

Urban Design for a Local Merchant Community: the Case of 'Uptown' Bellevue, WA

Gloria L. Ramirez

A thesis
submitted in partial fulfillment of the
requirements for the degree of

Master of Urban Planning

University of Washington
2012

Committee:

Daniel Abramson

Ronald Kasprisin

Program Authorized to Offer Degree:
Department of Urban Design and Planning

University of Washington

Abstract

Urban Design for a Local Merchant Community: the Case of 'Uptown' Bellevue, WA

Gloria L. Ramirez

Chair of the Supervisory Committee:

Associate Professor, Daniel B. Abramson

Department of Urban Design and Planning

This thesis analyzes a super block that is underdeveloped with one-story commercial uses. The goal of the analysis is to utilize the under developed block and apply urban design techniques to make it more supportive for local merchants. The research starts with an in depth analysis of central downtown Bellevue, Uptown Bellevue neighborhood, and the study block. First element analyzed was the connectivity between nearby destination places surrounding the block and neighborhood. Secondly, evaluated the availability of public places and their placement near commercial areas. Thirdly, discovered ways to mitigate large-scale, fortress-like full-block development. These issues have the tendency to inhibit pedestrian traffic within and to Uptown Bellevue. Final design layout includes several independent buildings versus one main structure. Pathways connect with existing pathways to create continuity and internal circulation, providing secondary pedestrian travel ways through the site. Lastly, the development layout provides public spaces adjacent to vibrant private commercial areas.

Table of Contents

List of Figures	iii
List of Tables	iv
Chapter 1: Introduction	1
1.A. Statement	1
1.B. Issues	6
1.C. Approach	12
Chapter 2: The Bellevue Case	15
2.A. Regional Presence	15
2.B. Bellevue	16
2.C. Downtown	18
2.D. Uptown	20
Chapter 3: Central Downtown Interior	21
3.A. Downtown Boundaries and Neighborhoods	21
3.B. Economics	22
3.C. Active Places	24
Chapter 4: Perimeter Connectivity to Uptown Bellevue	27
4.A. Superblocks	28
4.B. Perception	28
4.C. Undeveloped properties	30
4.D. Specific Pedestrian Links from Central Downtown to Uptown	31
Chapter 5: Uptown Bellevue Neighborhood	34
5.A. 112th Ave NE to 110th Ave NE.	36
5.B. 110th Ave NE to 108th Ave NE.	38
5.C. 108th Ave NE to 106th Ave NE.	40
Chapter 6: Programming the Study Block	45
6.A. Community	45
6.B. Merchant Clientele	46
6.C. Stakeholder Interests	48
6.D. Merchants	50
6.E. Applicable Lessons from Elsewhere	41
6.F. Policy	55
Chapter 7: Recommendation	59
7.A. Buildings	60
7.B. Connectivity and Circulation	62
7.C. Places	64
7.D. Conclusion	66
7.E. The next steps	67
Bibliography	70

List of Figures

Figure Number

1.	Example: Superblock Development	2
2.	Example: Fortress Development.....	3
3.	Example: Privately Owned Public Space.....	4
4.	Example: Place, Building, and Circulation.....	5
5.	Uptown / Downtown Relationship.....	7
6.	Downtown Street Lengths.....	8
7.	The Study Area.....	9
8.	Example: Internal Main Street.....	10
9.	Destination Place.....	11
10.	Merchant Endeavors.....	12
11.	Urban Design Proposal Research Process.....	13
12.	Strawberry Fields.....	14
13.	Incorporation.....	15
14.	Downtown image 1960.....	19
15.	Downtown image 2003.....	19
16.	Uptown image 1966.....	20
17.	Downtown Districts.....	21
18.	Meydenbauer Convention Center.....	23
19.	Bellevue By the Numbers.....	24
20.	Pedestrian Corridor.....	25
21.	What's Next.....	27
22.	Pedestrian Perception images.....	29
23.	Destination, Connectivity, Spaces.....	30
24.	Tateuchi Civic Center.....	35
25.	Existing Conditions: Buildings, Streetscapes, Courtyards.....	37
26.	Existing Conditions: Open Space, Courtyards, Buildings.....	39
27.	Existing Conditions: Garages, Pathways, Landscape.....	41
28.	Existing Conditions: Study Area.....	43
29.	Bellevue Way.....	44
30.	Merchant Interview Locations.....	46
31.	Downtown Triangle.....	49
32.	Merchant Axonometric.....	50
33.	References: Circulation.....	51
34.	References: Places.....	53
35.	References: Blocks.....	55
36.	Zoning.....	55
37.	Final Design: artistic.....	59
38.	Final Design: with surroundings.....	60
39.	Final Design: Building.....	61
40.	Final Design: Circulation.....	63
41.	Final Design: Places.....	65
42.	Final Design: grayscale.....	66

List of Tables

Table Number

1. Final Design: Building.....	59
2. Final Design: Circulation.....	61
3. Final Design: Places.....	63

Chapter 1: Introduction

“Downtown Bellevue has been developed at a “super” scale of transportation and real estate projects` that have created a uniform, automobile-oriented system of streets and blocks and super-scaled developments. Downtown Bellevue must become a series of unique districts or neighborhoods that capitalize on their locations and geographical differences to provide more pedestrian-scaled, diverse, and unique urban lifestyle experiences and options. The districts adjoining the existing established residential neighborhoods should continue to be supportive of the health and connection to those existing neighborhoods.”¹

1.A. Statement

A neighborhood in a large downtown can easily be overlooked and left out of the economic and social prosperity because of the difficulties superblocks creates. Superblocks are bounded by streets ranging from 500 feet to 1400 feet. Arnis Siksna’s study on the effects of block size indicated that a finer meshed street layout, between 195 feet to 220 feet offers better circulation than course street layout.² Courser street layout, ranging from 400 feet and over, are inconvenient for pedestrians.

“Super” scale development tends to focus on internal circulation with less focus on surrounding areas, which disconnects neighborhoods by reducing the pedestrian desire to walk around and discover other places. Separation of users and places can create disengagement and can impact businesses in the community if it is not strategically laid out to create a concentration of commercial activity. Many cities, built at a “super” scale, are combating these issues as well as preparing for the next wave of users of downtown environments.

The lessons learned from other perspectives and projects, provide developer’s options in increasing the visibility of the project and drawing visitors from more popular areas. Development within a superblock environment has its own set of challenges. Knowledge of these challenges is a critical component for successful design of a well-connected

¹ Planning and Community Development Department, Final Report on the Downtown Plan Update, City Report (Bellevue: City of Bellevue, 2003), p. 4-4

² Arnis Siksna, “The effects of blocks size and form in North American and Australian city centres,” Urban Morphology (1997): 19-33.

neighborhood.

1.A.i. Block Size and Ownership

Jane Jacobs, *The Death and Life of Great American Cities*³ advocated for the need of small blocks in a downtown to generate diverse street life. Jacobs further stated that “frequent streets and short blocks are valuable because of the fabric of intricate cross-use that they permit the users”. However, in many larger cities such as New York it is challenging to modify their super block layout to smaller scale blocks. In some cases cities are trying to do the opposite. In Brooklyn, the “Atlantic Yards” redevelopment project created controversy in 2006 because the developer proposed building a superblock project (see fig. 1). The project consists of an arena and 16 high-rise buildings. A Brooklyn developer, David Walentas, stated in an interview with the *New York Observer*, that he discourages this type of redevelopment. He states that “superblocks don’t work anywhere in America”.⁴ Pedestrian traffic is required to create activity and provide customers for shops and restaurants. The project is in construction with the first phase that includes the arena.

In stark contrast, advocates for superblocks say that superblocks provide better use of space by minimizing streets. Laurie Olin, the landscape architect for the Atlantic Yards, dismisses the negative reputation of superblocks. He supports the principal that land designated for development is a better use of the property than streets, as laid out by the original



Figure 1. Example: Superblock Development Atlantic Yards, <http://www.atlanticyards.com/>

³ Jane Jacobs, *The Death and Life of Great American Cities* (New York: Random House, 1961). p. 186

⁴ Norman Oder, “The superblock that dares not speak its name,” 2012-06-20. URL:<http://atlanticyardsreport.blogspot.com/2006/05/superblock-that-dares-not-speak-its.html>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ymvyppju>) p. 1

planners of the 1960's.⁵

Superblocks tend to support the consolidation of land ownership in the hands of a few, large entities, which then have a dominant influence on the surrounding environment. An article in the Wall Street Journal, Property Report: Los Angeles Developer's 'Fortress' Apartments Raise Ire,⁶ states the City of Los Angeles struggles with the reliance on these owners saying they "depend on entrepreneurs to drive the area's revitalization".⁷ Their struggle with large development projects is that they do not connect with the surrounding neighborhoods; however, the new development is bringing in much needed higher income demographics. Polar opposite viewpoints puts Los Angeles in a tough position. Developers are pressuring the city to allow large, superblock developments (see fig. 2), while the city tries to create smaller developments that connect to the surrounding neighborhoods.⁸

1.A.ii. Public Space

The use of public space in superblock developments is another issue. Authors of Urban Design for an Urban Century⁹ discuss that the trend back to the appreciation of public spaces is focused on enhancing the quality of urban living. Because of limited resources, cities are transferring public spaces to "privately owned public spaces", which in turn creates a new generation of public space. The partnership creates

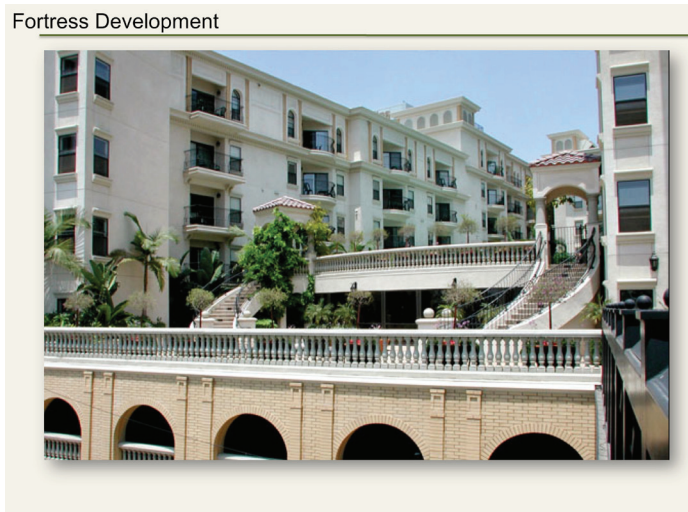


Figure 2. Example: Fortress Development
The Medici Apartment Complex.
Peter Sanders, "Fortress' Apartments Develop Controversy,"
Wall Street Journal Online 09 2004

⁵ Norman Oder, "The superblock that dares not speak its name," 2012-06-20. URL:<http://atlanticyardsreport.blogspot.com/2006/05/superblock-that-dares-not-speak-its.html>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ymvyppju>). p. 1

⁶ Peter Sanders, "Property Report: Los Angeles Developer's 'Fortress' Apartments Raise Ire," Wall Street Journal 09 2004: B.1. Academic Search Complete, EBSCOhost (accessed June 2, 2012). p. 1

⁷ *ibid.*

⁸ *ibid.*

⁹ Lance Jay Brown, David Dixon and Oliver and Gillham, Urban design for an urban century: placemaking for people (Hoboken: Wiley, 2009). p. 249

unique designs of open spaces using computer-driven fountains, cafes in public parks, or spaces for performances and art.¹⁰ Several cities are transferring public spaces to developers such as New York, Seattle, and Bellevue. In New York, public spaces are permitted in high-density areas to ease the predominantly hard surface streetscape.¹¹ In Manhattan there are 44 parks with three designated a destination, (see fig. 3).¹² The City of Seattle started their Privately Owned Public Open Space (POPOS) in 1966. However, over the years, the program “failed to create spaces that are public in a full sense”.¹³ In 2000, an assessment of the POPOS program was performed to evaluate developer’s compliance.¹⁴ The city found that the attempt was unsuccessful because signage that identified public space was lacking. To repair the lack of recognition, the city required developers to post “the city’s public open space logo” that conveys which areas are available for public use. The logo was designed and posting started in 2007. Developers receive incentives, such as additional floor space, to include public spaces in development projects.

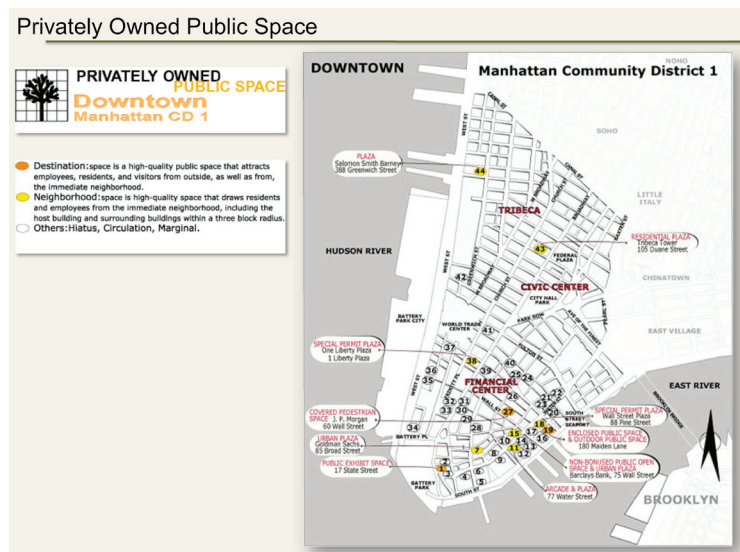


Figure 3. Example: Privately Owned Public Spaces
 New York City Department of City Planning, Privately Owned Public Space, 2012-06-20. URL:http://www.seattle.gov/council/licata/public_space.htm>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YnDJm4Y>)

The new appreciation of public spaces by planners and designers are leading to

¹⁰ Lance Jay Brown, David Dixon and Oliver and Gillham, Urban design for an urban century: placemaking for people (Hoboken: Wiley, 2009). p. 249

¹¹ New York City Department of City Planning, Privately Owned Public Space,, 2012-06-20. URL:<http://www.nyc.gov/html/dcp/html/priv/mndist1.shtml> . Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YnFTfDk>)

¹² *ibid.*

¹³ Seattle City Council, Privately Owned Public Open Spaces, p. 1. 2012-06-20. URL:http://www.seattle.gov/council/licata/public_space.htm>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YnDJm4Y>)

¹⁴ *ibid.*

the rediscovery of works by Jane Jacobs (mentioned above) and Kevin Lynch.¹⁵ Kevin Lynch, author of “The Image of the City”¹⁶, states that public spaces should be designed in consideration of surrounding areas. His book focuses on the concept that streets, squares, parks, and other public space elements are the definition of the “public-realm” for any neighborhood. In creating the public realm, emphasis should be placed on these elements not just on individual buildings. According to Lynch, the public realm is the stage to form individual identity that conveys the spirit of the neighborhood¹⁷. Public spaces are generally placed along or near streets. Streets create movement and are areas to watch, pass, or join the flow of people (see fig. 4).¹⁸ The public realm provides the stage for this interaction and activity.¹⁹ One type of public place is the outdoor “room”. Louisville, Kentucky’s Downtown Connectivity Study: East Downtown, East Market District, discussed in Chapter 6, advocates the creation of rooms that focus on a specific activity. These spaces create an atmosphere where people can relax and socialize.

Sense of Place, Complementary Buildings, and Circulation



Figure 4. Example: Active Spaces
Downtown Development Corporation, Downtown Connectivity Study: Maximizing the Impact of the New Downtown Arena, 2012-06-20. http://www.downtowndevelopmentcorp.org/Portals/83/Publications/Connectivity_Study_April_2009.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmQk0Ya>)

1.A.iii. Returning to Downtown

The article, “The ‘American Dream’ Moves Downtown” in *World Trends and Forecasts*

¹⁵ Lance Jay Brown, David Dixon and Oliver and Gillham, Urban design for an urban century: placemaking for people (Hoboken: Wiley, 2009).

¹⁶ Kevin Lynch, The Image of the City (Cambridge: MIT Press, 1960).

¹⁷ *ibid.*

¹⁸ Downtown Development Corporation, Downtown Connectivity Study: Maximizing the Impact of the New Downtown Arena, 2012-06-20. http://www.downtowndevelopmentcorp.org/Portals/83/Publications/Connectivity_Study_April_2009.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmQk0Ya>)

¹⁹ Allan B. Jacobs, Great Streets (Cambridge: MIT Press, 1993).

discusses how young professionals, focused on their jobs, continue to be attracted to inner-city areas. They are postponing starting families and want active and livable downtowns.²⁰ Many downtowns are celebrating the return to downtown because it brings not just employment, but residents. As discussed earlier, Los Angeles developments have attracted a young, high-income population. The city considers that development, with amenities and places to live and work, is “a key ingredient to the area’s revival”.²¹ High density residential and office buildings provide many amenities, places to live, and work, but that isn’t enough. There is also another feature that downtown residents desire: quality streetscapes. As Larry Beasley, Co-Director of Planning at The City of Vancouver, British Columbia, Canada put it in reference to his city’s innovative blending of townhouse podiums with high-rise apartment towers, this type of design ensures “the street level remains vibrant, detailed, warm. No blank walls allowed”.²² Beasley continues to discuss that the “verticality” that high density brings is not what creates an activity pedestrian environment. Podiums based buildings include uses that create pedestrian interaction from either a resident townhomes entrance at street level or by commercial space. Using podium building design is heading towards the organic streetscape that he mentions Jane Jacobs advocated so forcefully.

1.B. Issues

Downtown Bellevue is a formidable economic powerhouse. Companies such as Microsoft, Paccar and Expedia occupy much of the downtown office space. Growth has produced an abundance of amenities, office towers, and residential buildings. Recent downtown development has been predominantly on large portions of superblocks developed by influential property owners. Uptown Bellevue, a downtown Bellevue neighborhood, is competing with these types of amenity rich developments. Residence and visitors find all their needs met and seldom wonder what is beyond the virtual walls. A project that encompasses many amenities and needs can be considered a Fortress design. Figure 5 shows names of buildings/towers,

²⁰ Roger L. Kemp, “The ‘American Dream’ Moves Downtown,” 2012-06-20. <http://www.wfs.org/content/american-dream-moves-downtown>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmJpHuN>).

²¹ Peter Sanders, “‘Fortress’ Apartments, Develop Controversy,” *Wall Street Journal* p. 1. 2012-06-20. <http://www.ghpalmer.com/files/corporate/000/000/001/96/gateway/images/wallstreetjournal904.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmCyNL1>)

²² Charles Montgomery, “Futureville,” *Sustainable Cities* May/June 2006. p. 7. URL:<http://www.charlesmontgomery.ca/documents/futureville-pdf.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ym96NS5>)

with each encompassing a majority of the block.

The Uptown neighborhood over the last five years has had high growth of residential development. Prior to 2000, the area included a mixture of mid-rise, mixed-use residential buildings and one-story commercial areas. Today it includes several high-rise, mixed-use

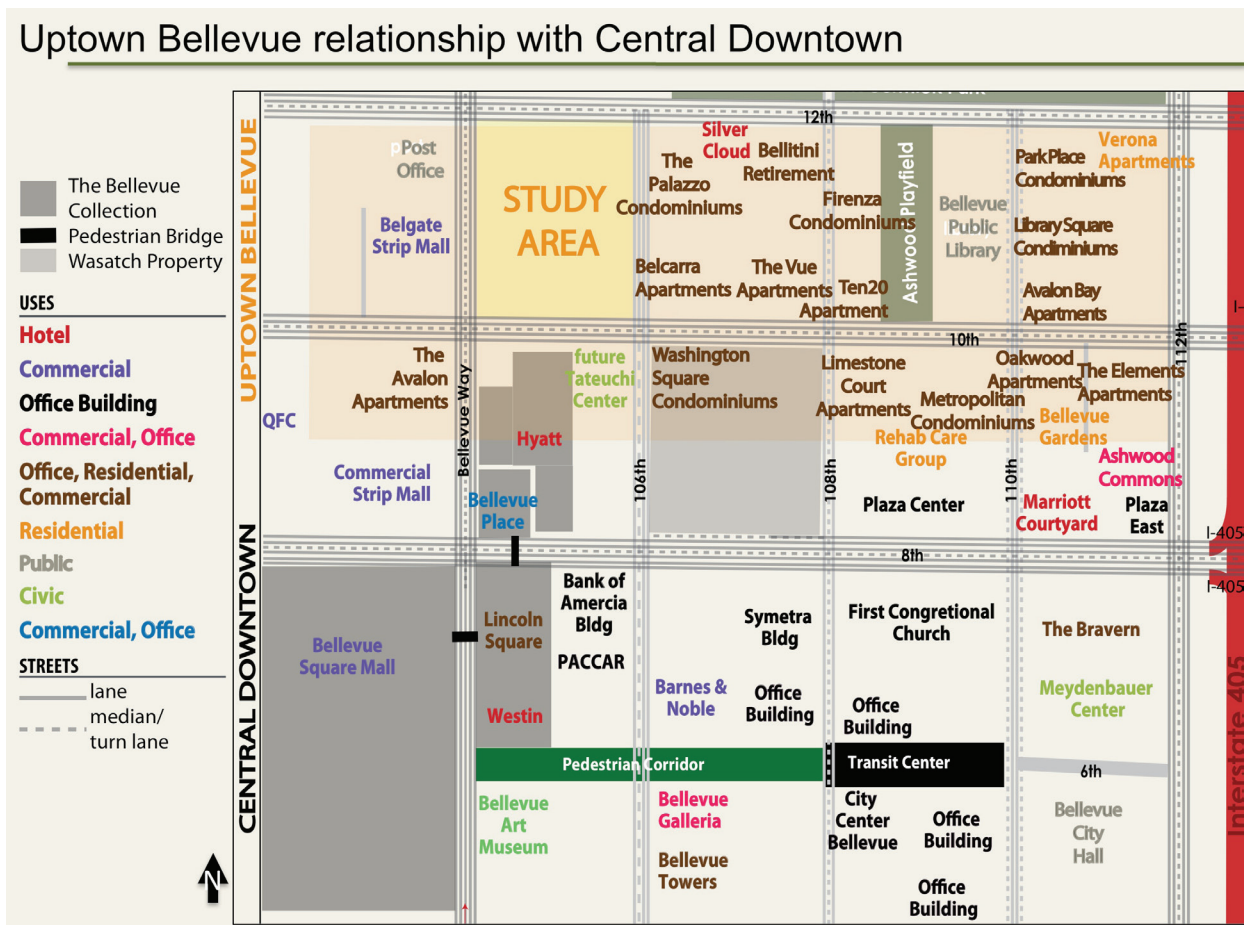


Figure 5. Uptown / Downtown Relationship

towers with fragmented commercial nodes. Uptown Bellevue and the interaction with downtown are in flux. The city acknowledges the area through multiple distinctive neighborhood districts, yet there is no sense of connectivity between these neighborhoods or with central downtown. The superblock combined with influential landowners presents a challenge to pedestrian connectivity between neighborhoods. Establishing a visible connection with the central downtown area is important for local merchants in Uptown Bellevue. Connectivity provides

opportunity for businesses to benefit from the high amount of pedestrian traffic.

