - Wilburton/NE 8<sup>th</sup> Subarea
  - Bel-Red Subarea
- Identify additional contextual info needed



## East Link thru Subareas

0 4,030 8,061  
Scale 1: 48,363 Feet

# PURPOSE

## Light Rail Best Practices

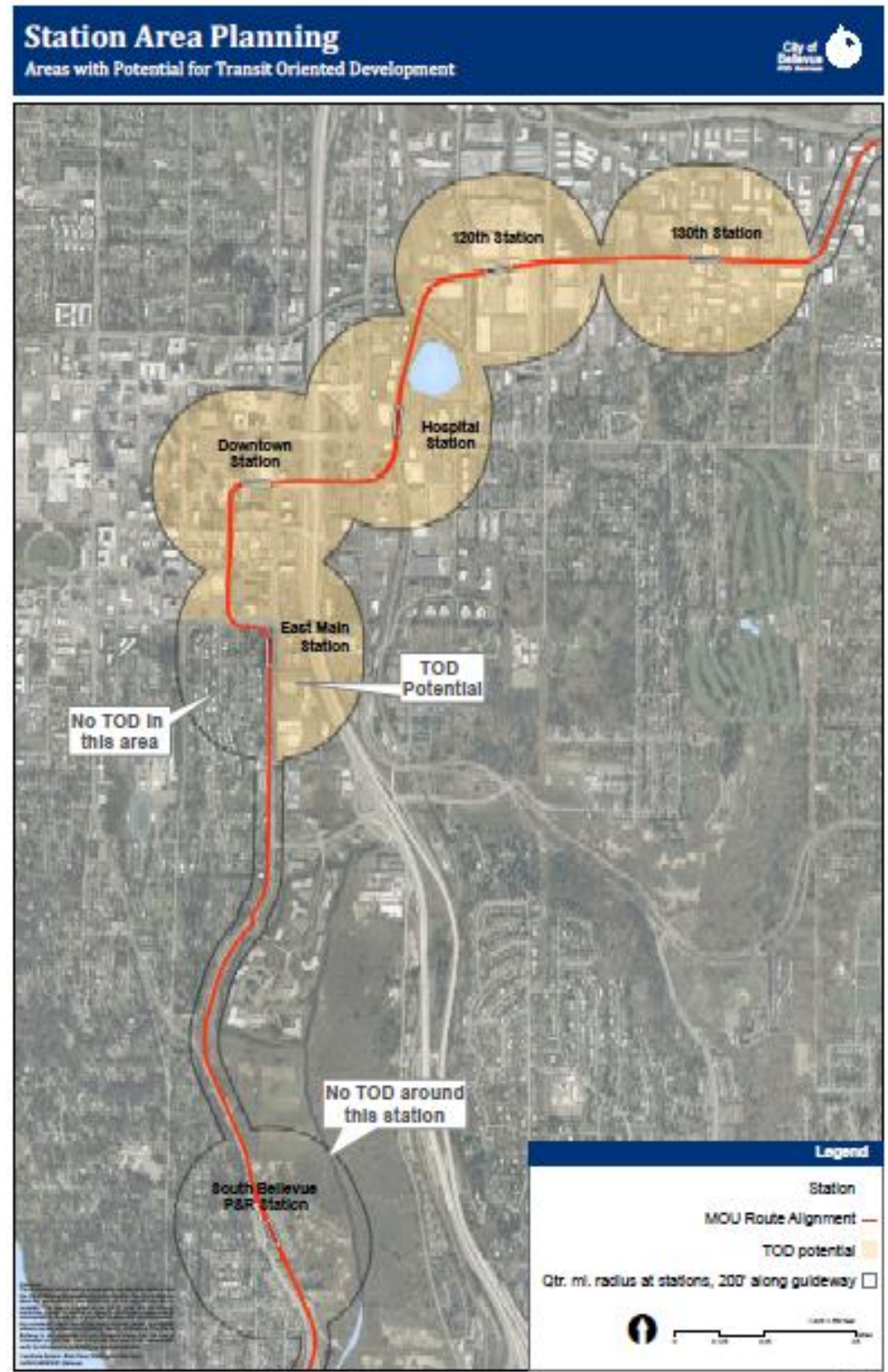
- “Design light rail facilities and stations to be an extension of the community.”
- “This can be accomplished through good urban design that...incorporates art, parks, and safe public spaces.”

# DISCLAIMER

- Compiled by Bellevue staff as initial “snapshot” for station area planning
- Better understand context & planning issues within  $\frac{1}{4}$ - to  $\frac{1}{2}$  mile of stations
- Preliminary, does not represent recommendations or conclusions or official position.

