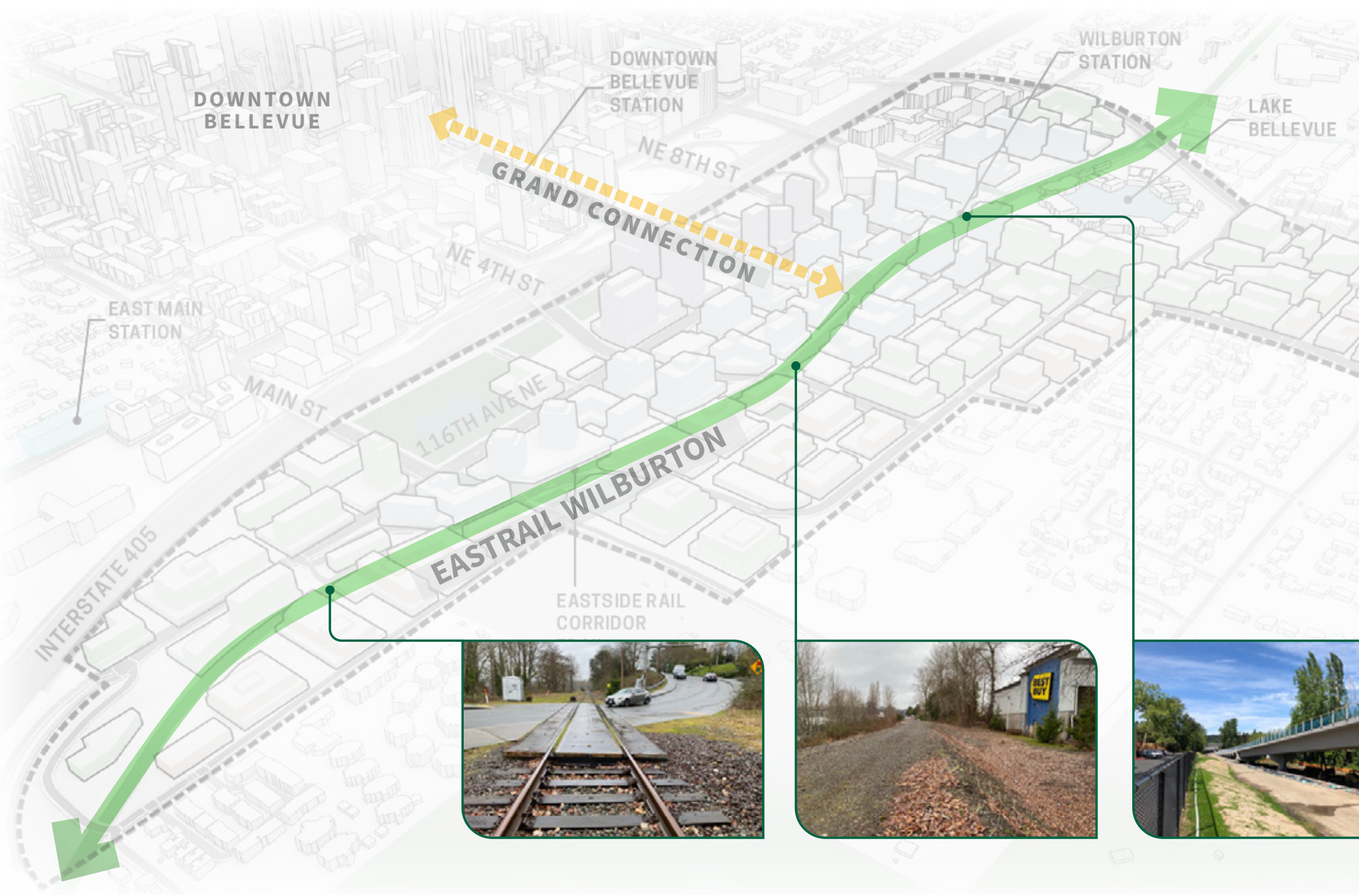


EASTRAIL WILBURTON FRAMEWORK PLAN guides a complex planning initiative for a trail and park corridor as part of a future trail-oriented community. Wilburton is the most urban stretch of Eastrail, a trail connecting seven cities, regional trails, parks, and ecologies

CONNECTING A TRANSFORMING NEIGHBORHOOD

CAR-CENTRIC SUBURB TO HIGH-DENSITY TRANSIT-ORIENTED COMMUNITY



WHY THIS PLAN?

1. Illustrate the core opportunities & principles that will support a trail & transit-oriented community.

2. Identify the actions necessary from each of the key partners in the corridor to achieve that vision.



CONNECTING A TRANSFORMING NEIGHBORHOOD

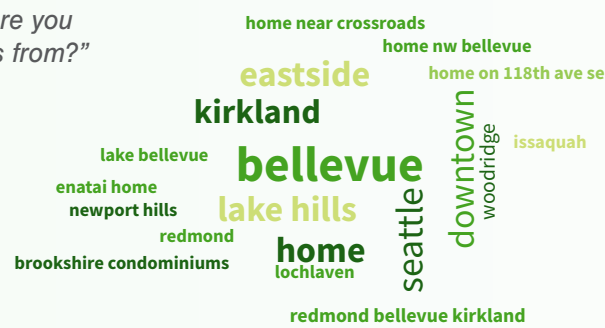
Change is coming to Wilburton. With Eastrail as its “green heart” and new regional light rail, the vacant asphalt will become a thriving community.

SHAPED BY COMMUNITY

PUBLIC OUTREACH LEADING THE VISION

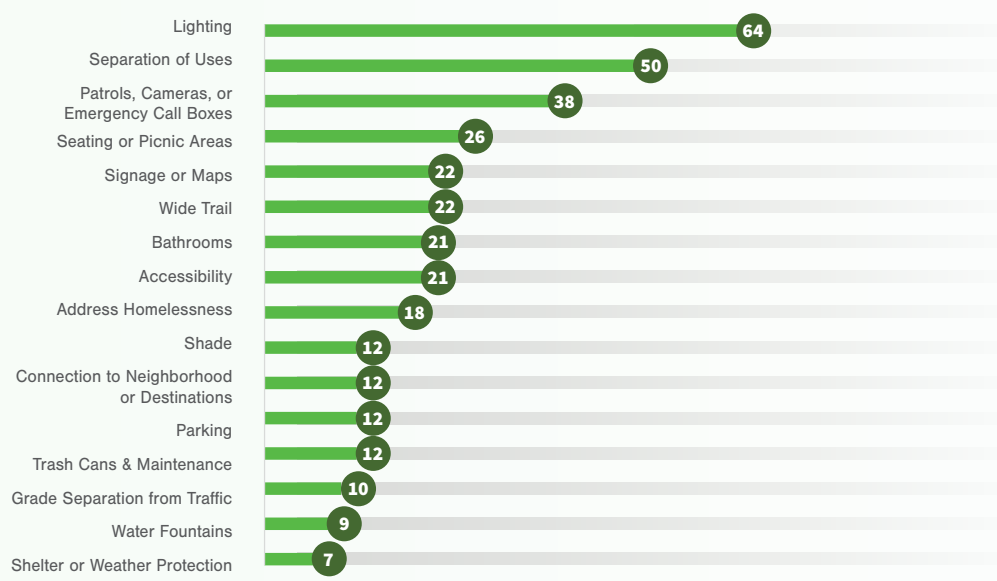
VIRTUAL COMMUNITY WALK

“Where are you joining us from?”

