

GRAND CONNECTION INTERSTATE 405 CROSSING



BELLEVUE CITY COUNCIL UPDATE

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May 14th, 2018

OVERVIEW

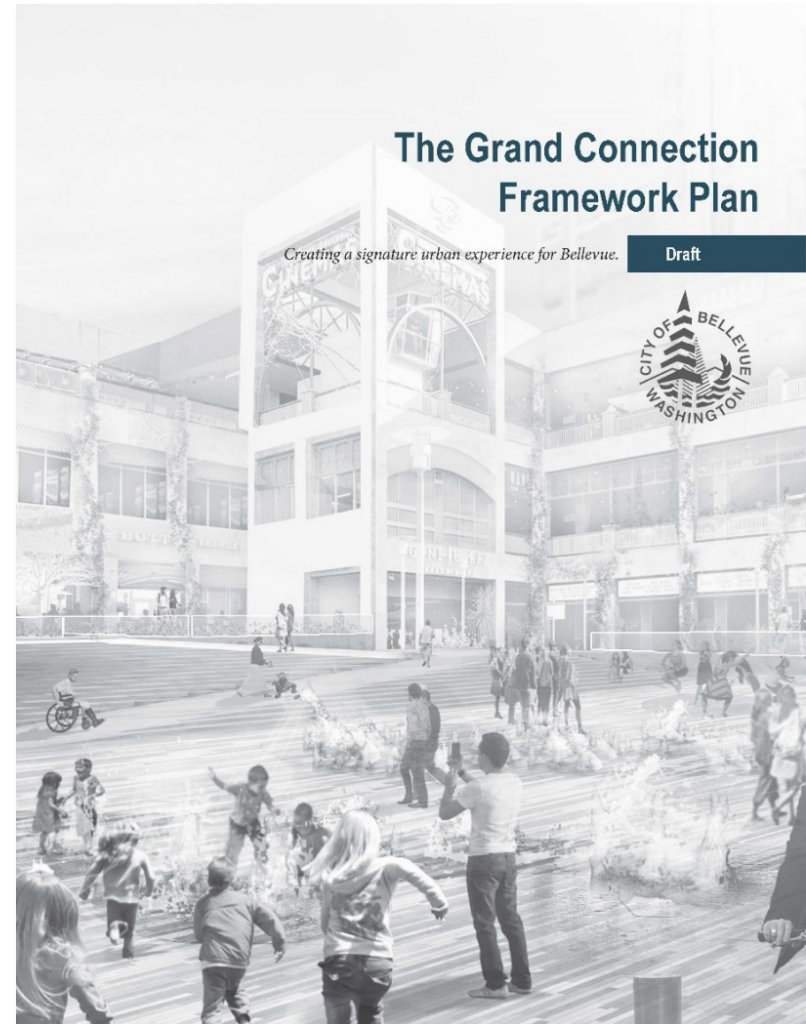
- Tonight's discussion will focus on:
- Overview/Recap of the Interstate 405 Crossings
- *Grand Connection Framework Plan: Sequence Two*
 - Contents
 - Structure
 - Timeline

WHERE WE ARE



WHERE WE HAVE BEEN

- April 2016 – October 2017: Visioning Stage
- December 2017 – Council Adopts *The Grand Connection Framework Plan: Sequence Once*
 - *Initiates Comprehensive Plan Amendments / Land Use Code Updates / Design Guidelines*
- March 2018 – Design Guidelines Kickoff
 - *Interviews with stakeholders*
- April – Comprehensive Plan Amendments Introduction
 - *May 9 – Study Session with Planning Commission*



WORK FLOW



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 network of winding paths and bridges crosses the water. In the background, a dense urban landscape with various buildings, including a large stadium-like structure, is visible. The overall atmosphere is bright and modern.

INTERSTATE 405 CROSSING



VISIONING GOALS

- Safe and comfortable connection
- Opportunities for public space
- Integration and cohesion with future development opportunities and the Wilburton Commercial Area
- Interface with Eastside Rail Corridor
- Interface with 116th Avenue NE
- Signature in form, design & experience

