

WILBURTON COMMERCIAL AREA STUDY

CAC #4

Urban Framework / Preliminary Alternatives

April 6, 2017





AGENDA

Project Timeline

Vision Statement

Urban Design Precedents

Existing Conditions

Zoning

Development

Urban Framework Diagrams

Connectivity

Public Space

Neighborhood Core

Interactive Exercises

Interactive 'Dot' Exercise

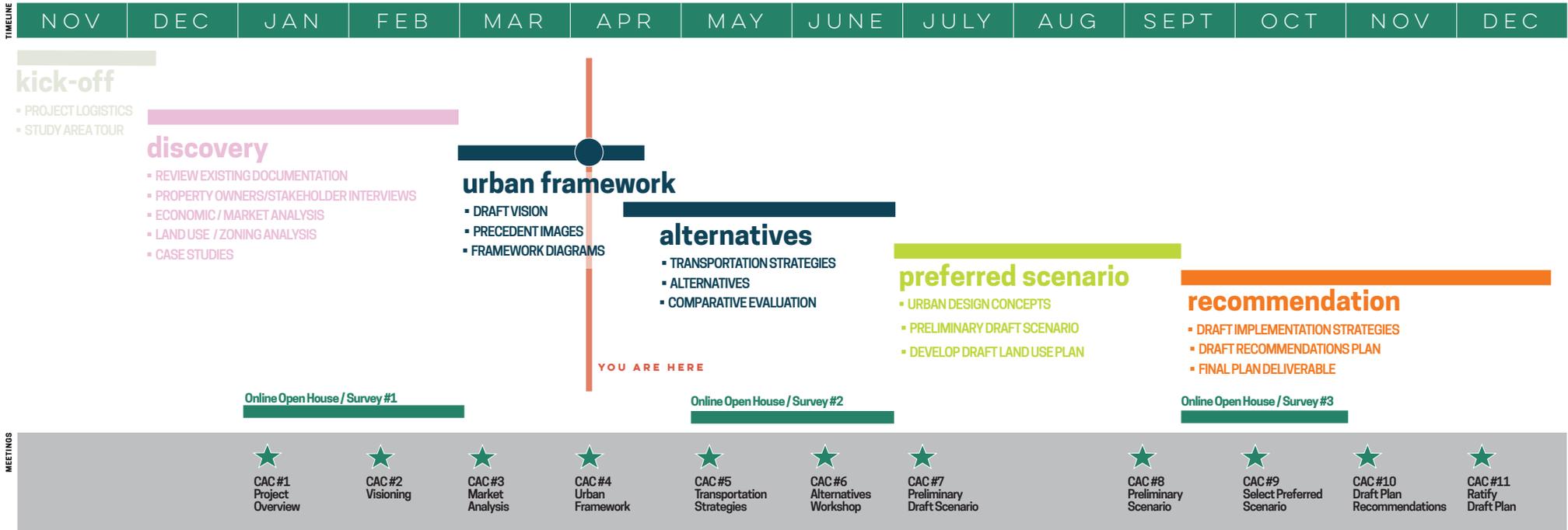
Summary

Drawing Exercise

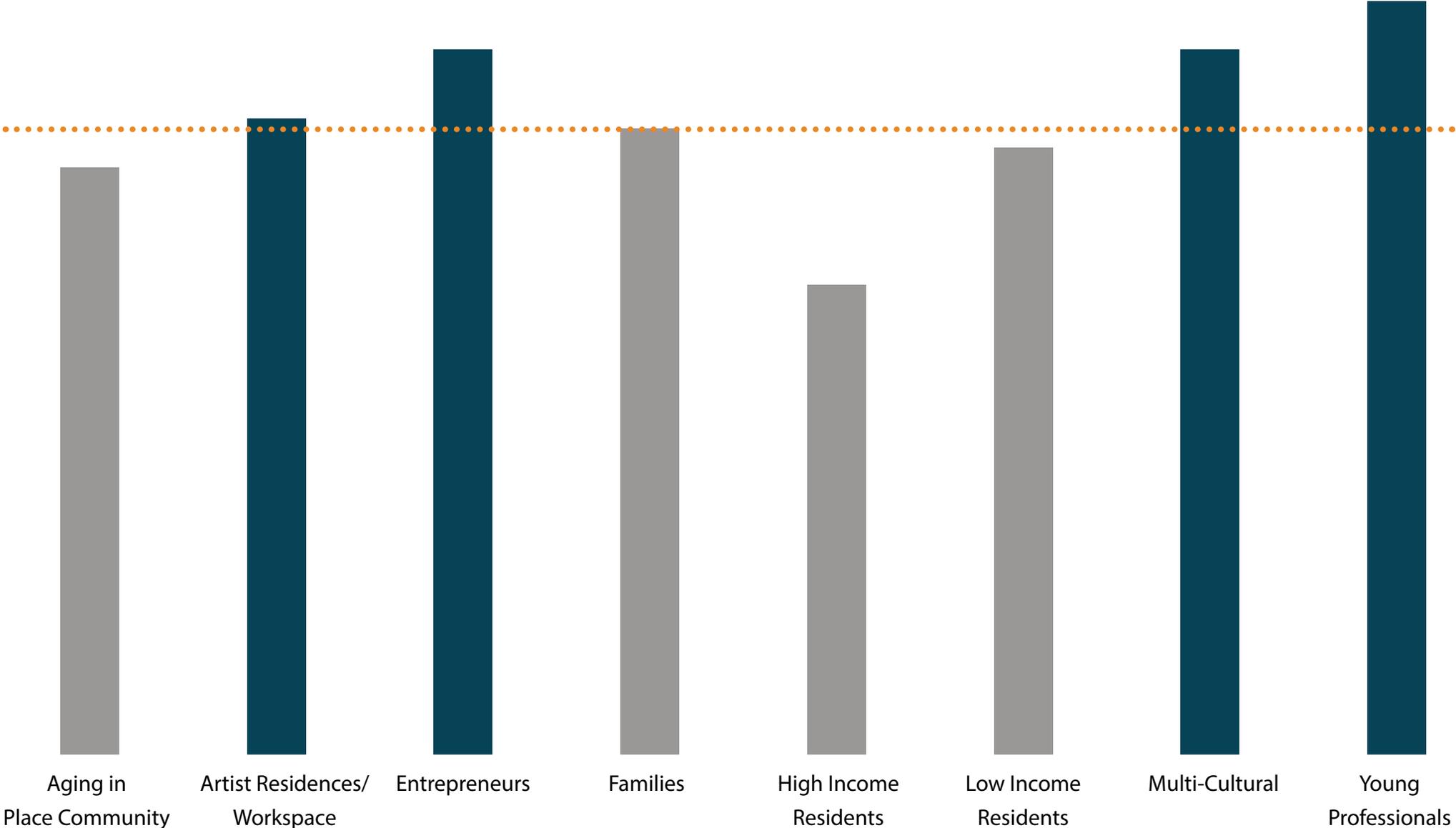
Questions

TIMELINE

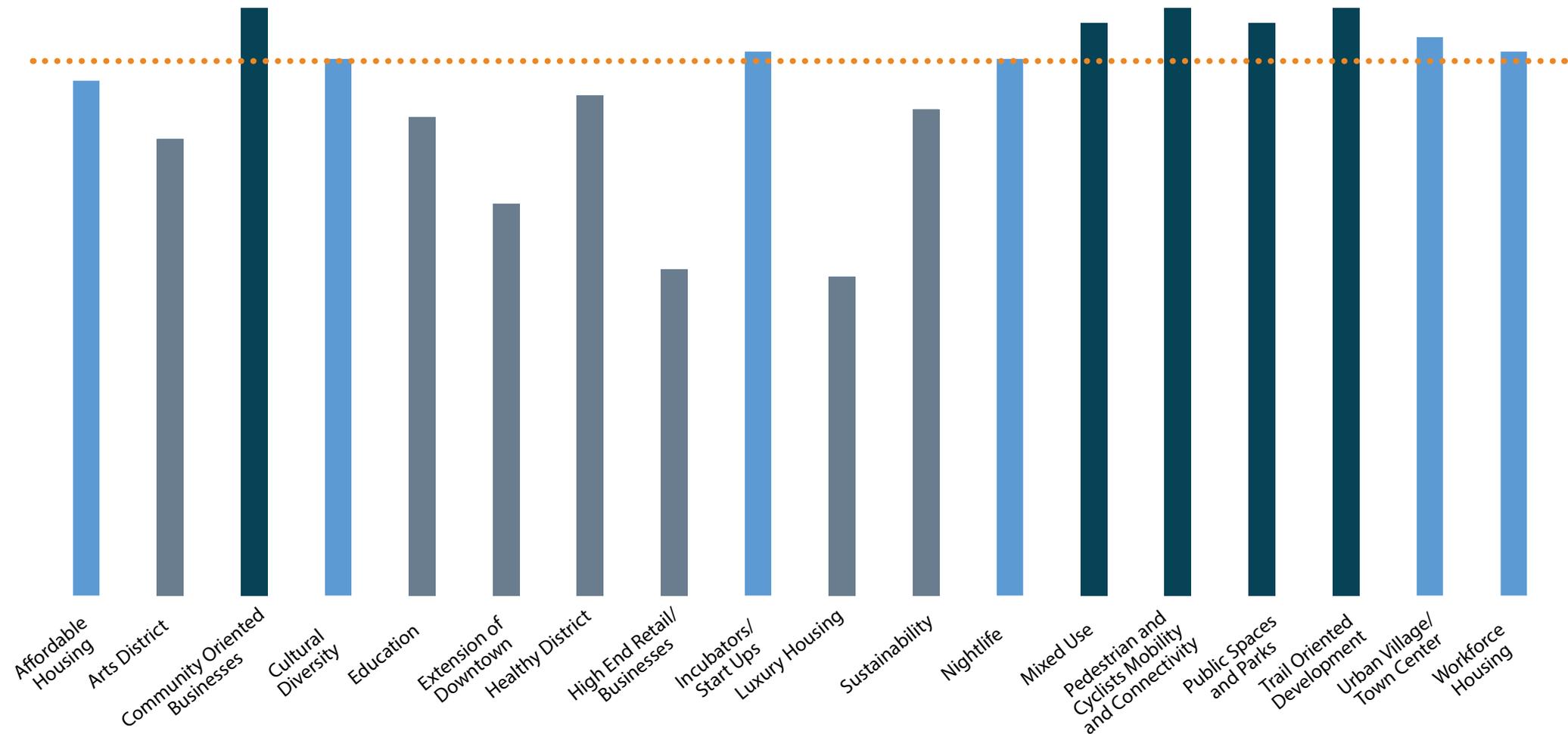
2016 | 2017



Who should the Wilburton Commercial Area serve?



Characters, Uses, and Vision



Draft Vision Statement

The Wilburton Commercial Area is Bellevue's next urban mixed-use community that enhances livability, promotes healthy living, supports economic vitality, and serves the needs of a diverse population. As Bellevue's cultural and innovative hub, it serves as a regional and international destination that connects people and fosters community by leveraging its existing assets to define a unique sense of place and character.