Creating a connection between neighborhoods is a major challenge in Uptown Bellevue as the block lengths from one intersection to another are 500 feet to 1300 (see fig. 6). In the central downtown area, a pedestrian corridor is used to traverse three 1300 feet blocks between the Bellevue Transit Station and the Bellevue Collection. Along the corridor are concentrated commercial and office uses with a variety of sidewalk experiences and amenities. Current development in Uptown Bellevue lacks these features of concentrated commercial uses,

Street Measurements

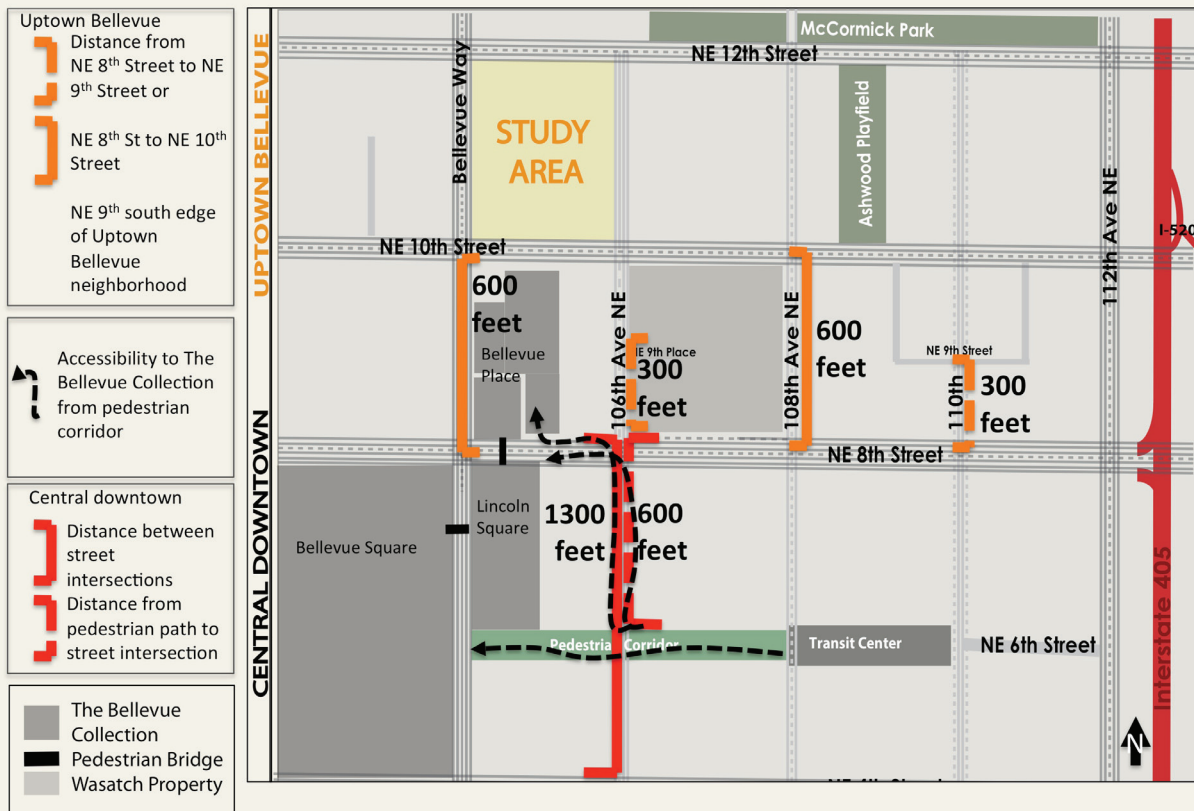


Figure 6. Downtown Street Lengths

however; an under developed block currently in the neighborhood allows the opportunity to provide design perspectives to mitigate issues mentioned above (see fig. 7).

Several large portions of superblocks in Uptown Bellevue have already been developed

creating little opportunity for individual expression in building colors, facades, and styles. The wider parcels minimize the sense of street enclosure to create a less inviting pedestrian environment.²³ Insular building projects are inclined to decrease the interaction between

The Study Area

1. The study area is in a prime location to connect with The Bellevue Collection.
2. Direct connection with the Hyatt and future Tateuchi Civic Center.
3. It is across from The Palazzo condominiums which has a commercial area.
4. Its northwest corner is considered a gateway into downtown Bellevue

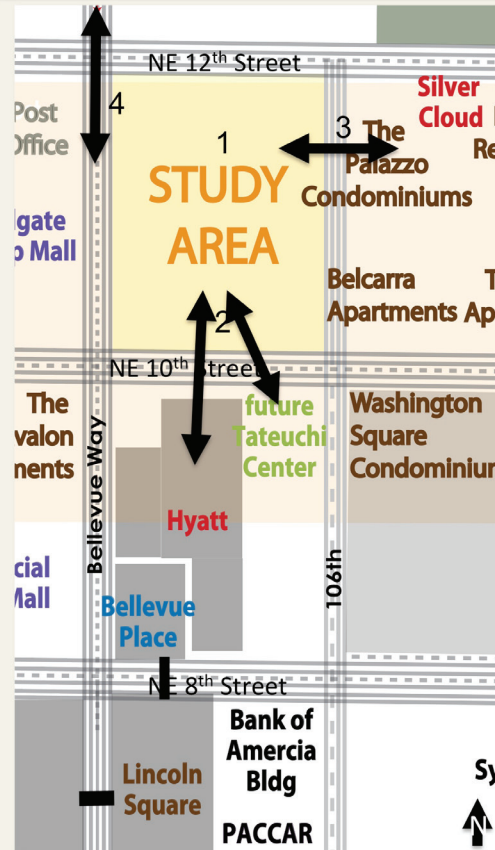


Figure 7. The Study Block

private and public space by internalizing public space through interior courtyards, the use of the majority of first floor for internal uses rather than commercial use, or creating a sense of private space versus public. However, real estate developers weigh the issues of exterior barriers when designing visible public spaces. For example, Phillips Place Town Center in Charlotte North Carolina, (see fig. 8), is designed with an internalized main street to mitigate the adjacent

²³ Michael Southworth and Peter M. Owens, "The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge," *Journal of the American Planning Association* 59.3 (1993): 285.

fast-paced auto-oriented streets. Signage was used to reduce the lack of visibility along the highway adjacent to the project²⁴ Developments such as Phillips Place Town Center are good examples of one aspect of insular development.

Insular development can build fortresses versus mitigating negative external factors.

The Bellevue Collection, a downtown regional mall could be considered an insular place. Full development of the Collection will encompass 47 acres and provide a large portion of the amenities within the physical walls of Bellevue Square, Lincoln

Square, and Bellevue Place (see fig. 9). The perimeter of the Collection does not strongly connect with the neighboring areas. It also internalizes

pedestrian traffic by connecting buildings with two overhead pedestrian bridges. All amenities are within the buildings and exterior entrances are along the streets that go through The Collection. Pedestrians are drawn into areas of the Collection, which creates a challenge for neighboring communities to draw pedestrians outside the boundaries of the mall. Uptown Bellevue and the “study area” are located adjacent and outside the physical walls of the Collection. Close proximity lends an opportunity to propose urban design and development ideas to bridge the gap between the central downtown areas with the Uptown community.

The public realm offers the opportunity to create a sense of place in Uptown Bellevue. In May 2012, Salt Lake City released a program to help locally owned businesses provide a

Internal Main Street



Figure 8. Example: Internal Main Street
Addie Rising, “Dean & Deluca Wine Room,” 2012-06-20. URL:<http://charlotte.about.com/od/shoppingservices/ig/Phillips-Place/Dean---De-luca-Wine-Room.htm>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YpEUubU>)

²⁴ Dean, et al. Schwanke, “Phillips Place,” Selected References March 2005 Urban Land Institute InfoPacket Series: Development Residential Over Retail, *Mixed-Used Development Handbook, Second Edition* (Washington, D.C.: Urban Land Institute, 2005) 330-337.

hotels they inform clients that their room key unlocks discounts at certain Uptown Bellevue businesses. In terms of urban design elements the merchants are considering placing sidewalk decals designed with arrows and the name “Uptown Bellevue” along north-south streets. The installation of thematic banners with “Uptown Bellevue” along prominent streets in the neighborhood is also under consideration. The goal is that new developments in Uptown Bellevue take into consideration the current efforts of the local merchants and work congruently with the goals of the business community.

1.C. Approach

This thesis explores urban design improvements to pedestrian connectivity in Uptown Bellevue, by analyzing and testing site design for an underdeveloped study block. The block is located in the western portion of Uptown Bellevue and adjacent to the Bellevue Collection. The

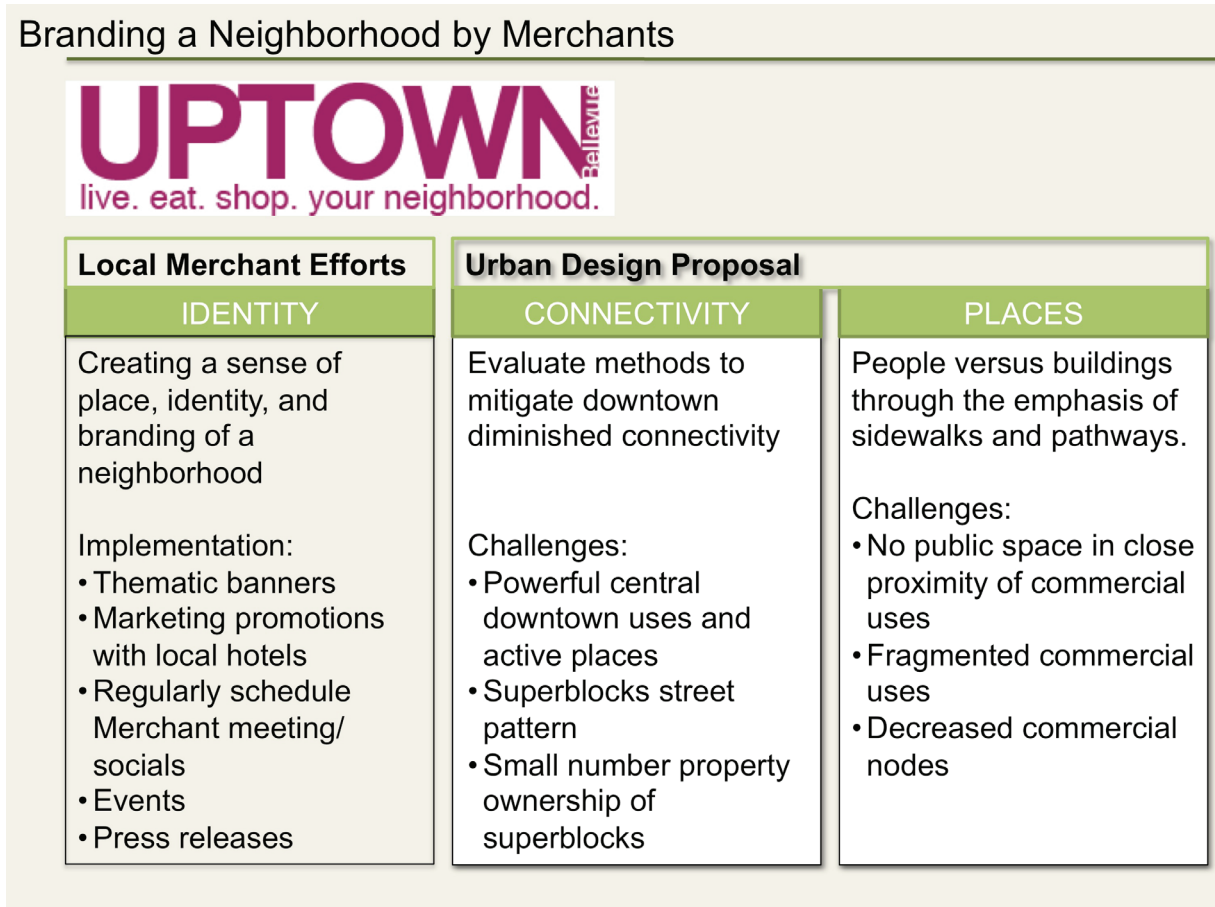


Figure 10. Merchant Endeavors logo courtesy of Uptown Merchants

study block is owned by two entities, Hanover and Wallace Properties. The goal of the study is to propose designs that connect with the surrounding blocks and the neighborhood for continuity in terms of spaces, circulation, and building mass.

The approach is shown in figure 10. The merchant's current efforts are focused on branding, creating an identity, in Uptown Bellevue. This engagement contributes valuable information in developing a design program. It provides business concerns and ideas of the current environment, such as courtyards only benefit businesses in close proximity due to superblocks that create a disconnect from one street to another. The process is shown in figure 11. The next two chapters, 2 & 3 will provide background and an analysis of Bellevue and more specifically, downtown Bellevue. Chapter 4 will address paths into the study area and note challenges that exist for drawing pedestrians to Uptown Bellevue and the study block. Chapter 5 will detail some of the characteristics of Uptown Bellevue specifically and provide background of the

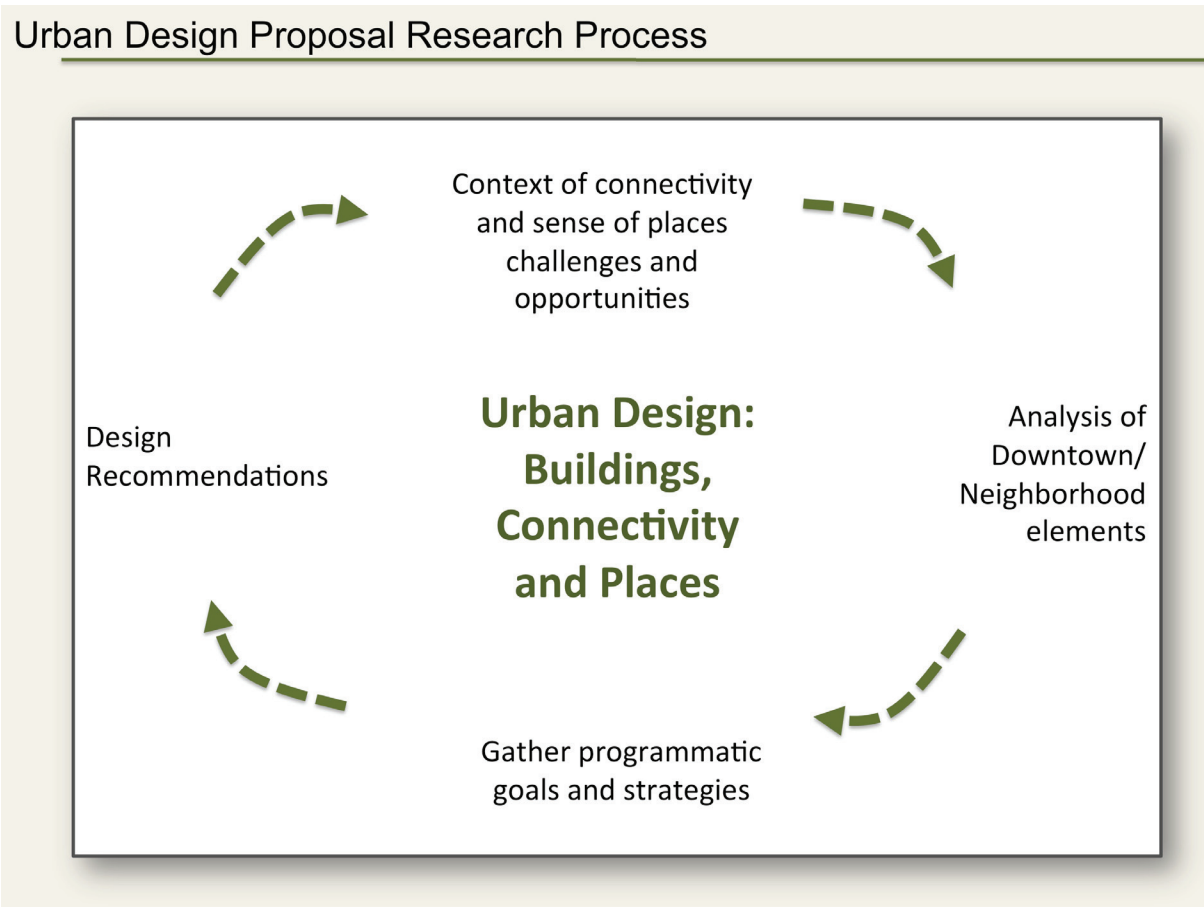


Figure 11. Uptown Bellevue Urban Design Program Process

neighborhood for use in the design of the study area. Chapter 6 will discuss the programming for the study area and discuss some of the goals by stakeholders such as merchants and developers. Finally, Chapter 7 presents the study area design and will discuss how the design meets the intended goals and works with the surrounding area. Also, future work will be discussed.

Chapter 2: The Bellevue Case

Bellevue has transformed from being a “bedroom” community with a small employment base to serving as a major regional job center.²⁶ In this chapter, information describes the transformation of an area of strawberry fields to a bedroom community to the development of a downtown economic powerhouse. According to Lynch and Hack, authors of Site Planning²⁷, site analysis should be done in several different ways. One, evaluate the history of the area to discover how others characterize the area and what they expected of it.²⁸ It is beneficial to evaluate the history of a site’s former uses and also those who determined its fate, character, perception, and expectations. Understanding Bellevue history will unveil the political pressures behind the superblocks and the rapid growth of the last 60 years.

The following case is presented in four different scales; the larger scale of the City of Bellevue and its regional presence; than the finer scales overview of the historical and classifications of the City, Downtown, and Uptown. An introduction to the study block site provides a lead in to the remaining analysis

2.A. Regional Presence

Bellevue is the second largest employment center in King County. It has emerged as the economic hub of East King County.²⁹ Bellevue is currently the fifth largest city in Washington and the metropolitan core for business and transportation on the Eastside.³⁰ Spatially, it is a 20-minute commute to Microsoft’s headquarters, Boeing’s factories, and downtown Seattle. It is accessible by Interstate 405, one of the region’s primary north-south freeways, and is directly between Interstate 90 and SR 520, the region’s main east-west freeways. Several city arterials connect downtown to the local community, including NE 8th Street, NE 4th Street, and Bellevue Way.³¹

²⁶ Department of Planning & Community Development, Bellevue Economic Profile, report (Bellevue: City of Bellevue, 2005).

²⁷ Kevin Lynch and Gary Hack, Site planning (Cambridge: MIT Press, 1984).

²⁸ *ibid.*

²⁹ Department of Planning & Community Development, Bellevue Economic Profile, report (Bellevue: City of Bellevue, 2005).

³⁰ Alan J. Stein, “City of Bellevue is incorporated on March 31, 1953,” 2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&File_Id=3552. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoTgJte>).

³¹ Puget Sound Regional Council, Bellevue Regional Growth Center, 2002 Regional Growth Centers Report, 2012-06-20. URL:<http://psrc.org/assets/266/bellevue.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yo2jkow>)

In VISION 2040,³² Downtown Bellevue is considered a regional growth center. The City of Bellevue is one of five metropolitan cities in the Puget Sound region. The city has been identified for housing and employment growth.³³ Stated in VISION 2040, “More than 90 percent of Bellevue’s jobs are located in four major local employment centers, which developed based on factors such as proximity to an attractive customer base, business linkages, appropriate zoning, transportation access, and available land”.³⁴

2.B. Bellevue

Bellevue is located on the east side of Lake Washington. The first inhabitants were Euro-American settlers in the 1860’s.