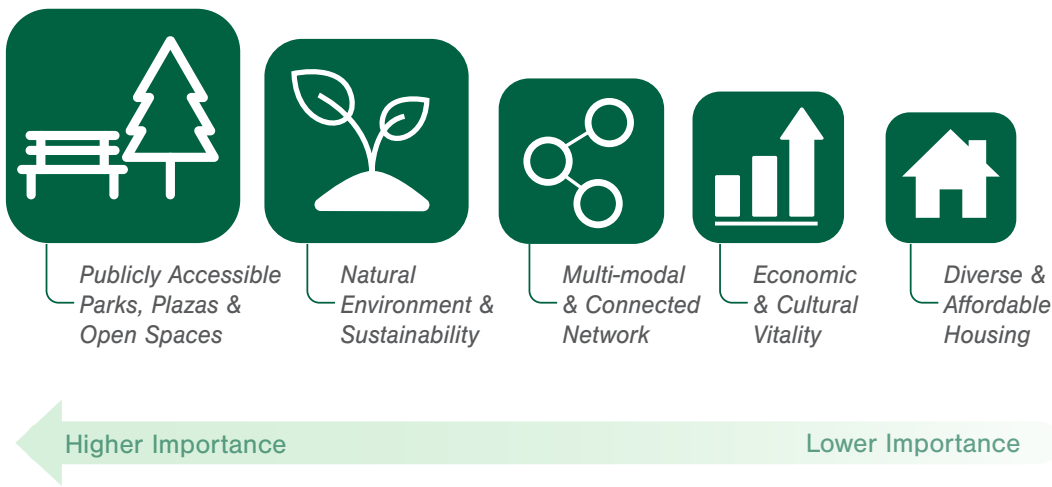


SURVEYS

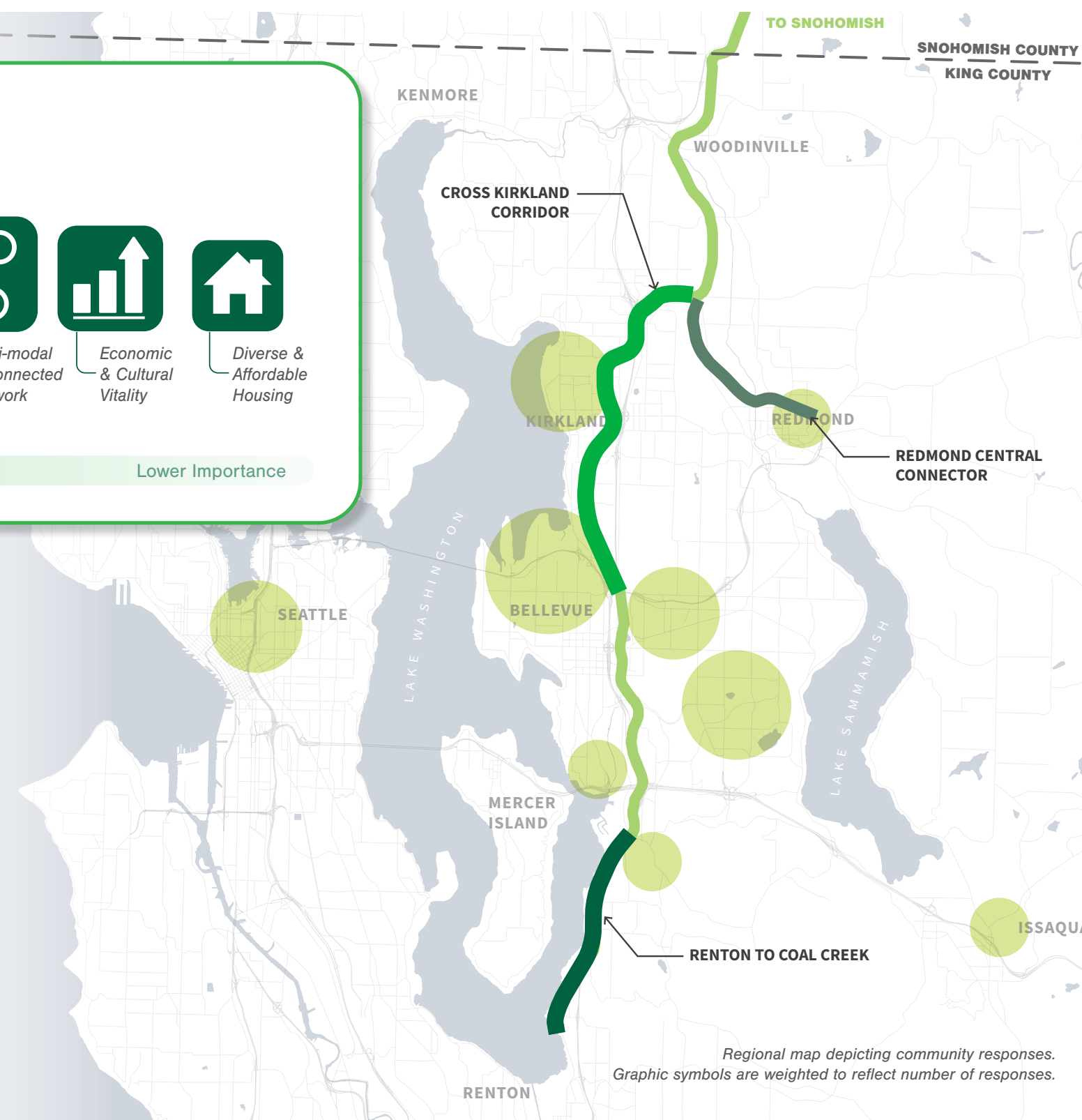
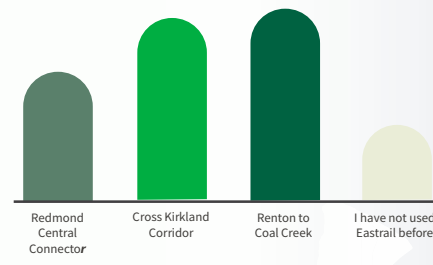
“What elements are needed to make sure Eastrail is a comfortable & safe space for people of all ages, abilities, and backgrounds?”



HEARING THE PRIORITIES



“Which parts of Eastrail have you used?”



Regional map depicting community responses. Graphic symbols are weighted to reflect number of responses.

SHAPED BY COMMUNITY

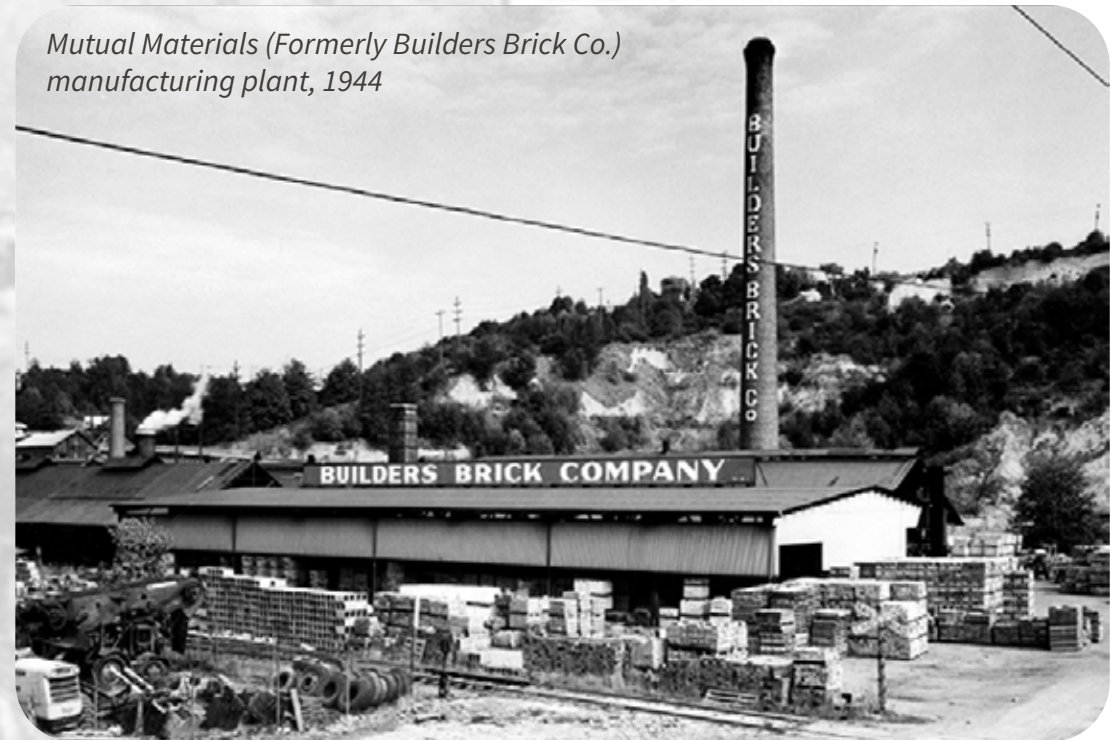
Outreach with property/business owners, public agencies, non-profits, and community groups guided a unique, inclusive vision while building support.