# SYSTEM INFO

- Approx. 6-7 miles
- Trench, at-grade, tunnel & elevated
- Six stations (2 elevated, 2 at-grade, 1 below grade, 1 mixed)
- Five overpasses (I-90, \*112<sup>th</sup>, I-405, 116<sup>th</sup>, 8<sup>th</sup>)
- Two portals
- Multiple ancillary facilities (e.g. TPSS)



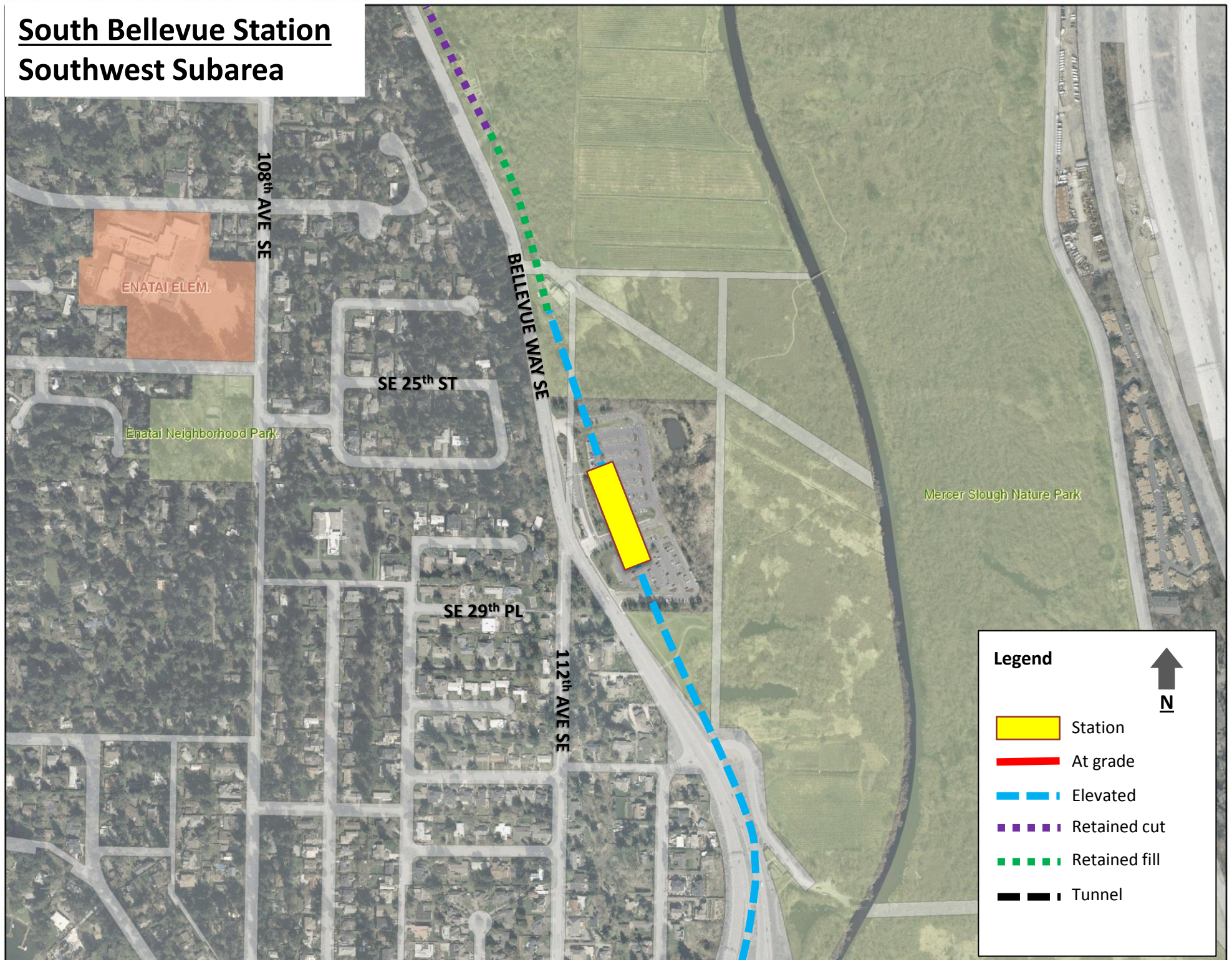
# GENERAL CONSIDERATIONS

- What architectural, economic, natural, historical, land use, or cultural conditions inform the context of this facility/station/location?
- How will people first experience the station (e.g. on foot, in a car, on a bike, from a street or trail)?
- What features of the light rail system other than stations (e.g. elevated guideways, overpasses, equipment buildings, public crossings) should also be considered?