Because of the remote location from Seattle, the fertile soil and mild climate, the area supported a strong agricultural community with strawberries as the dominant crop. Those who lived in Bellevue were farmers, farm related workers, or Seattle retirees.³⁵ A considerable

amount of downtown was known as the Warren Farm and was strawberry fields (see fig.

12). The Warren Family farmed and raised an orchard on 25

acres of what was to become

downtown, and more specifically, the Bellevue Square Mall.

Bellevue Strawberry Fields



Figure 12. Strawberry Fields

People picking strawberries-Warren farm, Bellevue, 1903
Eastside Heritage Center Photograph Collection, 2012-06-20. URL:http://content.lib.washington.edu/cdm4/item_viewer.php?CISOROOT=/imlseastside&CISOPTR=105&CISOBX=1&REC=6. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yoszrkd>)

³² Department of Transportation, Downtown Bellevue Regional and Local Planning Context, Plan Update, 2012-06-20. URL:http://www.bellevuewa.gov/pdf/Transportation/Downtown_Bellevue_Regional_and_Local_Planning_Context.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ypy9org>)

³³ *ibid.*

³⁴ *ibid.*

³⁵ Megan Martha Carlisle, Bellevue: A new city with a rich history, 2012-06-20. URL:<http://aac16.org/locale/bellevue-history/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoBEelr>)

In the 1940's many events changed the area from an agricultural community to a "bedroom" community. The completion of the Lake Washington Floating Bridge (Interstate 90) provided easier automobile access, which led to decreased commute times between Seattle and Bellevue.³⁶ During WWII, Japanese residents who farmed the area were displaced to internment camps leaving large tracts of land vacant. In 1946, the Freeman family opened Bellevue Square Mall, later to be known as part of The Bellevue Collection on a portion of the vacant land.

On March 31, 1953, the City of Bellevue was incorporated (see fig. 13). At this time Bellevue had 5,950 residents.³⁷ Bellevue is a relatively new city among its neighbors on the Eastside. Kirkland, to the north, was incorporated in 1905 and Redmond, to the northeast, was incorporated in 1912. Since incorporation, Bellevue annexed several surrounding planned communities, such as Somerset, Lake Hills, and Hilltop. It was during these years that the superblock city grid was laid out in downtown. In 1963, State Route 520 was completed providing even more opportunity to live in the suburbs and work in the Seattle area. In January 1979, Microsoft moved from Albuquerque to Bellevue and later to Redmond. Over time, Microsoft became a large employment center that attracted those who lived in Seattle and elsewhere. The Eastside was no longer exclusively a residential community. A higher number of people living in Seattle and working in the eastside led to the reverse commute.³⁸



Figure13. Incorporation
HistoryLink.org image
2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=313.
Accessed: 2012-06-20. (Archived by WebCite®
at <http://www.webcitation.org/68Z8Ym0w4>)

³⁶ Megan Martha Carlisle, [Bellevue: A new city with a rich history](http://aac16.org/locale/bellevue-history/), 2012-06-20. URL:<http://aac16.org/locale/bellevue-history/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoBElr>).

³⁷ Alan J. Stein, "City of Bellevue is incorporated on March 31, 1953," 2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3552. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoTgJte>)

³⁸ Megan Martha Carlisle, [Bellevue: A new city with a rich history](http://aac16.org/locale/bellevue-history/), 2012-06-20. URL:<http://aac16.org/locale/bellevue-history/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoBElr>)

In the early 1990's, Bellevue had gained the title of an "Edge City".³⁹ Joel Garreau popularized the classifications of edge cities in a 1991 book, Edge City: Life on the New Frontier. Edge cities are formerly suburban centers that have developed many of the business, shopping, and entertainment functions of a traditional downtown.⁴⁰ Bellevue was classified as an Edge City because of its balance between residential population and employment. Another trait that made Bellevue an Edge City was its accessibility by two freeway interchanges, I-90/I-405 and SR-520/I-405.

In Boomburbs: The Rise of America's Accidental Cities,⁴¹ the authors described boomburbs as consistently the fastest growing cities who keep seeing the population growth exceed that of the older cities. They are large, rapidly growing; incorporated communities of more than 100,000 residents but are not the biggest city in their region. By the year 2000 Bellevue, based on 2000 census data, was a Boomburb. The authors state further that the "essence of a boomburg is that people know of them but find them unremarkable or unmemorable."

Washington State Historical Society publishes "Columbia Magazine" for those who want to share their experience of Pacific Northwest history. In The Maturing State, Bellevues I Have Known: Reflections on the Evolution of an Edge City", the author describes four evolutions of Bellevue; pioneer village, small town, burgeoning suburb, and edge city. He discusses that within these evolutions, generations expected change, but with the rapid change the transformation erased much of Bellevue's history.⁴²

2.C. Downtown

The main premise in the history of Bellevue is the growth, which can be seen in the aerial view of 1960, (see fig. 14), compared to a photo taken around 2003, (see fig. 15). The City of Bellevue had "transformed itself from a sleepy agricultural community" to a "hub of activity". In the 1990's, the city had a phenomenal growth. Housing became a major land-use. Office and civic projects were being constructed downtown and Bellevue Square was expanding. These changes created a new set of pressures more specifically relating to the street layout. The

³⁹ Anne V. Moudon and Lee Heckman, "Central Puget Sound," Global City-Regions (n.d.): 120-134.

⁴⁰ *ibid.*

⁴¹ Lang, Robert, and Jennifer B. LeFurgy. Boomburbs: The Rise of America's Accidental Cities. Washington, D.C: Brookings Institution Press, 2007. Print.

⁴² LeWarne, "Bellevue I Have Known: Reflections on the Evolution of an "Edge City"," The Maturing State, 1997.

super-block grid pattern, which had been successful in the past, hindered vehicle circulation because of increased demand.⁴³ Conversely, the Freeman family, a powerful stakeholder, supported the ideology of road building and the auto-friendly city.⁴⁴ A HistoryLink.org essay provided an account of the Freeman family⁴⁵ and stated “the extra-wide streets were laid out in “superblocks,” about four times the size of ordinary downtown blocks, in order to limit the number of stoplights drivers would have to face before reaching Bellevue Square. The long street layout, designed with cars in mind, would prove to have drawbacks in the future but it also would provide developers like Kemper Freeman Jr. opportunities to develop larger downtown properties than were usual.”⁴⁶

Downtown Bellevue in 1960



Figure14. Downtown image 1960
 Eastside Heritage Center Photograph Collection, 2012-06-20. URL:http://content.lib.washington.edu/cdm4/item_viewer.php?CISOROOT=/imlseaside&CISOPTR=407&CISOBOX=1&REC=1. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yq8cTrg>)

Downtown Bellevue in 2003



Figure15. Downtown Bellevue
 image courtesy of Planning and Community Development Department, Final Report on the Downtown Plan Update, City Report (Bellevue: City of Bellevue, 2003).

⁴³ Planning and Community Development Department, Final Report on the Downtown Plan Update, 2012-06-20. URL:http://www.bellevuewa.gov/downtown_planning.htm. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YpgvTEJ>)

⁴⁴ Patrick McRoberts, “Freeman, Fredrick Kemper, Jr.,” p. 1.2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8000. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoZ0YfL>)

⁴⁵ *ibid.*

⁴⁶ *ibid.*

Presently, as more people relocate to downtown, the city and residents are interested in creating a more cohesive and “livable” downtown catered to pedestrians, not cars.

2.D. Uptown

Uptown Bellevue lacks a distinctive history and identifiable boundaries. It is generally between NE 9th street and NE 12th Street and between 112th Ave NE and 100th Ave NE. There was a mix of uses in the area starting from the late 1940’s. A Hanson Buick Building (see fig. 16), originally built in 1948, was demolished in 1966 for the extension of NE 10th Street between 104th and 106th Ave NE. Next to the dealership was a Dicks Restaurant, which was also demolished. In the late 1980’s at the corner of NE 8th Street and 106th Ave NE there was a tinker toy store. The building east of the store is still standing and currently used as an office building. The tinker toy store was demolished and is a parking lot today, which is part of the Wasatch Properties.

Uptown Bellevue in 1966



Figure16. Uptown Bellevue
Eastside Heritage Center Photograph Collection,
2012-06-20. URL:http://content.lib.washington.edu/cdm4/item_viewer.php?CISOROOT=/imlseastside&CISOPTR=194&CISOBOX=1&R_EC=13. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YqXdVPg>)

Chapter 3: Central Downtown Interior

A striking feature of downtown Bellevue is the high level, strong economic presence with companies such as Eddie Bauer, Paccar and Expedia headquartered there. The eastern area encompasses a cluster of office towers, which are well maintained and provide a sense of safety, a feel of openness, and the benefit of unobstructed pathways. The Bellevue Collection includes upscale dining, shopping and residences that are surrounded by a clean, safe, pedestrian friendly environment. Downtowns in general are being replaced with “large private block development of shopping, office towers, and residential buildings, all complete with their own internal pedestrian circulation, courtyards, security, and maintenance of common space and landscaping⁴⁷”, according to Southworth and Owens. Large block development is not unique to Bellevue. The private block development tends to create the sense of confinement in regards to the interaction with other downtown neighborhoods thus limiting connectivity to surrounding neighborhoods. Superblocks and the pedestrian environment will be further discussed in Chapter 4.

3.A. Downtown Boundaries and Neighborhoods

During a 2003 City of Bellevue Design Charrette, the downtown area was divided into six distinctive districts, (see fig. 17). Attendees defined the boundaries by the legibility of these areas. They categorized them by their unique identities, attributes, clear boundaries, and walkability. The City of Bellevue’s Downtown Plan

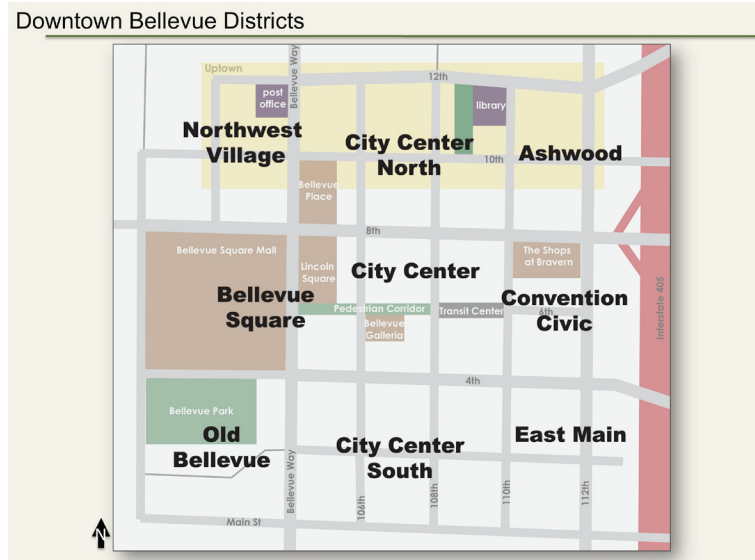


Figure 17. Source: Planning and Community Development Department, Final Report on the Downtown Plan Update, City Report (Bellevue: City of Bellevue, 2003).

⁴⁷ Michael Southworth and Peter M. Owens, “The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge,” *Journal of the American Planning Association* 59.3 (1993): 284.

states “as a planning principle creating unique identities are a way to enhance value and that it is a given of real estate that when a boundary is drawn a place is differentiated.”⁴⁸ Independent of the city’s designation, these areas are identifiable either by thematic streetscape elements, internal neighborhood maps, or labeled by notable publications such as the Bellevue Downtown Association and Bellevue Network online. Central downtown has three distinct neighborhoods, Bellevue Square; the City Center (the area between Bellevue Square and Bellevue Transit); and south of the downtown area.

Bellevue Square includes approximately 47 acres. It is identifiable by its unifying architecture, streetscape furnishings, and concentrated use. The City of Bellevue boundaries are blurred but more specific boundaries are shown in The Bellevue Collection site map as seen in Chapter 1. The area is distinct by design, use, and circulation. Bellevue Square district’s perimeter is marked by the mall’s enclosure, which separates the district from surrounding neighborhoods.

The City Center is identifiable as well. A pedestrian corridor between the transit station and Bellevue Square provides a distinctive center within of the City Center. Office towers and commercial buildings are concentrated in this area. Most publications, such as the “Downtown Bellevue Network” website or The Bellevue Downtown Association who publishes several downtown magazines, label businesses in this area by their building name such as Paccar or Symetra.

Another neighborhood within the central area is the Convention Civic district (see fig. 18). The neighborhood has three major uses, a three-acre Meydenbauer Convention Center, seven-and-half acre City Hall property, and the Bellevue Transit Center. Interstate-90 is the east edge of the district. Immediately adjacent to the north is a four and half acre upscale shopping, dining, and housing development called The Bravern. The area is distinguishable through the civic buildings and open space between the buildings.

3.B. Economics

The City of Bellevue considers downtown as the city’s “major economic development

⁴⁸ Planning and Community Development Department, [Final Report on the Downtown Plan Update](http://www.bellevuewa.gov/downtown_planning.htm), p. 4-5. 2012-06-20. URL:http://www.bellevuewa.gov/downtown_planning.htm. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YpgvTEJ>)

success story⁴⁹. The city has encouraged establishing a strong downtown since the late 1990's through revisions of regulatory policy to meet the needs of development and amenities that led to services, jobs, housing and an upscale regional commercial presence. Downtown is 410 acres and includes over three million square feet of retail and entertainment plus six million square feet of Class A office space.

The backbone of Bellevue's economy consists of not only a service and retail employment sector, but also a continually expanding high-technology sector. Through localization of economies it provides sharing of labor pool, better match between workers and firms, and more importantly knowledge spillovers.⁵⁰ Bellevue has attracted 150 company headquarters and over 900 companies involved in foreign trade. Many of these companies brings more than 1,000 employees to the downtown area.

In January 2012, "Bellevue by the Number" (see fig. 19) "there are 130,900 employees in Bellevue with major employers, which include Puget Sound Energy, Symetra Financial, Microsoft, Boeing, T-Mobile USA, Verizon, Expedia, Nordstrom, Overlake Hospital, Group Health Medical Center...⁵¹", representing approximately 70% increase from 90,000 jobs in 2000.

A white paper written by Rob Stevens,⁵² Principal of Spinnaker Strategies located in Seattle, Washington provides research trends of suburban downtown employment centers. He notes

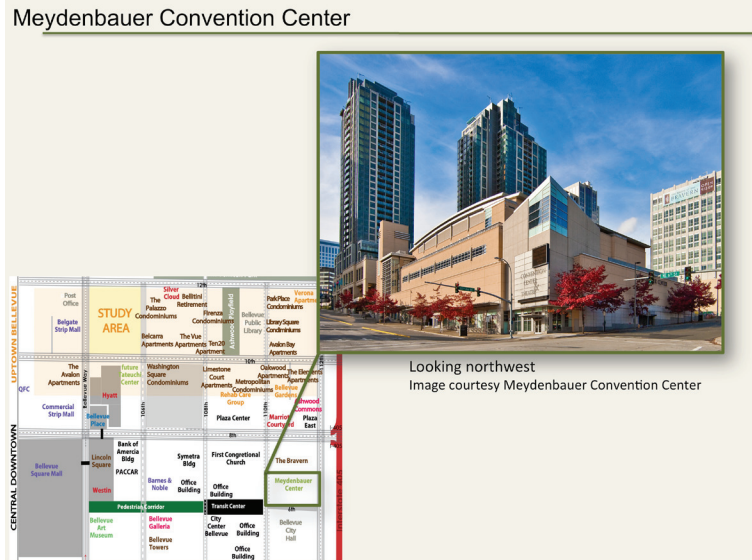


Figure18. image courtesy of Meydenbauer Center

⁴⁹ Department of Planning & Community Development, Bellevue Economic Profile, report (Bellevue: City of Bellevue, 2005).

⁵⁰ Christopher Bitter, "Urban Economies lecture," Urban Land class (Seattle, 2010).

⁵¹ Planning and Community Development, Bellevue By the Numbers (Bellevue: City of Bellevue, 2012). p. 1.

⁵² Rod Stevens, "The New Urban Workplace," 2012-06-20. URL:http://www.spinnakerstrategies.com/Downloads/The_New_Urban_Workplace_HR.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YqICNUX>)

of an exciting new trend, the return to the city of not just people and professional firms but larger corporations. His research identifies that companies are leading the charge in which workers are going back to the city. Suburban cities are becoming competitive. He states that “talented young workers increasingly pick the city first and the job second”.⁵³ For companies such as Microsoft, an urban workplace is used as a recruiting tool and provides them an edge in hiring a highly educated workforce who desires the amenities an urban center offers.

3.C. Active Places

The City Center and Bellevue Square district has a multitude of activities, (see fig. 20). Several open spaces and courtyards, office towers with a small number of retail and several restaurants encircle these areas and surround the transit station. Sitting places in the form of concrete walls used for elevated grass areas or chairs from coffee shops along the station. The pedestrian corridor has a couple of courtyards shown in figure 19. Inside the central circular courtyard are moveable chairs, a freestanding coffee shop building, and an interactive art feature inside providing different experiences for the user. Visible from the courtyard are several large buildings; the Bellevue Towers, mixed-use residential tower, a large religious institution, and a Barnes and Noble store. The area lends as a transition space between the office towers and the dominant commercial core of the Bellevue Collection.

Moving west towards the Bellevue Collection, one must pass through the PACCAR

Economic

Downtown

Residents – 10,000

Daytime Population – 56,000

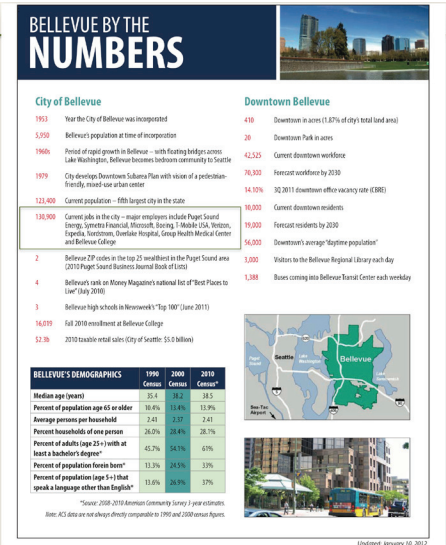


Figure 19. Bellevue By the Numbers
Planning and Community Development, Bellevue By the Numbers (Bellevue: City of Bellevue, 2012).

⁵³ Rod Stevens, “The New Urban Workplace,” 20 May 2010, [Spinnaker Strategies](http://www.spinnakerstrategies.com/Downloads/The_New_Urban_Workplace_HR.pdf), Spinnaker Strategies. p. 5. 2012-06-21. URL:http://www.spinnakerstrategies.com/Downloads/The_New_Urban_Workplace_HR.pdf. Accessed: 2012-06-21. (Archived by WebCite® at <http://www.webcitation.org/68andK0DE>)

properties. The company owns seven acres along 106th Ave NE. Three buildings are surrounded by surface parking and fenced off. The figure shows the parking space to building relationship. The restaurant building along the corridor has a water feature abutting the street. The pedestrian corridor is the only circulation through the PACCAR property. Landscape and decorative paving patterns continues along the pathway to Bellevue Way, where the Bellevue Square district starts.

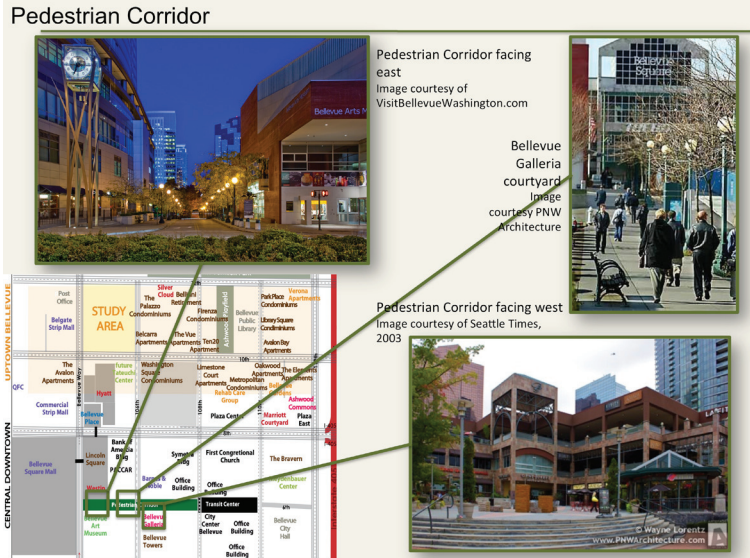


Figure 20. Pedestrian Corridor images courtesy of visitbellevuewashington.com; PNW Architecture; Seattle Times

Once inside the Bellevue Collection it is possible not to leave. A person has all the offerings of working, shopping and living within the Collection. A day in the Collection can start by stopping for a coffee at Tully's Coffee Shop in Lincoln Square before heading up to work at the Microsoft or Eddie Bauer office tower also in Lincoln Square. During lunch, there is shopping at Bellevue Square accessing it via the pedestrian bridge over the busy street of Bellevue Way. After work social venues range from enjoying happy hour cocktails at places such as Lucky Strike, an upscale bar and bowling alley or, for those interested in dinner, choices range from an affordable meal at Red Robin to an upscale steak restaurant, Daniel's Broiler House. If someone is in town and staying at the Hyatt Hotel, access is via the second pedestrian bridge over five lanes of NE 8th Street. As a person walks to dinner, happy hour, or back to their hotel, there are many opportunities to take in the scents of restaurants, window shop, or check out the next event - all to plan your next day in The Collection.

