



# GRAND CONNECTION

BELLEVUE DOWNTOWN ASSOCIATION

LAND USE AND LIVABILITY COMMITTEE

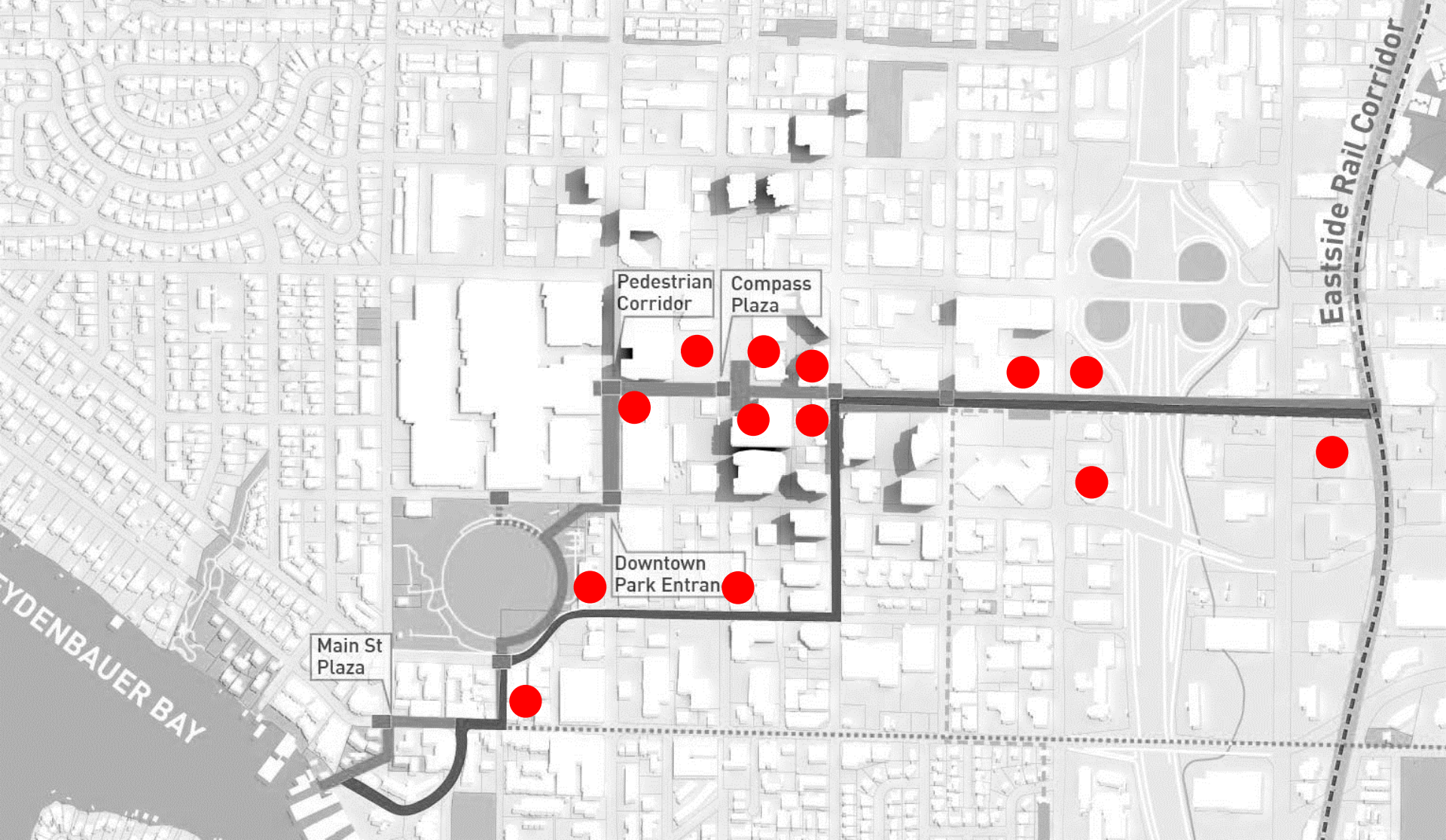
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COMMUNITY DEVELOPMENT PROGRAM MANAGER

May 23<sup>rd</sup>, 2018

# OVERVIEW

- Design Guidelines
  - What we heard – Stakeholder Interviews
  - Where we are
  - Next Steps
- Comprehensive Plan Amendments
- Interstate 405 Crossing





# THE ROUTE



# WHAT WE HEARD — STAKEHOLDER INTERVIEWS

- Strong support for the project and the vision
  - Pedestrian and cyclist focus
  - Opportunities for innovations in transportation technology
  - Activation and programming of existing and new public spaces
- Maintain achievable goals and ambitions
  - Be ambitious but don't let it diminish the potential of the project
- Be more ambitious
- Dissatisfaction with the Pedestrian Corridor
  - Outdated
  - Never reached its full potential
  - Too dependent on private developers/owners completing the vision



