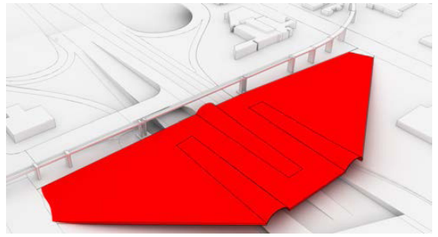
Chapter

4 Lid Park

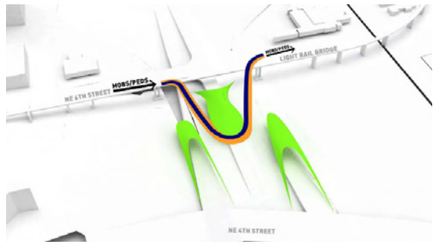
Alternative Three

Design Evolution

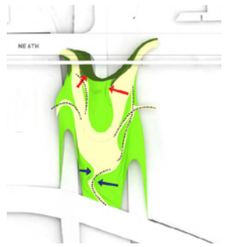


▲ **Early Diagram of Alternative Three Interstate 405 Crossing** - *Image by* Balmori Associates

▲ **Early Sketch of Alternative Three Interstate 405 Crossing** - *Image by* Balmori Associates



▲ **Early Diagram of Interstate 405 Ramp Barrel Vaults** - *Image by* Balmori Associates



▲ **Early Rendering of Alternative Three Interstate 405 Crossing** - *Image by* Balmori Associates

Alternative Three - Lid Park

Overview

The approach of the Lid Park seeks to mitigate the impacts of the interstate to the greatest extent possible, while reconnecting the urban fabric between Downtown and the Wilburton Commercial Area. The Lid Park would create new, usable land, that could serve as needed public space for the Civic Center District, as well as the Wilburton Commercial Area. The design of the Lid Park creates a folded and sculpted landscape to address the challenges of existing infrastructure, while also representative of Bellevue's topography. The unique landscape creates programmable areas for green and open space, hardscape plazas, and other features for activation and public use, as well as incorporating sustainable and green features. The Lid Park includes a descent into the Wilburton Commercial Area to a modest stormwater facility and greenspace, preserving development and civic use opportunities on the city-owned Lincoln Center parcel and adjacent private property.

The scale of the Lid Park affords numerous access points, including from public rights-of-way such as NE 4th and NE 6th Streets, and adjacent private developments. This allows users to move through the space, and across the interstate, in several manners, creating a multitude of experiences. The Lid Park, covering most of the interstate between NE 4th and NE 6th Streets, would largely mitigate the sounds and sights of the interstate, except for the entrance and exit portals to the ramps accessing Interstate 405. The sculpted and folded terrain would provide respite from the urban environment with vegetated hills, as well as

By the Numbers: *Alternative Three*

Travel Distance
1,560 Feet

From Intersection of 112th Avenue NE and NE 6th Street to 116th Avenue NE landing.

up to **190,000 square feet** of public space

Includes the acquisition of 57,000 square feet of privately owned property.

up to **30,000 square feet** of new stormwater facilities

approximately **160,000 square feet** of space over Interstate 405

533 feet - maximum crossing width

Low estimate: **$116.1 million**
High estimate: **$130.1 million**

programmatic elements that would encourage active use of the space. The experience would incorporate movement between Downtown and the Wilburton Commercial Area, but also as a public place, encouraging users to linger, stay, and engage.