URBAN DESIGN PRECEDENTS



CATEGORIES

- CONNECTIVITY
 - **Activated Alley**
 - **Separated Bike / Pedestrian Path**
 - **Shared Street / Woonerf**
 - **Multi-Modal Boulevard**
 - **Grid**
 - Circulation and Access
 - Streets (Arterials and Collectors)
 - Planned ERC
 - Grand Connection
 - Light Rail Extension
 - Mid-Block Connectors
- SUSTAINABLE INFRASTRUCTURE
 - **Urban Raingarden / Bioswale**
 - **Creek Daylighting**
 - **Eco-district**
 - **Urban Agriculture**
 - Green Streets
 - Stormwater / Water Quality
 - High Performance Buildings
- PUBLIC SPACE
 - **Park / Civic Space**
 - **Neighborhood / Water Oriented Park**
 - **Pocket Park**
 - **Linear Park**
 - Natural Resources
- PLACEMAKING
 - **Gateway / Node**
 - **Edge**
 - **Remnant Urban Space**
 - **Public Art**

PRECEDENTS: CONNECTIVITY

ACTIVATED ALLEY

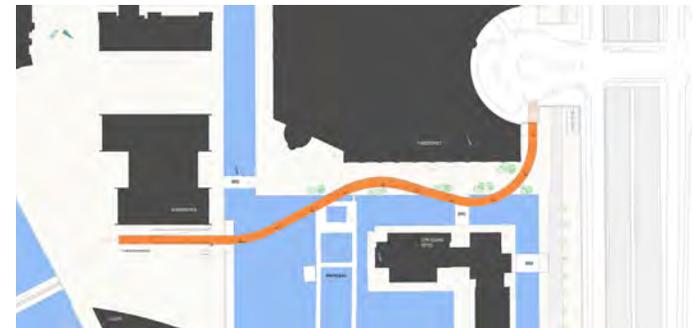
- Provides a safer and unique pedestrian experience which adds vitality and connectivity to a neighborhood
- Allows access for service vehicles during certain periods of the day



BELDEN PLACE, SAN FRANCISCO, CA

SEPARATED BIKE / PEDESTRIAN PATH

- Safe and appealing bike path encourages additional bike and walk trips
- Elevates non-motorized infrastructure in importance



BICYCLE SNAKE, COPENHAGEN, DK

PRECEDENTS: CONNECTIVITY

SHARED STREET / WOONERF

- Flexible space for community events, while still allowing vehicle access
- Design details such as curbsless streets and textured materials encourage slower traffic and pedestrian uses



RIVER STREET, BATAVIA, IL

MULTI-MODAL BOULEVARD

- Protected lane for bicycles encourages bike trips
- Inner lanes move faster for through traffic, while outer lanes allow local access
- Wide sidewalks and planting zones provide a buffer for safe and pleasant pedestrian experience alongside a busy road



AVINGUDA DIAGONAL, BARCELONA, ES

PRECEDENTS: SUSTAINABLE INFRASTRUCTURE

URBAN RAINGARDEN / BIOSWALE

- Filters rainwater using natural systems to reduce pollution and slow stormwater flow into the municipal system
- Buffered planting zone makes for a safer and more pleasant pedestrian experience



SWALE ON YALE, SEATTLE, WA

CREEK DAYLIGHTING

- Daylighting streams helps to manage and filter stormwater
- Creates public greenspace, access to a natural system in an urban center

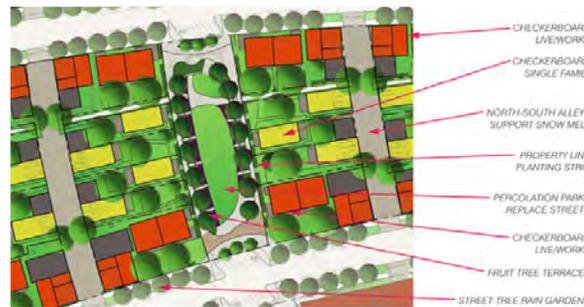


CHEONGGYEcheon, SEOUL, SOUTH KOREA

PRECEDENTS: SUSTAINABLE INFRASTRUCTURE

ECODISTRICT

- Naturally powered using solar and ground source energy for homes and cars
- Community gardens foster both healthful living and a connected community
- Mixed-use neighborhoods reduce need for car travel
- Integrated stormwater management (permeable pavement, bioswales along streetscapes, “percolation parks”)



GEOS NET-ZERO NEIGHBORHOOD, ARVADA, CO

URBAN AGRICULTURE

- Can provide access to fresh produce in urban food deserts
- Learning opportunity for community, children



ROOFTOP HAVEN FOR URBAN AGRICULTURE, CHICAGO, IL

PRECEDENTS: PUBLIC SPACE

URBAN PARK / CIVIC CENTER

- Iconic urban park that helps to define neighborhood character
- Amenities such as playground, garden, dog park provide a space for a diverse community
- Central gathering space that can be used for community events



MARY BARTLEME PARK, CHICAGO, IL

NEIGHBORHOOD / WATER-ORIENTED

- Larger park oriented around natural water systems



GREENLAKE PARK, SEATTLE, WA

PRECEDENTS: PUBLIC SPACE

POCKET PARK

- Small refuge space in an urban environment
- Can be a plaza, play park, garden, etc
- Several small / pocket parks throughout neighborhood help to break up the urban experience



PALEY PARK, NEW YORK, NY

LINEAR PARK

- Provides active and passive recreational space within a minimal footprint
- Can serve as a primary connection for pedestrians



SAGRERA LINEAR PARK, BARCELONA, ES

PRECEDENTS: PLACEMAKING

GATEWAY / NODE

- Gateways help to define neighborhood character, and act as an element in wayfinding programs
- Nodes occur at the intersection of paths and are sites of activity, attracting people to both stay in and move through space



NEIGHBORHOOD GATEWAYS, SAN DIEGO, CA | UNIVERSITY STREET PAVEMENT PARK, SEATTLE, WA

EDGE

- Unavoidable edges (such as freeways) can be an opportunity for public art, neighborhood definition



UNIVERSITY OF WASHINGTON, SEATTLE, WA | WEST GALER STREET FLY OVER AT ELLIOTT WAY (DNA WAVE PATTERN), SEATTLE, WA

PRECEDENTS: PLACEMAKING

REMNANT URBAN SPACE

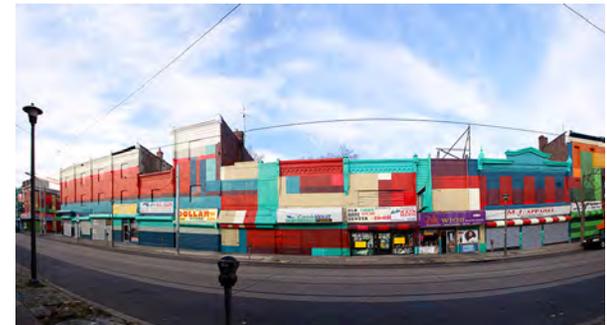
- Areas left undeveloped or undevelopable around major infrastructure can be an opportunity to create public space



PROJECT UNDERWAY, ROCKAWAY, NY

PUBLIC ART

- Help to define neighborhood character and connect to local community/culture by engaging local artists
- Enliven public space and attract visitors, bringing economic benefit to neighborhood
- Act as a wayfinding tool helping residents and visitors to navigate space



EMBARCADERO, SAN DIEGO, CA | MUSEUMPLEIN, AMSTERDAM, NL | PHILLY PAINTING PROJECT, PHILADELPHIA, PA

EXISTING CONDITIONS



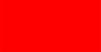
EXISTING CONDITIONS: CURRENT DEVELOPMENT

EXISTING STRUCTURES



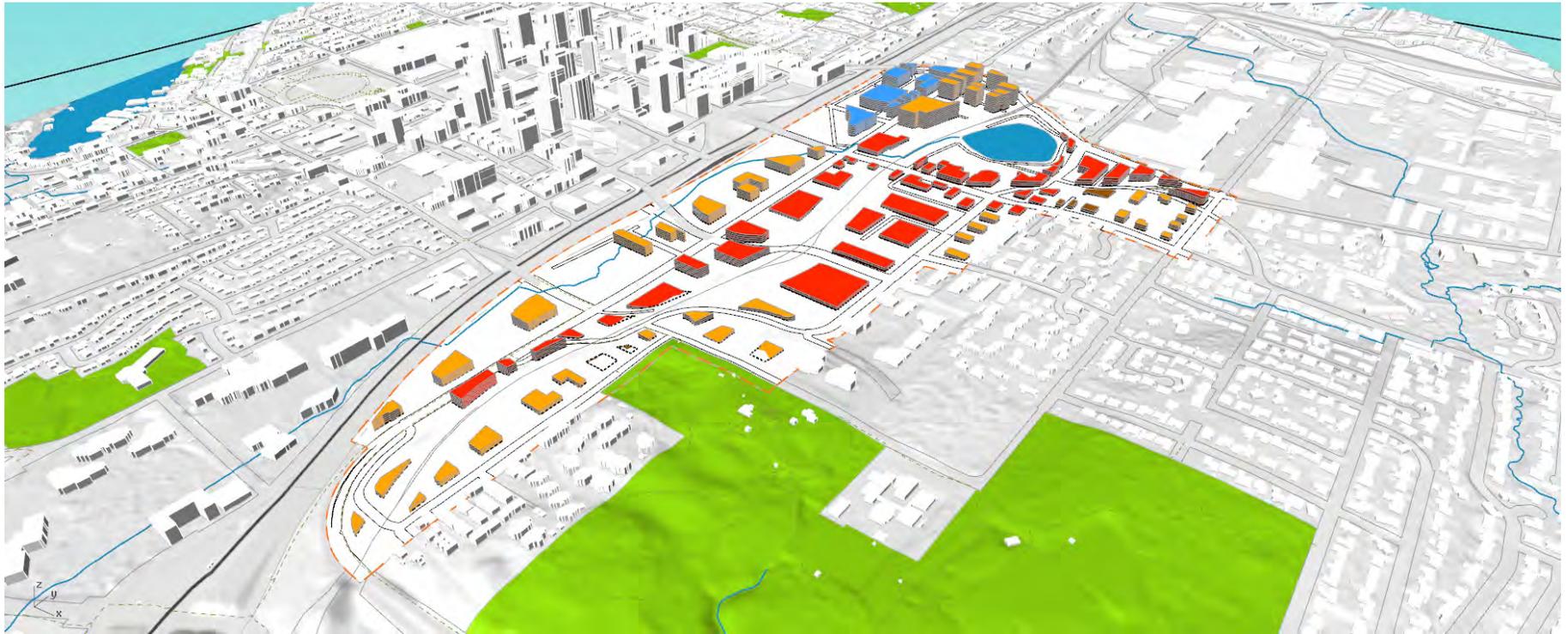
LEGEND

Colors reflect existing zoning, building footprint and massing

	Multi-Family Residential		General Commercial
	Medical Office		Office / Limited Business
	Single Family Residential		

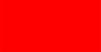
EXISTING CONDITIONS: POSSIBLE DEVELOPMENT

MEDIUM DEVELOPMENT SCENARIO



LEGEND

Colors reflect existing zoning, building footprint and massing

	Multi-Family Residential		General Commercial*
	Medical Office		Office / Limited Business
	Single Family Residential		

FUTURE DEVELOPMENT SCENARIO ASSUMPTIONS

Building Area Coverage
(% of Building Area)
LOW 45% - 61%
MEDIUM 61% - 78%
HIGH 78% - 95%

Existing Zoning
Current Development Criteria

*General Commercial Assumptions

Max. Lot Coverage: n/a
Building Height: 30' max.
Setback: 15' Front
No Side or Rear Setback
Max. Impervious Surface Area: 85%

URBAN FRAMEWORK DIAGRAMS



URBAN FRAMEWORK DIAGRAMS

- **CONNECTIVITY**

Connectivity is recognized as a primary influencer for the future of the Wilburton Commercial Area.

- **PUBLIC SPACE**

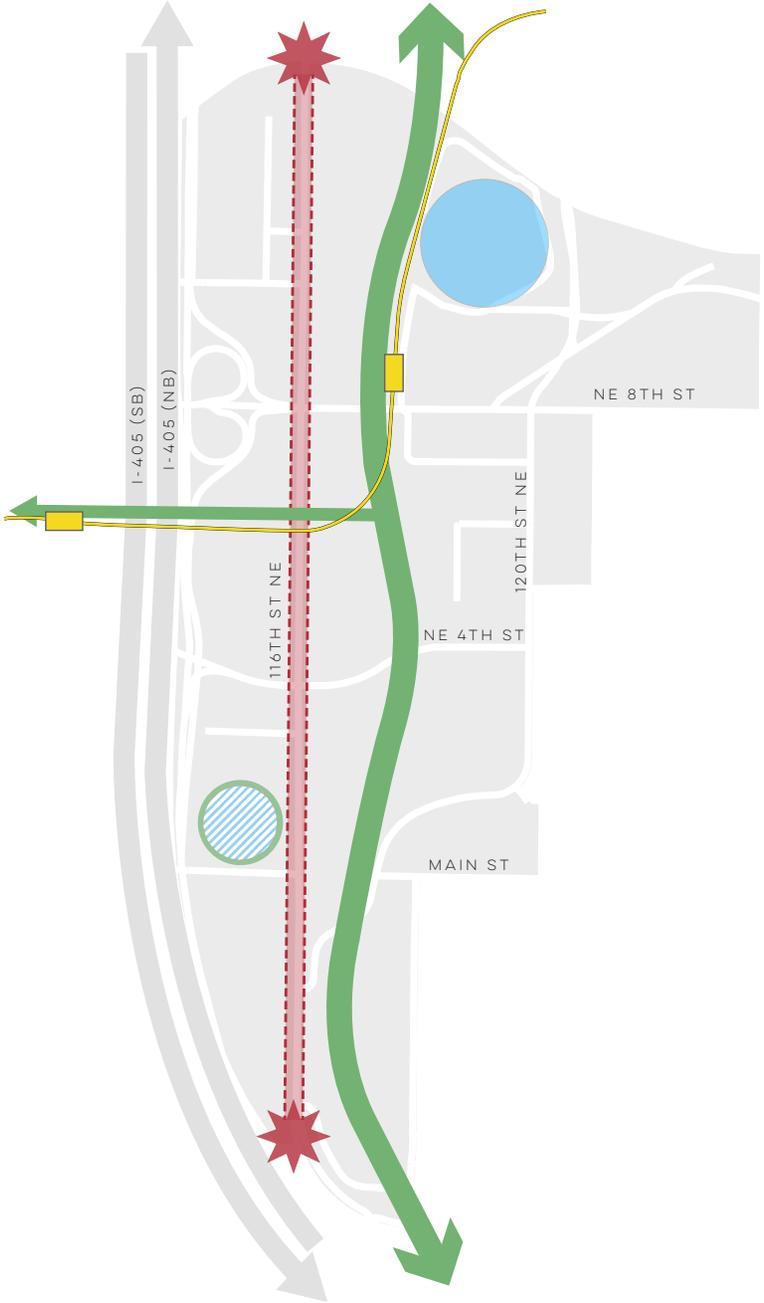
Each of the following diagrams assumes the future Grand Connection and Eastside Rail Corridor (ERC) will be implemented as a public space.