Bellevue prides itself on having an upscale area of highly concentrated work, live, and play destinations not just in The Bellevue Collection but all along the pedestrian corridor through the City Center to The Bravern. Although these amenities are highly desirable atmospheres

for many workers and visitors to the Bellevue downtown, it has a downside to other small businesses and neighborhoods not within these blocks. These downsides will be further discussed later.

Chapter 4: Perimeter Connectivity to Uptown Bellevue

Connectivity is an important feature to draw pedestrian traffic outside the City Center and The Bellevue Collection. Outside the center towards NE 8th Street, there is no clear direction to “what’s next”, (see fig. 21). Connectivity include issues of “well-connected networks composed of direct, convenient routes”⁵⁴

A walk from the pedestrian corridor to Uptown Bellevue

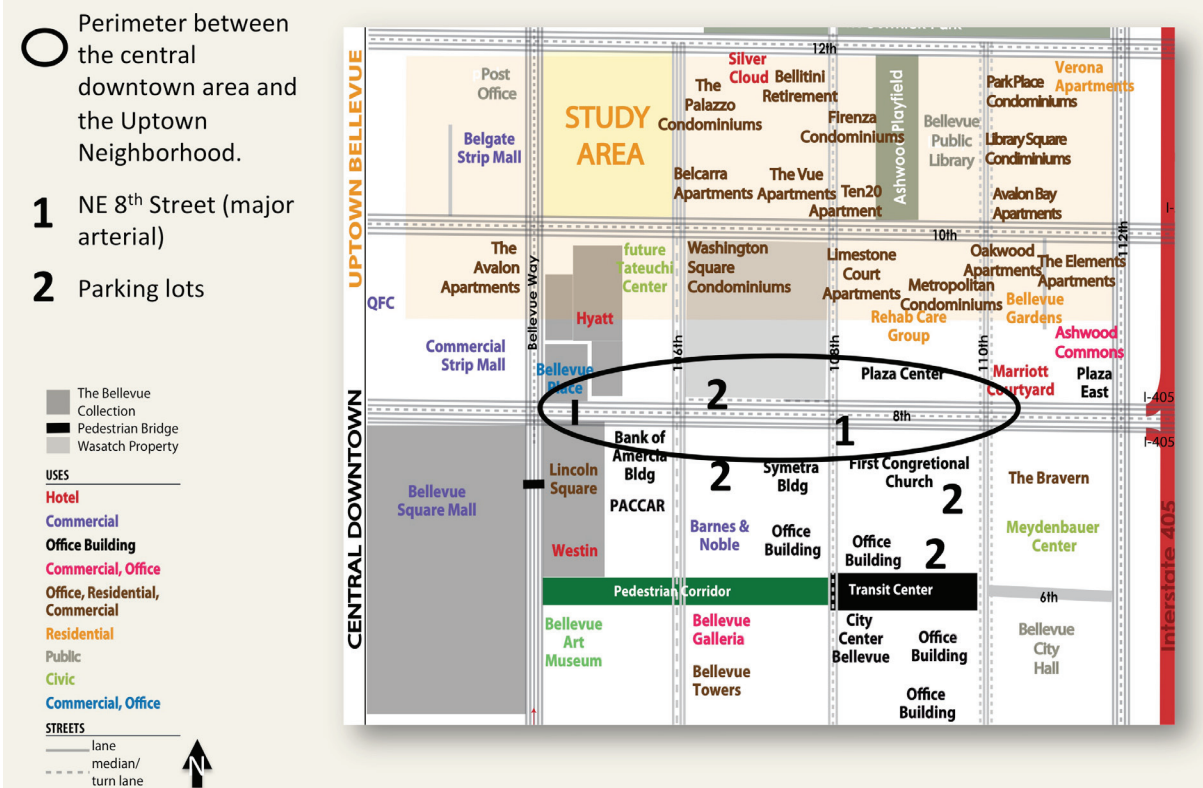


Figure 21. whats next?

There are several general connectivity challenges and opportunities between the central downtown and Uptown Bellevue. Connectivity is a matter of block size, choice of routes, and

⁵⁴ Laurence Aurbach, “Connectivity Part 4: Neighborhood Walking,” 02 Feb 2007, [Ped Shed, Thoroughfares](http://pedshed.net/?p=71). p. 1. 2012-06-20. URL:<http://pedshed.net/?p=71>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yr3RXkh>)

quality of street space and intersections. The following analysis evaluates the three central blocks that connect Uptown and central downtown, 110th Ave NE, 108th Ave NE, and 106th Ave NE.

4.A. Superblocks

Long blocks keep pedestrians spread far apart or drivers in their cars, which diminishes social interaction. Differing uses along the street provide opportunity for a mixture of pedestrian traffic.⁵⁵ The main street that leads to the study block, 106th Ave NE, captures pedestrians headed to Bellevue Place. Other north/south streets are challenged by the lack of destination places from which to draw pedestrians.

Approachability to the Uptown Bellevue neighborhood along a north-south street from an active east-west corridor needs to be easily accessible. Moreover, approachability is improved when distances are perceived to be shorter. See figure 22 for photos of pedestrian perspective of distance from the south side of NE 8th St to NE 9th Street. According to Allan B. Jacobs, author of *Great Streets*, “streets with an entry point for every 300’ are easy to find”. Distance between the pedestrian corridor and NE 8th Street are over 600 feet long. When a pedestrian crosses NE 8th Street towards Uptown Bellevue it is still 300 feet to the start of the Uptown neighborhood at NE 9th Street. At this entry point of Uptown Bellevue, future development should take special consideration when designing the block, by adding more intricate facades and unique building features to create a distinctive entry.

4.B. Perceptions

Perceptions of urban space, is just as important as actual dimensions in determining connectivity. Euclidian distances, i.e. the objectively shortest distance between two points, are “useless to consumers”.⁵⁶ Perceived, or subjective, distance is more important. This perspective of distance provides insight to the current conditions of the streets that enter Uptown Bellevue, which affects the pedestrian experience. “Perceived distance or linkages can be dramatically different depending on the anxiety or stress that is associated with traversing a certain path. The experience associated with the linkage is also critical and much more difficult to quantify,

⁵⁵ Jane Jacobs, *The Death and Life of Great American Cities* (New York: Random House, 1961). p. 181.

⁵⁶ James R. DeLisle, “Chapter 2 Behavioral Real Estate,” *Part I: Behavioral Science of Real Estate* (n.d.) p. 42-43.

Pedestrian Corridor to NE 9th Street



Figure 22. Pedestrian perception from NE 8th Street

especially since different parties will be more or less sensitive to various factors”⁵⁷ Street congestion and travel times account for some of the differences between perceived distances.⁵⁸ The City of Bellevue does not have traffic counts for most of the north-south streets. However, as pedestrians approach Uptown Bellevue, they need to cross NE 8th Street. Traffic along NE 8th that people crossing the street have to maneuver through range from 37,000 to 42,500 daily average traffic count.⁵⁹ Another factor in the perception of distance is the diversity of structures. The more diverse with smaller individual buildings along the street, the shorter that street will seem.

⁵⁷ James R. DeLisle, “Chapter 2 Behavioral Real Estate,” Part I: Behavioral Science of Real Estate (n.d.) 42-43.

⁵⁸ *ibid.*

⁵⁹ Department of Transportation, “2010 Average Annual Weekday Traffic Map,” Downtown Transportation Plan Update: Document Library, 2012-06-20. URL: [http://www.bellevuewa.gov/pdf/Transportation/AAWT_11x17_\(3\).pdf](http://www.bellevuewa.gov/pdf/Transportation/AAWT_11x17_(3).pdf). Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yr6Ua0J>)

4.C. Undeveloped properties

Many surface parking spaces or undeveloped areas run along the north-south streets between 110th Ave NE and Bellevue Way, which are the main approaches to Uptown Bellevue, (see fig. 23). Along these linkages from the pedestrian corridor to Uptown, there are several conditions that hinder connectivity. Wide, undeveloped parcels minimize the sense of street enclosure and create a less inviting pedestrian environment.

Evaluation of the sense of boundaries or reference points is imperative. With undeveloped properties there are no introductions to another place. The starting point of the pedestrian corridor is an active entrance. It enhances the journey rather than just intersecting it. Buildings along the intersecting streets are important features that create areas to offer protection from sun, wind and rain. The following information provides a reference to the challenges faced

Relationship between destination place, connectivity, and spaces

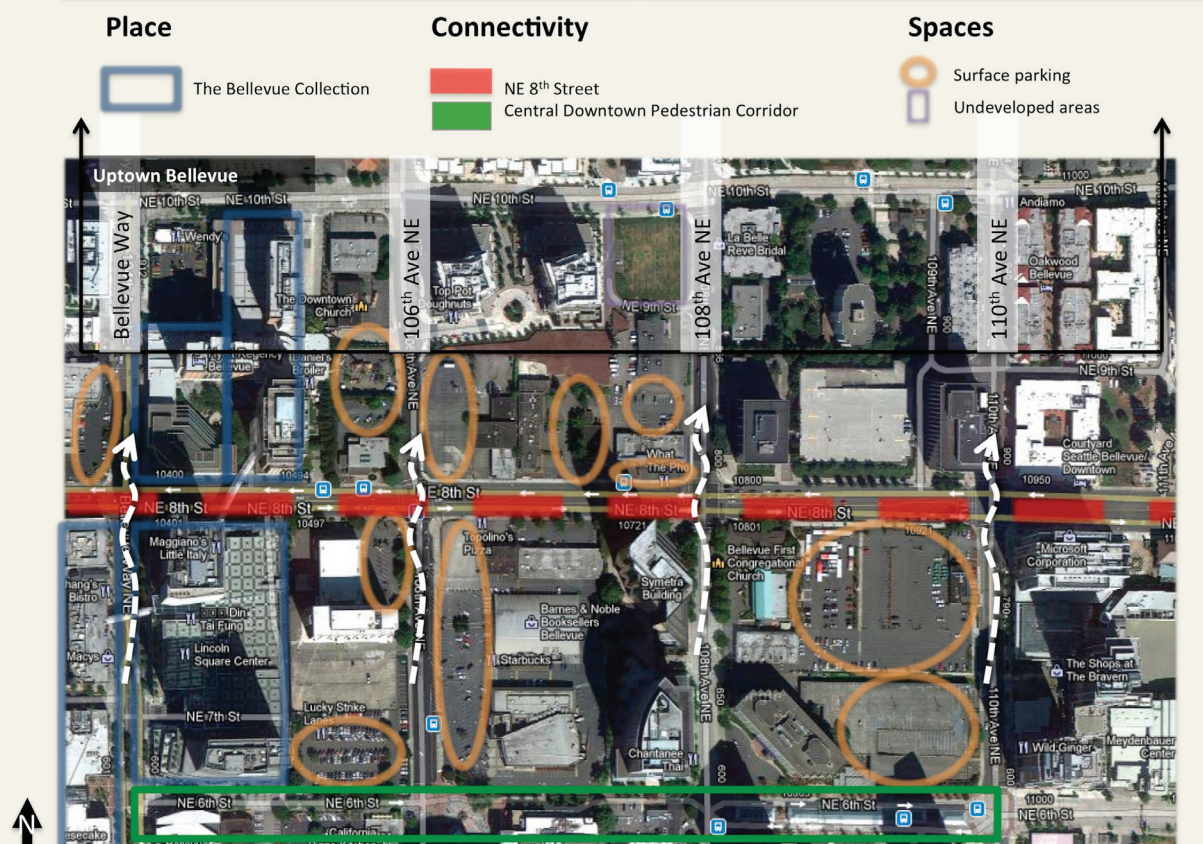


Figure 23. Undeveloped Properties

by Uptown Bellevue and the Merchant Committee. The two main concerns are attracting pedestrians and implementing urban design elements at the start and end points of Uptown Bellevue.

4.D. Specific Pedestrian Links from Central Downtown to Uptown

Figure 22 shows the locations of specific pedestrian approaches to Uptown Bellevue from central downtown. The paragraphs below describe each in detail.

4.D.i. Going north on 110th Ave NE.

Start points - conditions from the pedestrian corridor:

From the transit station north along 110th Ave NE the only view pedestrian encounters as they move toward Uptown are two parking areas, a parking garage and surface parking. Across 110th from the transit station is the Meydenbauer Convention Center and The Bravern shop, work, and live complex.

End points – entering Uptown Bellevue (after crossing NE 8th Street):

Once across NE 8th, there is a small sense of a neighborhood with mid-rise buildings. On the east side of the street, one must pass a hotel then a parking garage entrance. On the west side, the sidewalk is underneath the office towers' building facade creating an interior passageway providing a sense of privacy and shade. A wide landscape buffer separates the sidewalk from the street.

4.D.ii. Going north on 108th Ave NE.

Start points - conditions from the pedestrian corridor:

Office buildings are along both sides of the street. There are several plazas along the way.

End points - entering Uptown Bellevue (after crossing NE 8th Street):

The entrance to Uptown has minimal pedestrian interaction space. There are several surface parking areas on the west side of the street and a bank drive-thru on the east side. While sidewalks are visibly public on either sides there are no restaurants, retail, or services along the street for up to 400'.

4.D.iii. Going north on 106th Ave NE.

Start points - conditions from the pedestrian corridor:

Surface parking structures dominant both sides of the street, however, pedestrian circulation is different. On the west side of the street is the PACCAR property with two mid-rise buildings that are setback from the sidewalk and surrounded by parking. Street pathways provide access to Lincoln Square via the pedestrian corridor and a secondary path to Bellevue Place. There is also a large noticeable Barnes and Noble bookstore that is also setback from the sidewalk with large surface parking area. However, it is a destination place that includes a Starbucks, which is quite busy most of the day.

End points - entering Uptown Bellevue (after crossing NE 8th Street):

106th Ave NE is an important spine to Uptown Bellevue as well as the study area. The street is the west boundary of the 10-acre superblock between NE 8th Street and NE 10th Street. Wasatch Development, a development company based in Salt Lake City, owns this block. Currently, it is partially developed. The area of older development has pre-1980 buildings and surface parking along its perimeter. The figure shows the full build out design with internal pathways and a high concentration of office, hotel, and retail. On the west side of 106th Ave NE a majority of the superblock is part of the Bellevue Collection with a Chase bank at the corner.

4.D.iv. Going north on Bellevue Way

Start points - conditions from the pedestrian corridor:

The main attraction of the Collection circles around Bellevue Way. At the terminus of the pedestrian corridor, there are two courtyards, one on each side of the street. Each courtyard has restaurant or building entrances surrounding them. Entrances to commercial spaces continue as a person walks north from both sides.

End points - entering Uptown Bellevue (after crossing NE 8th Street):

On the east side of the street, past NE 8th St, there is the Bellevue Place courtyard, also at the entrance of the building. The entrance leads into Bellevue Place but is also a pathway to the Hyatt Hotel. Past Bellevue Place at the NE10th St intersection is a fast food franchise.

Along the west side of Bellevue Way there are several pre-1990 one-story strip mall type of buildings. The newest development is at the intersection of NE 10th St in Uptown Bellevue.

Descriptions of the circulation moving north into Uptown Bellevue clearly show the challenges Uptown and the Uptown merchants are faced with in drawing pedestrians from the main corridor of downtown. In some cases, the streets are long and unimaginative and in other cases, the dynamic amenities within the central area tend to keep pedestrians areas along the pedestrian corridor. The study area is impacted by 106th Ave NE which is the main street that approaches from the central area.

Chapter 5: Uptown Bellevue Neighborhood

What pedestrians see when they approach Uptown Bellevue is important because that largely determines the neighborhood's sense of place. If there is not a distinctive presence such as thematic banners, planters, public sitting spaces, pedestrian will tend to go to areas that are more vibrant or to places where they can sit and relax. So the entrance, the edge, of Uptown Bellevue needs to have a distinctive look for those who walk north. Once there, Uptown will need to provide them a reason to stay.

Uptown Bellevue's boundary roughly extends from NE 9th Street to NE 12th Street and from 112th Ave NE to the west at 100th Ave NE. The neighborhood includes three City of Bellevue designated districts: Northwest Village (including QFC, a grocery store), City Center North (including a portion of Hyatt and future Civic Center), and Ashwood (library and park). The name Uptown Bellevue represents a figure of upscale local merchants, high-income housing, and an abundance of open space where residents and visitors can recreate.

Pedestrians can distinguish different areas by the less active sidewalks compared to the central area, but also the variety of building heights. A person discovers that he/she is in a different area by the change in recognizable type of uses - in this case a large number of residential buildings. There are no significant concentrated retail/restaurant areas, except at corner of NE 12th Street and 106th NE Ave across from the study block. A large number of entrances are accessible directly from the sidewalk rather than, internal courtyards. There are several anchors in Uptown; a grocery store, library, and post office in addition to a couple of parks. Business contrast between the central downtown and Uptown is ownership type. The Bellevue Collection and central downtown have franchise businesses while the Uptown area includes more individual, locally owned businesses.

As mentioned earlier, a merchant grassroots effort is actively working on forming an identifiable, cohesive community, which the merchants, hope will create a more pedestrian active place. Uptown Bellevue is drawing a growing residential population and a workforce interested in living and working in downtown. It has had the greatest amount of residential development since 2007. Residential growth should support a sense of place and a neighborhood; however, the merchants feel that sense of place is currently missing. Central

downtown provisions are focused towards employment, entertainment, and upscale restaurant/retail encouraging the Uptown area to concentrate on the service type of commercial uses. A concentration allows the area to create its own “type” of economic distinction without competing with the city center.

A future project that will increase pedestrian traffic and support local merchants is the Tateuchi Civic Center. A large high profile civic center will play an important part in the neighborhood. A technique mentioned in The Urban Design Handbook that follows the New Urbanism model is that civic building locations are important to reinforce community identity.⁶⁰ Tateuchi’s location at the corner of 106th Ave NE and NE 10th Street, which is adjacent to the Bellevue Collection, is a perfect location for supporting the future local commercial area that is part of the proposed study area, (see fig. 24). The Civic Center, anticipated to open 2014, will be a major cultural draw

anticipated “to transform lives and enrich the community by presenting artistic, cultural, educational, and entertainment experiences of the highest quality for all within its reach”⁶¹. The Center will feature a 2,000-seat Concert Hall and 250-seat Cabaret.

Other existing public amenities include parks and courtyards. In Uptown

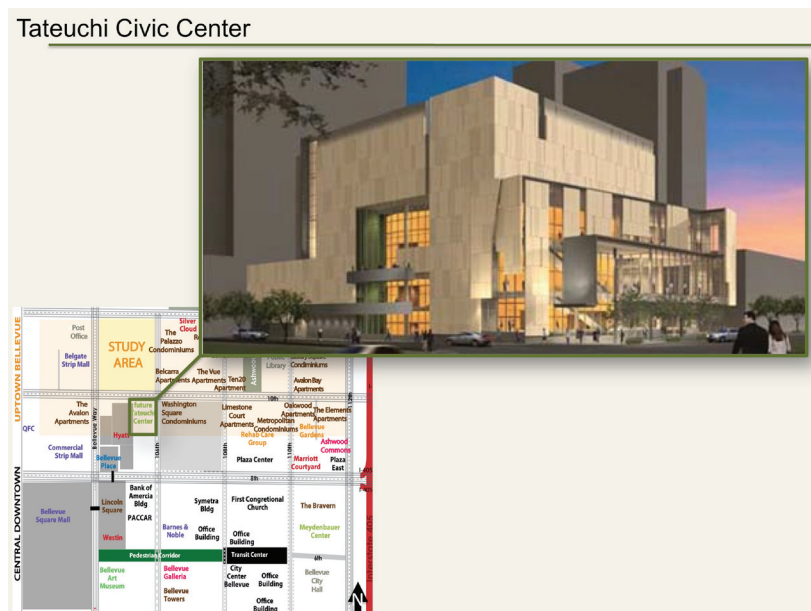


Figure 24. Tateuchi Civic Center
Tateuchi Center, 2012-06-20. URL:<http://www.tateuchicenter.org/about>.
Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YrvkiZO>)

⁶⁰ Ray Gindroz and Karen Levine, The urban design handbook: techniques and working methods (New York City: W.W. Norton., 2003).

⁶¹ Tateuchi Center, About Us, P.1. 2012-06-20. URL:<http://www.tateuchicenter.org/about>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YrvkiZO>).

Bellevue there are three courtyards: one privately maintained public courtyard, a semi-private courtyard, and a public courtyard. Two are connected with recently developed residential property. They will be discussed further in the following section on existing conditions. As for public parks, there are several in downtown that are within a 1/2 mile walk from Uptown Bellevue. McCormick linear park and Ashwood Play field are located in the Uptown boundary.

Other site-specific notable urban design elements should be taken into consideration before beginning the study site analysis. Focus on neighborhood pedestrian circulation will aid in creating continuity and mitigate issues that result from internally-oriented fortress development. Urban design characteristics of current public space will help create areas of congregation where pedestrians will stop and investigate. The following site-specific descriptions also show areas where buildings create a cohesive space even though built at different times. Understanding Uptown as it is now will help later to develop the study area urban designs ideas that can enhance the desired goals. The following sections describe each of three segments of Uptown to the east of the study block, as defined by the streets that cross Uptown from south (central downtown) to the residential neighborhood on the north..