# South Bellevue Station Southwest Subarea



# Existing Character

## Southwest Subarea

### West of Bellevue Way

- Single family residential (Enatai)
- Wooded setting
- Homes situated on steep slope above Bellevue Way
- Views across Mercer Slough

### East of Bellevue Way

- Mercer Slough Nature Park trails, channel for canoes and kayaks, habitat, agricultural production, radio towers
- Winters House – Bellevue's only structure on National Historic Register
- Farm stand, blueberry fields and maintenance operations





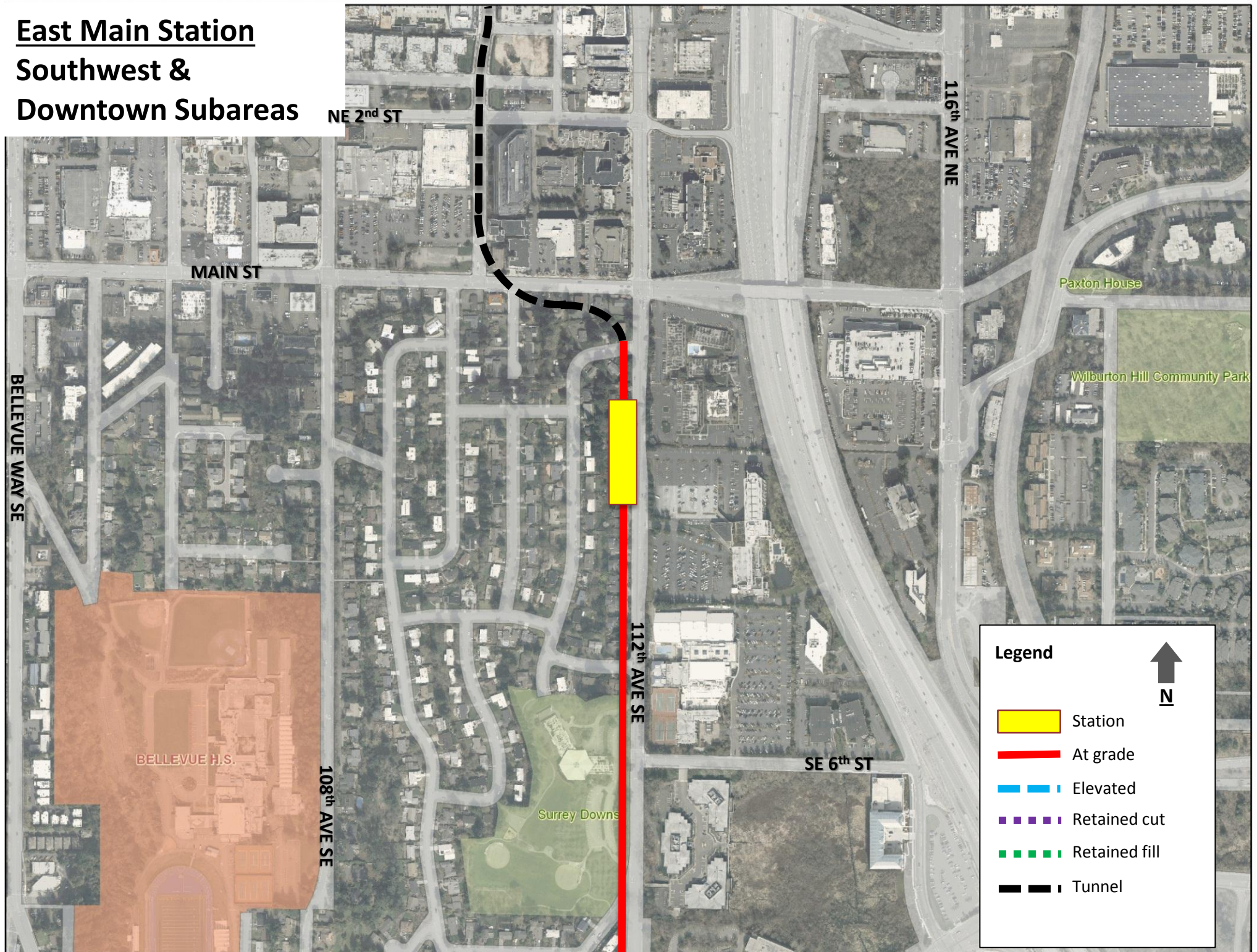
# Existing Character

## Southwest Subarea

- Gateway into Bellevue
- Retain existing residential/natural character – no redevelopment potential
- Regional commuter station, transit hub, P&R
- Mercer Slough
  - Blueberry Farm
  - Winters House
  - Canoe trips
  - MSEEC programs



# East Main Station Southwest & Downtown Subareas





# Existing Character

## Southwest & Downtown Subareas

- Wooded, mid-century suburban single family predominates in southwest quadrant
- No cohesive design outside of Surrey Downs
- Area east of 112<sup>th</sup> Avenue SE bisected by I-405 – hotel & office uses & redevelopment potential
- North of Main Street (Downtown) – some new 5-over-1 construction, mix of office, retail & residential; 1970-’s office