- **NEIGHBORHOOD CORE**

The future Wilburton Commercial Area likely will include a greater mix of uses and a range of building typologies/forms. The areas with the highest intensity (mix of uses and density) is referred to as the 'neighborhood core.'

CONNECTIVITY

OPTION A: DOUBLE SPINE



MULTI-MODAL BOULEVARD



LINEAR PARK AS PUBLIC AMENITY



CONNECTIVITY

OPTION A: DOUBLE SPINE

BENEFITS

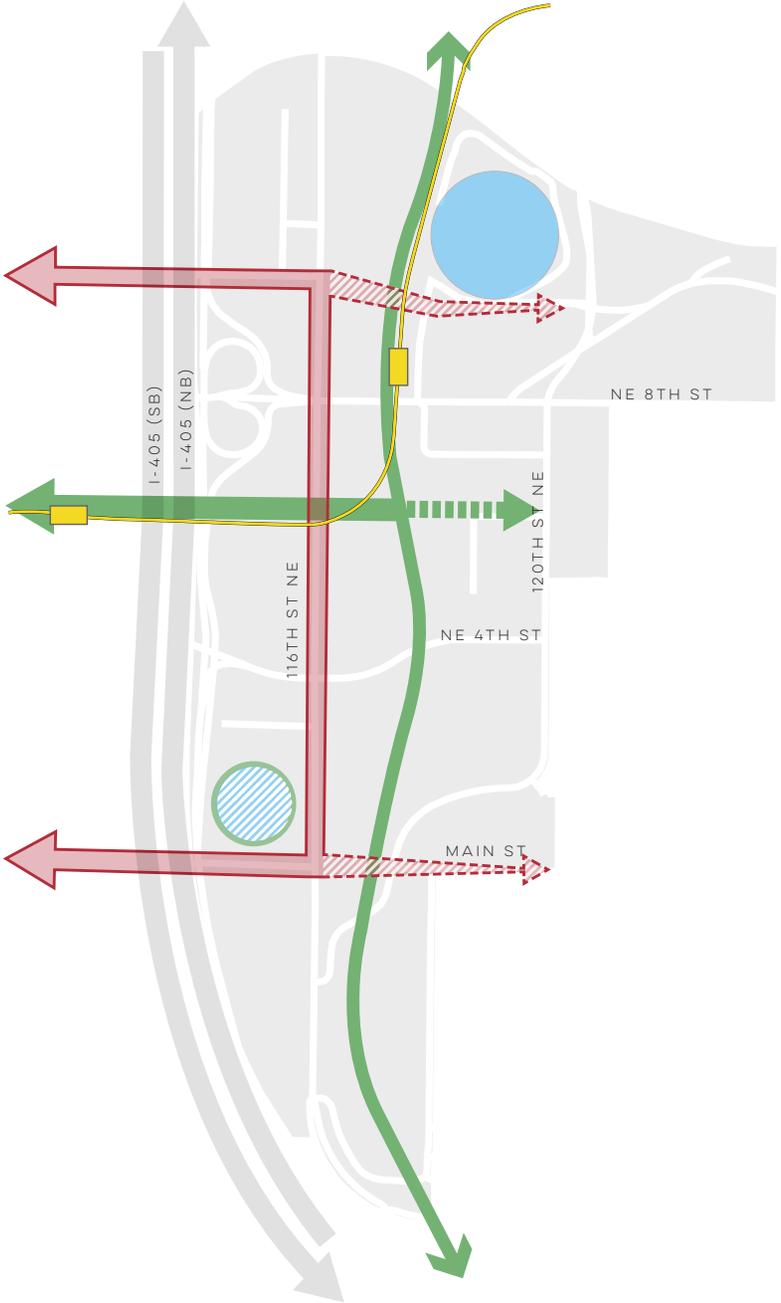
- 116th St. and the ERC are primary multi-modal corridors
- 116th St. serves as major boulevard 'grand street' feature
- Gateway opportunities on 116th St.

LIMITATIONS

- Maintains current connections to the neighborhoods to the east (no significant changes)

CONNECTIVITY

OPTION B: EAST-WEST CONNECTION



SEPARATED BIKE / PEDESTRIAN FACILITY



CYCLE TRACK INTEGRATED WITHIN EXISTING STREET RIGHT-OF-WAY

CONNECTIVITY

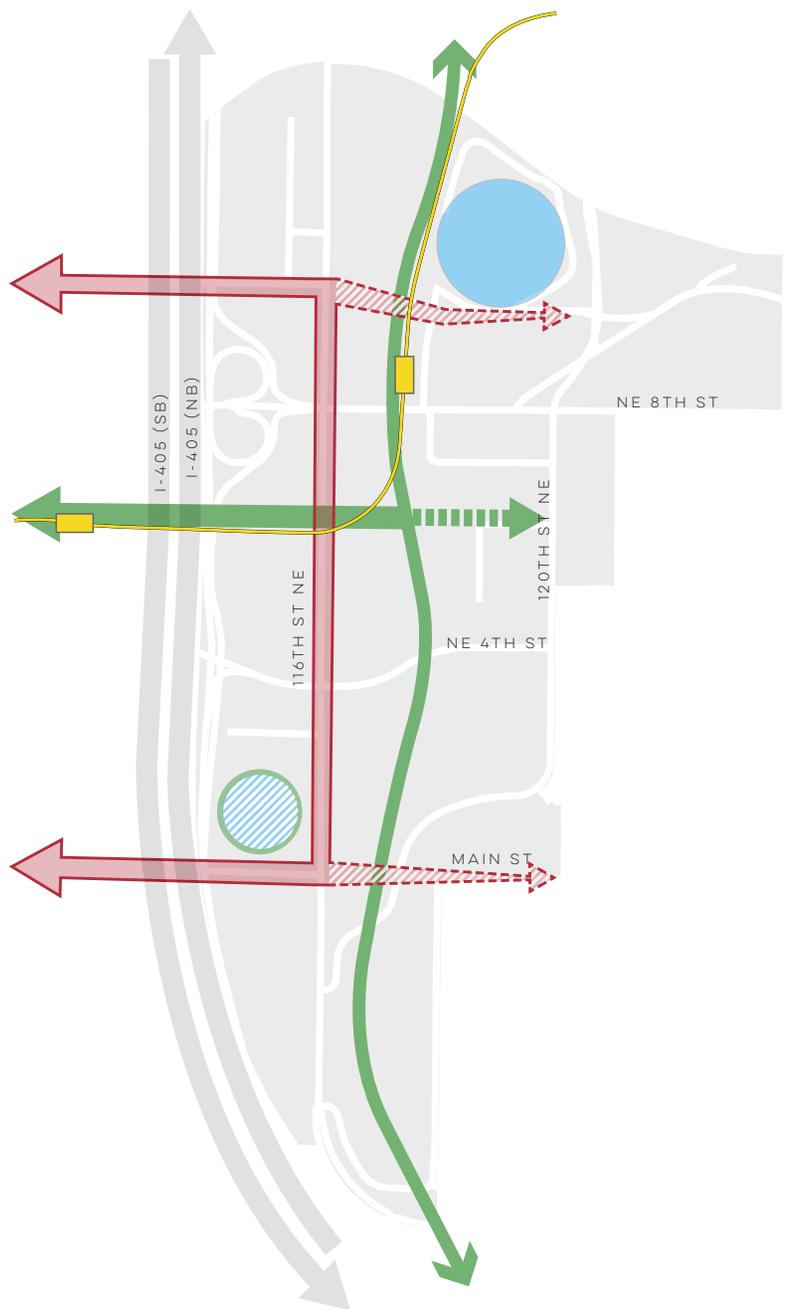
OPTION B: EAST-WEST CONNECTION

BENEFITS

- Grand Connection, Main, 10th and 116th St. improved as multi-modal corridors with strong pedestrian connections to and from downtown
- Continues pedestrian connections to the east
- Provides direct connection to the ERC