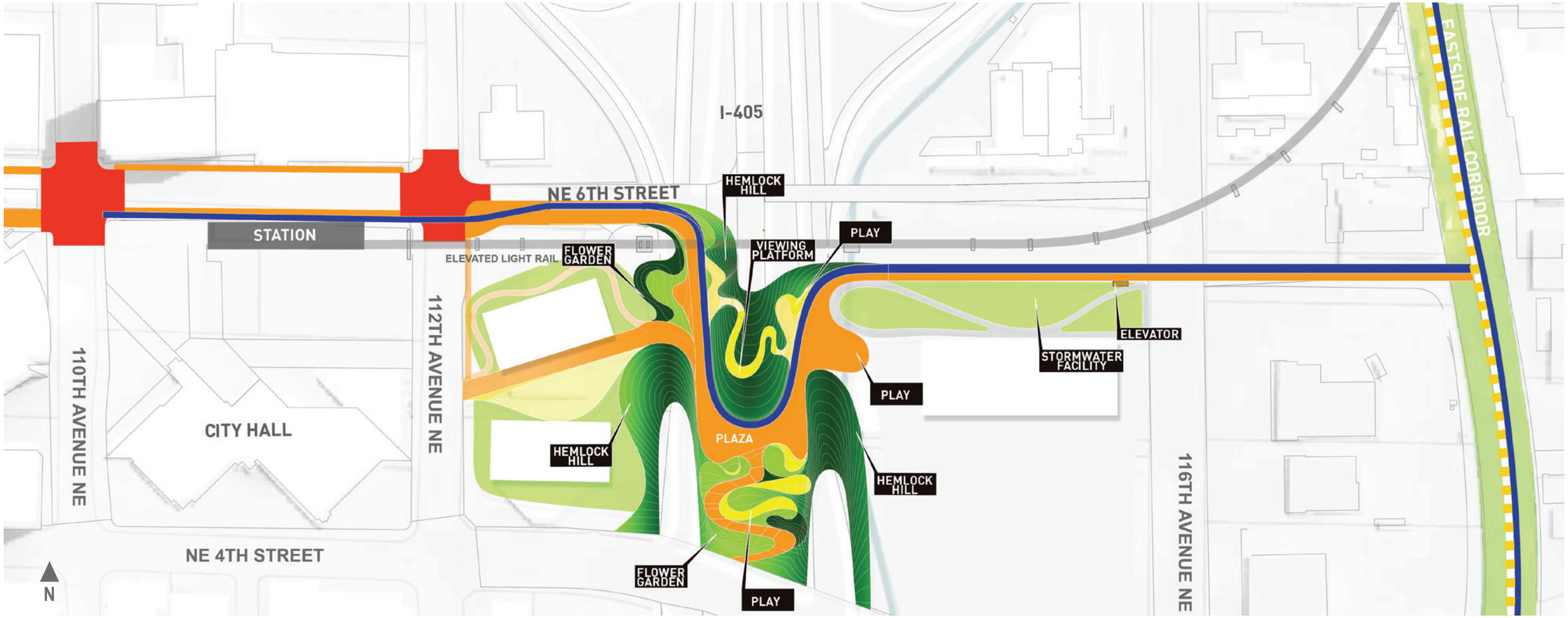
Design Evolution

The goal of the Lid Park is to create as much public space as possible, while mitigating the negative impacts of Interstate 405. Early concepts attempted to cover all of the interstate, including the access ramps, between NE 4th and NE 6th Streets by barrel vaulting over the access ramps. This created the initial concept for the rolling topography, but also changes in elevation that were too extreme for usable space, and limited access to the park. The extreme changes in elevation necessitated the increase of unusable landscaped areas, requiring that nearly all of the usable space was hardscaped only.

The initial concept also sought to expand beyond the limits of Interstate 405 and extend into both Downtown and the Wilburton Commercial Area, with a gradual change in elevation into an expanded open space. This concept was scaled back to be within the east-west limits of Interstate 405, preserving opportunities for future development, while creating new opportunities to integrate with future projects.

Design and Contextual Interface

The Lid Park creates a unique rolling and sculpted terrain, that successfully addresses the existing infrastructure challenges while creating a design that integrates seamlessly into the existing urban and natural landscape. It covers the interstate between NE 4th and NE 6th Streets with the exception of the existing access ramps to and from Interstate 405. The access ramps are partially covered with portals that



▲ **Alternative Three Interstate 405 Crossing - Plan View** - *Image by* Balmori Associates