RECOGNIZING THE PAST

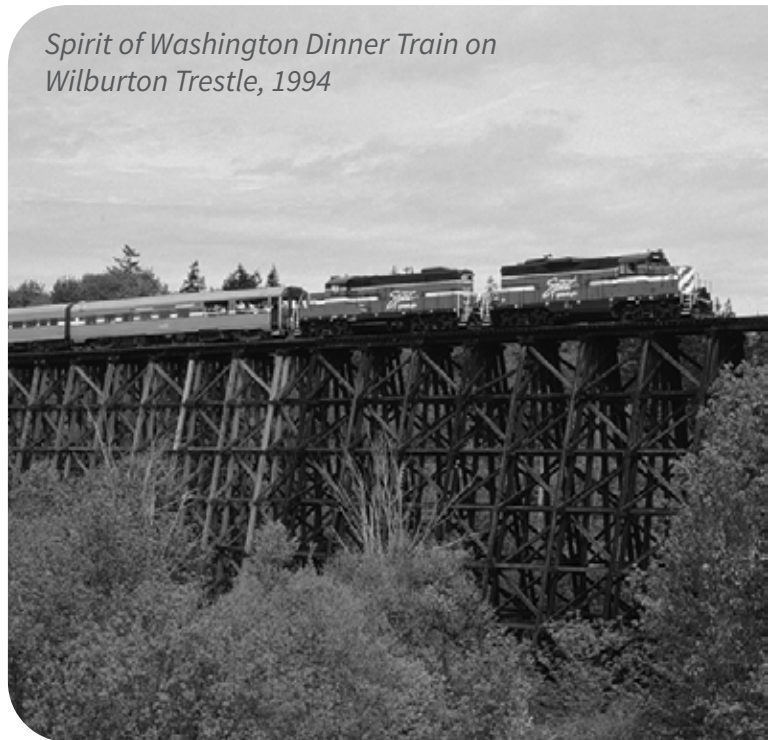
UNCOVERING A CULTURAL CATALYST



Tom Matsuoka and two of his children stand in front of the Bellevue Vegetable Growers' Association building, previously located on the present day site of Whole Foods, Bellevue, 1925



Mutual Materials (Formerly Builders Brick Co.) manufacturing plant, 1944



Spirit of Washington Dinner Train on Wilburton Trestle, 1994

AN AREA OF HISTORY

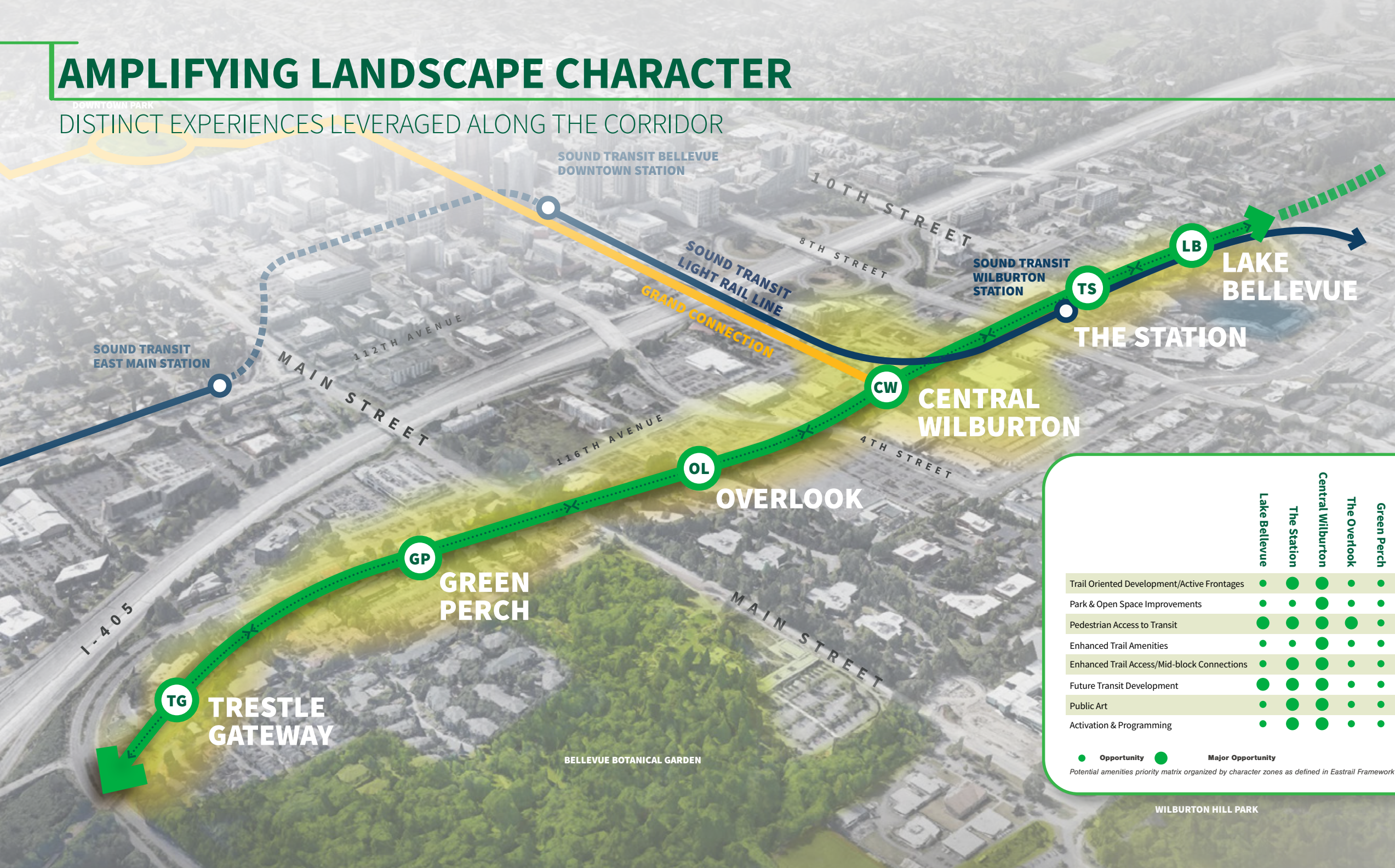
Eastrail traverses the backbone of Bellevue, offering lesser-seen views into its various neighborhoods and communities. The Wilburton area will be the nexus of urbanized activity for this stretch, and while this new urbanized district for Bellevue will be a hub of activity, it is also an area rich in history. It is the former home to a large Japanese-American farming community who lost their homes when they were sent to internment camps during World War II. It also has longstanding businesses like Mutual Materials, and is the location of the rail corridor itself. While honoring these important parts of Bellevue's history, new development can add to this cultural and commercial legacy of place with something that is innovative, dynamic, and reinforces its importance as a regional destination.

RECOGNIZING THE PAST

The plan amplifies and incorporates community, culture, and historical wrongs otherwise quickly forgotten in a young and fast-growing city.