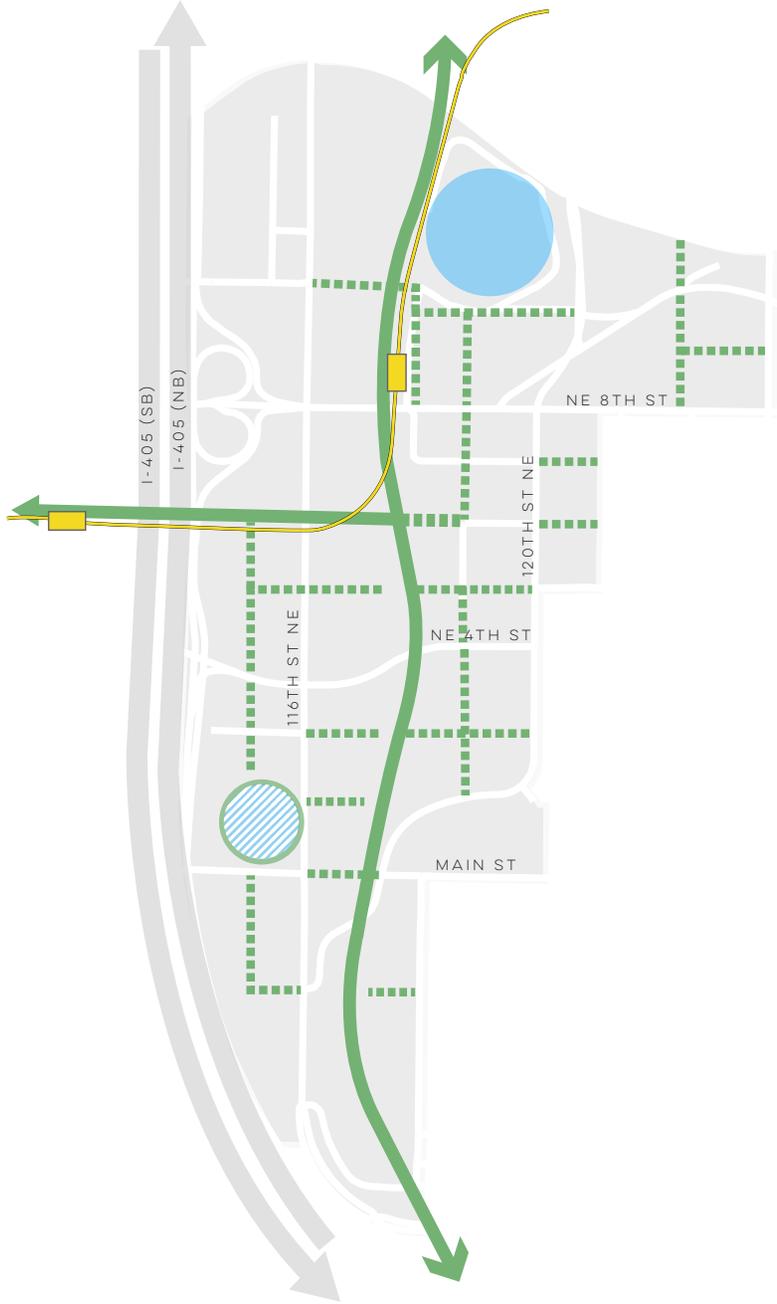
LIMITATIONS

- New connections may require access easements



CONNECTIVITY

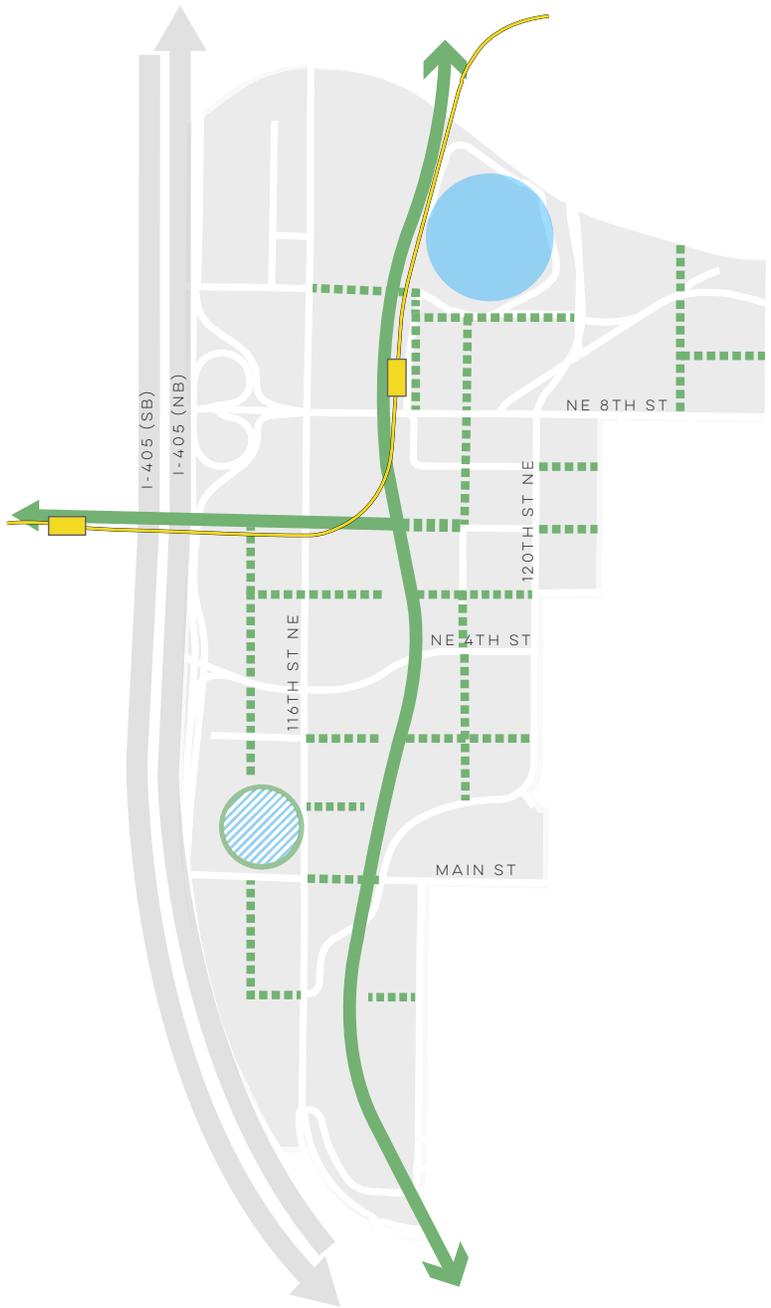
OPTION C: INTERNAL BLOCK CONNECTIONS



ALLEYWAY CONVERSION



FLEXIBLE STREET DESIGN ENCOURAGING ACTIVE USES



CONNECTIVITY

OPTION C: INTERNAL BLOCK CONNECTIONS

BENEFITS

- New streets & pedestrian connections (public / private) developed throughout
- New smaller blocks enhance pedestrian realm
- Connections could include active alleyways, streets, 'woonerfs' or other pedestrian / bicycle connections

LIMITATIONS

- May impact maximization of development areas for parcels

PUBLIC SPACE

OPTION A: GRAND CONNECTION LID



FREEWAY, DALLAS, TX (BEFORE)



KLYDE WARREN PARK (LIDS OVER FREEWAY ABOVE)



PUBLIC SPACE

OPTION A: GRAND CONNECTION LID

BENEFITS

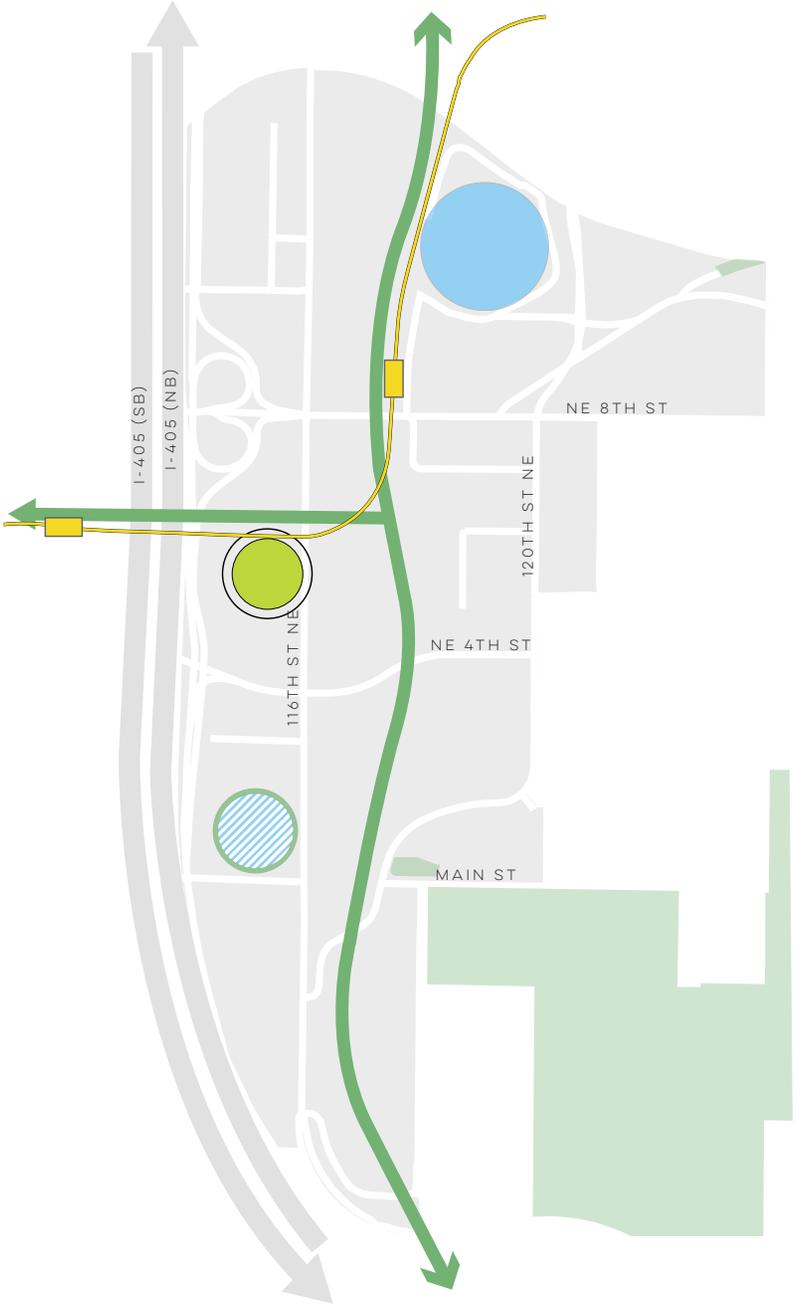
- Strengthens connection to downtown
- Maximizes development land in study area
- Recognizes need to connect Grand Connection with ERC
- Serves as major public park space 'bookend' in downtown Bellevue

LIMITATIONS

- Civic space located outside study area
- Lid concept cost
- Walk distance to the park from neighborhoods to the east