# WHAT WE HEARD — STAKEHOLDER INTERVIEWS

- City needs to take stronger initiative to realize the vision
  - Don't wait for private market to implement
  - Achieve better results than the Pedestrian Corridor
- Guidelines need to leave flexibility and respond to the different contexts of Downtown and Wilburton
- Collaboration with emerging developments
  - Developments that are in progress will assist in shaping the guidelines and vision



# WHERE WE ARE

- Design team identifying precedents
- Identify the distinct segments of the route
  - Context
  - Character
- Sustainability goals
- Develop sequence of the guidelines
  - Organization
  - Hierarchy
    - Requirements vs. recommendations vs. custom



# COMPREHENSIVE PLAN AMENDMENTS

- Scope
  - Urban Design
  - Downtown
  - Wilburton / NE 8<sup>th</sup> Street
- Planning Commission
  - Introduction – April 4<sup>th</sup>
  - First Study Session – May 9<sup>th</sup>
  - Second Study Session – July 25<sup>th</sup>
  - Public Hearing – October 2018

**Policy S-DT-144.2.** Extend the Pedestrian Corridor designation along the sides of NE 6<sup>th</sup> Street between 110<sup>th</sup> Avenue NE and 112<sup>th</sup> Avenue NE to enhance the non-motorized access to the light rail station and to the Grand Connection crossing of I-405.

The map displays the following urban centers and landmarks:

- Northwest Village**: Located in the upper left quadrant.
- City Center North**: Located in the upper center.
- Ashwood**: Located in the upper right quadrant.
- Core Area**: A central urban area, outlined with a thick black dashed line.
- Eastside Center**: Located in the center of the map, outlined with a thick pink dashed line.
- City Center South**: Located in the lower center.
- East Main**: Located in the lower right quadrant.
- Old Bellevue**: Located in the lower left quadrant.

**Public Facilities** (marked with a star):

- Post Office
- Bellevue Library
- Meydenbauer Center
- Transit Center
- City Hall
- Overlake Hospital

**Parks** (shaded gray areas):

- Ashwood Park
- Downtown Park

**Signature Streets** (thick black lines):

- Grand Shopping Street
- Entertainment Avenue
- Commercial Avenue
- Perimeter Area (indicated by an arrow pointing to the outer boundary of the Core Area)

**Legend:**

- ★ Public Facilities
- Core Area (thick black dashed line)
- Parks (shaded gray)
- Signature Streets (thick black line)



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# COMPREHENSIVE PLAN AMENDMENTS

- **Policy S-DT-45.1.** Implement design components and wayfinding along the NE 6<sup>th</sup> Street Pedestrian Corridor **Grand Connection** to create an accessible and intuitive environment for movement for users of all abilities.
- Enhance the attractiveness of the Interstate 405 right-of-way as a gateway to the City of Bellevue and the Downtown subarea, **aggressively pursuing the Grand Connection vision for a multi-modal crossing between Downtown and the Wilburton Commercial Area.**
- **Policy S-WI-NEW.** Encourage the creation of a significant interface between the Grand Connection and the Eastside Rail Corridor to create seamless connectivity for pedestrians, cyclists, and those who use alternative transportation options.



An aerial architectural rendering of a city park area. The scene features a winding river or canal in the foreground, surrounded by lush greenery and trees with autumn foliage. A blue path winds through the park, and a bridge crosses the river. In the background, there are several modern buildings, including a large white building with a flat roof and a tall, dark building. The overall atmosphere is bright and sunny, with a clear sky. The text "INTERSTATE 405 CROSSING" is overlaid in the center of the image.