AMPLIFYING LANDSCAPE CHARACTER

DISTINCT EXPERIENCES LEVERAGED ALONG THE CORRIDOR



	Lake Bellevue	The Station	Central Wilburton	The Overlook	Green Perch	Trestle Gateway
Trail Oriented Development/Active Frontages	●	●	●	●	●	●
Park & Open Space Improvements	●	●	●	●	●	●
Pedestrian Access to Transit	●	●	●	●	●	●
Enhanced Trail Amenities	●	●	●	●	●	●
Enhanced Trail Access/Mid-block Connections	●	●	●	●	●	●
Future Transit Development	●	●	●	●	●	●
Public Art	●	●	●	●	●	●
Activation & Programming	●	●	●	●	●	●

● Opportunity ● Major Opportunity

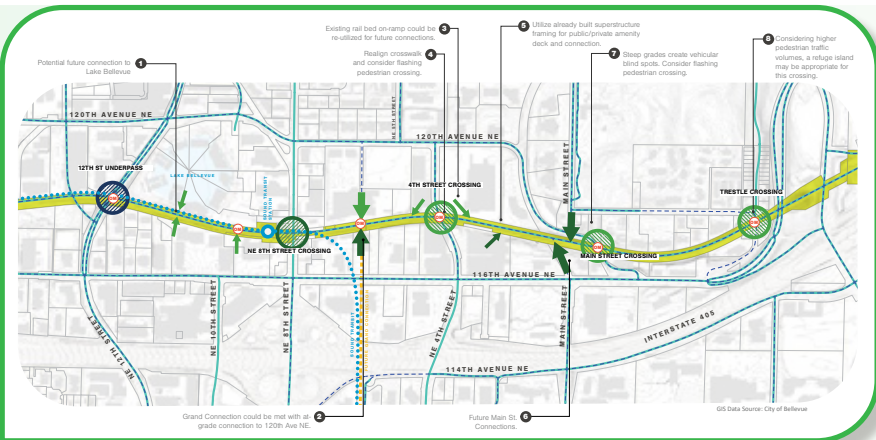
Potential amenities priority matrix organized by character zones as defined in Eastrail Framework Plan.



AMPLIFYING LANDSCAPE CHARACTER

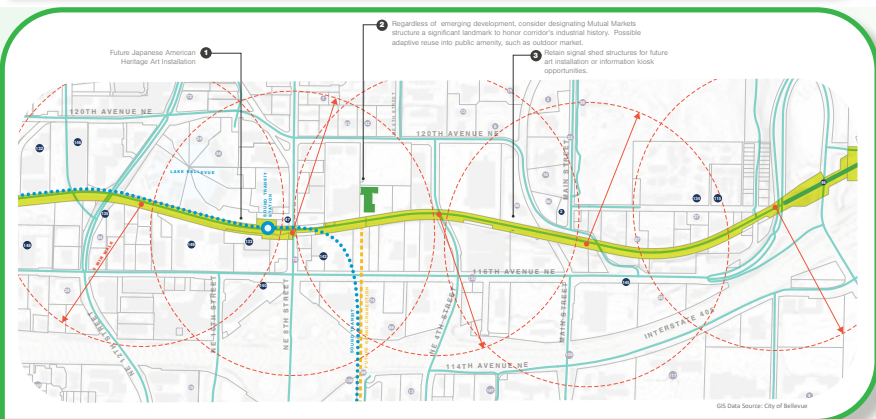
Existing landscape qualities are identified, protected, strengthened, and leveraged as distinct experiences while part of a seamless whole.

CONNECTION
NETWORK



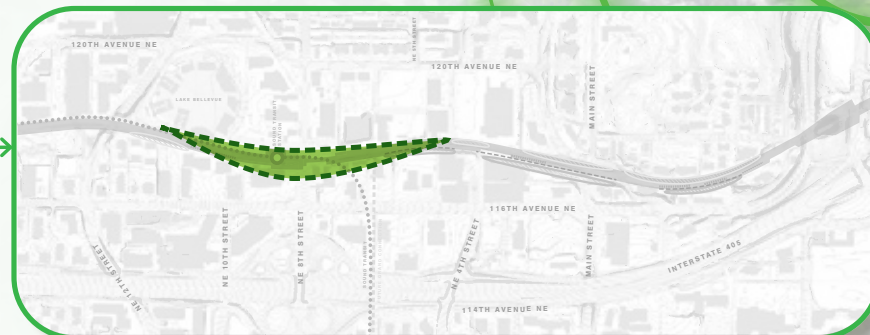
A Mobility Hub: Centralized key connection points to a new transit station and future Grand Connection to downtown Bellevue

CULTURAL
RESOURCES



History Identified: Japanese-American heritage sites

TOPOGRAPHY



Ideal Topography: non-restrictive conditions for at-grade connections and increased programming

DISCOVERING A COMMUNITY HEART

SITE ANALYSIS + INTERPRETATION DEFINES CORE OPPORTUNITY AREAS

DISCOVERING A COMMUNITY HEART

Analyzing physical and cultural realities identified a “core” for peak trail and open space intensity, ringed by redevelopment opportunity.

PARTNERING TO CREATE EXCEPTIONAL PLACE

COLLABORATIVE VISION TO CREATE A SEAMLESS EXPERIENCE

URBAN/LINEAR PARK

With the potential to develop a wide range of recreational facilities and amenities, this zone would complement adjacent private development, enhance the regional trail, and provide needed open space for the growing Wilburton neighborhood.

Lead Entity: City of Bellevue

Potential Partners: King County Parks, private developers

Underlying Owner: King County or Sound Transit, depending on location

REGIONAL TRAIL

Where the topography and building type allows, adjacent development will be encouraged to develop entries, commercial storefronts, and other ground floor treatments that complement the public corridor.

Lead Entity: City of Bellevue (planning and community development) and private developers