PUBLIC SPACE

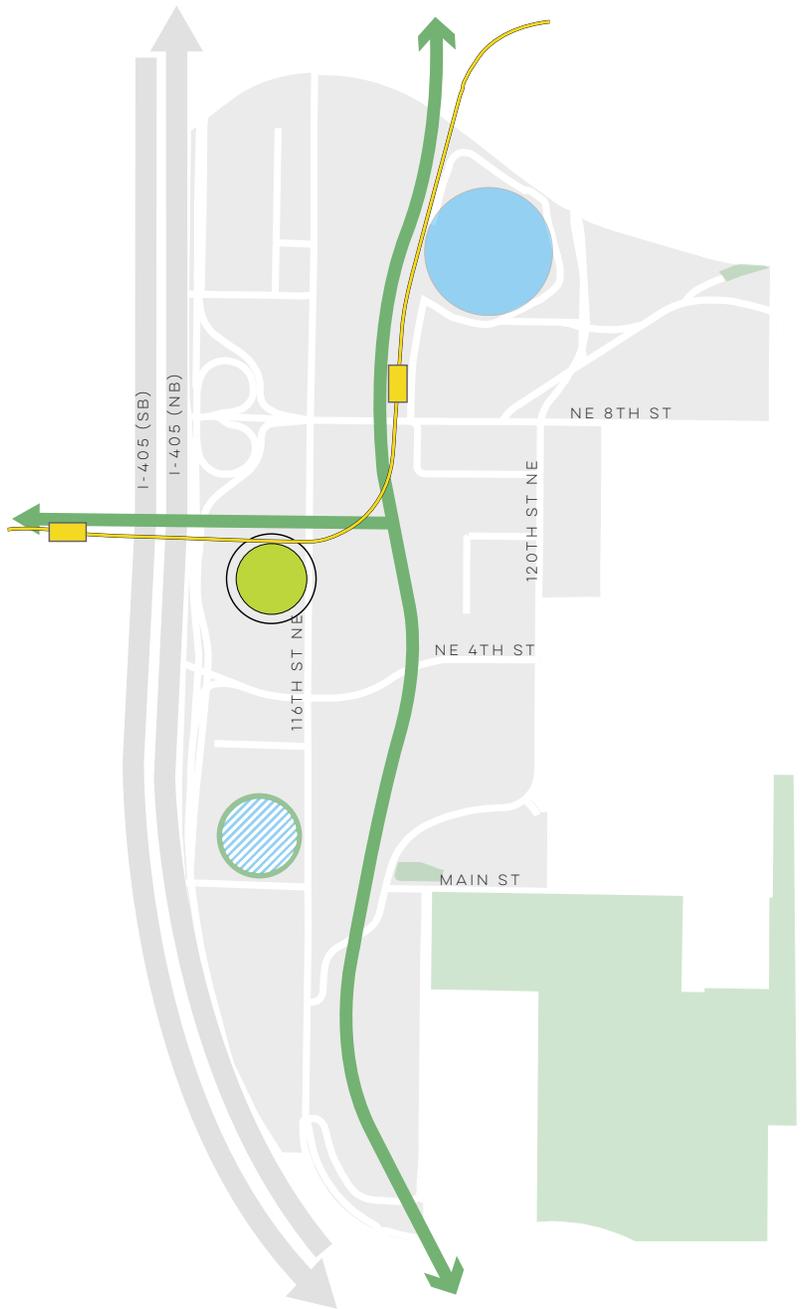
OPTION B: CIVIC CENTER



CIVIC PARK DESIGN



DOWNTOWN PHOENIX ASU CAMPUS / CIVIC PARK



PUBLIC SPACE

OPTION B: CIVIC CENTER

BENEFITS

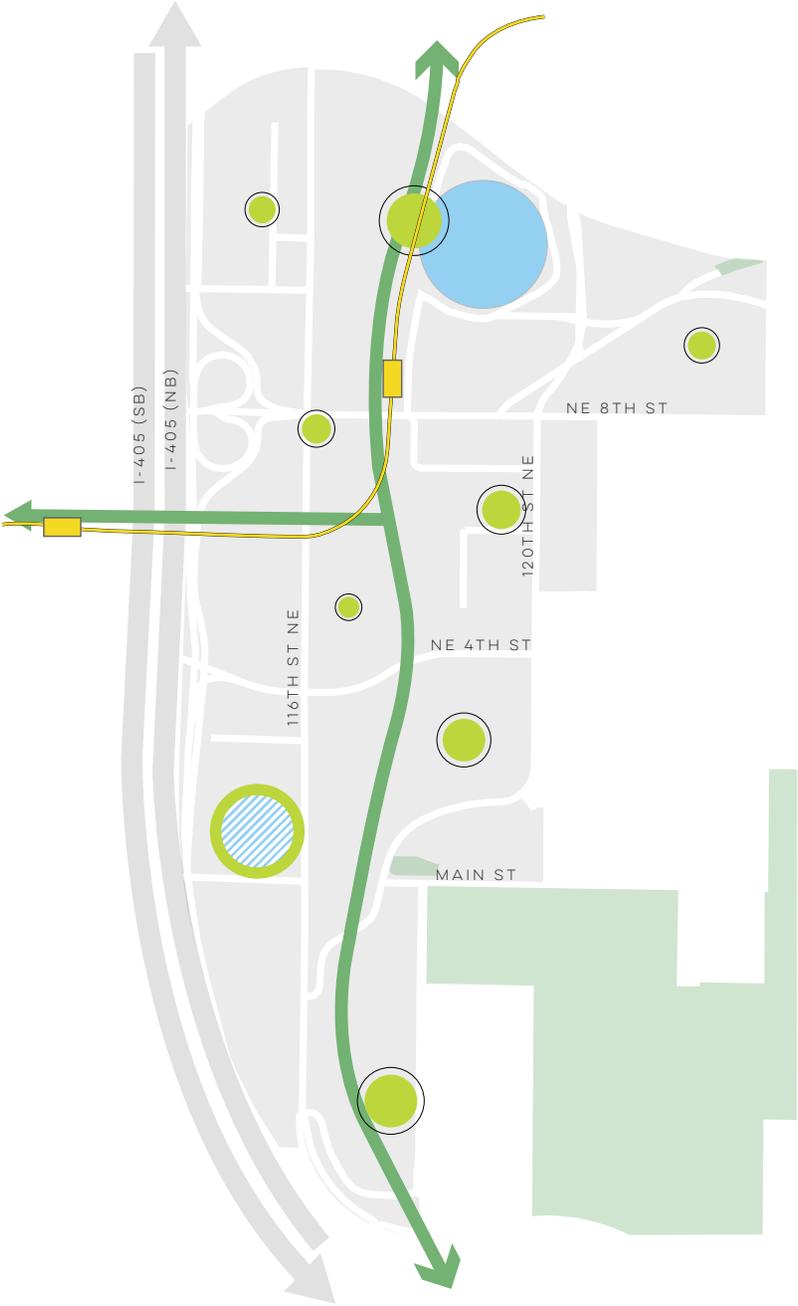
- Leverages city & private property to create new civic space
- Establishes a central placemaking feature
- Civic park space is at the physical core of the study area
- Potential to increase land values of adjacent properties
- Serves as major public park space 'bookend' in downtown Bellevue

LIMITATIONS

- Focuses open space opportunity in one single location
- Land cost to create civic park space

PUBLIC SPACE

OPTION C: NEIGHBORHOOD GREEN



CHILDREN PLAY AREA AT NEIGHBORHOOD PARK



URBAN POCKET PARK

PUBLIC SPACE

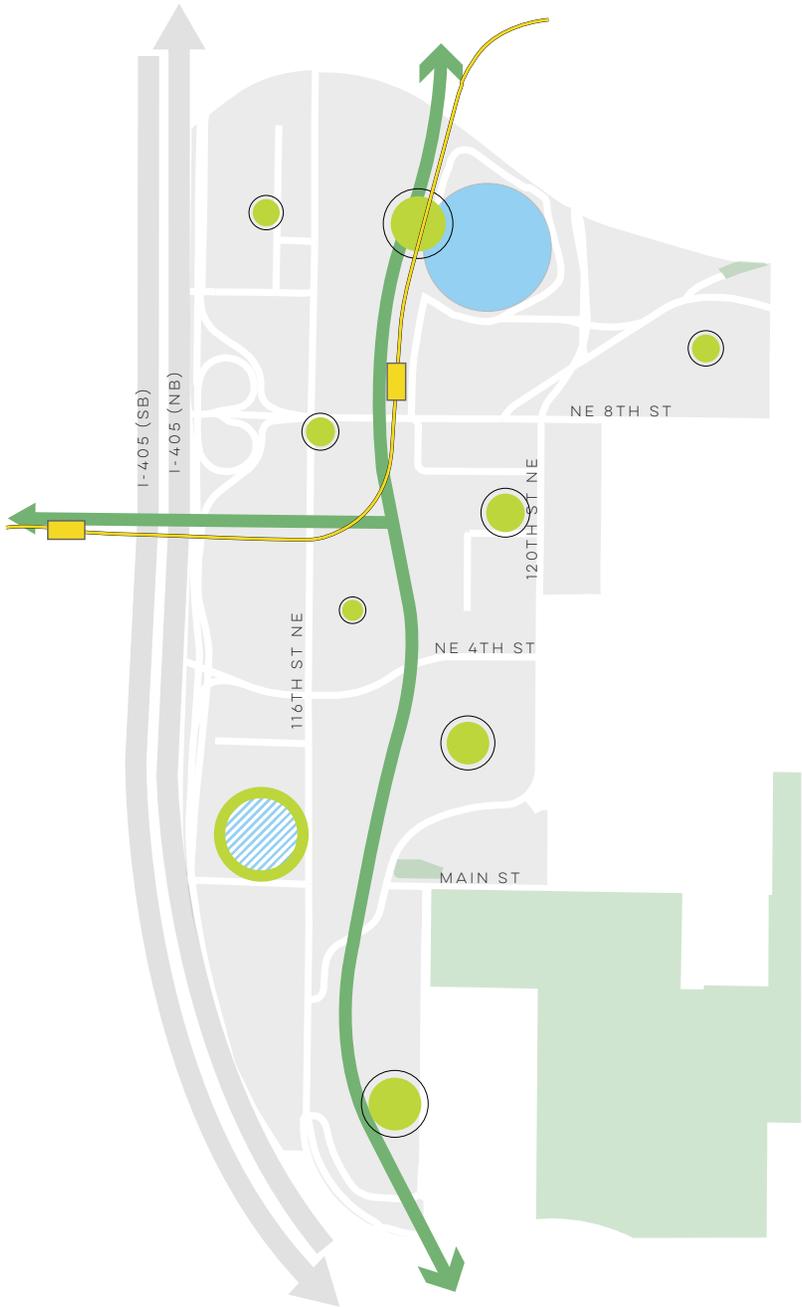
OPTION C: NEIGHBORHOOD GREEN

BENEFITS

- Provides multiple park / open spaces throughout study area
- Provides different types of space: pocket parks, plazas, neighborhood parks, nature parks, etc
- Shortens distance between public spaces (LEED-ND Requirement)
- Opportunity to link individual parks to sub-areas

LIMITATIONS

- No clear central park feature



PUBLIC SPACE

OPTION D: ERC Linear Park



HIGHLINE PARK, NYC



CONVERTED EASEMENT AS PARK AMENITY

PUBLIC SPACE

OPTION D: ERC LINEAR PARK

BENEFITS

- Maximizes the ERC as open space
- Multiple park spaces (nodes) connect to trail
- Linear park encourages walk and bike trips
- Adjacent uses have opportunity to activate public spaces

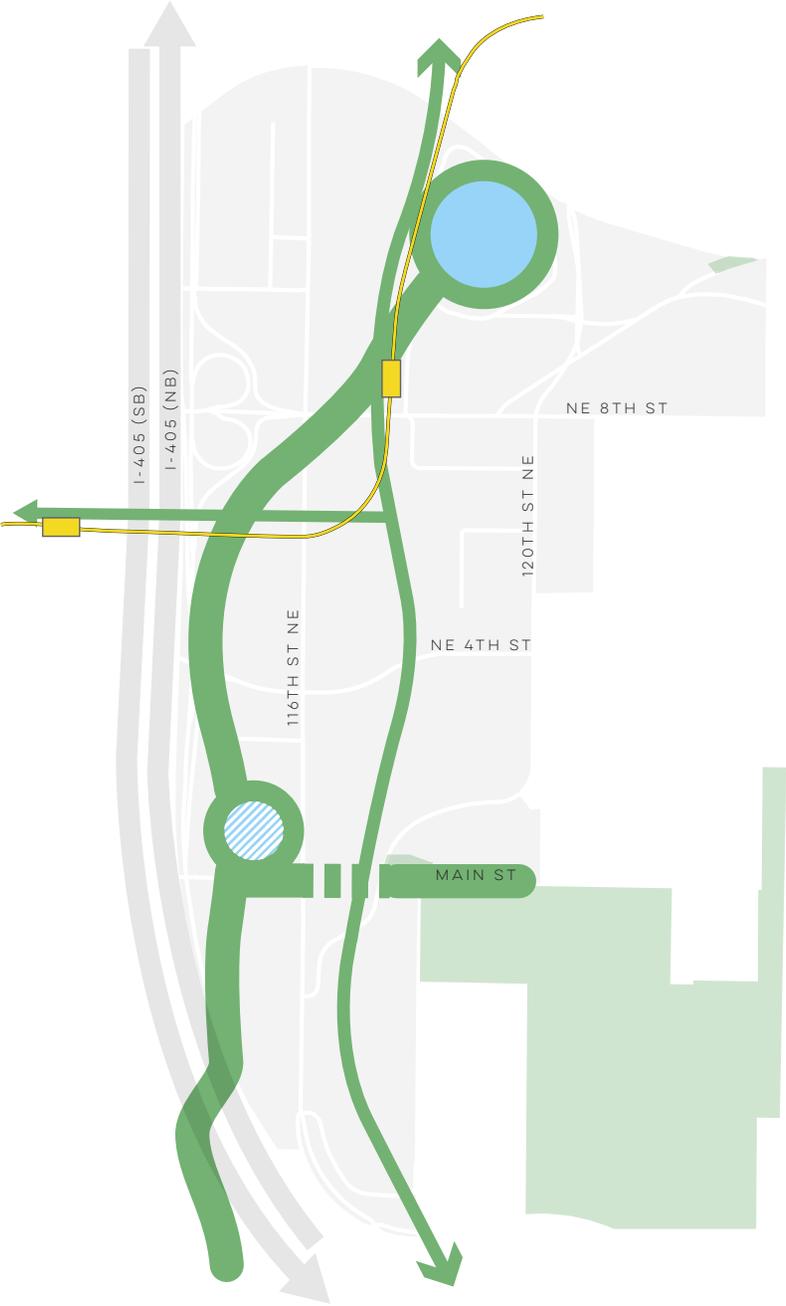
LIMITATIONS

- Benefits primarily properties adjacent to ERC
- May require new public use easements