# Existing Character

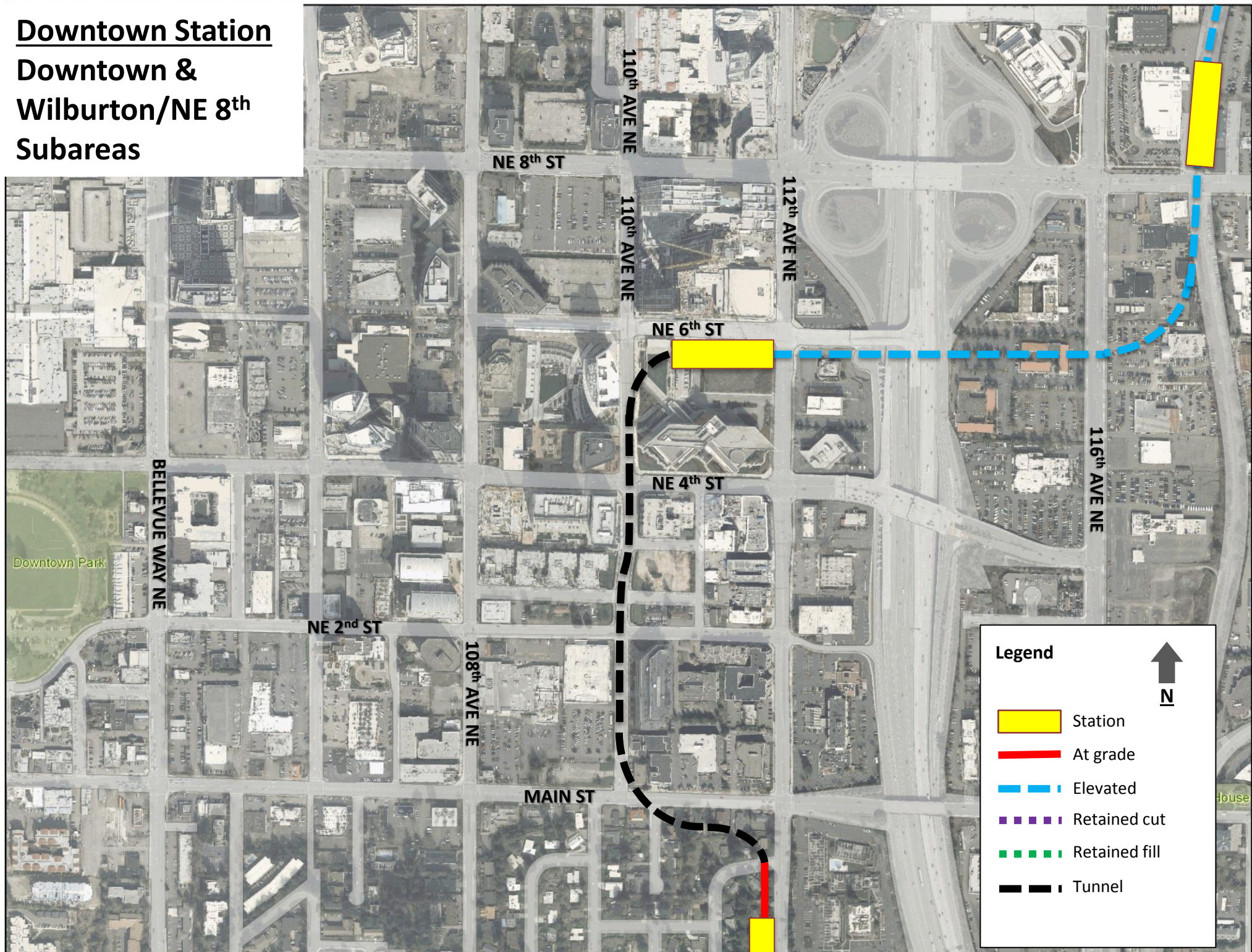
## Southwest & Downtown Subareas

- Urban/suburban station -- convenience of urban location in suburban setting
- Ridership primarily drawn from pedestrian/bike radii (not a park & ride station)
- Adjacent to single family
- Within walking distance of hotels, offices, & some Downtown residential & office
- East Main Station distinct from Downtown character and activities