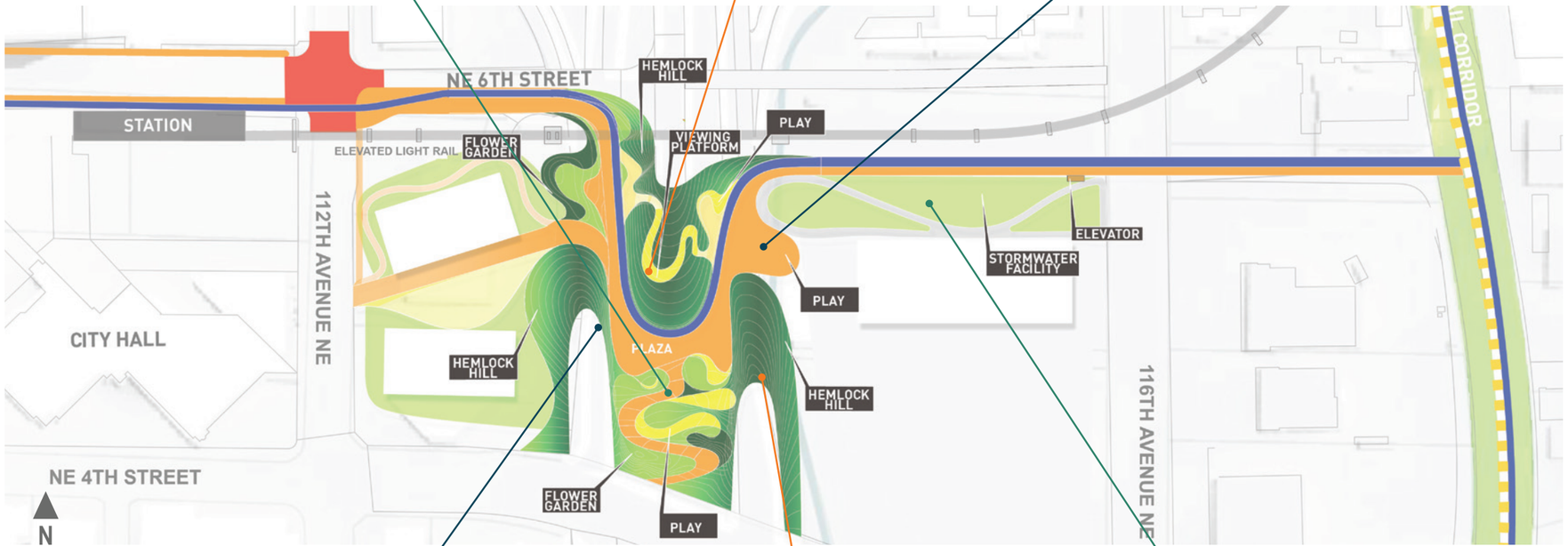
Alternative Three Interstate 405 Crossing - Aerial Perspective - *Image by* Balmori Associates

assist in screening the sights and sounds of moving traffic, while assisting in giving the lid its unique form and design. The partial ramp covers also create and inform much of the sculpted landscape and changing topography by creating vegetated and play hills that become defining features in the landscape.

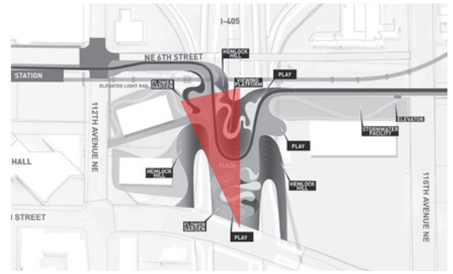
Access to the lid can come from NE 6th Street, NE 4th Street, and also through connections to adjacent properties east and west of the interstate. The elevation of the lid has been calibrated to connect to these future developments at a second or third story level, creating opportunities for users to access through elevated public space on private property, in addition to the public rights-of-way. This allows for several points of access, and for the lid to function as a true public space and park. The entrance from NE 6th Street would also allow access to a bridge that shortens the travel distance across the lid, to the Wilburton Commercial Area. This bridge would also provide a viewing platform to Mount Rainier, as it would be elevated to one of the highest points on the lid park.

The access point from NE 4th Street would create a meandering path through vegetated berms that would provide respite from the urban environment. These berms could also be dotted with play hills for recreation purposes, and to ensure that the Lid Park is functional for users of all ages. This route would also spill out into the central plaza of the Lid Park.

The sculpted hills over the NE 4th Street and NE 6th Street ramps frame a central plaza in the heart of the lid. This space would serve as the central gathering space, and could be programmed for seasonal and special events, as well as permanent uses that make it a hub of activity between Downtown and the Wilburton Commercial Area. Moving east, the route would offer a descent into the Wilburton Commercial Area, into



Alternative Three Interstate 405 Crossing - Aerial Perspective - *Image by* Balmori Associates



Alternative Three
Lid Park

▲ **Alternative Three Interstate 405 Crossing - User Perspective Looking North from NE 4th Street Over Interstate 405** - *Image by* Balmori Associates

a modest stormwater and greenspace feature. The combination of public space, and meandering paths transform the experience from simply crossing the interstate, to engaging with new public space and the Lid Park's unique design.