PUBLIC SPACE

OPTION E: NATURAL SYSTEMS



DAYLIGHTED CREEK



URBAN LAKE PARK

PUBLIC SPACE

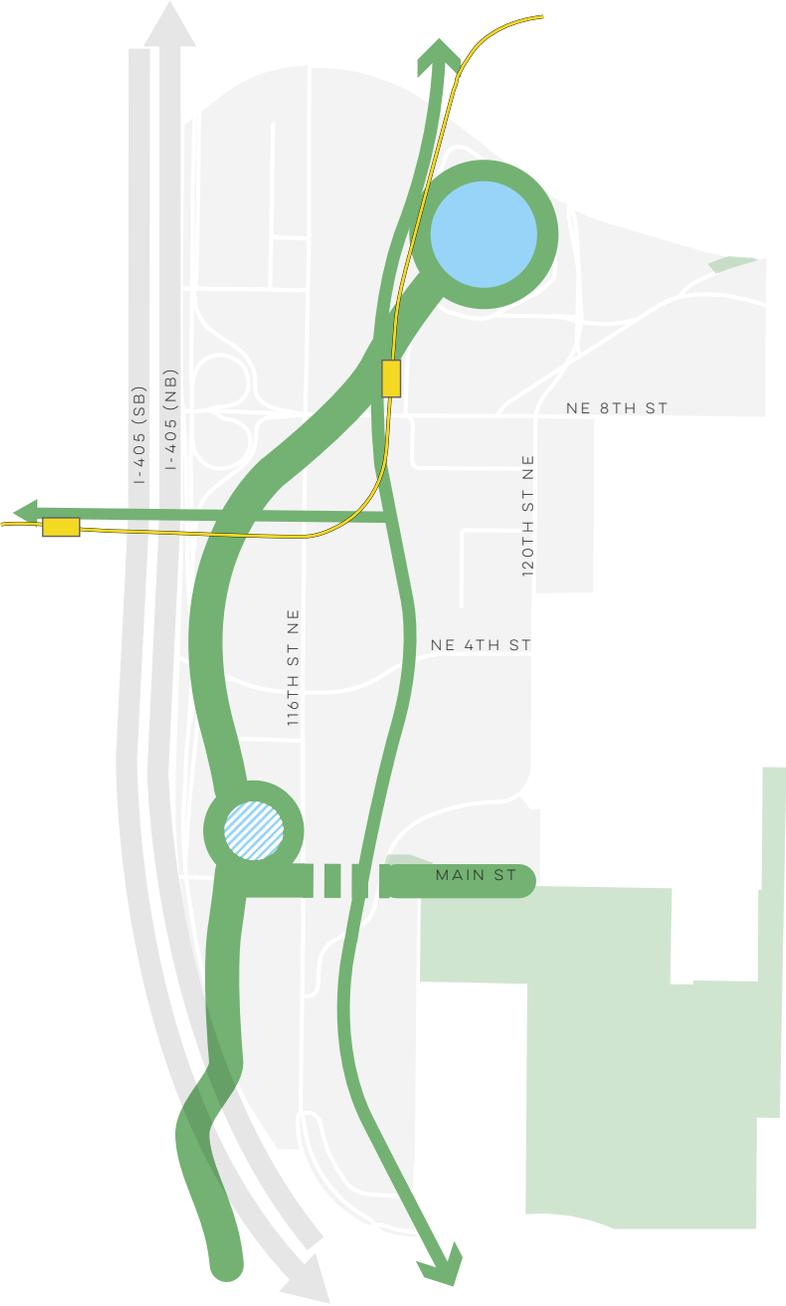
OPTION E: NATURAL SYSTEMS

BENEFITS

- Celebrates existing natural elements
- Opportunities for sustainable best practice design
- Creates smaller loop walks

LIMITATIONS

- Land ownership around Lake Bellevue
- Public cost to redesign Lake Bellevue and stormwater systems

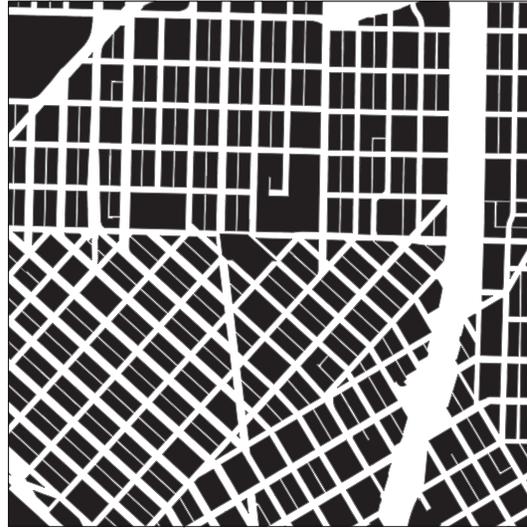


NEIGHBORHOOD CORE: BLOCK AND PARCEL SIZE

San Francisco



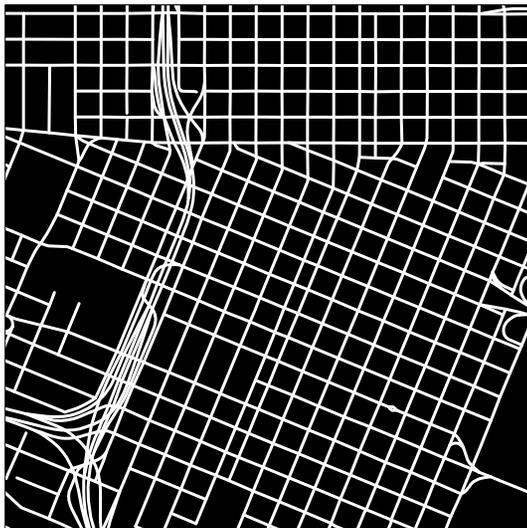
Seattle



Downtown Bellevue



Portland



Wilburton



*Showing 1 square mile for each example

NEIGHBORHOOD CORE: TRANSECT

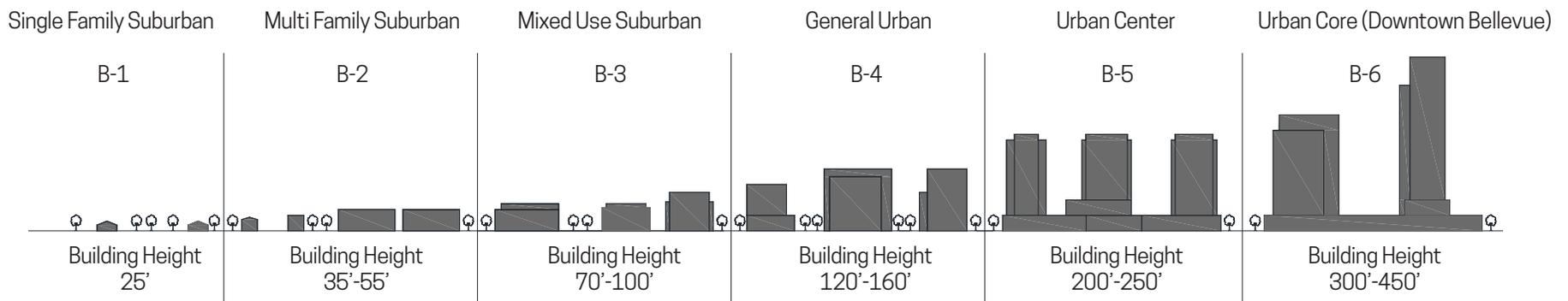
BELLEVUE URBAN TRANSECT



The future Wilburton Commercial Area likely will include a greater mix of uses and a range of building typologies/forms.

The neighborhood core area reflects the:

- highest intensity (mix of uses)
- density
- tallest structures.



NEIGHBORHOOD CORE

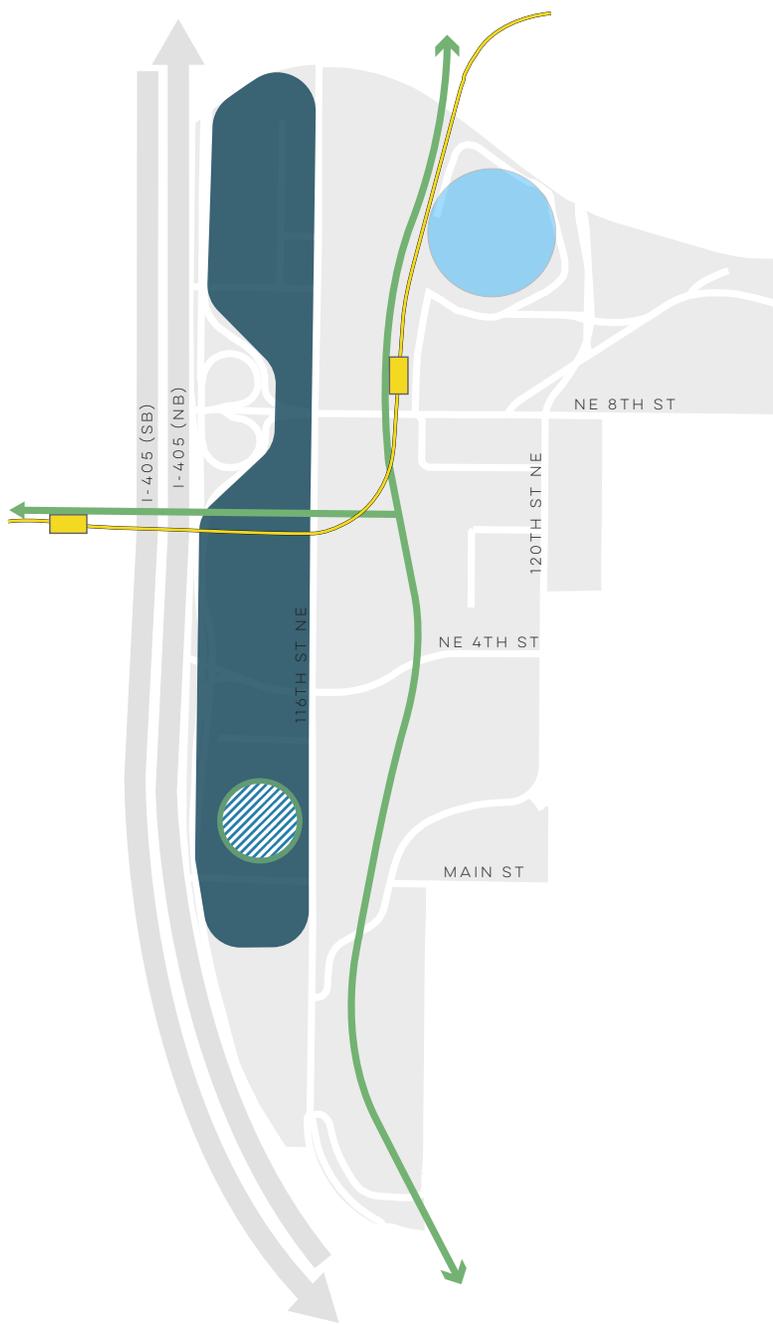
OPTION A: NORTH / SOUTH CORE

BENEFITS

- Significant buffer from single-family neighborhood to the east
- Establishes a linear core along I-405
- Allows transitional density to step down to the ERC corridor

LIMITATIONS

- Smallest urban core footprint
- Includes health care campus (may not apply)
- Development at wetland area is problematic



NEIGHBORHOOD CORE

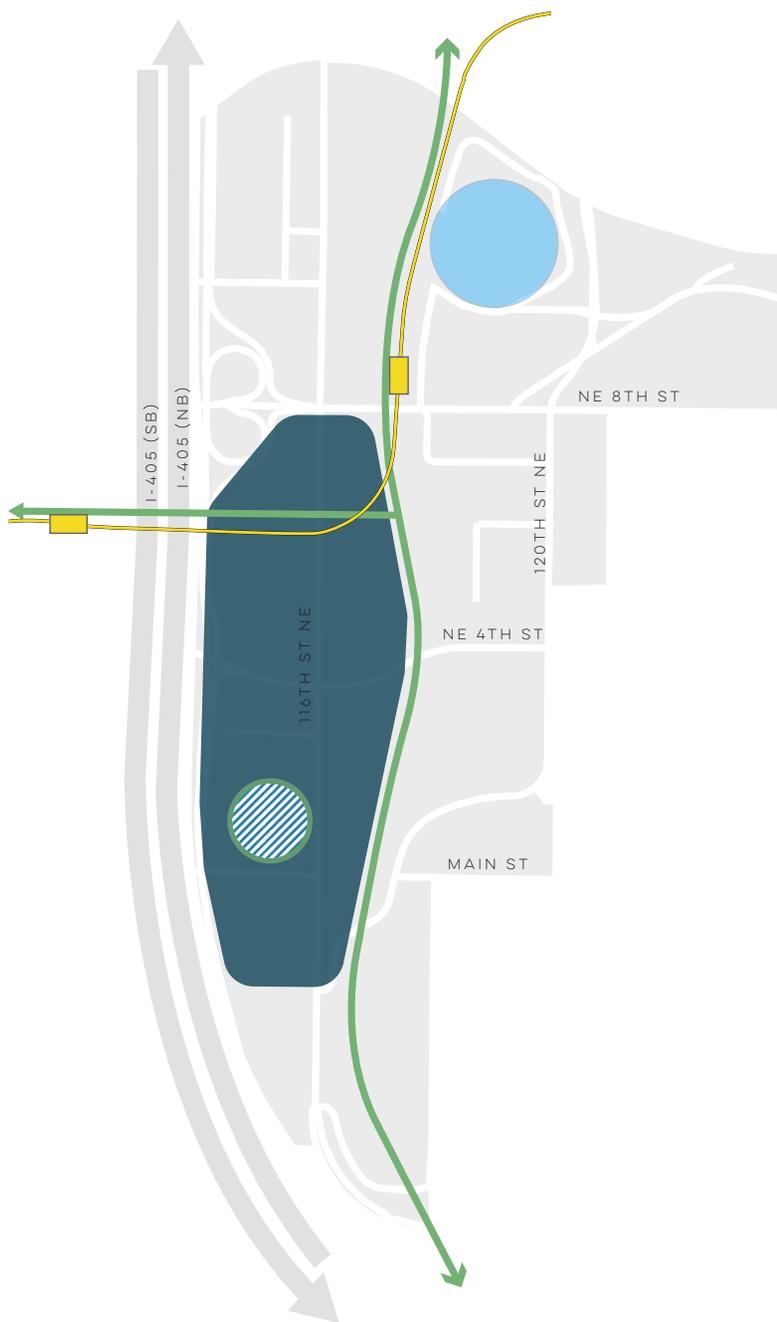
OPTION B: CENTRALIZED CORE

BENEFITS

- Concentrated in the 'valley,' greatest potential for increased development
- Significant buffer from single-family neighborhood to the east
- Strengthens 116th as primary corridor
- Direct access to the ERC