# Downtown Station Downtown & Wilburton/NE 8<sup>th</sup> Subareas





# Existing Character

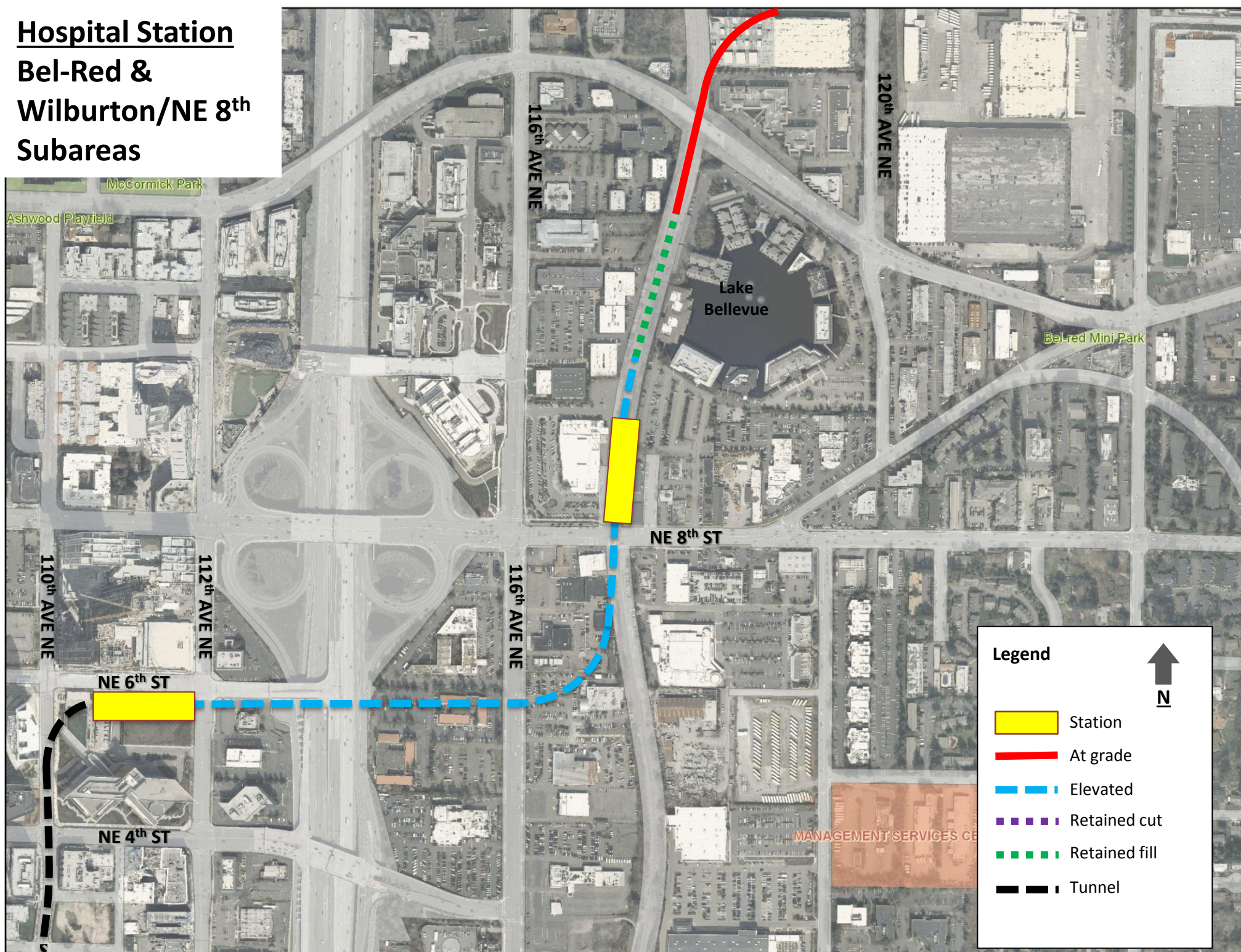
## Downtown & Wilburton/NE 8<sup>th</sup> Subareas

- Active urban, high intensity, corporate center
- Mix of uses (office, residential, retail), civic uses (City Hall, Meydenbauer Center)
- Major Eastside transit hub, transfer between modes
- Pedestrian corridor, public plazas, art & architecture (City Hall Plaza design intent)
- Downtown “...viable, livable, memorable, and accessible.”
- Visual, land use & transportation link to east





# Hospital Station Bel-Red & Wilburton/NE 8<sup>th</sup> Subareas







*(for illustration only, NOT based on any Sound Transit design)*



# Existing Character

## Bel-Red & Wilburton/NE 8<sup>th</sup> Subareas

- Medical district NW of station along 116<sup>th</sup> (NE 8<sup>th</sup>-NE 15<sup>th</sup>)
- Mix of retail & auto sales along NE 8<sup>th</sup>
- Freeway & arterials act as barriers
- Uninviting pedestrian experience
- Residential uses at Lake Bellevue & east of 120<sup>th</sup> Ave NE
- Fragile or degraded condition of Lake Bellevue & Sturtevant Creek
- Some areas around Lake Bellevue are relatively peaceful