Potential Partners: Eastrail Partners

Underlying Owner: Private

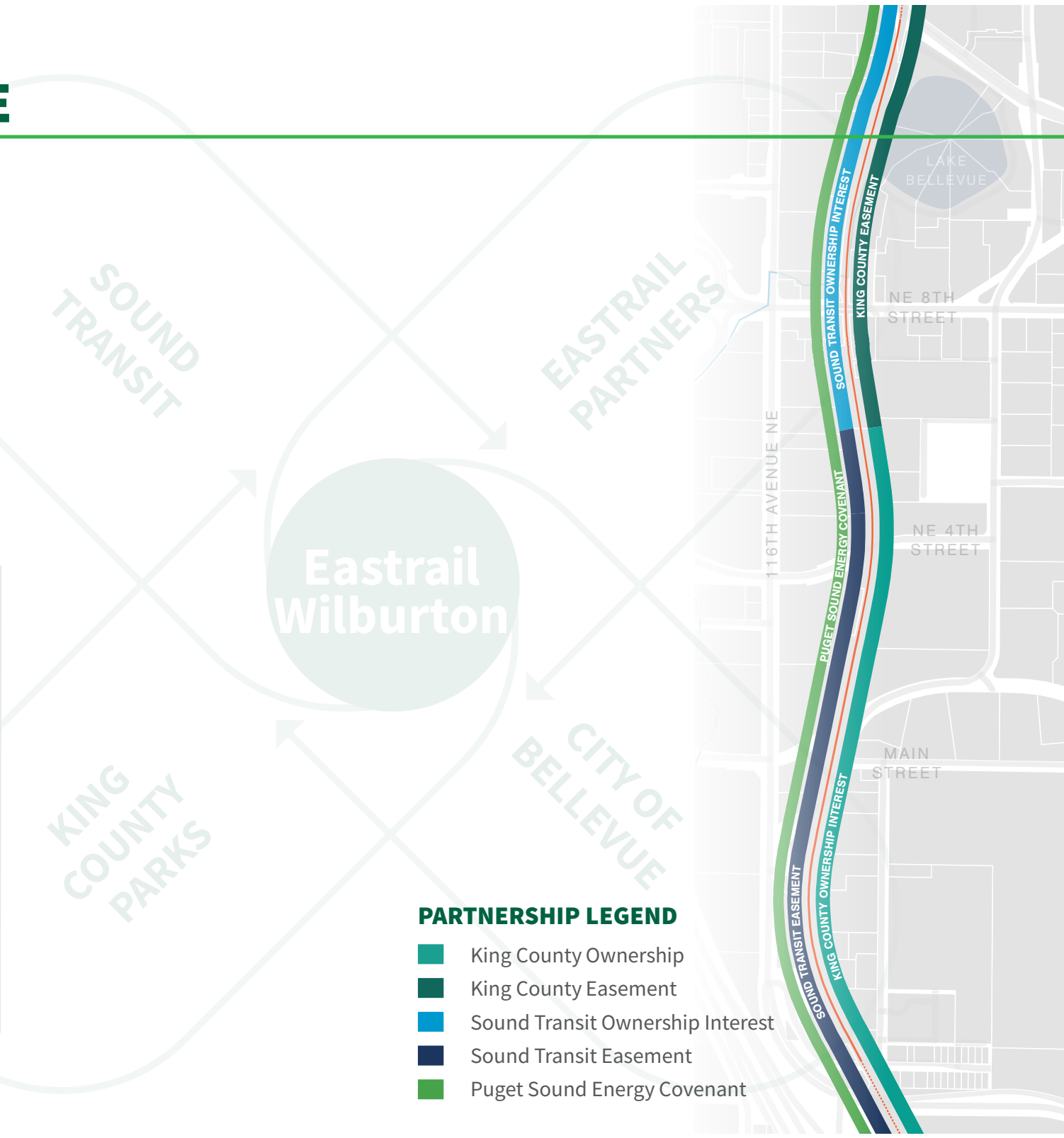
TRAIL-ORIENTED DEVELOPMENT

Where the topography and building type allows, adjacent development will be encouraged to develop entries, commercial storefronts, and other ground floor treatments that complement the public corridor.

Lead Entity: City of Bellevue (planning and community development) and private developers

Potential Partners: Eastrail Partners

Underlying Owner: Private



PARTNERSHIP LEGEND

- King County Ownership
- King County Easement
- Sound Transit Ownership Interest
- Sound Transit Easement
- Puget Sound Energy Covenant

PARTNERING TO CREATE AN EXCEPTIONAL PLACE

A framework was built for public cities/agencies and private entities to own, fund, develop, and manage the corridor to realize the opportunity.

MEYDENBAUER
BAY PARK

DOWNTOWN PARK

INTEGRATING CORRIDOR + COMMUNITY

COORDINATED PUBLIC & PRIVATE INVESTMENT TO GUIDE TRAIL-ORIENTED DEVELOPMENT

Example of High Level Edge Integration



SURREY
DOWNS PARK

I-405

TG

TRESTLE
GATEWAY

GP

GREEN
PERCH

OL

OVERLOOK

CW

CENTRAL
WILBURTON

TS

THE STATION

LB

LAKE
BELLEVUE

EDGE INTEGRATION LEGEND

Note: Integration potential based on existing topographic, known impassable site constraints (i.e., East Link) and the 2018 Citizen Advisory Committee recommendations for building use, density, and height recommendations. Integration should include at-grade, accessible connections from street level to the Eastrail corridor, wherever this is feasible, considering site characteristics and building use.

LOW

Integration more difficult due to significantly steep slopes or work required to meet corridor grade.

MED

Integration is possible with significant investment to meet corridor grade. The benefits of integration may merit the costs involved.

HIGH

Existing grades already allow for at-grade connections as is or with some relatively minor earthwork when excavating for new development.

PTON HILL PARK

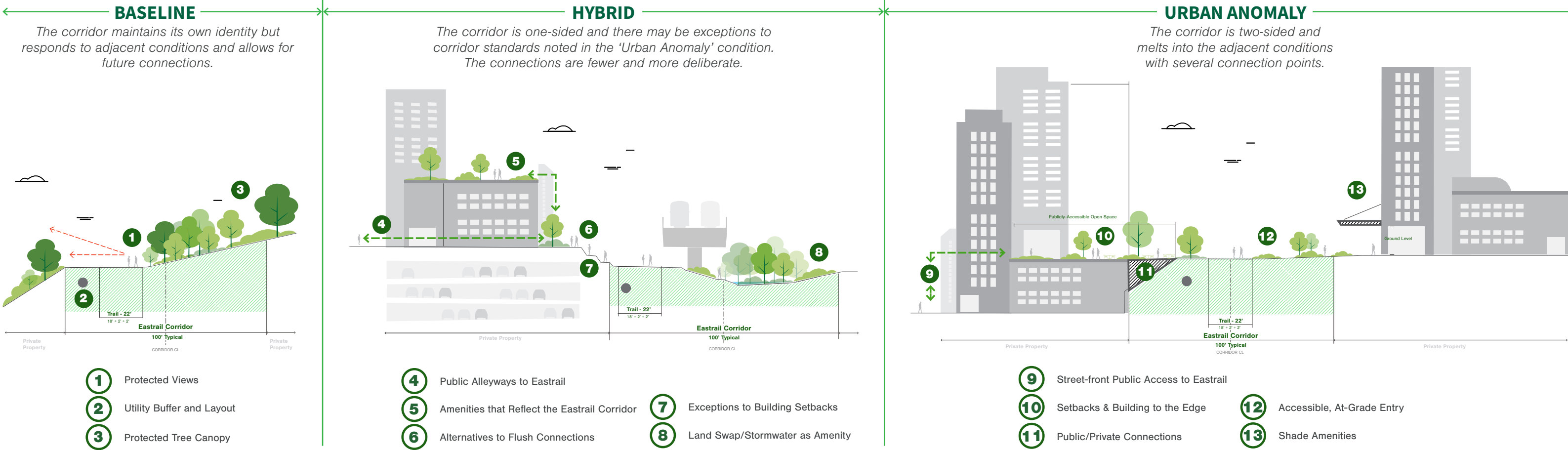
INTEGRATING CORRIDOR AND COMMUNITY

An interactive edge is integral to the vision, with new development inspired and incentivized by investment and zoning to engage the trail.

ENGAGING THE EDGE

CONSIDERATIONS FOR CONNECTIONS TO AND THROUGH THE CORRIDOR

A linear park with
different characters
to accommodate
different adjacent conditions