5.A. 112th Ave NE to 110th Ave NE.

(see fig. 25)

Circulation

On this block, there are two distinguishing circulation patterns. The older buildings, built prior to 2000, do not have mid-block access but have sections of shorter block lengths between 250' to 400'. Another section is a superblock that runs along a mid-block neighborhood street. The street supports residential access. While buildings have no setbacks and minimal breaks in streetwalls, the dense building form does not have areas to gather which forces the area to be a pass-through versus an active circulation route.

The Elements is a residential tower along 112th Ave NE built in 2007. This building does not prominently incorporate circulation elements with the rest of the block. Paving patterns along NE 10th Street, while discernible from rest of the block, are understated because they do not relate with the small sized windows at the corners. Once within the building's common area, there are several paths that lead pedestrians to internal active spaces, landscaped sitting

spaces, entrances to restaurant or the building, and stairs to the courtyard.

Open/Public Space

Streetscapes of the older buildings, as mentioned before, do not have public spaces. There is one designated commercial outdoor seating area enclosed with a decorative rail. Trees, planted approximately 15' apart, have matured creating a dense canopy. Awnings extend past the sidewalk up to the trees and create a closed space. This combination makes transparency to commercial spaces difficult. Courtyards are not visible and designated for residents providing private spaces.

The Elements building, in contrast, has two main open courtyards hidden within the project. The spaces have a sense of being public with moveable chairs and centralized spaces not connected to a specific business yet accessible.

Building Designs, Streetscape, and Courtyards

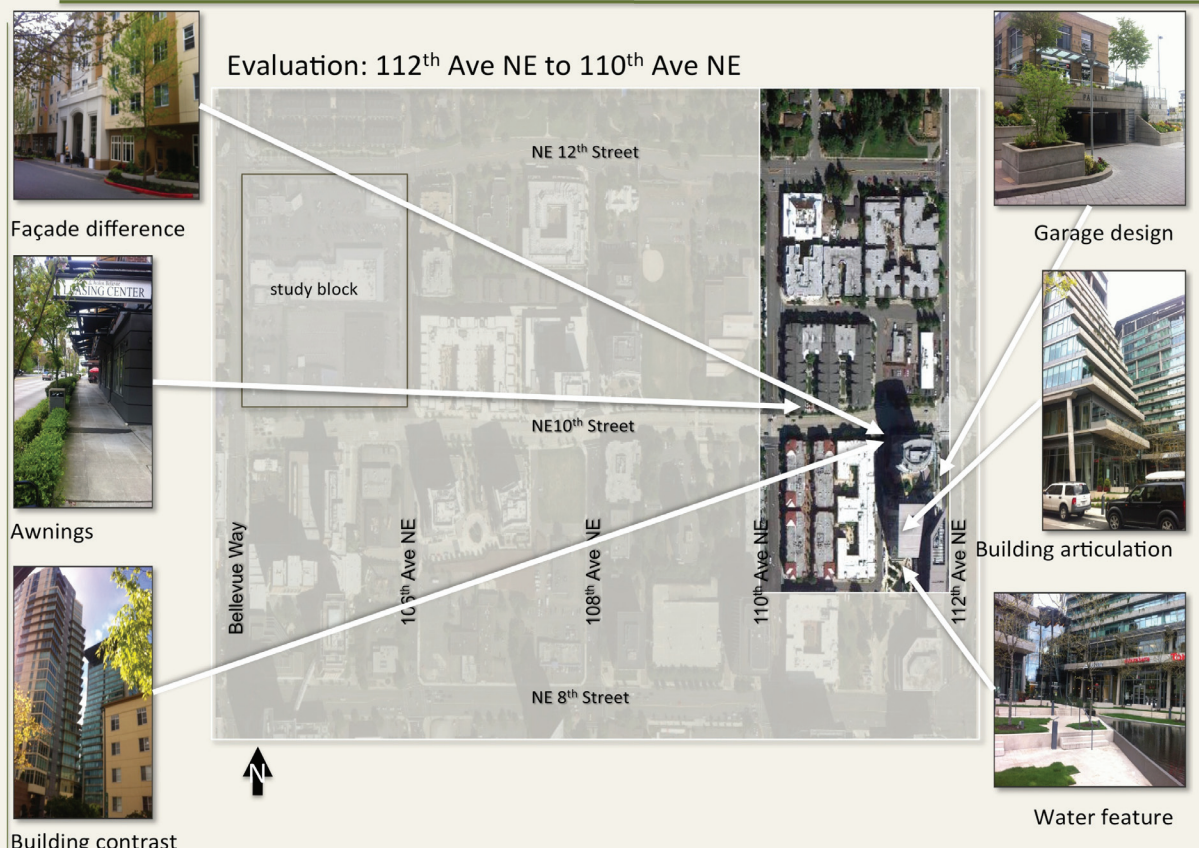


Figure 25. Existing Conditions: east side of Uptown Bellevue

Building and Use

The older buildings in this area were built in the late 1990s. Most buildings are apartments with only two condominium buildings on the block. Apartments are usually more compressed, smaller units, while condominiums have larger units. The higher volume of apartment buildings creates a dense environment. A greater number of residential buildings are positioned up to sidewalks with main entrances parallel to sidewalk. These entrances are noticeably different from other development. They include brick or concrete exteriors with dense landscape canopies. Building heights here range from four to six stories with commercial on the first floor.

The Elements mix-use apartments design and height contrasts with the surrounding buildings. Building entrances are along the street. There are also entrances behind the building, which are accessible from a courtyard. The building design includes a glass and steel facade. The 25-story residential tower also has retail/restaurant/art uses on the second and third floors. The topography allows 1st floor along NE 10th and 2nd floor along 112th Ave NE. A Tokyo Steakhouse, located in the second building, is on the south side of a well lit courtyard.

Urban design elements that can be applied to the “design study block” are as follows:

- A distinctive space statement
- Landscape that soften the sidewalk
- Commercial sidewalk entrances
- Consideration of space between awnings and matured trees
- Designated outdoor seating similar to older developments.

5.B. 110th Ave NE to 108th Ave NE.

(see fig. 26)

Circulation

This area is heavily fragmented. Buildings are stand-alone structures with no connection the adjacent properties. At NE 10th Street and 108th Ave NE intersections there is a commercial node. Entrances are spaced apart minimizing the amount of social interaction. Awnings line the street providing protection from natural elements allowing a higher degree of pedestrian traffic.

Open and Public Space

The Doll Museum has a lush landscaped corner. The library is a beautifully landscaped area with art, benches, trees and grass. The art features include statue of Karamchand Gandhi

and a large art structure of a face. The north area, previously a mature landscaped area, is being converted to a three story above ground parking structure. New landscaped areas, such as sculpted earth form along NE 12th Street, are planned to keep within the previous outdoor design. Streetwalls along the new parking garage will have landscape to minimize the impact of the concrete structure.

Building and Uses

There are a variety of features in the area such as a library, a future childcare facility, a senior facility condominium complex, two mix-use buildings, one condominium and one apartment.

Buildings in the north end of this area were primarily developed after 2000. The Doll Museum, just recently closed, is being converted to a daycare facility. The Bellevue Library was built in the early 1990s. The south side of NE 10th Street is a superblock with a dominant senior

Open Space, Courtyards, Building Compatibility

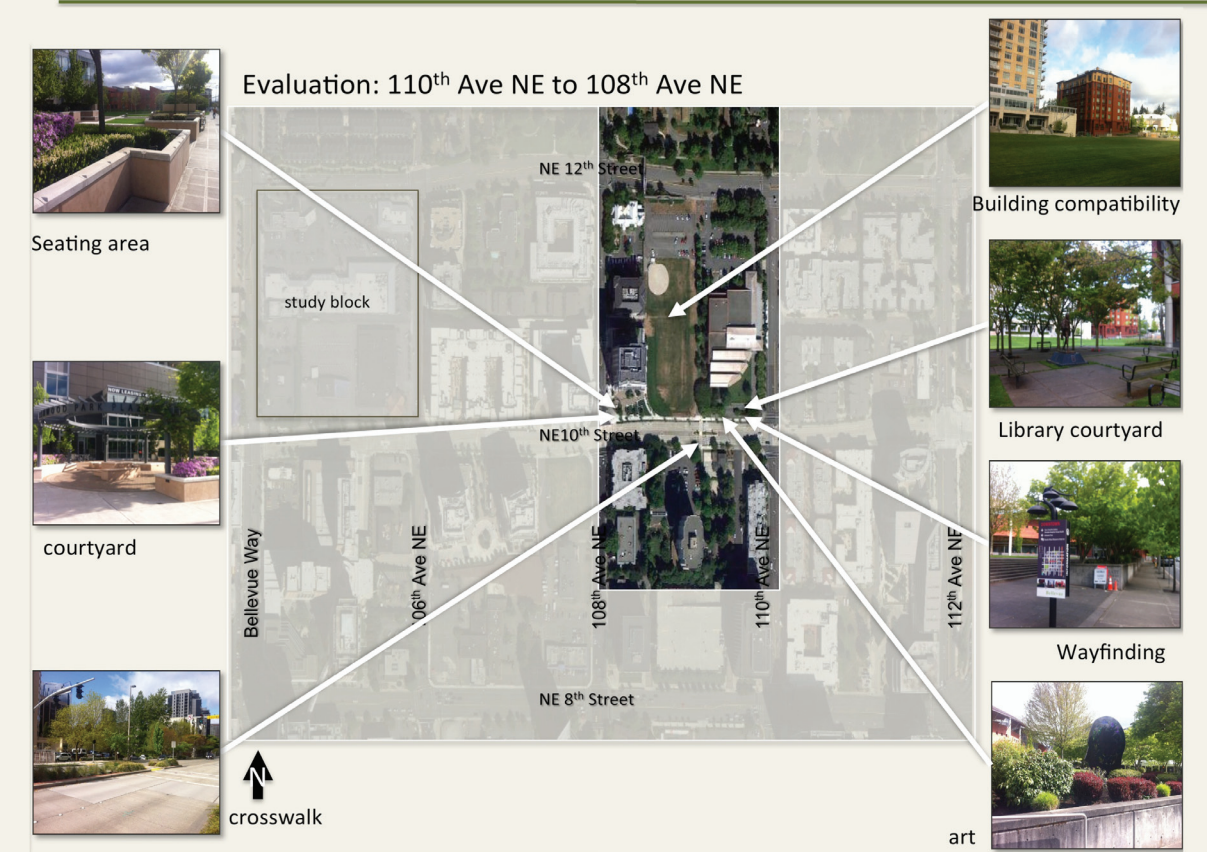


Figure 26. Existing Conditions: east side of Uptown Bellevue

facility structure surrounded by surface parking.

The Ten20 apartments, a mixed-use building developed in by the Hanover Company, is located on the east side of 110th NE. The building is more integrated with its surroundings through the inclusion of prominent entrances on all four sides. One entrance at the east is adjacent to the Ashwood Play field and some commercial spaces. Another entrance to the south is next to the corner courtyard with a designated outdoor restaurant space. The third entrance to the west along 108th Ave NE is between two commercial spaces. Last the fourth entrance to the north is through the garage, which is visible and easy to accessible off an alley. The Ten20 also has parking along 108th Ave NE in front of the commercial space.

Additional urban design elements that can be applied to the “design study block” are as follows:

- Multiple, visible, accessible entrances and prominent courtyards similar to The Ten20 building
- Corner landscape areas similar to the Doll Museum.

5.C. 108th Ave NE to 106th Ave NE.

(see fig. 27)

Circulation

Recent development has included many circulation pathways. The only two buildings built prior to 2000 are the Silver Cloud, which is four-stories and has exterior parking surrounded by lush landscape and adjacent to a two-story apartment complex built in 1977. On the south side of the older apartments are two new apartment buildings with an informal pathway and a small strip of landscape between them. Figure 27 depicts the only alley in the Uptown Bellevue neighborhood. The alley is used as a mid-block path and apartment building garage access. Intersecting the alley is a public access pathway through the residential portion of the Belcarra apartment building. While the area is public, it blurs the boundary between public and private yards, which can diminish its use by non-residents. The entrance of the mid block pathways include a couple of art pieces which break up the superblock 600' of alley. Described below is another distinctive pathway interconnected with private space accessible and used by the public. Washington Square, part of the Wasatch Development property noted earlier, has a

Garage Entrances, Pathways, and Landscape Areas

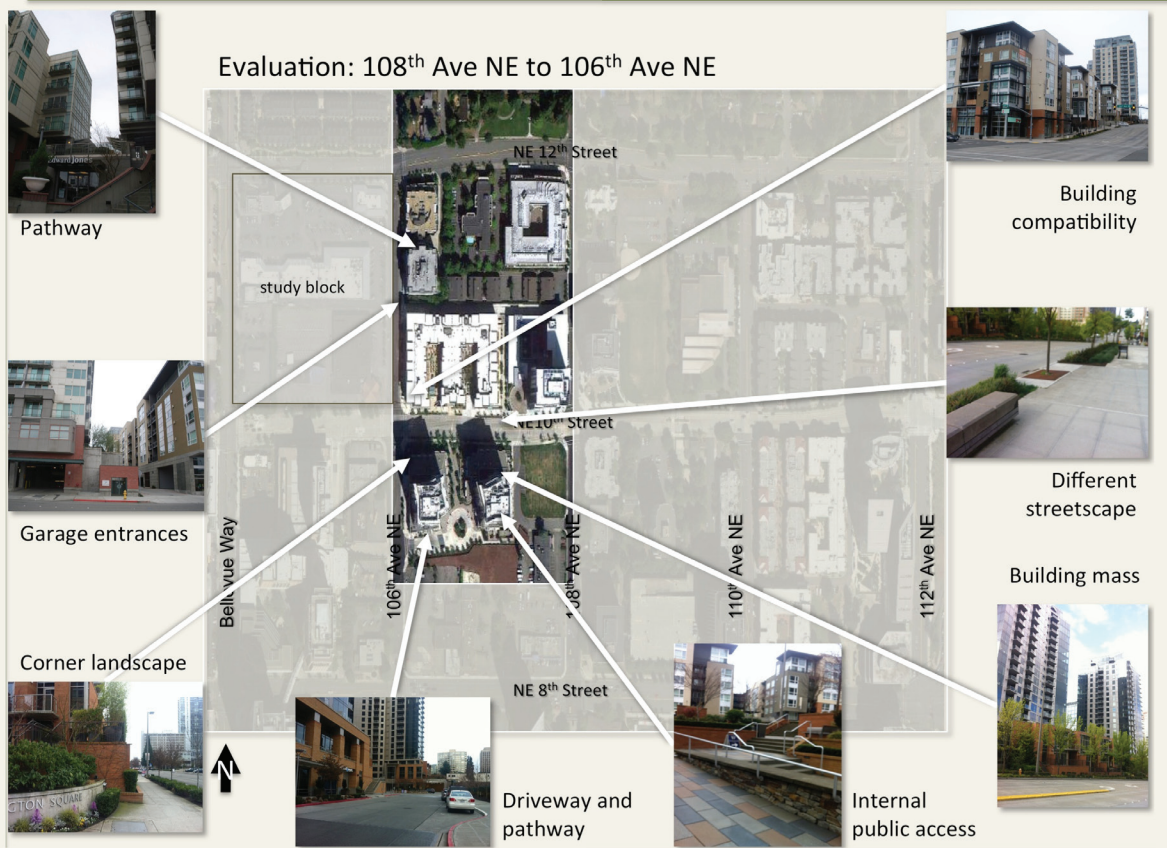


Figure 27. Existing Conditions: west side of Uptown Bellevue

public access pathway mid-block of the 600' superblock along NE 10th Street. Residential space is blended with public/private space.

Open and Public Space

The pathway referenced on Figure 27 is an underused courtyard that is part of The Palazzo mixed-use residential building. Commercial space surrounding the courtyard are an upscale restaurant and financial service business. The courtyard separates two podium base mixed-use residential buildings and the courtyard stairs go to another small private courtyard, which separates the main Palazzo entrances. The area functions as an informal pathway to the back part of the building toward the Silver Cloud hotel. At the NW corner of the Silver Cloud there is another courtyard, also privately owned but publicly used.

Building aUses along 106th Ave NE are described in more detail because the buildings are

across the street from the study area. The goal is to design the commercial with the future anticipation of complimentary uses. The first new development along 106th Ave NE was the Palazzo, which consists of a four-story and a ten-story building. There has been no commercial space turnover since it opened in 2000. Other uses are a dry cleaner, physical therapist, and financial services at street level. On second floor there is a physical therapist and dentist. A resident entrance is through the garage, which is off of 106th Ave NE. The garage is accessible on the same side as the commercial space. However, it is difficult to find visitor parking, therefore; most people park on the street. A streetwall gap exists between commercial spaces created by the Palazzo garage and The Belcarra Alley and garage

A recent development is the Belcarra, a mixed-use seven-story building with commercial space along 106th Ave NE and NE 10th Street. There are multiple commercial spaces, with only one vacancy. The most prominent location is at the corner of NE 10th St and 106th Ave NE, however, its use as a spa diminishes exterior and interior space transparency because of window coverage. The other commercial space along NE 10th Street has three main issues that make it difficult to locate. First, the address is on 10th Street but parking is behind the building through an alley. Second, it has a restaurant side entrance, which is difficult to notice. Last, the commercial space has no on-street parking. The remaining 75% of the buildings' street frontage is exclusively for residents of the building, lobby and offices.

Along NE 10th Street is another new development, The Ashton. The 25-story building blends many different uses in a small space. Commercial use is along 108th Ave NE. A resident gym in the building occupies the prominent corner at 108th Ave NE and NE 10. The rest of the building along NE 10th has a grand resident entrance, valet parking area, and access to a garage.

Washington Square condominium, a 25-story podium style of building is similar to The Ashton. Along NE 10th Street, there are two rows of two-story townhomes with lush landscaped front yards. Along 106th towards 8th Street, there is a vacant commercial space. Around the corner along the entrance to Washington Square on 9th Street there is a Top Pot Doughnuts.

Additional urban design elements that can be applied to the “design study block” are as follows:

- Minimizing two garage entrances next to each other
- Breaks in commercial space
- Addresses are close to commercial space entrances.

5.D. The Study Block.

(see fig. 28)

The block between 106th Ave NE and Bellevue way is the study block and the focus of this analysis. Using the other Uptown Bellevue blocks to learn what works and what does not for this area will be applied. In this way, the study can not only address the values of the neighborhood but also avoid pitfalls that have plagued previous development in the past.

5.E. Bellevue Way

(see fig. 29)

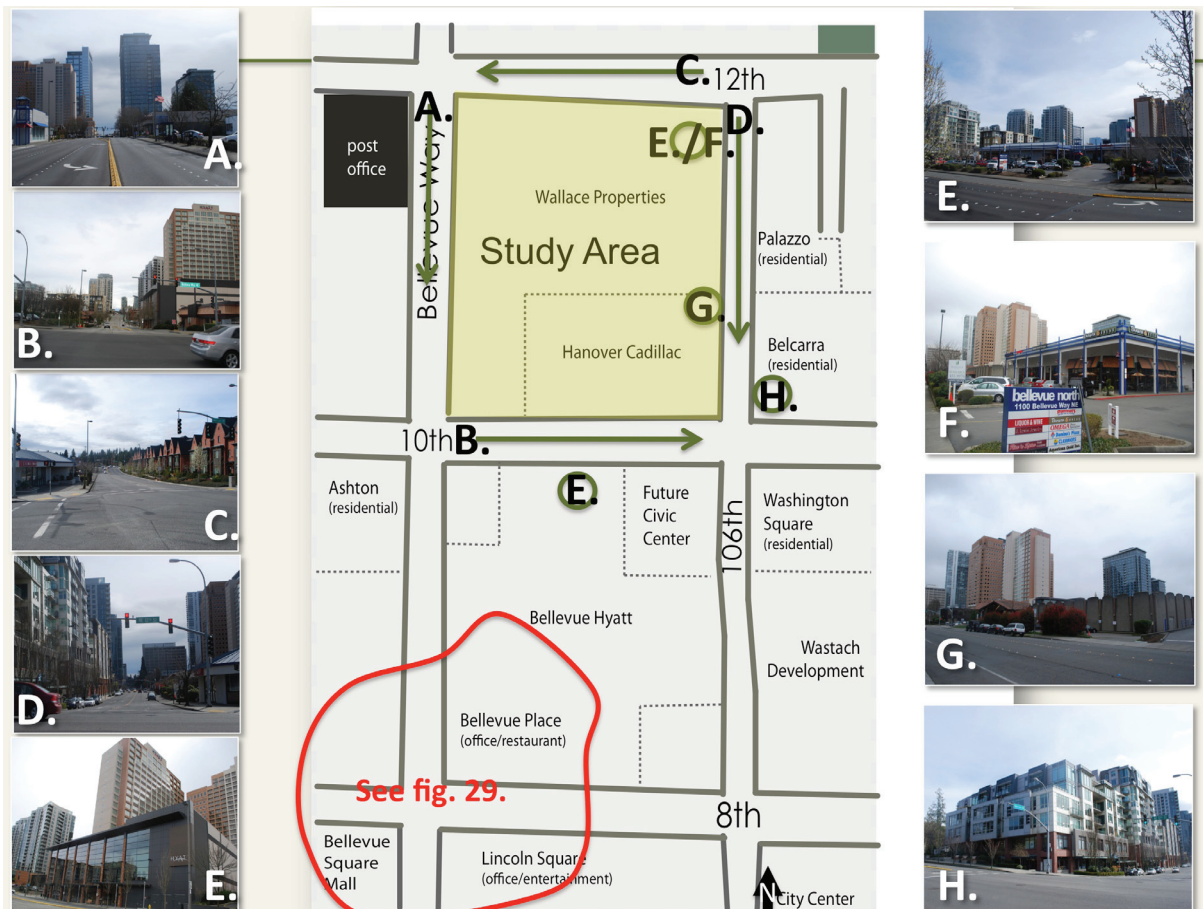


Figure 28.. Existing Conditions: study block in Uptown Bellevue

Chapter 6: Programming the Study Block

Up to this point, the background of Bellevue's history of the superblocks, strong economic core, physical and regulatory foundations of Bellevue, downtown, and Uptown have been presented. However, describing current environments or presenting theories is a small facet of urban design elements and the design itself. Exploration and discovery are also important processes in creatively designing space.⁶²

6.A. Community

Urban design is more than the placement of streets, furniture or landscaping. It is about working with the community in the vision of "neighborhood". Urban Land Institute states, "a cohesive, strong community is a key underpinning of neighborhood planning". In putting together the urban design proposal for a study area. The community was approached to include their vision and feedback.