# Potential Future Character

## Bel-Red & Wilburton/NE 8<sup>th</sup> Subareas

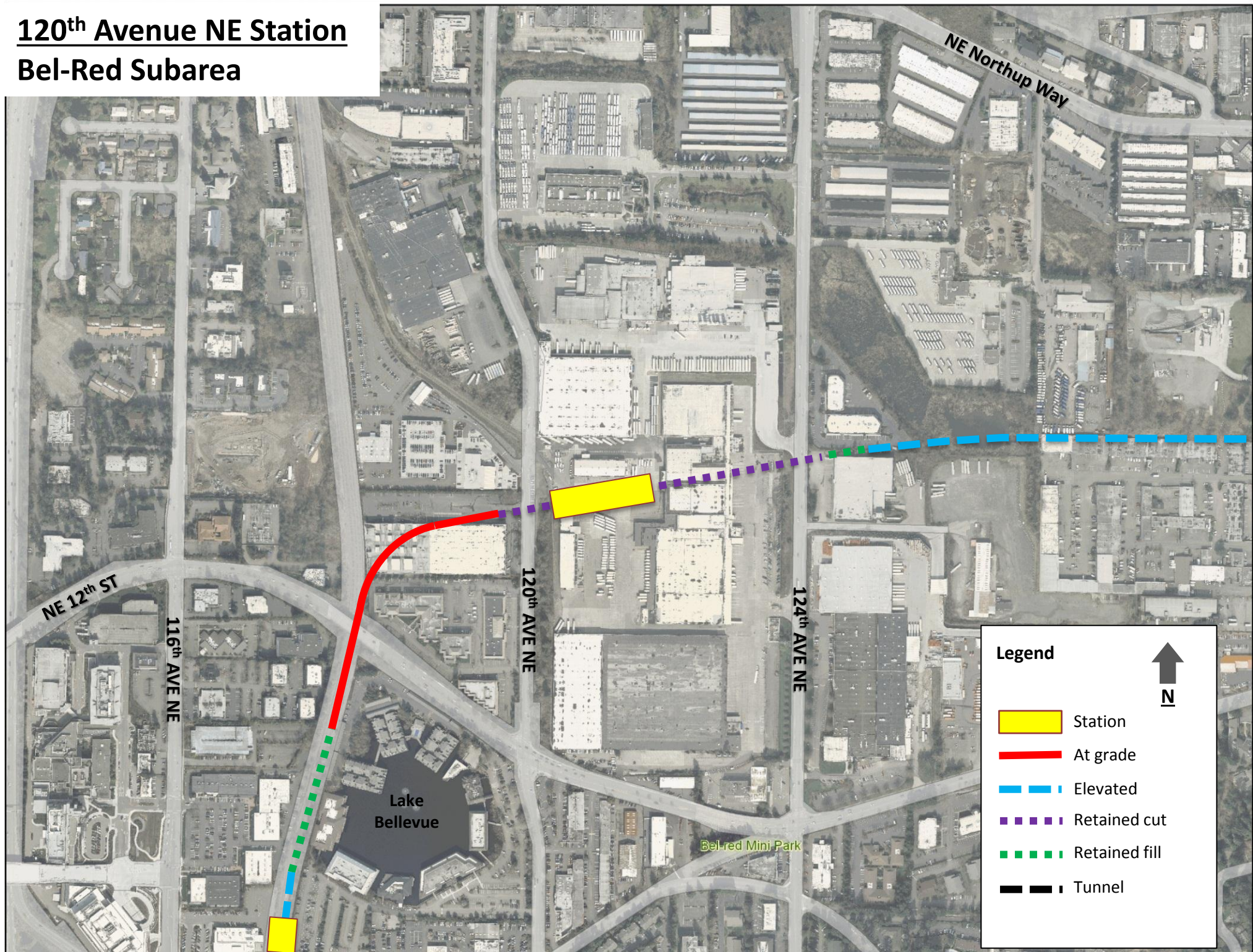
- **Medical Focus:** Opportunity for additional medical along 116<sup>th</sup>
- **Enhancements:** Lake Bellevue, Sturtevant Creek, & trail corridor as amenities; pedestrian accessibility
- **Redevelopment:** Bel-Red (north of NE 8<sup>th</sup>) & Wilburton Village (south of NE 8<sup>th</sup>) as mixed-use
- **Commercial & auto sales:** Some existing uses along NE 8<sup>th</sup> could remain interspersed with new retail & mixed use along NE 8<sup>th</sup> & 116<sup>th</sup> south of NE 8<sup>th</sup>
- **Proximity:** Next to Downtown without higher land costs, gateway to Downtown





# 120<sup>th</sup> Avenue NE Station

## Bel-Red Subarea





# Existing Character

## Bel-Red Subarea

- Prior zoning resulted in light industrial
- Big box & tilt-up concrete development
- Large, flat expanses of concrete & asphalt
- Minimal colors or vegetation
- Auto dependent, designed for larger trucks & busses