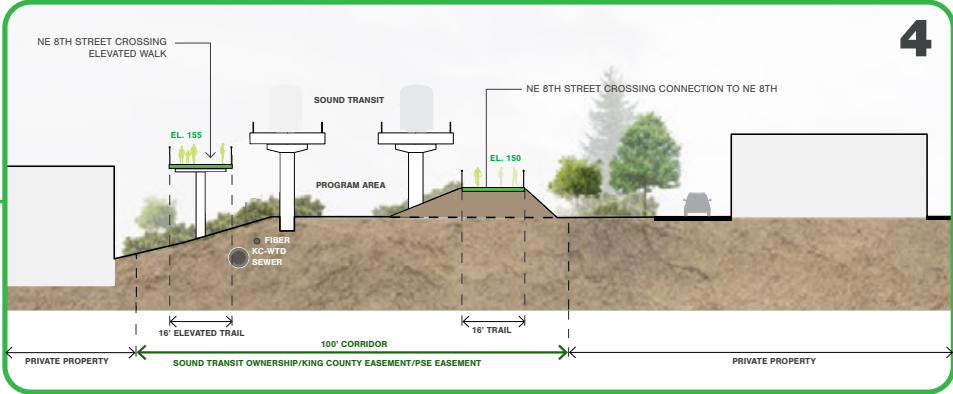
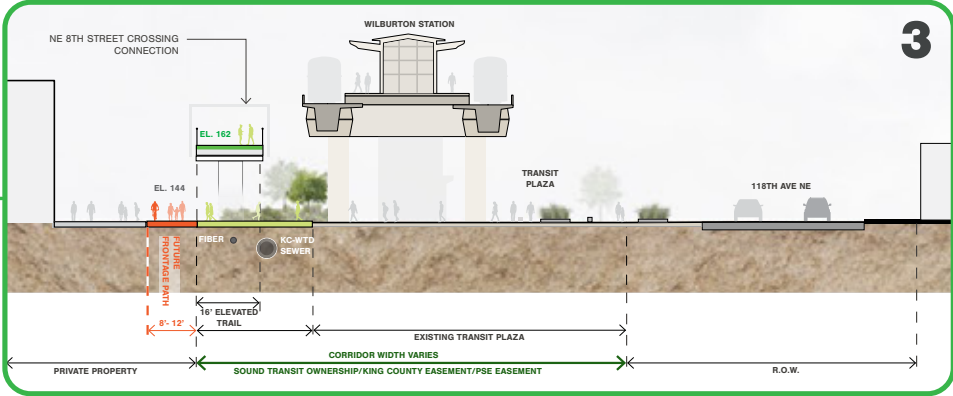
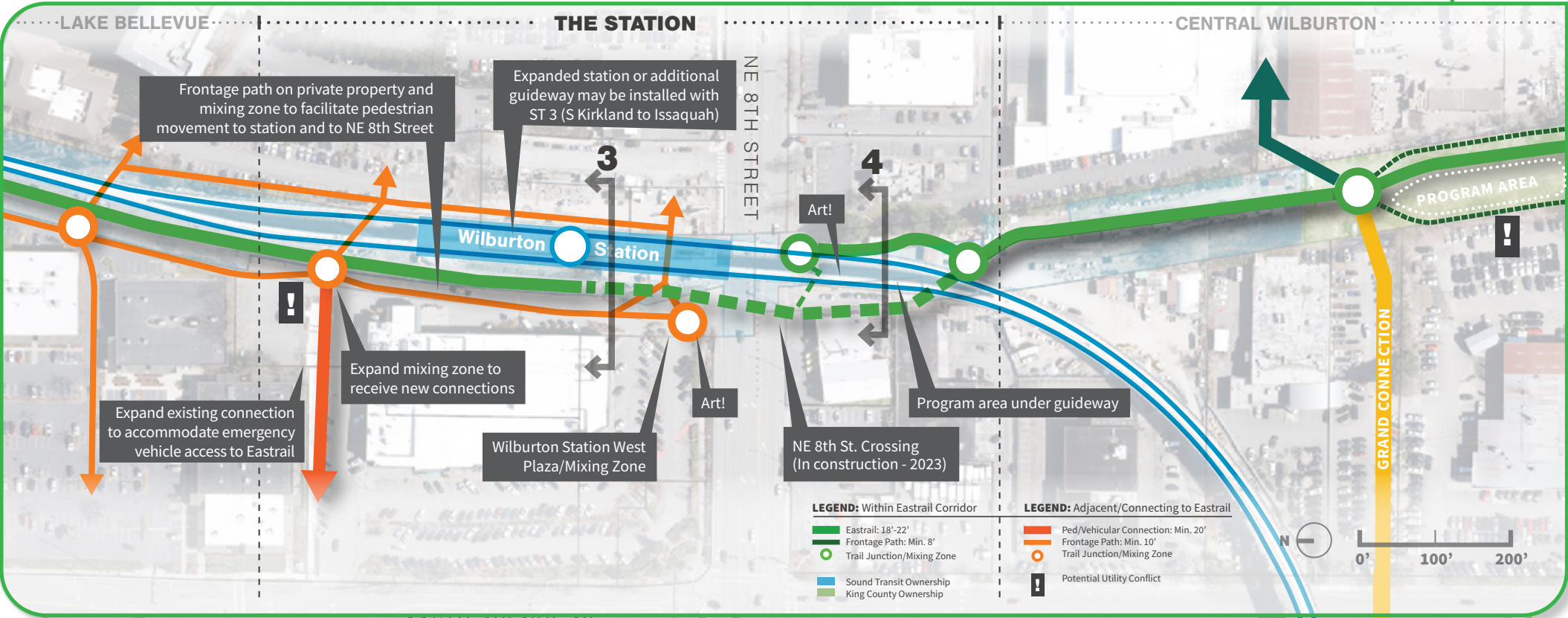


ENGAGING THE EDGE

Prototypical concepts illustrate critical relationships with private/public interface without dictating proposals on specific development sites.

CORRIDOR OPPORTUNITIES

IDENTIFYING & LOCATING PROGRAMMATIC, FUNCTIONAL, AND DESIGN OPPORTUNITIES



DETAIL PLANS + SECTIONS

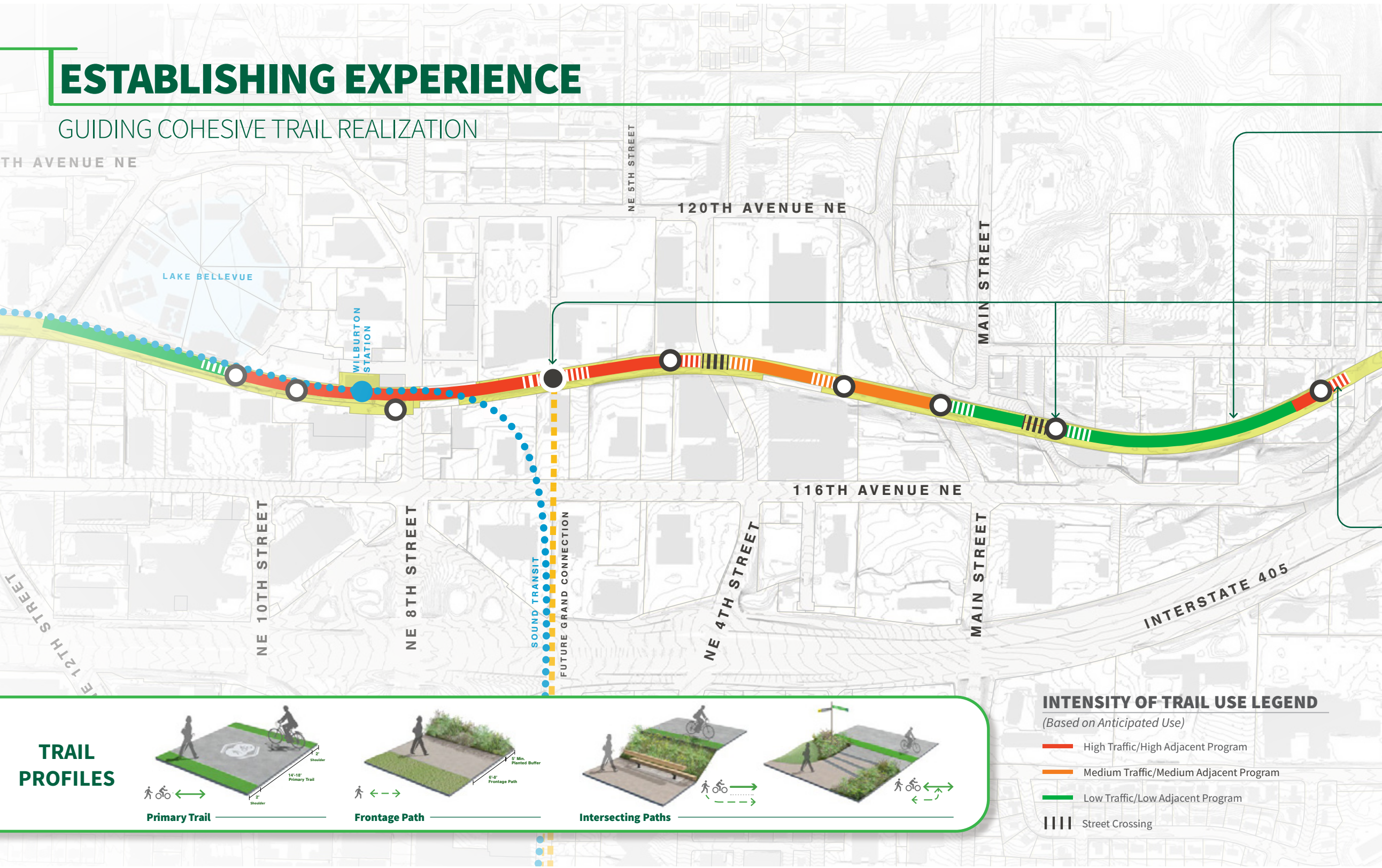
The detail plans and sections documented the framework plan vision for the full length of Eastrail Wilburton, consisting of six site plans, one for each character zone, and 12 sections, two in each character zone. Their primary function is to identify and locate the wide range of programmatic, functional, and design elements within the context of existing conditions and known future work. Supportive policy and development considerations were provided, opposite of each plan.