With nearly all of the public space concentrated over the interstate this would eliminate the need to acquire additional properties within the Wilburton Commercial Area to create open space. It would also preserve opportunities for future uses on the City-owned Lincoln Center site. As recognized by the Wilburton Commercial Area Citizen Advisory Committee, the Lincoln Center site presents a unique opportunity for civic or community uses for the future neighborhood, or could serve as a catalyst to assist in creating the neighborhood's future vision.

The Lid Park would create a total of 190,000 square feet of public space. The portion directly over the interstate would be approximately 160,000 square feet of open space, and the stormwater and greenspace feature within the Wilburton Commercial Area would be approximately 30,000. The stormwater and greenspace feature would also include the daylighting of Sturtevant Creek.

An elevated crossing would also continue from the primary bridge structure, interfacing with future development east of 116th Avenue NE and the Eastside Rail Corridor. The area between Interstate 405 and the Eastside Rail Corridor rests at an elevation approximately 50 feet lower than the western start of the crossing, and its interface with the Eastside Rail Corridor. Providing an elevated connection to the Eastside Rail Corridor, in addition to a landing within the Wilburton Commercial Area, will allow for safe and efficient movement of pedestrians and cyclists between the Grand Connection and Eastside Rail Corridor without having to navigate the change in elevation. It also presents an opportunity to better integrate into future development that will face onto the Eastside Rail Corridor. Pending the selection of a preferred concept, the elevated crossing would require additional development and coordination with future development opportunities on the east side of 116th Avenue NE.

Case Study: *Klyde Warren Park - Dallas, Texas*

Klyde Warren Park is a 5.2 acre public space over Woodall Rogers Freeway, between Downtown and the Arts District. Opened in 2012, the park reconnects three blocks of the city separated by the existing freeway. The park is designed to include a performance pavilion, a dog park, a children's play area, a 6,000 square foot restaurant, walking paths, and several other amenities to encourage the use of the park as a central gathering space for Downtown, the Arts District, and Uptown.

The newly created land is owned by the City of Dallas, including its amenities, and is managed by the Woodall Rodgers Park Foundation. As such, the park maintains operating hours. The park has an operating budget of $3 million per year, in addition to essential corporate sponsorships and events providing additional funding. The restaurant covers approximately 20 percent of the park's operating costs. An improvement district tax also provides $750,000 per year to maintain the park.

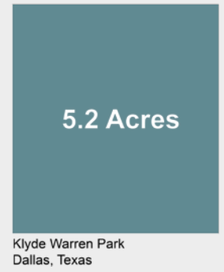
Funding for the park was established through a complex assembly of resources that included city bonds, state transportation funding, federal funding, and private contributions including donors, sponsorships, foundation funding, and naming rights to the park.

The park has been transformational for Dallas, acting as a catalyst for over a billion dollars of private real estate development within a quarter to half mile of the park. Over 1,000 events are hosted in the park every year, and has contributed to an increase usage of local transit by 61%. In addition to serving as a gateway to the more recently developed Arts District, the park will also connect to the city's popular Katy Trail, serving as an important public space node.

By covering a large segment of the interstate, the park plays a critical role in improving the overall environmental quality of the area. A total of 230 trees cover the park to remove 18,500 pounds of CO2 every year from the air. The new land also treats 64,000 gallons of stormwater runoff annually.

The success of Klyde Warren Park has inspired plans to expand the park further.

Klyde Warren Park - Dallas, Texas - *Image by* Dallas Morning News



Klyde Warren Park - Dallas, Texas
- *Image by* Felipe Garcia III

Other Precedents:

- Capitol Crossing (Washington, DC)
- Dilworth Plaza (Philadelphia, PA)
- Freeway Park (Seattle, WA)
- Highway 100 Lid (Edina, MN)
- Rose Kennedy Greenway (Boston, MA)
- Space 134 (Glendale, CA)
- The Stitch (Atlanta, GA)