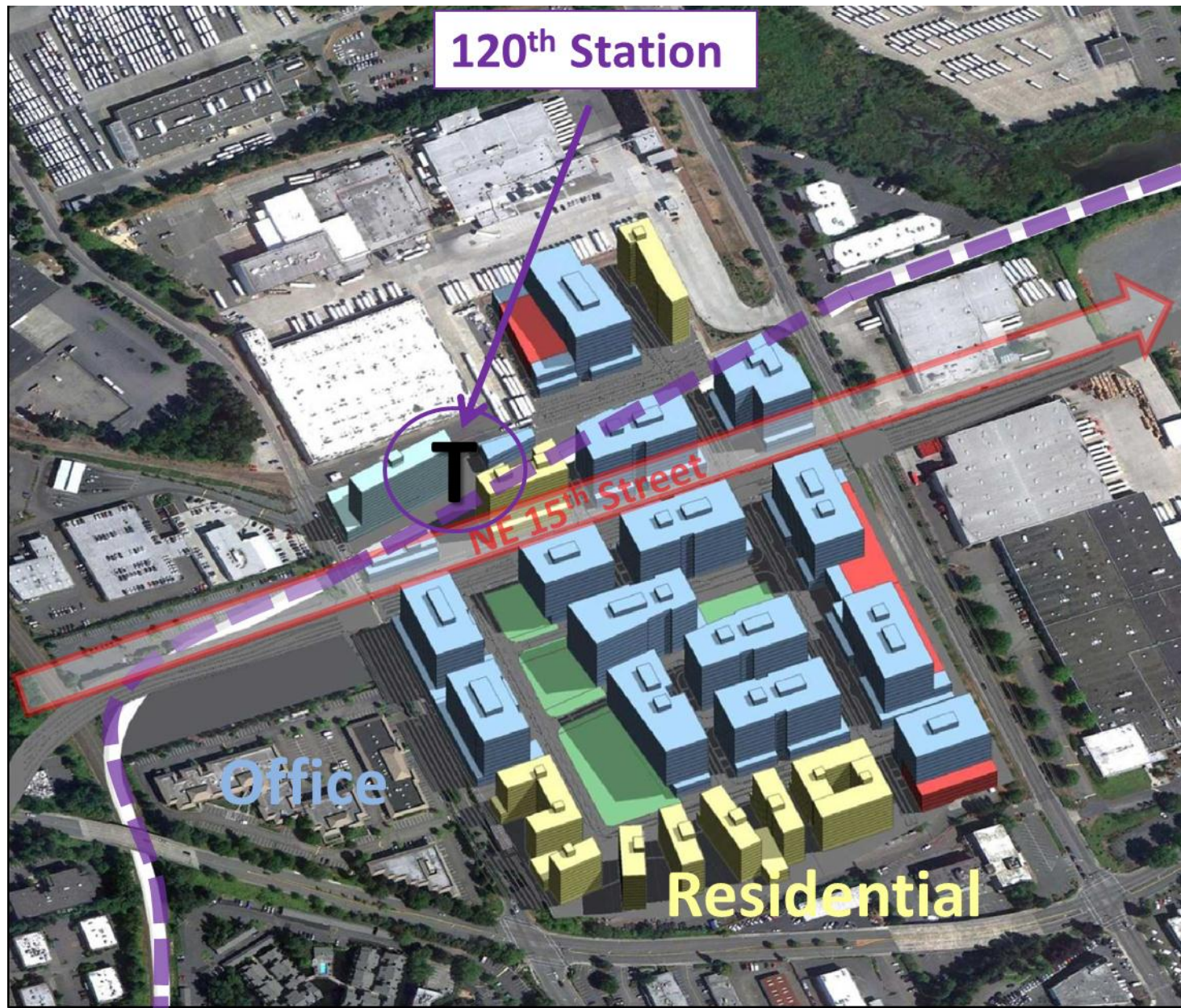
# Future Character

## Bel-Red Subarea

- Zoned for dense, mixed-use, transit-oriented development (TOD) & high-rise (up to 150')
- Approved Spring District Master Plan includes up to 900 residential units & 3 million square feet of office & retail uses
- Within ¼-mile, majority of uses will be office & residential
- Retained cut station