6.A.i. Community Vision

In late 2011, a couple of merchants introduced an idea of creating a sense of place in the northern area of downtown Bellevue. The thought was that if there was a neighborhood "brand" it would help promote local businesses and residents and visitors of Uptown Bellevue would feel that there was a "sense of place". One way of initiating the idea of creating a "community" was to include "all" of the community. Two independent efforts were pursued. The first approach to discussing sense of places was to introduce the idea to local merchants and afterwards, get the residents involved. The intent was to start conversations about their thoughts of street life but also to implement projects that aid in creating connectivity. Products from this initial pursuit were business survey mailers, one-on-one visits, email updates, and holding a "community social". The attempt at engaging residence was an initial failure for a number of reasons, however, the engagement of the merchants has picked up support and the grassroots effort continues forward in 2012.

6.A.ii. People

Merchant efforts are moving forward slowly, providing small successes. While resident

⁶² Ron Kasprisin, Urban Design: The Composition of Complexity (New York: Taylor & Francis. Kindle Edition., 2011).

engagement is not included, observing social media interactions, discussions with residential building managers, and responses from merchant updates all provided insight of the community. Information is used to create a baseline on resident and merchant interests and is applied to the design proposal. However, not all users have been identified or involved which create some difficulties. The analysis will use surrogate information such as demographic data and tapestry lifestyle compositions to provide community interests. Last, client characteristics of several businesses were collected. Even though direct resident data was not collected, it follows what Lynch states “students do not design schools, nor children homes, patients hospitals, prisoners jails, nor employees offices”.⁶³

6.B. Merchant Clientele

Client demographics, (see fig. 30), shows the location of businesses that provided information. These businesses are located in three different districts. Data shows that during the day, 70% of clientele are business patrons and weeknights and weekends 70% of the consumers are couples. Race and gender also have similar percentages between types of businesses. Asians (includes Indian) are second dominant consumer to Caucasians. Observations over last year show that Blacks are increasing at a higher rate than Hispanic. Gender is slightly different between food establishments with 10% more men visiting the upscale local restaurant. Majority of these are businessmen.

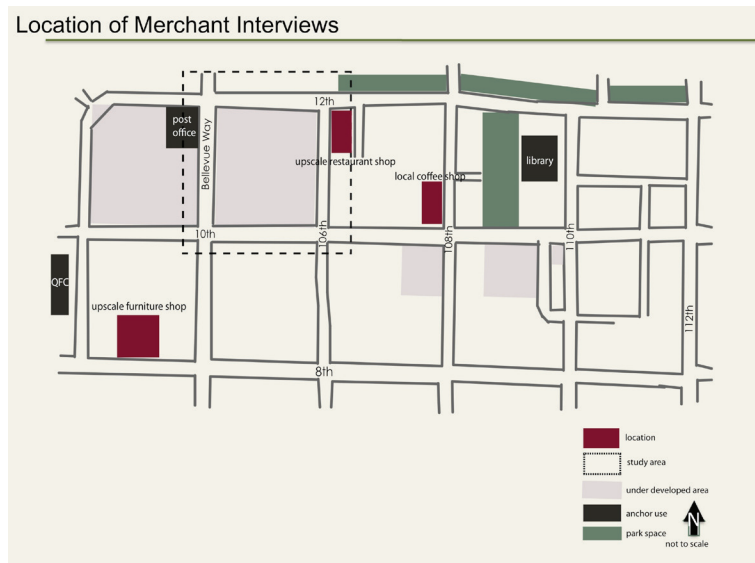


Figure 30. Merchant Interview Locations

⁶³ Kevin Lynch and Gary Hack, *Site planning* (Cambridge: MIT Press, 1984). p. 68.

6.B.i Demographics

Demographics were gathered from information provided by the Department of Planning and Community Development called “The Changing Face of Downtown Bellevue”. They show that 51% of downtown residents are between the ages of 20-44 compared to the City of Bellevue of 37%. The reason for the decrease of this age when evaluated in a broader scale, is the outer areas of downtown have a higher percentage of 45-64 age range, 6.3% higher than downtown. Families live outside of downtown. Differences in family types require different needs of services. Single households are prominent in downtown with a 36% lead. According to the 2005-2009 American Community Survey data collected by the City of Bellevue, 21% have graduate or professional degrees. Also there is a strong entertainment element, which brings a service group of people ranging from high school to bachelor’s degree. Those with a bachelor’s degree are a strong group with 45%. As expected with large companies and highly educated workforce, the occupations are related to sales and office occupations, 23%, or management related occupations, 71%, leaving 6% towards service and other types of occupations. This mixture creates the need for professional office occupation services/retail. The area still has a high concentration of Caucasian population. However, the Asian population has grown over the last eight years commanding 33% of the downtown population with 56% white. Observation shows Black and Hispanic population has increased. The current ranking is 2% Black and 4% Hispanic.⁶⁴

6.B.ii. Tapestry

Tapestry data segments the population by the same tastes. It “combines the ‘who’ of lifestyle demography with the ‘where’ of local neighborhood geography”, providing clarity of the distinct market behavior. Data will be used to determine type of uses for the study block area. Information is collected from ESRI, an institute that provides geographical data information. Within a five minute drive from the study block area, there is a high concentration of metro renters, urban chic, trendsetters, top rung, and laptops & lattes. A five-minute drive covers all downtown between I-90 and SR-520.

⁶⁴ Department of Planning and Community Development, “The Changing Face of Downtown Bellevue,” Latest Information on Community Development 2012-06-20. URL:http://www.bellevuewa.gov/pdf/Transportation/The_Changing_Face_of_Downtown_Bellevue.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YsxlPqE>)

Common interests of these groups are shopping online and in stores; avid reading; interest in the arts, music, performances and a strong interest in maintaining their health through activity, healthy eating or supplements. All groups tend to have an outdoor, active lifestyle including activities such as snorkeling, skiing, golfing, etc. They are also spending money on themselves for clothing or on travel. Finally, an important trait specifically related to metro renters is that 81% who live within a two-minute drive of downtown are classified renters and they do not spend money on “home and hearth”. They are not do-it-yourself types from laundry services to home remodels and even housecleaning services are a necessity.

As for life-stage, the majority is considered “solo acts” who prefer city life. Family compositions are young, single, and startup households. The majority is deliberately avoiding homeownership or family. They dine-out, attend performances and visit museums. A smaller group is the “upscale avenues” which do invest in home and domesticity.

These traits and attributes are important in determining the market needs for those who live in the area. Interestingly, certain market anomalies are currently presenting themselves in terms of market needs. While demographic data and tapestry both show small, if nonexistent, number of family + children households, there are two large daycare facilities, Adventure PlayCare and Child Quest, opening up in the next several months in the Uptown Bellevue neighborhood. Although, tapestry data does not support it, observation does visibly show a higher number of children of all ages.

Creating a space that reflects the population provides a background to better design space to fit the community create a “sense of place”.

6.C. Stakeholder Interests

The study area is owned by two entities, Wallace Properties and Hanover Properties. Wallace Properties owns a larger portion of the block. In an interview with Monica Wallace, Wallace Properties, she shared several interesting facts about the site but also as her role of property manager for the downtown Bellevue area. According to Ms. Wallace, downtown has four individual nodes: CBD or Central Business District, work, residential, and Main Street (see fig. 31). These areas are very distinct and development should focus on their strengths. For example, within the CBD, there is a focus on upscale retail, restaurants, and prominent

entertainment places such as Lucky Strike, Munch Bar, The Parlor, and 18-screen movie center. The concentrated amenities are attractive for events such as a fashion shows, jazz events, and arts fairs. Ms. Wallace also mentioned that there are several other places accessible to residents. Main Street Bellevue is at most a half-mile walk from anywhere in downtown and Kirkland, to the north, is two miles from the Uptown neighborhood.

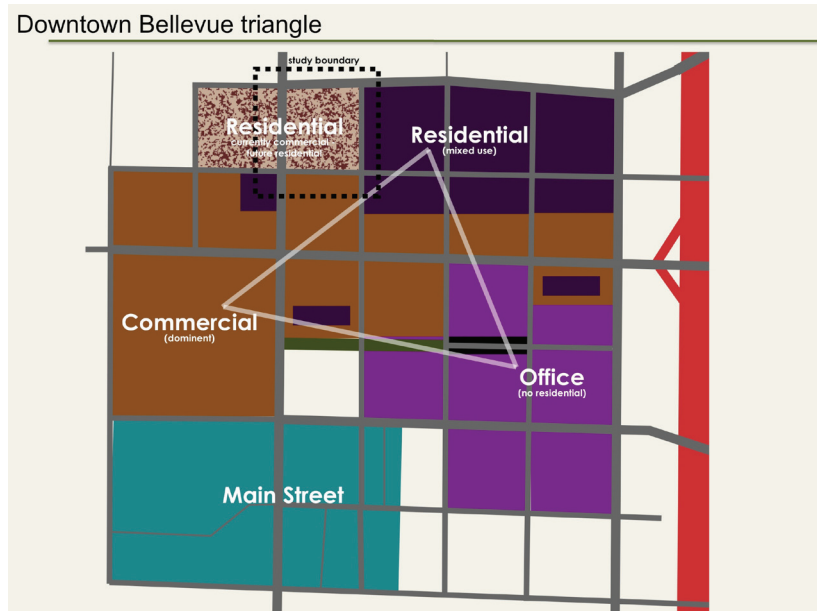


Figure 31. Downtown “Uses” Triangle

She further discussed that because of the destination place attributes, high concentration of office, live, and play uses combined with anchor retail and restaurants, that it would be remiss for Uptown Bellevue to coordinate efforts towards this area of use. Concentrating on “live” provisions and use, would serve the Uptown neighborhood better. Information was crucial in laying out the site to determine space size requirements. The current uses such as an outdoor sports store, bank, large coffee shop, camera shop and small restaurant meet the suggested variety of “service” uses mentioned in the “LEED 2009 for Neighborhood Development rating system designed by LEED (Leadership in Energy and Environmental Design). They also consider banks, gyms, hair care, laundry, dry cleaner, and diners as neighborhood services. The other uses, community-serving retail includes clothing, convenience store, farmer’s market, pharmacy, and other small retail businesses. The uses currently not on site but within a quarter mile walk are grocery stores and pharmacies. Some local merchants believe that moving the Bellevue Farmer’s Market from the outlying neighborhood would bring additional traffic. Service related uses support the residential growth in the neighborhood. New development built since 2007, have increased the residential stock by 1,573 with 68% apartments.

6.D. Merchants

The main interest for several local merchants is parking. Shared parking with surrounding merchants supports all businesses. The only area in Uptown that has surface parking is the Wallace property, owner of part of the study area. A shared parking program would allow pedestrians to circulate to other areas in the immediate vicinity creating an active environment. Currently those visiting businesses on the Wallace property do not have ability to leave the property and visit others businesses without penalty.

The axonometric drawing, (see fig. 32) shows the relationship of building to parking as suggested from some local merchants. They suggested positioning entrances along the main streets and locating parking behind the businesses with access from several locations without impinging on street facade concentration. These parking areas would require prominent signage to direct consumers

to onsite businesses, areas and other neighborhood amenities. Signage would create better neighborhood connectivity. Visible open parking would keep with the traditional open parking layout currently on-site and added landscape features could create a softened sidewalk edge.

One benefit to the design proposal is the current commercial spaces are mostly occupied as mentioned earlier. Part of the program is to evaluate the success of the current businesses and to build upon them. The businesses in the area are varied in type and company structure. In the Bellevue Shopping Center there is a regional store, Sturtevant's.

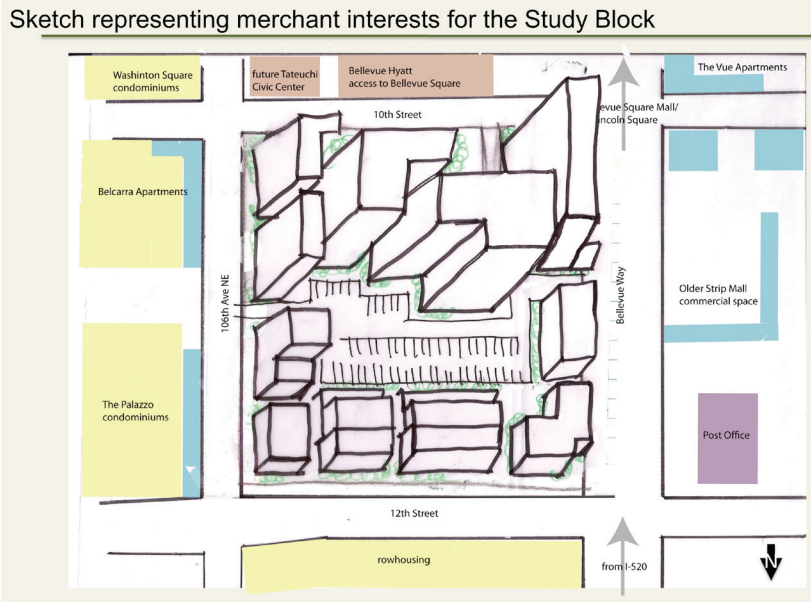


Figure 32. Axonometric view of merchant interests

The type of merchandise they sell benefits from close parking proximity. Panera Bread does not necessarily need the parking as a draw and their location on the edge provides better accessibility. Omega Photo and J Lewis Jewelers do not necessarily need additional parking either, However; they have been in the Bellevue Shopping Center for more than seven years and have established a market that either requires parking or clients who prefer the quick access to parking. Other smaller businesses, a Thai restaurant, a gold store, and a dry cleaner do not seem to be parking dependent in that they are a community driven business.

6.E. Applicable Lessons from Elsewhere

There are several other downtowns evaluating and implementing methods of creating a pedestrian friendly, human scale, or active environment. All these methods have something in common; they are focused on creating a sense of place.

6.E.i. Parking and Pedestrian Accessibility: Mercer Island WA

Project: Island Square (see fig. 33)
Year Built: 2008

Downtown Comparability

Mercer Island is a small city, population 22,699 as of 2010. A local developer independent of a city redevelopment plan developed the project. Island Square was selected as a suggestion from Monica Wallace, Wallace Property, because of the type of business parking and access to commercial areas. The garage is enclosed however; the visibility within the parking garage provides a sense of



Figure 33.

direction. While standing at one area, the other openings are visible with signage and view of courtyards.

Design Elements

The layout of the project has many benefits that connect parking with retail entrances. The prominent feature of the project is the ground level parking structure with four levels of housing above. There are four pedestrian accessible openings visible from within the garage. This provides a choice to walk to a retail quadrant or to units above. Signage distinctively marks commercial uses.

Pedestrian Accessibility

Pedestrian's access points are aesthetically attractive. Once outside the garage, there are a variety of elements: tables and chairs, benches, or water features. Commercial space wraps around and is visible along the mid-section pedestrian access areas. Distinctive paving, street furnishings, and landscaping surround it.

6.E.ii. Streetscape Rooms: Louisville KY

Downtown Connectivity Study: East Downtown, East Market District (see fig. 34)
Year Built: in progress / portions conceptual

Downtown Comparability

Downtown Louisville, Kentucky, is considered the "Possibility City". A city on the move to creating a world-class city combined with small city advantages. According to the Louisville visitor's website, they have been named America's Most Livable large city.⁶⁵

As a design reference, they are selected because of their work on creating a connection between a large anchor, the Downtown Arena to the surrounding downtown areas. The Downtown Connectivity Study⁶⁶ evaluates how to connect the surrounding fabric of downtown to the Arena. It also addresses pedestrian constraints and new opportunities. In the study they developed an urban design program to "turn large spaces into great places".⁶⁷

⁶⁵ Louisville Visitors, 2012-06-20. URL:<http://www.louisvilleky.gov/visitors/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yt744aX>)

⁶⁶ MSI Design; CARMAN, East Downtown Connectivity Study, study (Louisville: Louisville Downtown Development Corporation, 2011).

⁶⁷ Downtown Development Corporation, Louisville Arena Urban Design Program, p. 2. 2012-06-20. URL:http://www.downtowndevelopmentcorp.org/Portals/83/Publications/Connectivity_Study_April_2009.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YtLtWZ6>)

Neighborhood Connection

The East Downtown Connectivity Report, 2011 for this specific neighborhood shares the same ideologies of downtown goals. Their goal is to enhance gateways and connections to create a cohesive network of walkable neighborhoods and districts. They also want to improve streetscapes to enhance connections and encourage additional economic development.⁶⁸

Design elements gathered from the East Market District study mentioned above, is similar to Uptown Bellevue efforts because their street connects surrounding neighborhoods such as the Medical Center and Slugger Field. The linear street is a mix-use residential. Directly adjacent and parallel is a predominantly residential neighborhood. The four city blocks are also an “unofficial district” of Louisville similar to Uptown Bellevue.

Unique Features

Their goal is to create diverse range of experiences and to break up the linear feel of the corridor. To accomplish this the city needed to create unique and individual spaces. They created a program called “streetscapes as rooms” that includes spaces for gallery rooms, social rooms, and courtyards along the street.

Design Elements:

Streetscape Rooms

Gallery Rooms

- Create stage for art placement.
- Meant as a background for art, performance, and people gathering.
- Specialty paving patterns
- Unique seating elements or plinth for temporary art placement.

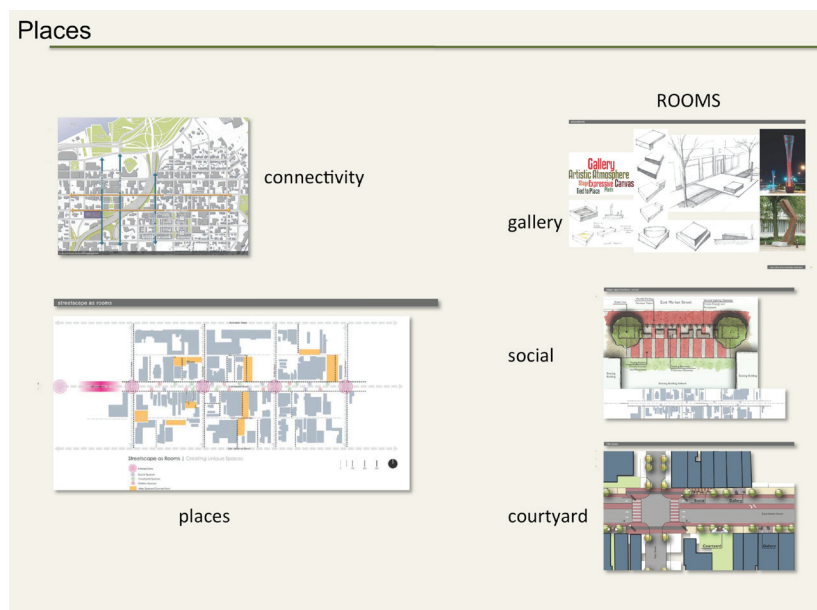


Figure 34.

⁶⁸ MSI Design; CARMAN, East Downtown Connectivity Study, 2012-06-20. URL:<http://www.downtowndevelopment-corp.org/Portals/83/East%20Downtown%20Connectivity%20Combined%20FinalLR.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YtG09lp>)

Social Rooms

- Pedestrian base lighting of different color to make easily identifiable at a distance.
- Located in areas with high concentration of cafes and retail because they are areas where people congregate.
- Special pattern paving.
- Seating areas.

Courtyards

- Be placed in areas that have a quieter atmosphere.
- Used at entrances to pathways between buildings.
- Offers opportunity to accentuate the identity of neighborhood.

6.E.iii. Blocks: Portland, OR

Downtown: Downtown: Park Avenue Urban Design Vision (see fig. 35)

Year Built: in progress / portions

Downtown Comparability

Downtown Portland is located on the west bank of the Willamette River. They have high-density business and residential districts near downtown such as Lloyd District and South Waterfront. The unique feature of downtown Portland is the block size. At its founding, streets were made narrow (64 ft wide) and blocks were made square (200 feet). Layout encouraged easy walking and provided more corner space. While Bellevue superblocks streets (600x600) are larger than Portland's, there is much to learn from creating small blocks. Bellevue does not have the ability to add more roads, but it does have opportunity to evaluate small block design and interaction.