LIMITATIONS

- Does not strongly connect to transit
- Development at wetland area is problematic



NEIGHBORHOOD CORE

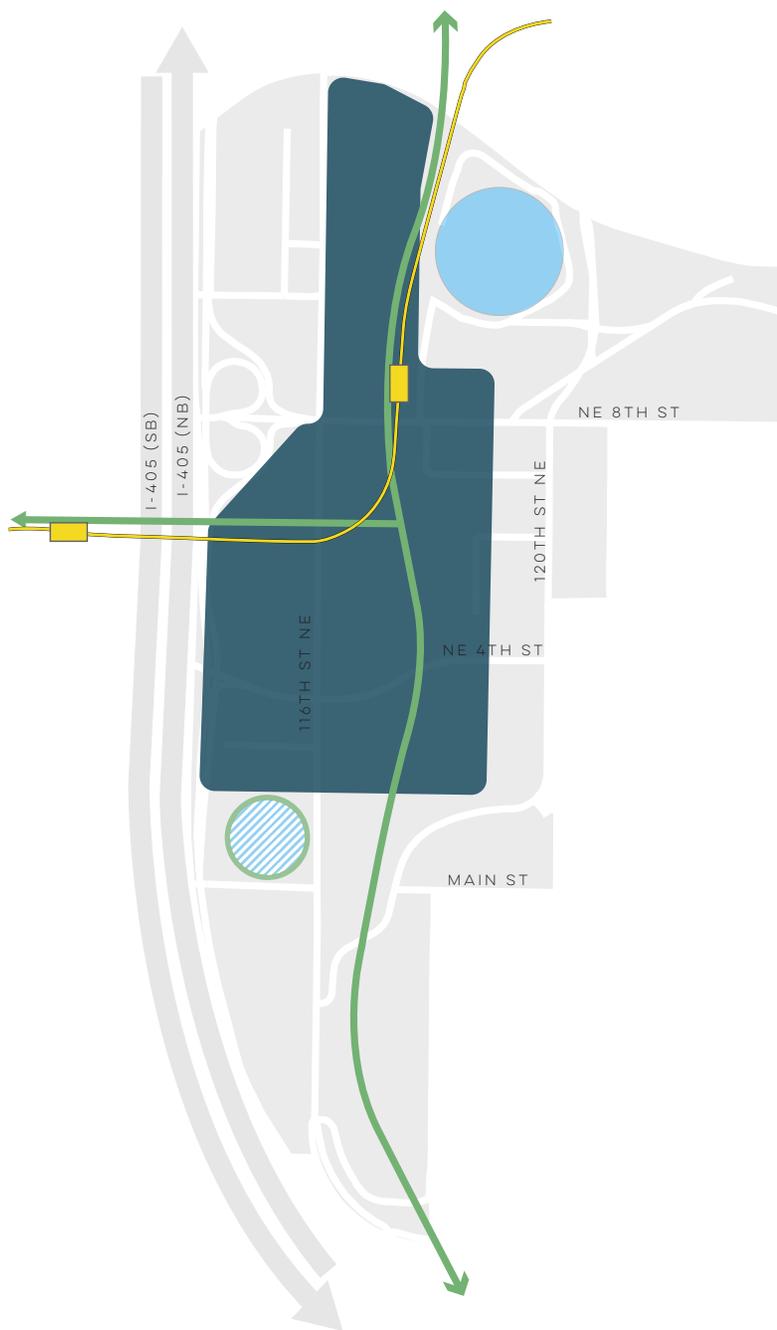
OPTION C: ERC CORE

BENEFITS

- Development concentrated at Wilburton Station
- Includes most of the largest parcels in the study area
- Connects to Spring District & downtown

LIMITATIONS

- Core area may be too large to support market demand
- High density area begins to encroach near neighborhood to the east



NEIGHBORHOOD CORE

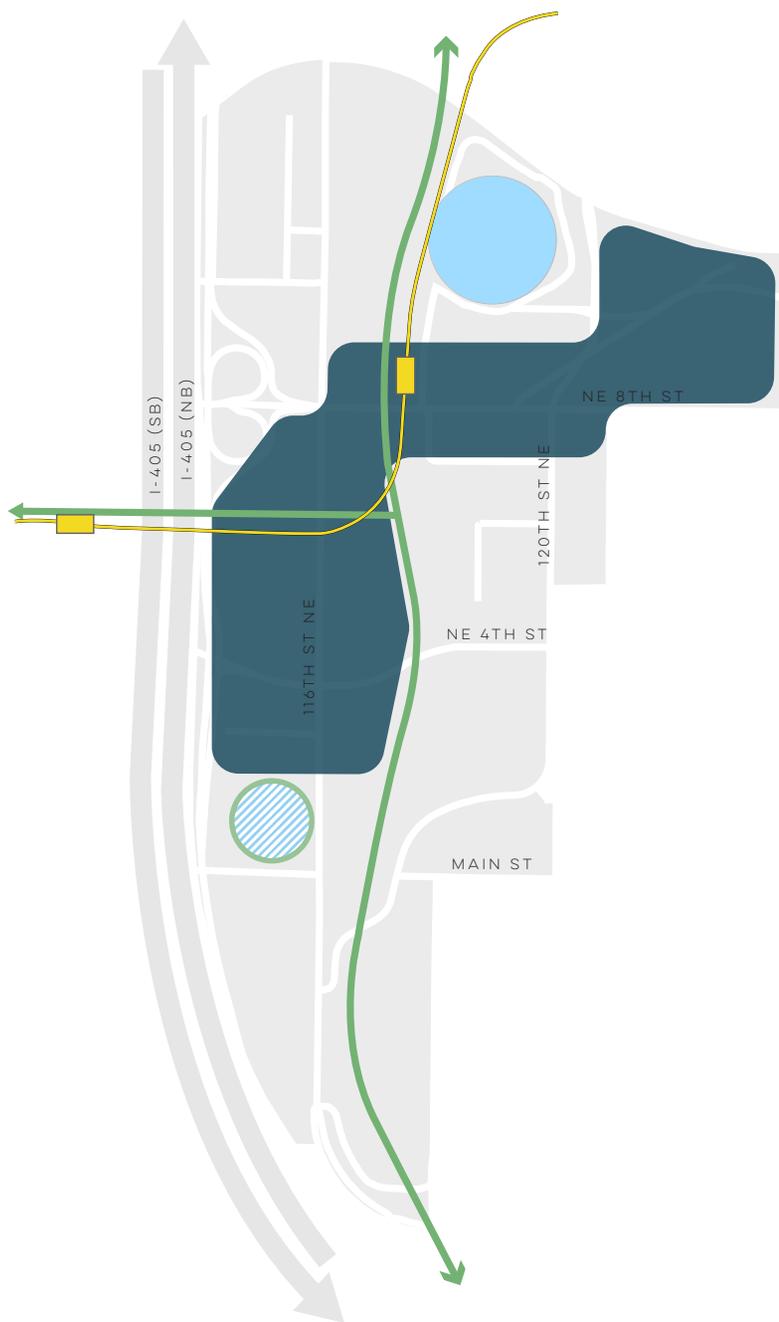
OPTION D: 8TH / 116TH CORE

BENEFITS

- Connects with Spring District & downtown
- Aligns with 116th and 8th as primary corridors
- Core connects to proposed transit station

LIMITATIONS

- Extends core area to east away from walk zone to transit station
- No buffer to residential neighborhood to the east



INTERACTIVE EXERCISES



INTERACTIVE 'DOT' EXERCISE

CONNECTIVITY (2 dots)

Which options best improve overall circulation and access to and through the Wilburton area?

PUBLIC SPACE (2 dots)

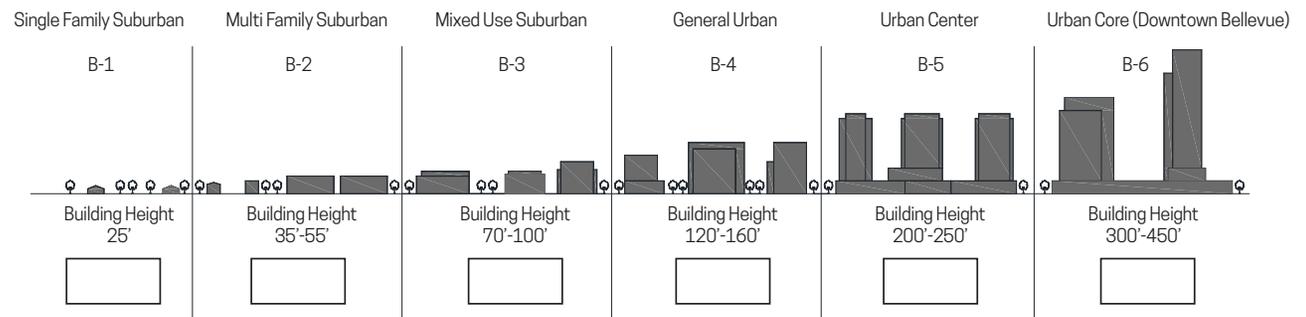
What type of public space is most appropriate for this neighborhood?

NEIGHBORHOOD CORE (1 dot)

Where should the highest level of density and intensity (mix) of uses be located?

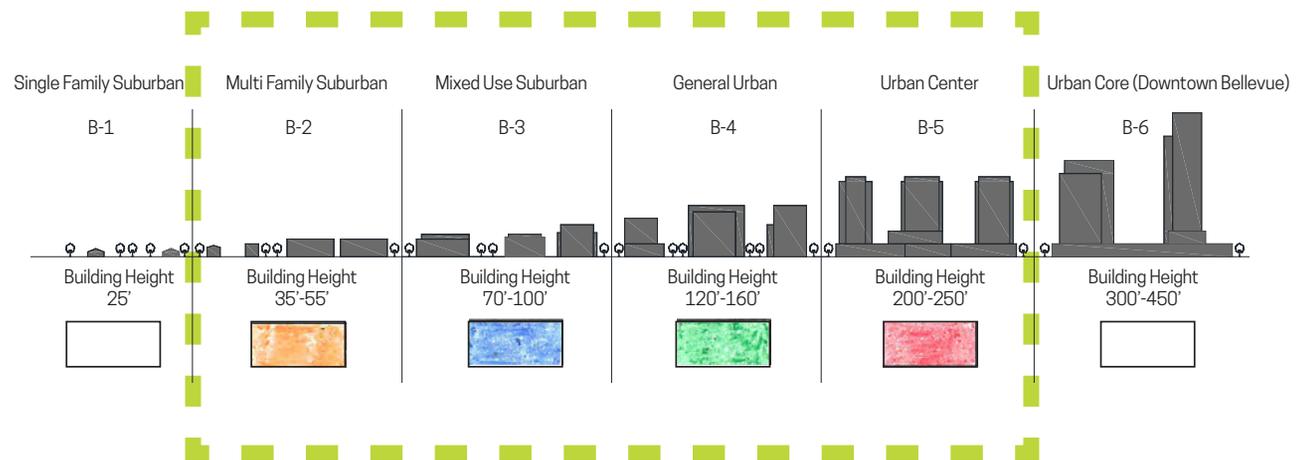
DRAWING EXERCISE

Step 1: Review the Bellevue Urban transect diagram.