CORRIDOR OPPORTUNITIES

Full corridor plans and sections guide site-specific opportunities, connections, and anticipated development to empower realizing the vision.

ESTABLISHING EXPERIENCE

GUIDING COHESIVE TRAIL REALIZATION



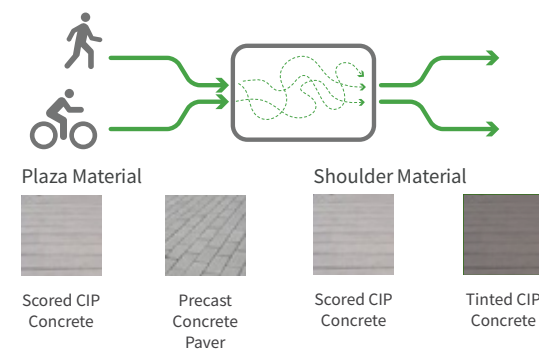
DESIGN FRAMEWORK

An assembly of a 'kit of parts' - the framework plan embodies an approach that allows for a cohesive system..

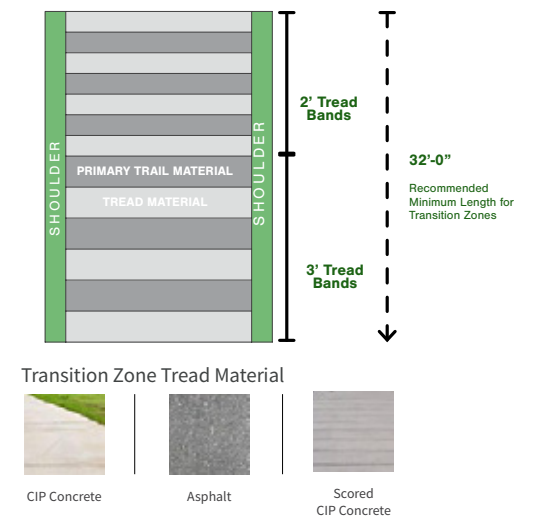
100' Wide Eastrail Corridor



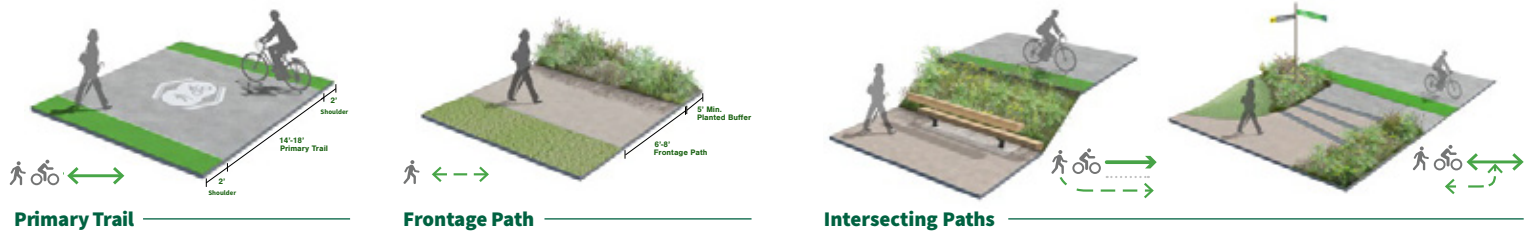
Major Mixing Zone Minor Mixing Zone



Mixing Zone - Transition



TRAIL PROFILES



INTENSITY OF TRAIL USE LEGEND

- (Based on Anticipated Use)
- High Traffic/High Adjacent Program
 - Medium Traffic/Medium Adjacent Program
 - Low Traffic/Low Adjacent Program
 - Street Crossing

ESTABLISHING EXPERIENCE

A kit-of-parts of trail elements creates a design framework, including dimensions and materiality, guiding near and long-term projects.

EVOLVING EXPERIENCE

DEFINING OPPORTUNITES TO GROW WITH TIME & RESOURCES

MAJOR MIXING ZONE - TYPICAL

Major mixing zones such as this generally appear similar to minor mixing zones in terms of materiality and form, but are significantly larger, have more major connection points and have the potential for more “pause” amenities. While it is recommended to maintain visual and material continuity throughout all mixing zones, major mixing zones can deviate in some ways to create a unique moment on the trail that is more reflective of its adjacencies such as heritage sites and emerging development.



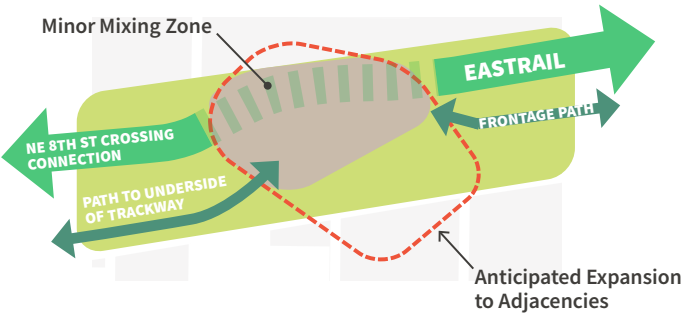
MINOR MIXING ZONE

Minor mixing zones are imagined to be suitable for 2-3 frontage path connections in addition to the primary trail intersection at 2 ends. This scale will mostly address circulation intersection needs, however the edge of the zone could be utilized for seating elements without disrupting this primary function.



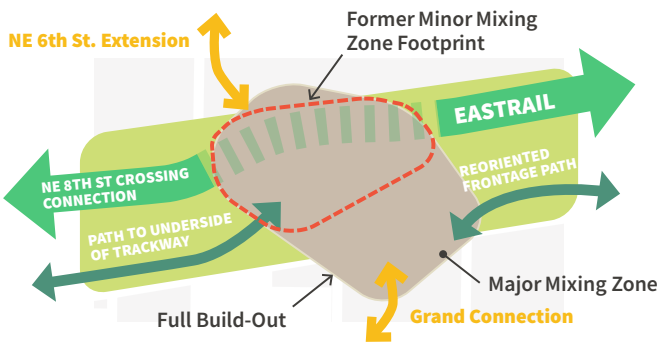
INITIAL PHASE SCENARIO

If funding for an identified major mixing zone is limited at the onset of a project, or has varying construction timelines for connections, the plan identifies the potential for phased development beginning with a minor mixing zone.



FULL BUILD-OUT SCENARIO

An amorphous footprint allows for expansion to adjacencies as time and resources allow. Identified connections become prominent, and a major mixing zone is realized.



EASTRAIL MEETS THE GRAND CONNECTION

The most complex location in the corridor is also the place where there might be the most significant opportunity to create a destination moment. This is where the Grand Connection, Bellevue's ambitious plan to connect the Eastrail to Meydenbauer Bay with a linear park, meets the Eastrail corridor. This major mixing zone's full vision is a culmination of shared-use circulation combined with potential spaces for art and performance, extensive seating options and diverse locations for outdoor eating, people-watching, and socializing.



EVOLVING EXPERIENCE

Guidelines shape near-term spaces, amenities, and trail function yet are nimble to evolve and grow as the corridor and private development change.