Neighborhood Connection

The Urban Design Group (UDG), Bureau of Planning developed a strategy for Park Avenue.⁶⁹ The area is adjacent to nearly all of the sub-districts within the heart of the downtown. Designed with the mission of connecting the downtown office and retail core, the West End, and Pearl Districts. Significant streetscape enhancements on SW Park Avenue provides better connection between Portland State University and the Cultural District to the south and the Pearl District to the north. The design elements gathered are those relating to the development of Block 5 and O'Bryant Square. UDG considers them as opportunities to create bookends to a specialty retail

⁶⁹ Urban Design Group, Park Avenue Urban Design Vision, 2012-06-20. URL:https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8905/Portland_Park_Avenue_Design_Vision_2004.pdf?sequence=1. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YtkjDMk>)

street along Park Avenue.

Unique Features

O'Bryant Square is one phase of the Park Avenue blocks.

Design Elements

While there are no specific design elements, the project provides ideas of site layout, massing, and space. Both Option A and B in Figure 35, sit on approximately a six-block area that equates relatively to the same block size of the Bellevue study block area offering as an example of building size, space between buildings, and height variations.

Blocks

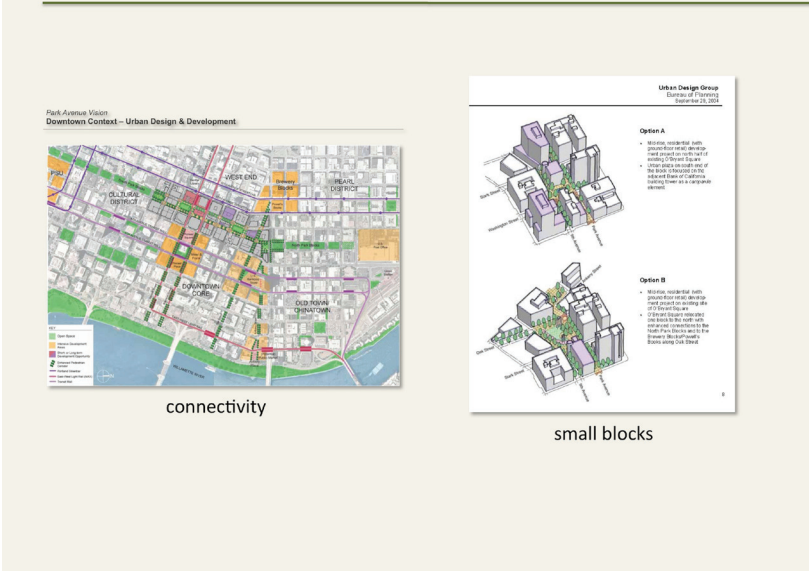


Figure 35. References: Blocks

6.F. Policy

6.F.i. Zoning

Zoning patterns in The Downtown Bellevue Subarea Plan zoning calls for taller buildings in the center⁷⁰ and gradually stepping down to lower heights at the edges, (see fig. 36). Placing the tallest buildings in the center of town, with smaller structures around is called the “wedding cake plan”.

City of Bellevue Zoning



Figure 36. City of Bellevue Zoning source: Bellevue code LUC20.25A.090

⁷⁰ Department of Transportation, Downtown Bellevue Regional and Local Planning Context, Plan Update, report (Bellevue: City of Bellevue, n.d.).

Three quarters of Uptown is in the mixed-use zone (DNTN-MU) allowing up to 150' building heights. Other areas to the east and northwest are zoned residential (DNTN-R) that allows heights of 40'-60' of nonresidential and residential uses. The southern boundary of Uptown is adjacent to downtown, which is classified downtown (DNTNO) with higher density of up to 300'.

Study Block Application:

- DNTN-MU - heights of 60'-150' allow use of nonresidential and residential buildings.

6.F.ii. Land Use

As of the 1st Quarter of 2012, the Uptown area consists of approximately 75% of multi-family/mixed-use with the balance commercial uses. The area to the west is where the commercial only buildings are located, while the majority of multi-family is in the east area. This leaves the central area of Uptown consisting of mixed-use buildings. There are only two public service buildings, The Bellevue Regional Library and a post office service and distribution building. Services that are currently in area are mainly professional service such as spas, and small/individual owned restaurants and small general retail.

The Downtown Land Use Districts, Perimeter Design District, LUC20.25A.090 regulate Land Uses in the Uptown area.⁷¹

Study Block Application:

- Uses for study block will reposition current businesses, but also include other uses that are approved in the perimeter design district allowances, such as professional services and special schools.

6.F.iii. Perimeter Design Districts, City of Bellevue Policy

The City of Bellevue Planning and Development Department developed "Design Codes" to aid in pedestrian friendly environments. The area is impacted by three categories: A, B, and C, however, not all streets have a Design Code designation. The area south of NE 10th does not have a Design Code. The Design Code not only provides provisions for setbacks, overhangs,

⁷¹ <http://www.codepublishing.com/wa/bellevue/LUC/BellevueLUC2025A.html>

sidewalk furnishings, etc., but also provides floor area ratios, building heights, and uses. For example, only in District C hotels/motels are considered residential. FAR Exemptions in District A and B allows excluding gross building area if uses include hardware retail, food retail, drugstores, art galleries, and others noted in LUC20.25A.090.

Study Block Application:

- This project will incorporate land uses that are allowed when a project participates in the FAR Amenity Incentive System. Participation requirements include pedestrian oriented frontage, inclusion of plaza, visual landmark type of landscaping, and the use of awnings.

6.F.iv. Design Guidelines Building/Sidewalk Relationships: Central Business District

This is to supplement the Land Use Code that was adopted in 1981. The document provides qualitative guidelines rather than quantitative. They include features that can create imaginative designs. There are three categories applied to Uptown. They include areas required to include multiple entrances and all have window visual access. Another element is that the streets in the eastern portion of Uptown requires at least 50% service and commercial activities while the western section towards Bellevue Square and the study block area, do not have this requirement.

Study Block Application

- Right of Way (ROW) Designation C (along Bellevue Way): include service and commercial activities, visual access, street walls, multiple entrances, ground level differentiation, awnings, special paving treatment, and seating
- Right of Way Designation D (along 106th Ave NE & NE 10th St): include service and commercial activities, visual access, street walls, and ground level differentiation.
- Right of Way Designation E (along NE 12th St): variety of landscape elements, tree, hedges, terraced planters; special paving, and seating.

The concern with this designation is that the guidelines do not specify location of commercial entrances. For example ROW D requires commercial activities. Since the study block has two owners, they each can place their entrance far apart from each other. This diminishes creating

active spaces by the concentration of businesses.

6.F.v. Comprehensive Plan, General Elements: Urban Design Element

This guides public and private development that focuses on four key elements; design quality, public places & connections, community design, and landmarks.

Study Block Application

- Encouraging compatible and consistent with surrounding development and that it relates and connects with site functions. An example of this is creating “Public Places” through clear and ample walkways from street sidewalks to building entrances and between developments.

6.F.vi. Comprehensive Plan: Downtown Subarea Plan

This document provides more detail on community goals. The first point in the subarea plan is “The Great Place Strategy”. This keeps focus on creating a strong cultural, entertainment, residential, distinct public place. A major focal point is to create a “livable place”.

Study Block Application

- Evaluate the plan’s goal towards “complementary functional relationships between various land uses”.

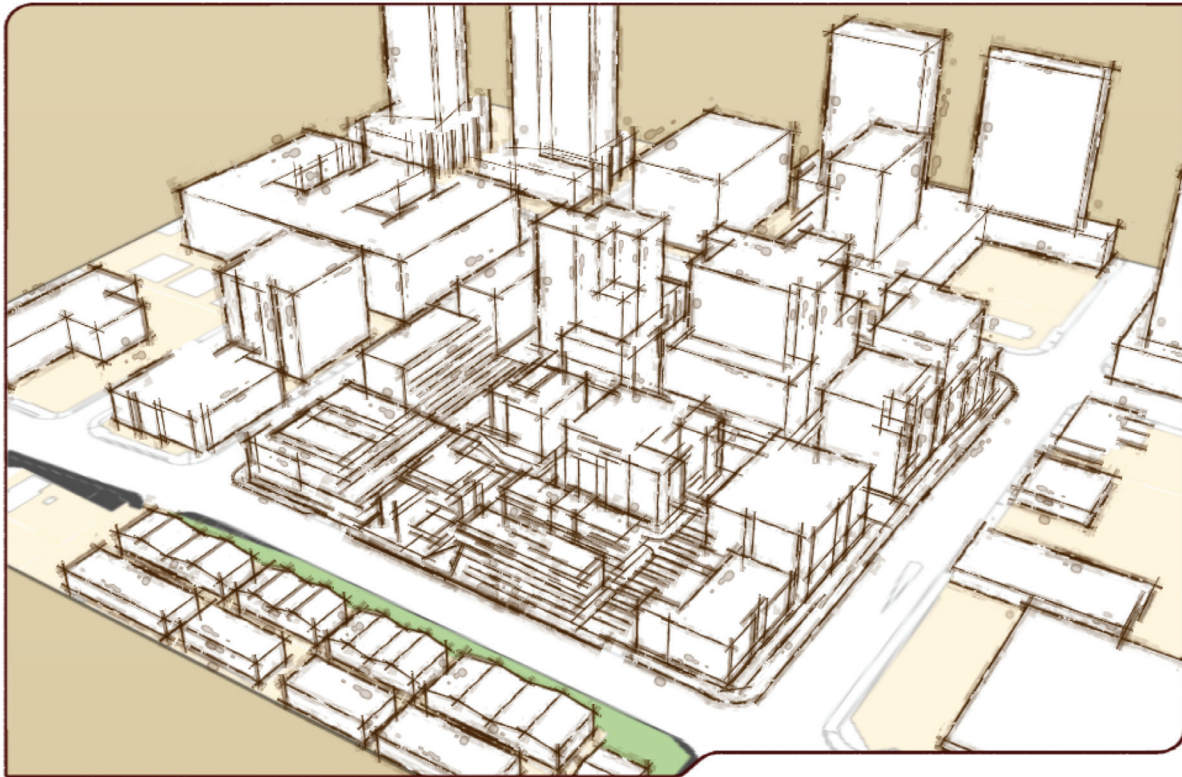


Figure 37. Final Design: artistic view

Chapter 7: Recommendation

“Design as a process has a language—a language of exploration and discovery, not simply of representation.”⁷²

Urban design is the art of understanding the formal and spatial relationships among elements within a neighborhood. The act of “play” should be a leading trait of urban design. Through play, designers create meaningful places by “discovering and interpreting that meaning in form—a grounded theory approach where ‘discovery’ is critical to the outcome.”⁷³ Using this concept, several models of the study area were used to compare and contrast differing issues and elements discovered during the research of this community. These models have not been presented; however, they were instrumental in the journey to discover the art of urban design perspectives that relates to the study area.

⁷² Ron Kasprisin, *Urban Design: The Composition of Complexity* (New York: Taylor & Francis. Kindle Edition., 2011).

⁷³ Kasprisin, Ron, *Play and Creativity*, internal unpublished academic document, 2012

Study Area and Surroundings

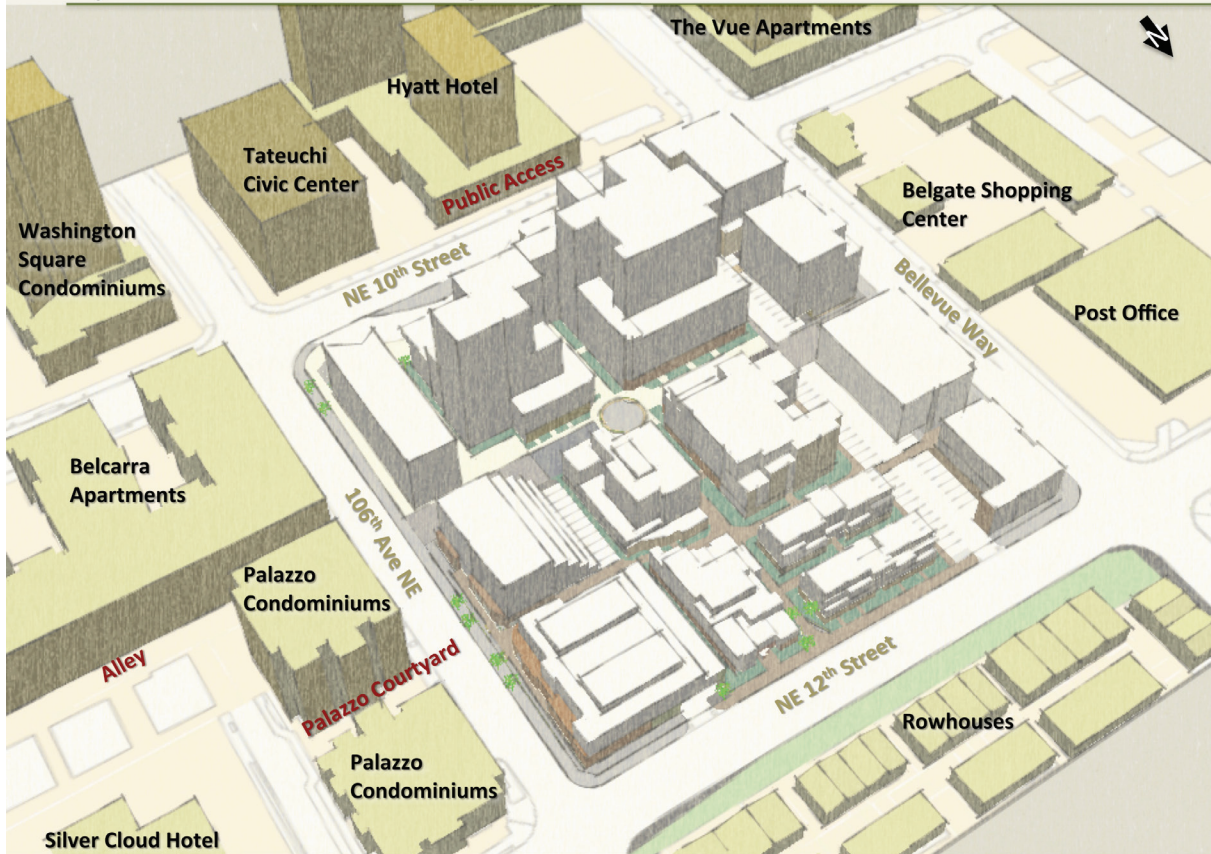


Figure 38. Final Design: surroundings

Later in this chapter, the final design is discussed in more detail, which includes the compilation of the previous chapters' suggestions and observations such as neighborhood weaknesses of internal development fortresses with strengths of complimentary massing and open space. Issues and how they were addressed has been summarized in table 1-3. To start, a typological analysis of urban design elements for the study area are addressed.

7.A. Buildings

(see fig. 39 and table 1)

Building footprints and massing designed for the north portion of the property are multi-family, mid-rise development with height restrictions between 40' to 65'. Each building structure includes internal core structure and unit configurations.

Buildings along 106th Ave NE towards the north include similar building features as the Island Square project described in Chapter 6.E.i. and The Palazzo described in

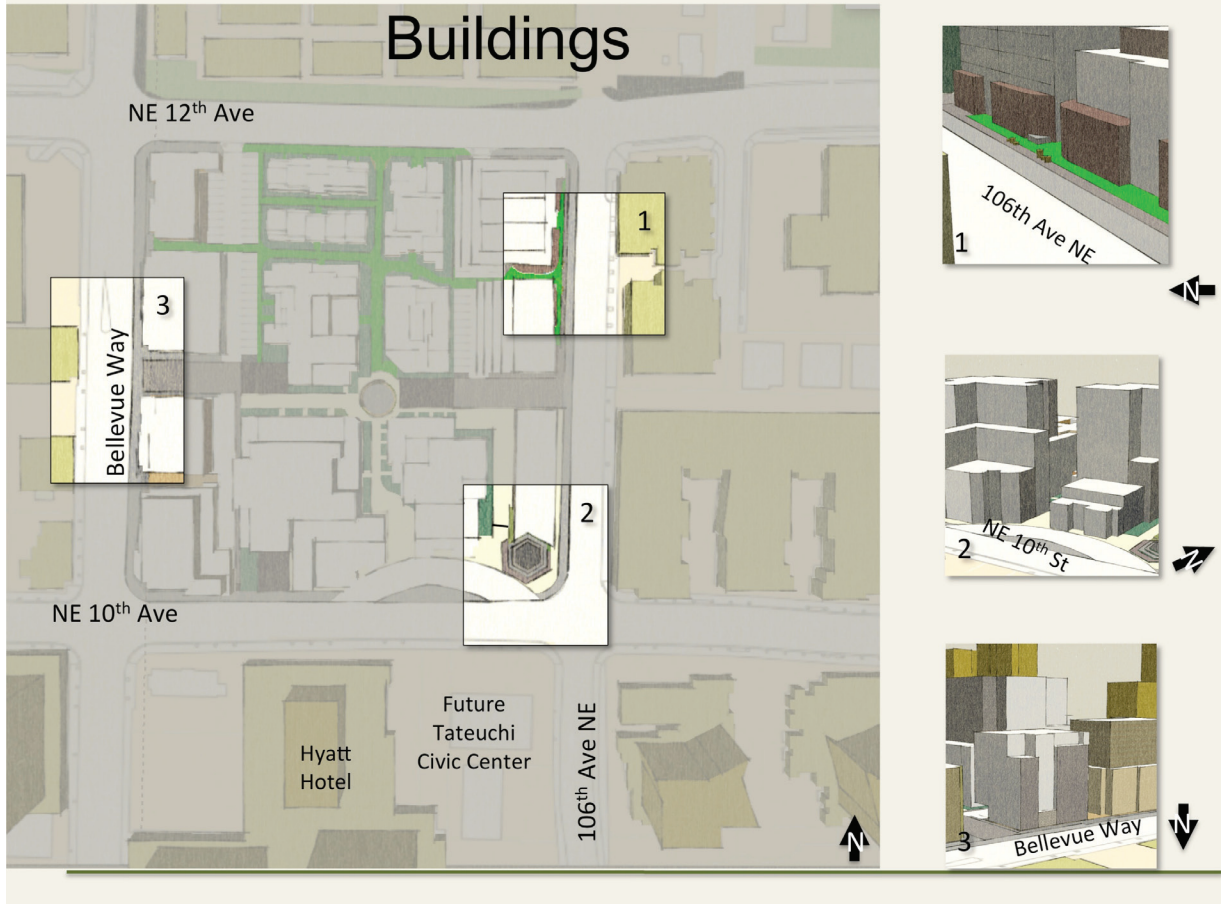


Figure 39. Final Design: Building

Final Design: BUILDINGS		
	Analysis Elements	Design Inclusion
1	Concentration of uses, parking, public space	<ul style="list-style-type: none"> • Space between buildings for public use. • Pedestrian garage access to street at approximately 150 feet. • Different facades and streetscape elements • Locate business near the concentration of businesses across 106th Ave NE
2	Business event space, history, Merchant need of easily accessible parking	<ul style="list-style-type: none"> • Space that relates better to businesses along the street. • Use of the octagon shape similar to the current building, Buick car dealership. • Keep business space/entrance on same street as other businesses for pedestrian to create pattern that consumer can easily find the business
3	One or two owner "Fortress" design	<ul style="list-style-type: none"> • Design distinctive exteriors along the commercial edges to create variety of space. Can be accomplished through vertical architectural elements. More an issue along Bellevue Way because the entire side is owned by Wallace Properties.

Table 1. Final Design:Building

Chapter 5.C. They both have courtyards that are used as the connection between ground level parking and businesses along the street. Placing these spaces at the mid-section of the building provides access for the pedestrian to visit the businesses. A person can park their car at either garage, walk through the courtyard and be introduced to businesses adjacent to the courtyard. They also have the ability to walk across the street where there is another courtyard and businesses to explore.

The study block buildings, along the east-west direction of NE 10th Street, are designed to closely relate to the height and mass of the Hyatt Hotel and future Tateuchi Civic Center. At the east corner of this area, the proposed design includes the placement of a courtyard. Public space area across the street from the Civic Center and Hyatt can draw people from the civic center and hotel for if an event is present. The goal is for pedestrians to be drawn to commercial uses along 106th Ave NE.

Circulation and places are also an important element in aiding in sense of place.

7.B. Connectivity and Circulation

(see fig. 40 and table 2)

Jane Jacobs proposed that to create connectivity of disintegrated incongruously large uses is through street unifying elements.⁷⁴ She mentions that these elements can tie together, in an orderly fashion, much happenstance development. Current Uptown Bellevue's surroundings have a sense of happenstance development. To mitigate long blocks and indifferent façades, unifying elements can be placed to provide a more cohesive walking experience and identification. Implementing unified elements early provides momentum for future developers to consider in new projects. These techniques are as follows: different pavements patterns, awnings of strong colors, trees along a stretch of sidewalk, and such. These elements are further detailed earlier in Chapter 6.