DRAWING EXERCISE

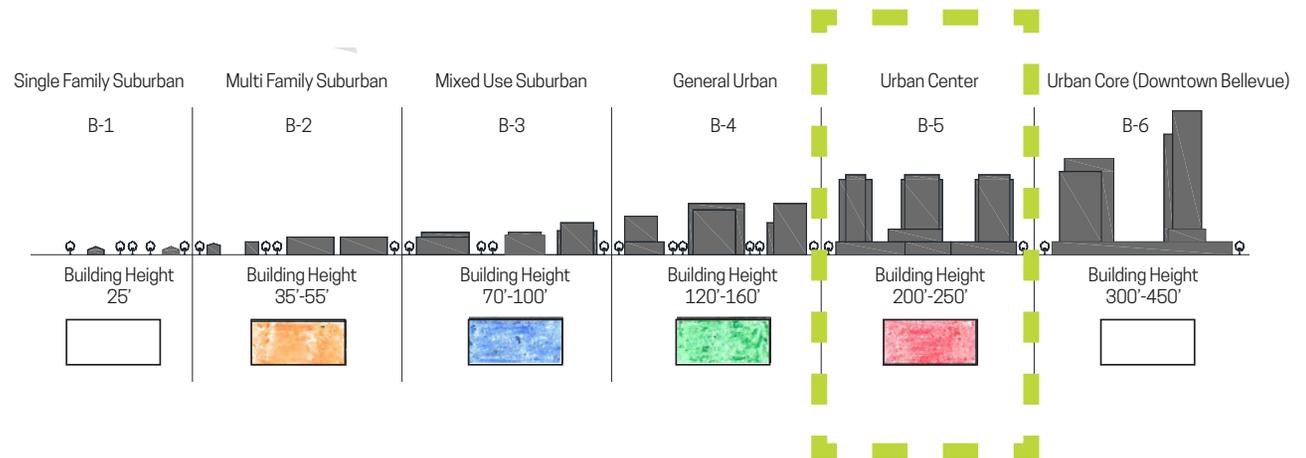
Step 2: Assign a color to each environment (below) that you think should be in the Wilburton study area.



DRAWING EXERCISE

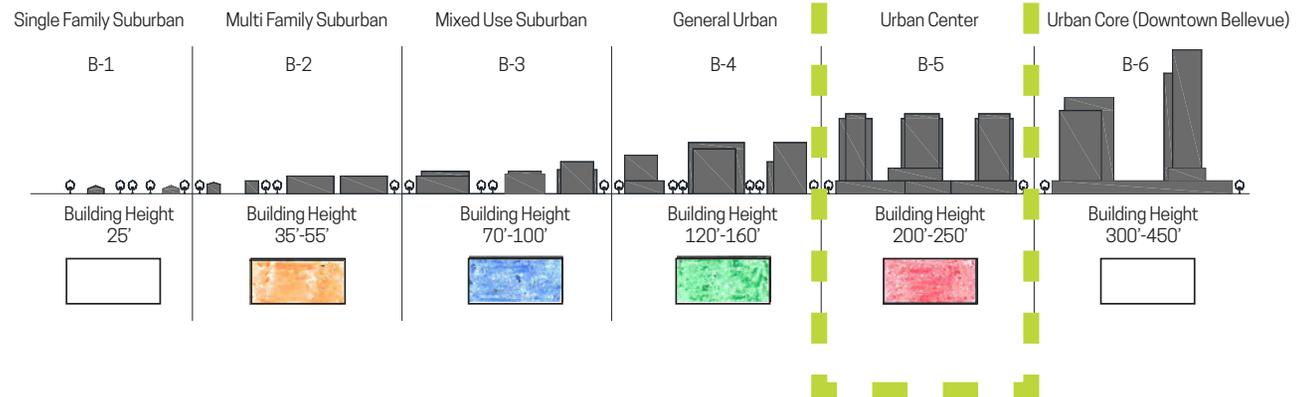


The Neighborhood Core for the Wilburton Commercial Area will reflect what you believe should be the highest density and intensity of uses (greatest mix of uses and tallest structures).



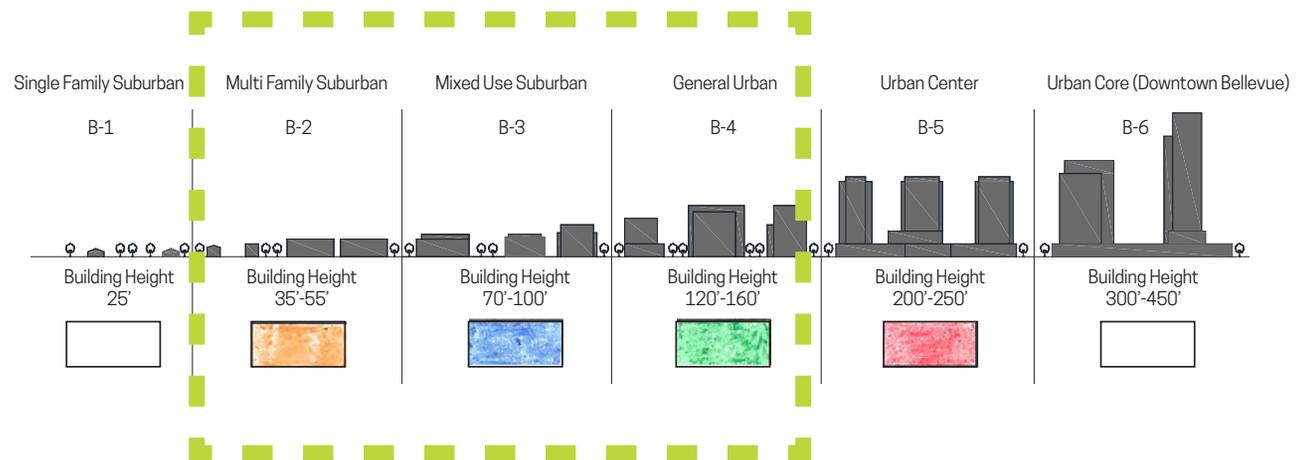
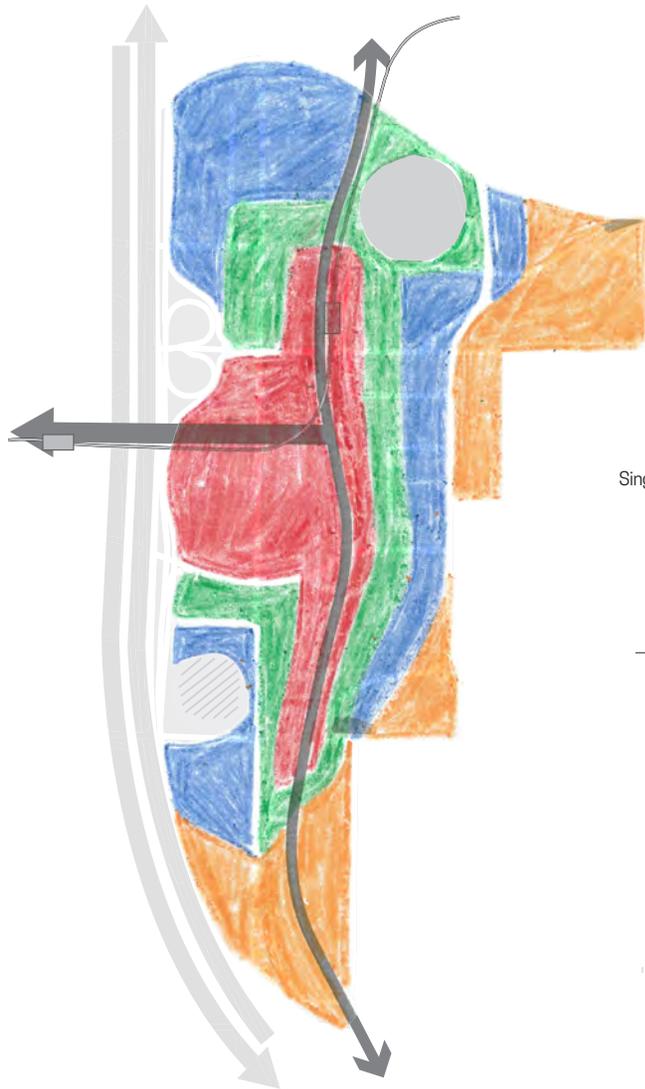
DRAWING EXERCISE

Step 3: Draw the Neighborhood Core on the map using the corresponding color. Be sure to fill in colored area completely.



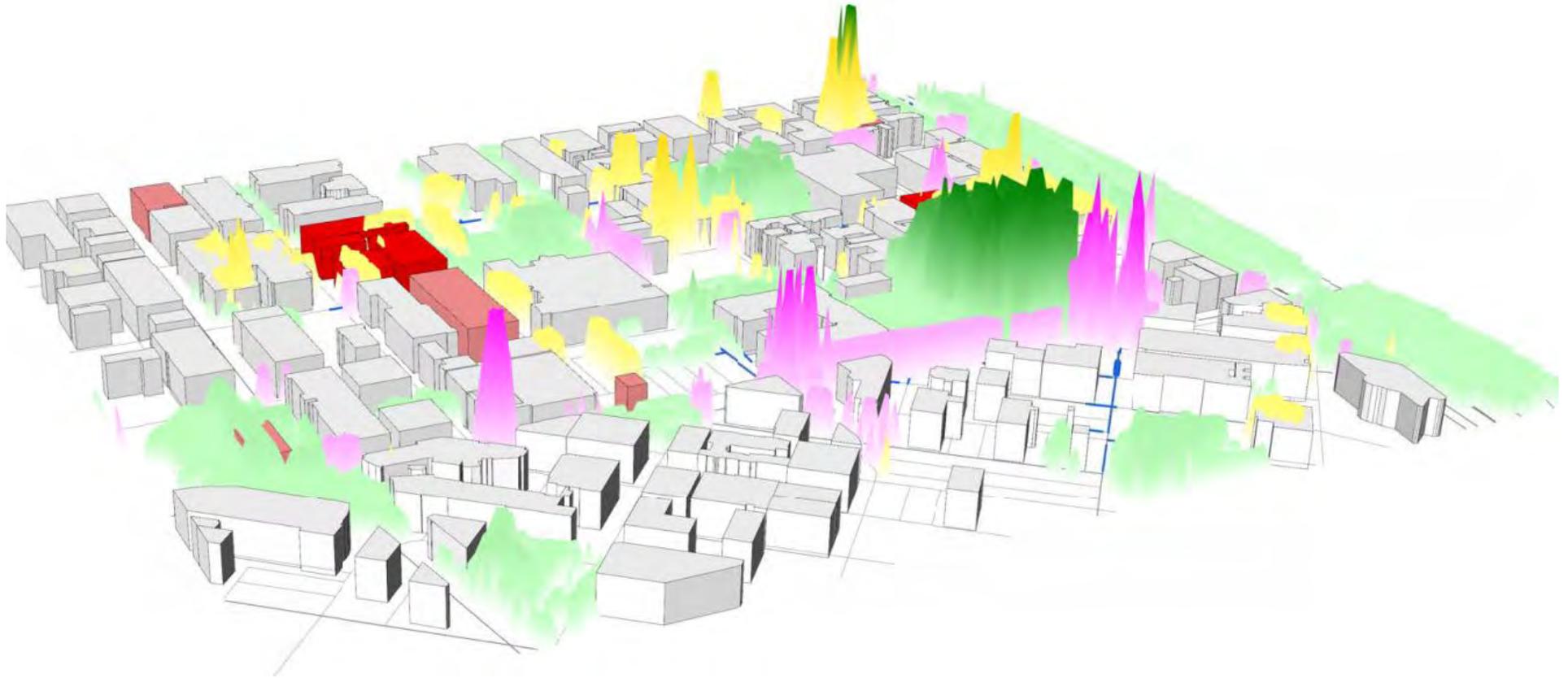
DRAWING EXERCISE

Step 4: Fill out the rest of the map with the applicable colors.



(Coloring outside the lines is encouraged!)

DRAWING EXERCISE: EXAMPLE



DRAWING EXERCISE



INSTRUCTIONS

1. Assign a color to Public Space.
2. Decide where public / civic space should be located. Keep in mind that this can be any type of public space, not just parks.
3. Draw the location(s) where you want to see public space on the map.
4. When complete please scan or photograph and send to: bcalvert@bellevuewa.gov

PUBLIC SPACE 



INSTRUCTIONS

1. Assign a color to Connections.
2. Decide where connections are most important to you in the study area.
3. Draw where you want to see connections on the map.
4. When complete please scan or photograph and send to: bcalvert@bellevuewa.gov

CONNECTIONS 

QUESTIONS?