# INTERSTATE 405 CROSSING









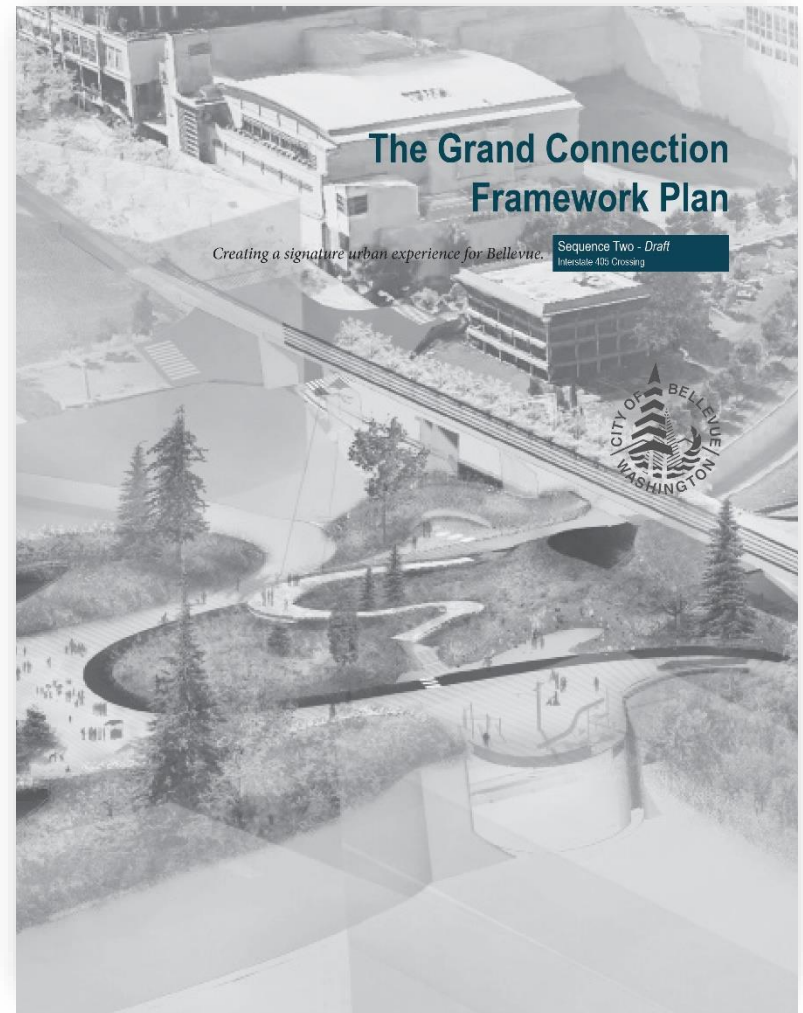












# FRAMEWORK PLAN: SEQUENCE TWO

- Sequence Two
- 6 Chapters
  - Introduction
  - Alternative One: Sculptural Bridge
  - Alternative Two: Linear Bridge
  - Alternative Three: Lid Park
  - Alternative Comparison
  - Next Steps























# FRAMEWORK PLAN: ALTERNATIVE COMPARISON

	Alternative One	Alternative Two	Alternative Three
<b>Travel Distance</b>  <small>From Intersection of 112th Avenue NE and NE 6th Street to 116th Avenue NE landing.</small>	1,250 Feet	1,460 Feet	1,560 Feet
<b>Parks and Open Space</b> 	159,000 Square Feet	100,000 Square Feet	190,000 Square Feet
<b>Crossing Width</b> 	65 Feet	65 Feet	533 Feet
<b>Surface Area Covering the Interstate</b> 	10,075 Square Feet	27,150 Square Feet	160,000 Square Feet
<b>Stormwater Facility</b> 	81,000 Square Feet	67,000 Square Feet	30,000 Square Feet
<b>Cost</b> 	Low estimate: \$52.8 million High estimate: \$73.1 million	\$48.7 million \$66.1 million	\$116.1 million \$130.1 million

Comparative Summary

Performance Measure	Alternative One	Alternative Two	Alternative Three
<b>I-405 Crossing Cost</b> Estimated design, engineering, and construction cost for each alternative. Not including impacts to city-owned property.			
<b>Constructibility</b> What challenges exist for each alternative? <ul style="list-style-type: none"> <li>Interface with East Link construction</li> <li>Conflicts with I-405 projects</li> </ul>			
<b>Timing</b> How is the timing affected by: <ul style="list-style-type: none"> <li>East Link Construction (2023)</li> <li>Eastside Rail Corridor (2023)</li> <li>Private Development (2021+)</li> </ul>			
<b>User Experience</b> Which alternative mitigates the sights, sounds, and other negative impacts of the interstate the best? Which afford the greatest opportunities for public benefit such as views, public space, and programming? Which offers the greatest opportunity for a signature physical design?			
<b>Travel Distance and Accessibility</b> What are the travel distances and changes in elevation a user must make to access each alternative.			
<b>What are the consequences to the City-Owned Parcel (Lincoln Center)?</b> Turn Lincoln Center into a park/plaza or not. Necessity to purchase additional property to complete park/plaza vision <ul style="list-style-type: none"> <li>Applicable to Alternatives 1 and 2</li> <li>What is the cost of a park?</li> <li>What is the cost of land acquisition for a park?</li> <li>Property tax implications of removing development potential?</li> </ul>			

Key
 Strong
 Moderate
 Weak

Grand Connection Framework Plan 85  
Vol. 2 - Interstate 405 Crossing



# NEXT STEPS

May to  
Summer

- Distribute to Council
- Open to public comment
- Presentations to boards, commissions, public, civic organizations

Summer

- Council to recommend a preferred alternative

Fall

- Begin RFP process for design refinement of preferred alternative



# TIMELINE







# QUESTIONS?

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