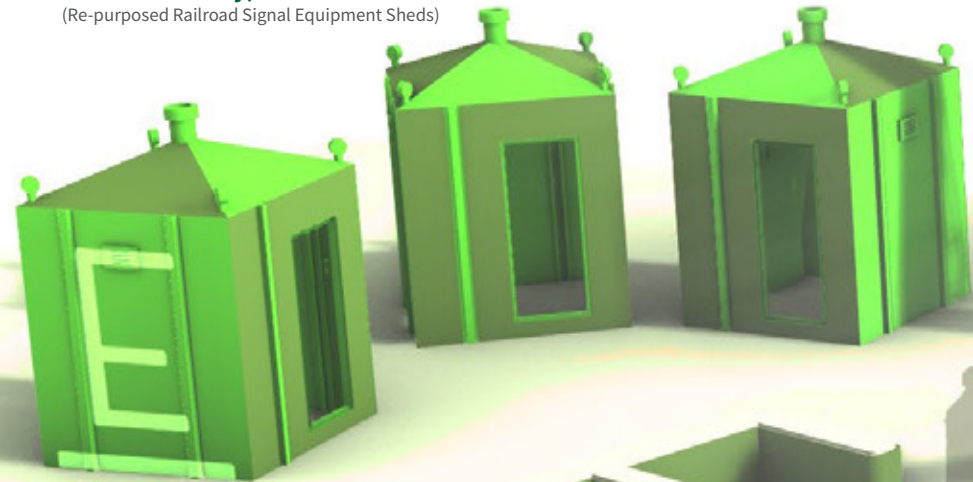
PLANNING PROGRAM

CREATIVE IDEATION FOR BUILDING AMENITY & IDENTITY

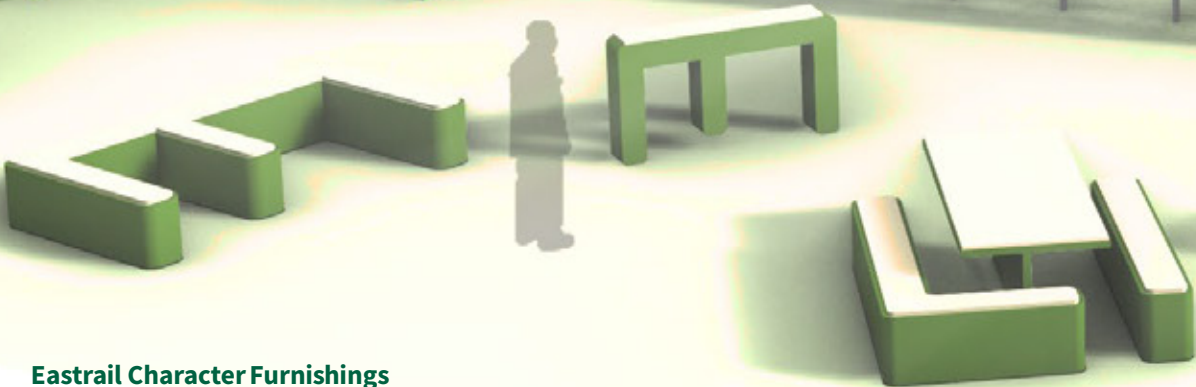
Eastrail Billboard
(Located at a Trailhead or Development Rooftop)



Eastrail Gallery/Info. Kiosks
(Re-purposed Railroad Signal Equipment Sheds)



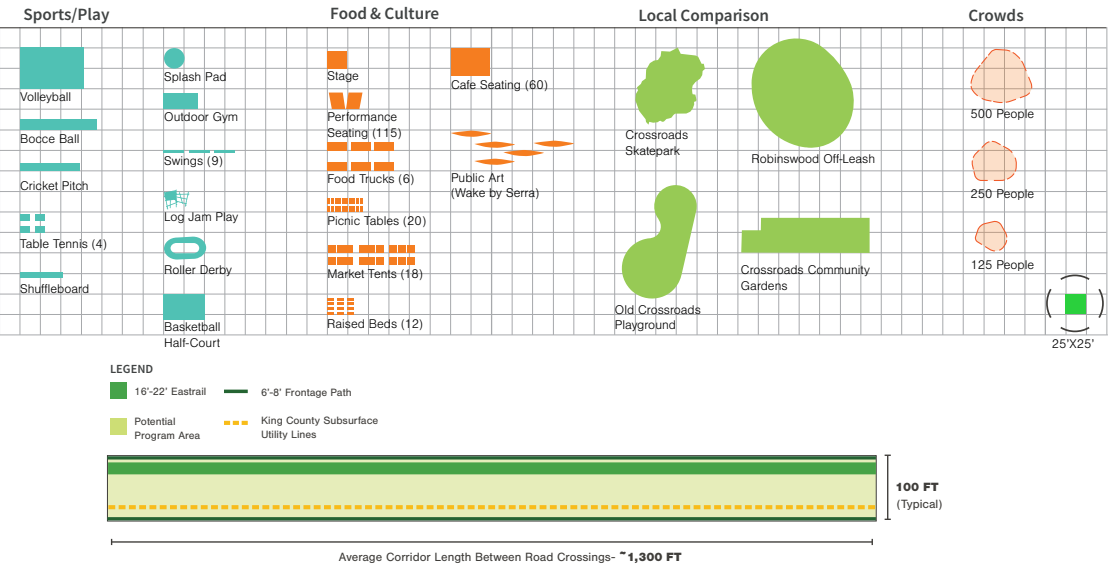
Eastrail Character Furnishings
(E,T,L,I: Bench, Standing Table, ADA Picnic Table)



Eastrail Character Play Elements
(A,S,T,R: Slide, Climbing, Swings)



SPATIAL PROGRAMMING STUDIES



PLANNING PROGRAM

Spatial programming ideation guides integration of linear park amenities with a strong focus on strengthening Eastrail's identity.

THE PLAN MADE ACTIONABLE

OUTLINING WHO LEADS, FUNDS, AND MAINTAINS



WHAT?

- Themes / Categories
- Opportunities
- Specific Tasks

WHEN?

- Near-Term
- Mid-Term
- Long-Term

WHO?

- Leads
- Partners
- Maintains

HOW MUCH?

- Funding Sources
- Anticipated Costs

PRINCIPLE 1

Eastrail is a defining feature of the Central Wilburton area as outlined in the Citizen Advisory Committee Study preferred development concept.

Principle 1

Eastrail is a defining feature of the Central Wilburton area as outlined in the Citizen Advisory Committee Study preferred development concept.

PRINCIPLE 2

Eastrail is a collaborative vision between residents, King County, the City of Bellevue, Sound Transit and private partners.

Principle 2

Eastrail is a collaborative vision between residents, King County, the City of Bellevue, Sound Transit and private partners.

PRINCIPLE 3

Eastrail is a trail and park corridor accessible and welcoming to all.

Principle 3

Eastrail is a trail and park corridor accessible and welcoming to all.

PRINCIPLE 4

Eastrail is an exciting and active, central open space for Central Wilburton.

Principle 4

Eastrail is an exciting and active, central open space for Central Wilburton.

THE PLAN MADE ACTIONABLE

Guiding principles and a matrix of prioritized actions provide a road map of who will lead, fund, and maintain elements to achieve the vision.

REALIZING THE VISION

FRAMEWORK BECOMES REALITY

By telling the story of the JA farming community in Bellevue, we **strengthen** the connections between the Japanese American community and other communities; **see** Bellevue's vibrant farming history in today's modern metropolis; plant the seeds of **reconciliation** across generations, and **honor** stories of the past today, and for the future.

- Isan Bellevue Non-Profit Organization
(isanbellevue.org)



NE 8TH STREET BRIDGE

Connecting the emerging core of Wilburton to its new light rail station, the crossing recalls the story of interned Japanese-Americans who farmed and were forcibly removed from this very landscape.

FIRST STEPS TOWARD REALITY

Concurrent to developing the plan, the team realized its first project—a trail connection acknowledging Bellevue's history of internment.