# Spring District Master Plan



SOUTH BELLEVUE

EAST MAIN

DOWNTOWN

HOSPITAL

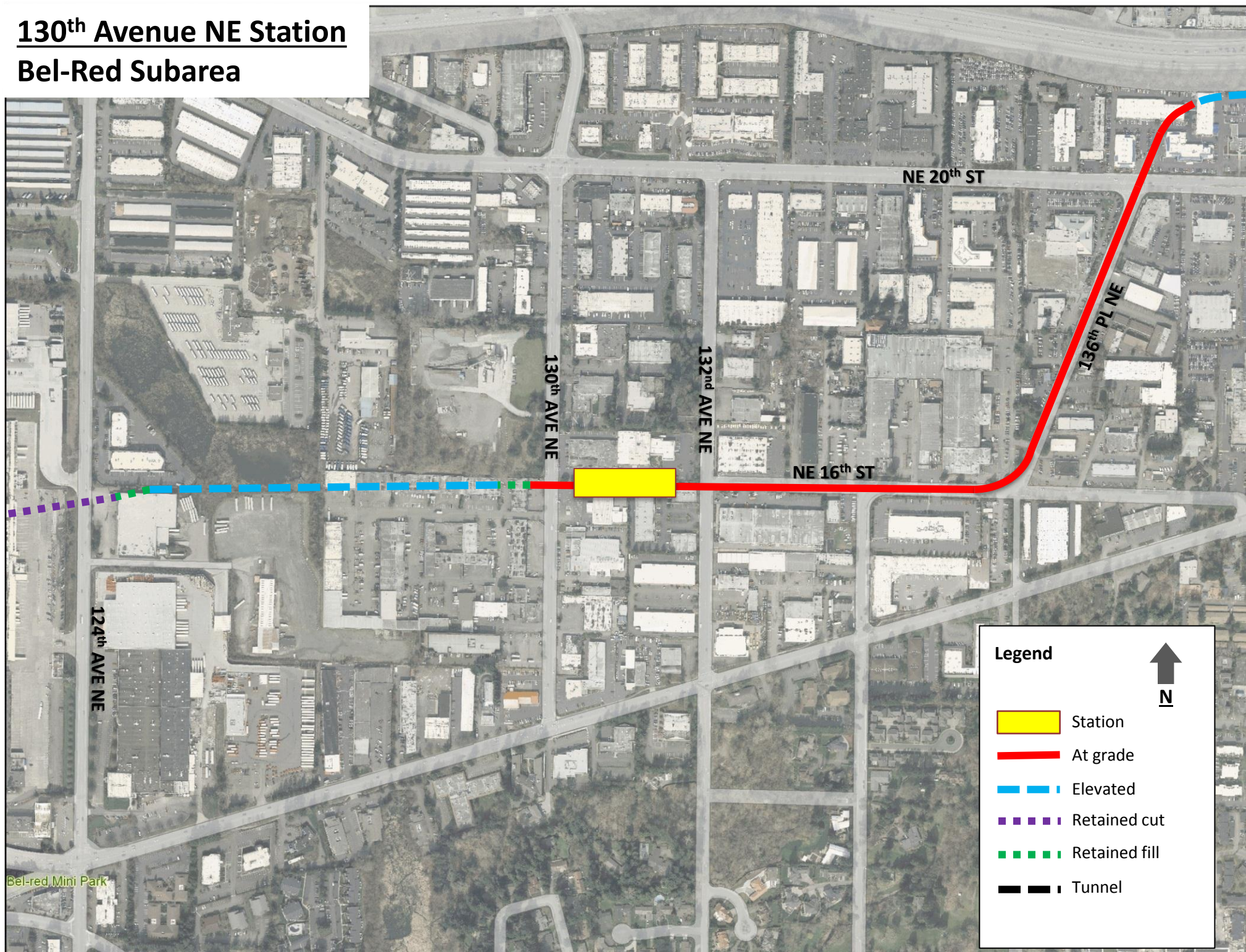
120TH

130TH



# 130<sup>th</sup> Avenue NE Station

## Bel-Red Subarea





# Existing Character

## Bel-Red Subarea

- Batch plant immediately west of station
- Mix of low density commercial uses
- Retail along Bel-Red Road & NE Northrup Way
- Many arts activities present but “hidden”
- Large flat expanses of concrete & asphalt
- Minimal colors or vegetation
- Auto dependent, designed for larger trucks & busses



# Future Character

## Bel-Red Subarea

- Predominantly urban residential neighborhood, active retail street at core (est. 2,350 du by 2030)
- Neighborhood & commuter station w/P&R (ped/transit emphasis)
- Eclectic mix of current & new uses
- Arts District features & activities
- Green & natural development centered around transit
- Daylighted Goff Creek, restored wetlands & public green space





# Design Concept – 130<sup>th</sup> Station



(From 130<sup>th</sup> Ave NE Station Area Plan Report)

# CONTEXT SENSITIVE DESIGN

“TR-75.12. Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community...

1. Incorporating superior urban design, complementary building materials, and public art; &
2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.”

# DEFINITION

“Context sensitive design...should take into consideration the communities and land uses which the project passes through...[and] seeks to balance the needs of the project with other desirable outcomes, including environmental sustainability, community character, and the creation of vital public places....”



# CONTEXT??



# NEXT STEPS

- Identify additional info needs for setting context
- Dec. 4<sup>th</sup> – tour East Link alignment
- Dec. 18<sup>th</sup> – establish overall context
- Jan. 2014 – Context sensitive design