Other approaches to increase circulation and break-up the blocks is to include accessibility at 200' to 350' feet apart. Design follows Portland's block layout described earlier. Courtyard garage entrances provide one way. Another is to continue the alleyway from east side of 106th Ave NE. Design shows a garage entrance on the west. It mirrors the alley design, which

74 Jane Jacobs, The Death and Life of Great American Cities (New York: Random House, 1961).

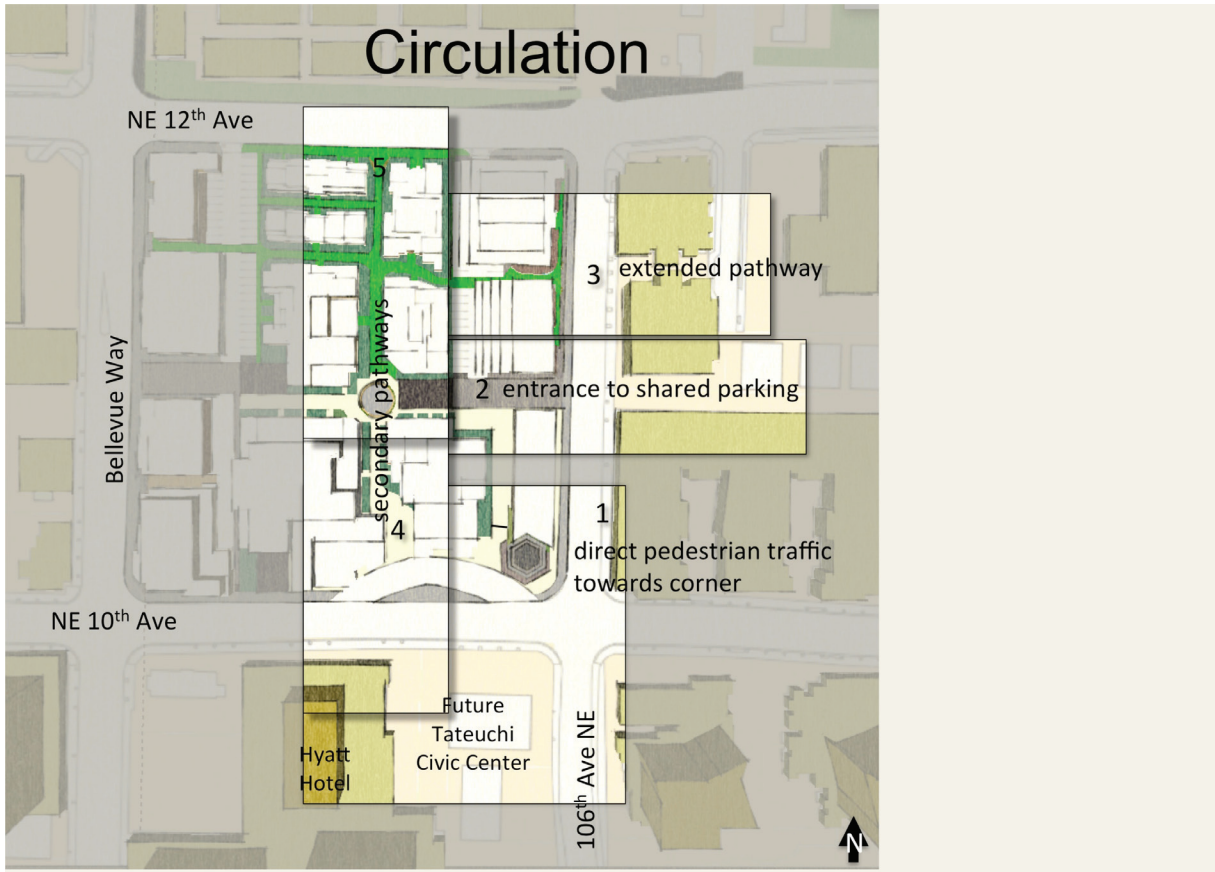


Figure 40. Final Design: Circulation

Final Design: CIRCULATION		
	Analysis Elements	Design Inclusion
1	Pedestrian traffic for merchants	<ul style="list-style-type: none"> Design of small path between buildings circulating pedestrians along street versus between buildings.
2	Mitigate weakness of the superblock street layout Parking	<ul style="list-style-type: none"> Include pedestrian pathways and vehicle entrances Shared paid parking for surrounding businesses Concern of easily identifiable parking Above-ground, commercial garage with middle entrances
4 & 5	Encourage circulation through the study area and Uptown Bellevue Increase pedestrian traffic in area	<ul style="list-style-type: none"> Extending pathways for public use Additional residential units, commercial space, and live/work space

Table 2. Final Design: Circulation

includes a pedestrian path along the street. Through observation, the path is used quite often. The west side alley is designed to be used as access to surface parking, but; is mainly used for access to an underground parking garage. The goal is to minimize garage entrances. A pay/share parking program allows the number of garage entrances to be minimized. Once a car enters the underground parking, there would be the option to go south to access the Hanover buildings or north and enter the Wallace Properties buildings.

An important reason to creating a shared parking program is that it provides an opportunity for developer collaboration before development starts. Hanover has preliminary drawings, which shows that their interest in developing the south portion of the block could be sooner than Wallace Properties. According to the City of Bellevue permit online data there are currently no redevelopment permits on record. The timing of development is unsure.

7.C. Places

(see fig. 41 and table 3)

Uptown Bellevue has several public areas where people can sit. However, these areas are not located near vibrant places. The concept of “rooms” suggests a particular focus on the use of the spaces. Social rooms are designed to be active places, and are located near commercial areas, as described in the example from Louisville in Section 6.B.ii above. Social room spaces are placed along 106th Ave NE. This area has the ability to become a vibrant part of the Uptown Bellevue neighborhood with a concentrated commercial area. The streets are 40 feet wide including street parking. This is a narrow street width and creates a more intimate interaction with locations on either side. The finer grain street layout is supportive of designing social rooms. Also, businesses are stable as noted earlier and are of varied uses along this street.

At the corner, across from the Tateuchi Civic Center the public space mentioned above is designated as a “gallery room”. A gallery room focuses on art, music, and performances. This use complements the performances use across the street. The gallery area is designed in an octagon pattern. This is the first place of the immediate Uptown Bellevue area that will have a piece of history for Uptown. The Buick dealership’s corner building is an octagon shape and is a recognizable, unique space because of the odd shape. A cross-fit gym is occupying the space currently.



Figure 41. Final Design: Places

Final Design: PLACES		
	Analysis Elements	Design Inclusion
1	Gallery room	<ul style="list-style-type: none"> Place for outdoor performance Area for art installations
2	Social room	<ul style="list-style-type: none"> Public space near commercial space Complements with social room across street
3	Courtyard	<ul style="list-style-type: none"> Open space courtyard surrounded by residential Uses surrounding the courtyard are live/work units and residential uses such as gyms, lobbies, and multipurpose spaces. Designed to include moveable street furniture.
4	Courtyard	<ul style="list-style-type: none"> Place for quiet reflection Internal pathway for residents to the north

Table 3. Final Design: Places

Courtyard rooms are located in the center and the mid-block along NE 12th Street and near residential buildings. The intent is to create a secondary pathway to access The Bellevue Collection. They are designed with 8 feet pathways and 8 feet landscape buffers. The edge

courtyard is between two residential buildings, which provide a quieter space. The area includes seating with trellis structures and lush landscape. The center courtyard is an open space use with live/work use buildings surrounding it. This type of design encourages small professional businesses on the first floor. With this type of activity around the courtyard and the sense of private space, movable benches can be placed, which allows openness and flexibility of use.

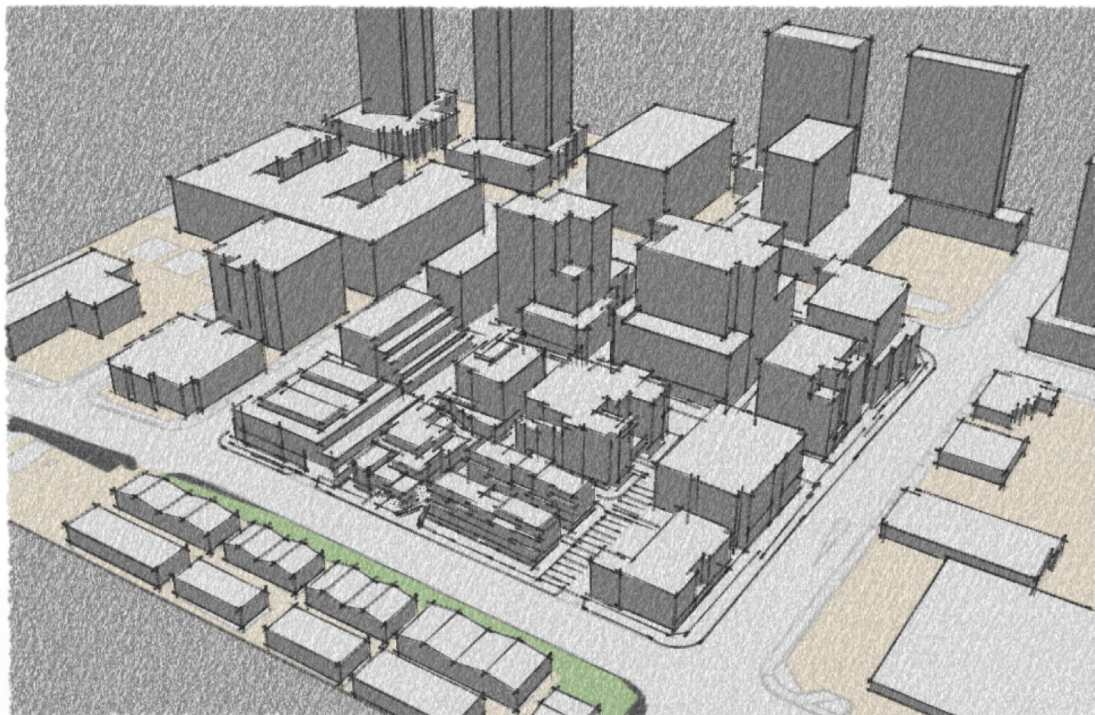


Figure 42. grayscale

7.D. Conclusion

While the Atlantic Yards project was highly contested by many residents and those who oppose the consolidation of urban land into superblocks, it does provide some guidance for the design of superblocks where blocks of such size are already built into the urban fabric by pre-existing platting patterns and street layouts, which has been the focus of this study. A representative of Forest City Ratner Company, developer of the Atlantic Yards, told Matthew

Schuerman, reporter for WNYC radio, “it is less about superblocks and more about working blocks,” “What we like most about the plan is how the buildings and the public space respect one another and surrounding areas by encouraging movement along the sidewalk and within the interior. These buildings will very much look out to the larger city and surrounding communities while creating a public space that remains alive because it too is open to the street.”⁷⁵ The final design represents a superblock urban design proposal that also works within the superblock street layout and ownership. The design addresses community concerns and needs for public space while meeting the needs and desires of the property owners and developers. While the interests of the owners and developers, as well as the residence, visitors and the City of Bellevue itself will always be at odds, by using lessons from past projects with similar challenges, some commonality can be found. This study and the final design is based on these lessons, interviews with the owners / developers, the City of Bellevue and continuing work with the Uptown Bellevue neighborhood businesses. The final design is the foundation for further design ideas in making Uptown Bellevue and the study block a spectacular sense of space

7.E. The next steps

7.E.i. City of Bellevue

The proposed design places commercial uses along the entire length of both 106th Ave NE and Bellevue Way; However, Bellevue design policies currently are not this specific. Guidelines only state areas along Bellevue Way are to require 50% of street frontage allocated for commercial uses. 106th Ave NE already has a visible commercial street. By not specifying that development should include commercial on the street, the ability to create a commercial node is weakened. This weakness can be seen in the rest of Uptown Bellevue. In addition, there are no requirements of the number of entrances along 106th Ave NE. Requiring multiple building entrances will bring life to the street. The Bellevue urban design policy was developed in the 1990’s and updated in the mid 2000’s. It is time for the city to review these policies before the new cycle of development

⁷⁵ Oder, Norman. “The superblock that dares not speak its name.” p. 1. 30 May 2006. Atlantic Yards Report. 2012-06-20. URL:<http://atlanticyardsreport.blogspot.com/2006/05/superblock-that-dares-not-speak-its.html>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ymvypju>)

begins.

7.E.ii. Stakeholders Interest

The challenges of this design are collaboration and timing. For example, there are no indications when Wallace Property will develop their 4.5-acre portion of the 7.3-acre superblock. Hanover Properties, who owns the remaining area, only made it through the predevelopment permit stage before the recession halted the process. With Hanover's more recent development interest, it stands to reason that they most likely will build first. The proposed final design assumes a collaborative shared parking system; however, Wallace Properties, in the meantime, cannot give up their loading dock off of 106th Ave NE as it supports the current businesses. A compromise envisioned in the final design provides for a shared garage entrance structure at the location of this dock. This entrance location also conveniently aligns with a current pedestrian alleyway across 106th Ave NE and is an additional benefit. Many other considerations would be necessary to meet the needs of two different owners yet creating a project with benefits all of the stakeholders.

7.E.iii. Uptown

The proposed design supports the merchants through creating public's spaces in proximity of the current commercial spaces. The shared surface parking lot provides additional parking, but more importantly, allows cross circulation between commercial spaces. Current concern of other Uptown courtyards is that events held at the sites do not benefit merchants on other blocks. The superblock disconnects businesses from other spaces in which they are not located. This study will give the merchants of Uptown the benefit of early consideration of how to work with a new potential development. The merchants should consider ways to use shared parking, public spaces and rooms to not only their business, but also their neighboring businesses. Using a team approach early on, they will be in a better position to advocate their needs and desires to future developers.

This study provides a wealth of information about downtown Bellevue, The Bellevue

Collection, and Uptown Bellevue. These areas have attracted many businesses, residents, and shoppers by providing a fun and vibrant atmosphere. There are many assets in downtown Bellevue and over the next several years Uptown Bellevue area has the propensity of being fully developed, adding to and benefitting from these assets. This is an ideal time to begin reflecting on how the last couple of superblocks can be developed to create a tighter neighborhood space with a sense of place.

Bibliography

Arniss Siksna, "The effects of blocks size and form in North American and Australian city centres," *Urban Morphology* (1997): 19-33.

Aurbach, Laurence. "Connectivity Part 4: Neighborhood Walking." 02 Feb 2007. Ped Shed, Thoroughfares. 2012-06-20. URL:<http://pedshed.net/?p=71>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Z0I9Bitter>, Christopher. "Urban Economies lecture." Urban Land class. Seattle, 25 Oct 2010.

Brown, Lance Jay, David Dixon and Oliver and Gillham. *Urban design for an urban century: placemaking for people*. Hoboken: Wiley, 2009.

Carlisle, Megan Martha. *Bellevue: A new city with a rich history*. 2012-06-20. URL:<http://aac16.org/locale/bellevue-history/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoBEeIr>)

DeLisle, James R. "Chapter 2 Behavioral Real Estate." Part I: Behavioral Science of Real Estate. 42-43.

Department of Planning & Community Development. *Bellevue Economic Profile*. report. Bellevue: City of Bellevue, 2005.

Department of Planning and Community Development. "The Changing Face of Downtown Bellevue." Latest Information on Community Development. Bellevue: City of Bellevue, 2011.

Department of Transportation. "2010 Average Annual Weekday Traffic Map." Downtown Transportation Plan Update: Document Library. 15 May 2012 <[http://www.bellevuewa.gov/pdf/Transportation/AAWT_11x17_\(3\).pdf](http://www.bellevuewa.gov/pdf/Transportation/AAWT_11x17_(3).pdf)>.

—. *Downtown Bellevue Regional and Local Planning Context, Plan Update*. report. Bellevue: City of Bellevue, 2012-06-20. URL:http://www.bellevuewa.gov/pdf/Transportation/Downtown_Bellevue_Regional_and_Local_Planning_Context.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ypy9org>)

Downtown Development Corporation . *Louisville Arena Urban Design Program*. study. Louisville, 2007.

Downtown Development Corporation. *Downtown Connectivity Study: Maximizing the Impact of the New Downtown Arena*. report. Louisville, 2009. 2012-06-20. http://www.downtowndevelopmentcorp.org/Portals/83/Publications/Connectivity_Study_April_2009.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmQk0Ya>)

Gindroz, Ray and Karen Levine. *The urban design handbook: techniques and working methods*. New York City: W.W. Norton., 2003.

Jacobs, Allan B. *Great Streets*. Cambridge: MIT Press, 1993.

Jacobs, Jane. *The Death and Life of Great American Cities*. New York: Random House, 1961.

Kasprisin, Ron. *Urban Design: The Composition of Complexity*. New York: Taylor & Francis. Kindle Edition., 2011.

Kemp, Roger L. "The 'American Dream' Moves Downtown." *Futurist* 45.2 (2011): 6-7. 2012-06-20. <http://www.wfs.org/content/american-dream-moves-downtown>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmJpHuN>)

Lang, Robert, and Jennifer B. LeFurgy. *Boomburbs: The Rise of America's Accidental Cities*. Washington, D.C: Brookings Institution Press, 2007. Print.

LeWarne, "Bellevue I Have Known: Reflections on the Evolution of an "Edge City"," *The Maturing State*, 1997.

Louisville Visitors. 2012-06-20. URL:<http://www.louisvilleky.gov/visitors/>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Z1As3gA>)

Lynch, Kevin and Gary Hack. *Site planning*. Cambridge: MIT Press, 1984.

Lynch, Kevin. *The Image of the City*. Cambridge: MIT Press, 1960.

Montgomery, Charles. "Futureville." *Sustainable Cities* May/June 2006. 2012-06-20. URL:<http://www.charlesmontgomery.ca/documents/futureville-pdf.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Ym96NS5>)

Moudon, Anne V. and Lee Heckman. "Central Puget Sound." *Global City-Regions* (n.d.): 120-134.

MSI Design; CARMAN. *East Downtown Connectivity Study*. study. Louisville: Louisville Downtown Development Corporation, 2011.

New York City Department of City Planning. *Privately Owned Public Space*,. 2012-06-20. URL:<http://www.nyc.gov/html/dcp/html/priv/mndist1.shtml> . Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YnFTfDk>)

Oder, Norman. "The superblock that dares not speak its name." 30 May 2006. *Atlantic Yards Report*. 2012-06-20. URL:<http://atlanticyardsreport.blogspot.com/2006/05/superblock-that-dares-not-speak-its.html>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www>.

webcitation.org/68Ymvypju)

Patrick McRoberts, "Freeman, Fredrick Kemper, Jr.," 2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8000. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoZ0YfL>)

Planning and Community Development. Bellevue By the Numbers. Bellevue: City of Bellevue, 2012.

Planning and Community Development Department. Final Report on the Downtown Plan Update. City Report. Bellevue: City of Bellevue, 2003. 2012-06-20. URL:http://www.bellevuewa.gov/downtown_planning.htm. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YpgvTEJ>)

Puget Sound Regional Council. Bellevue Regional Growth Center, 2002 Regional Growth Centers Report. report. Seattle: Puget Sound Regional Council, 2002. 2012-06-20. URL:<http://psrc.org/assets/266/bellevue.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Yo2jkow>)

Salt Lake City. "City Requesting Proposals for Neighborhood Business District Grant. press release." 16 May 2012. Salt Lake City. URL:<http://www.slcgov.com/city-requesting-proposals-neighborhood-business-district-grant>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YlsqWfM>)

Sanders, Peter. "'Fortress' Apartments, Develop Controversy." Wall Street Journal (2004): B.1. 2012-06-20. <http://www.ghpalmer.com/files/corporate/000/000/001/96/gateway/images/wallstreetjournal904.pdf>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YmCyNL1>)

—. "Property Report: Los Angeles Developer's 'Fortress' Apartments Raise Ire." Wall Street Journal 09 2004: B.1.

Schwanke, Dean, et al. "Phillips Place." Urban Land Institute InfoPacket Series: Development Residential Over Retail, Selected References March 2005. Mixed-Used Development Handbook, Second Edition. Washington, D.C.: Urban Land Institute, 2005. 330-337.

Seattle City Council. Privately Owned Public Open Spaces . 2012-06-20. URL:http://www.seattle.gov/council/licata/public_space.htm>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YnDJm4Y>)

Siksna, Arnis. "The effects of blocks size and form in North American and Australian city centres." Urban Morphology (1997): 19-33.

Southworth, Michael and Peter M. Owens. "The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge." Journal of the American Planning

Association 59.3 (1993): 285.

Stein, Alan J. "City of Bellevue is incorporated on March 31, 1953." 17 Aug 2006. HistoryLink.org Essay 3552, prod. Bellevue Timeline. 2012-06-20. URL:http://www.historylink.org/index.cfm?DisplayPage=output.cfm&File_Id=3552. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68YoTgJte>)

Stevens, Rod. "The New Urban Workplace." 20 May 2010. Spinnaker Strategies. Spinnaker Strategies. 2012-06-20. URL:http://www.spinnakerstrategies.com/Downloads/The_New_Urban_Workplace_HR.pdf. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Z0w2dlz>)

Tateuchi Center. About Us. 2012-06-20. URL:<http://www.tateuchicenter.org/about>. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Z0yJx6i>)

Urban Design Group. Park Avenue Urban Design Vision. conceptual plan. Bureau of Planning. Portland, 2004. 2012-06-20. URL:https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8905/Portland_Park_Avenue_Design_Vision_2004.pdf?sequence=1. Accessed: 2012-06-20. (Archived by WebCite® at <http://www.webcitation.org/68Z115KYz>)