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issues

ALTERNATIVE 1 – SCULPTURAL BRIDGE

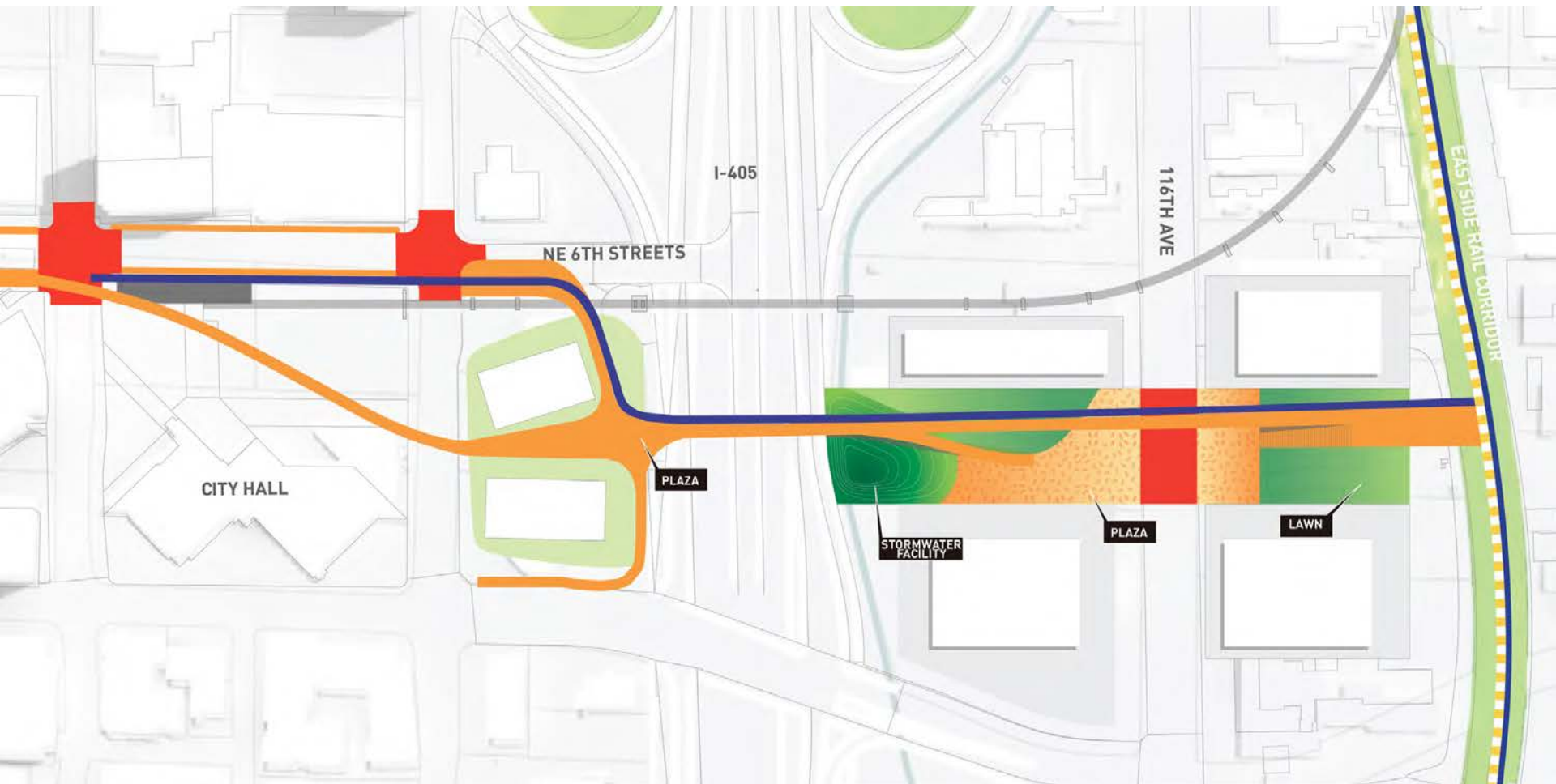




ALTERNATIVE 1 — SCULPTURAL BRIDGE



ALTERNATIVE 2 — LINEAR BRIDGE





ALTERNATIVE 2 — LINEAR BRIDGE



ALTERNATIVE 3 — LID PARK



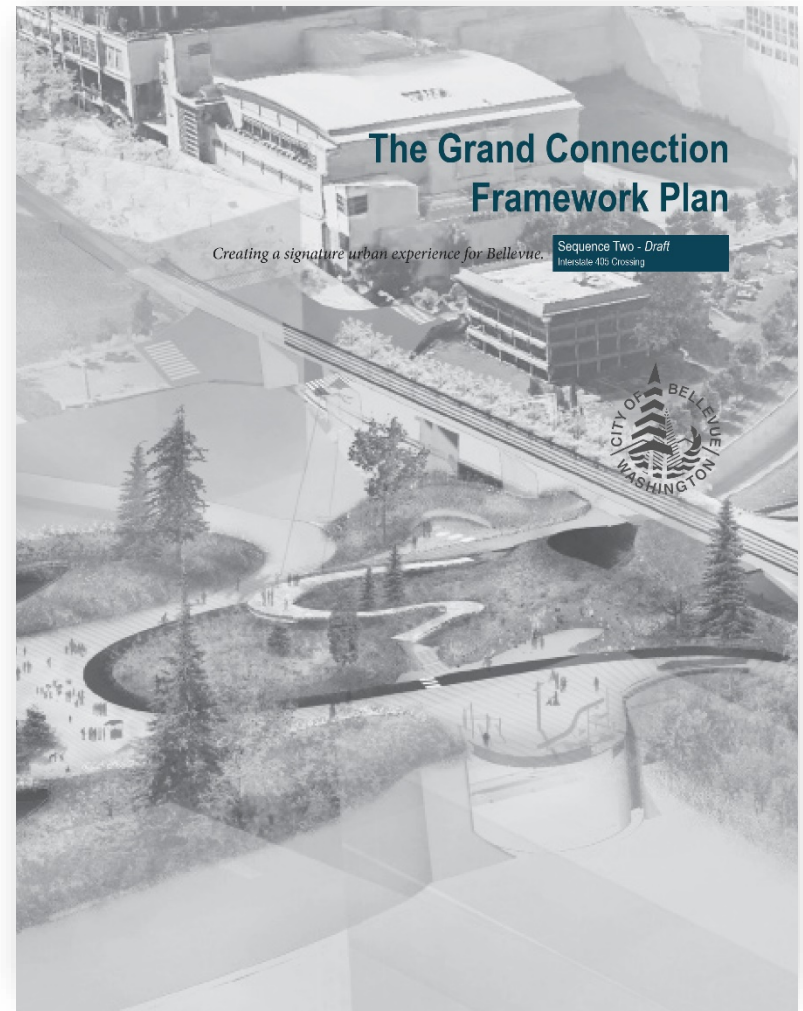


ALTERNATIVE 3 — LID PARK



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: SEQUENCE TWO

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

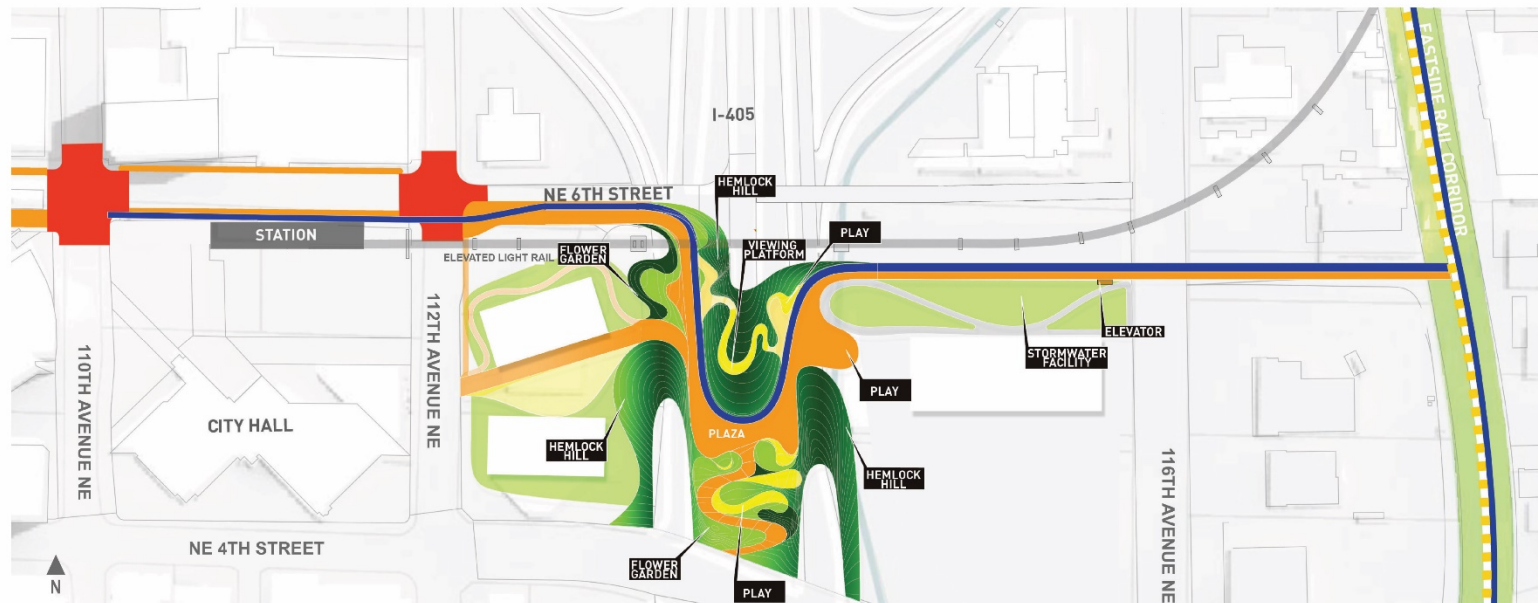
The goal of the Lid Park is to create as much public space as possible, while mitigating the negative impacts of Interstate 405. Early concepts attempted to cover all

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
Lid Park

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

Grand Connection Framework Plan 65
Vol. 2 - Interstate 405 Crossing

FRAMEWORK PLAN: CASE STUDIES

- Case Studies
- Description of the project
- Cost
- Impacts to adjacent real estate
- Relationship to public open space

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.



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

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.



Alternative 3 - Lid Park
Bellevue, Washington

Klyde Warren Park
Dallas, Texas



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)

Private Funding ▼



FRAMEWORK PLAN: ALTERNATIVE COMPARISON

	Alternative One	Alternative Two	Alternative Three
Travel Distance  <small>From Intersection of I-126, Avenue NE, and NE 6th Street to 116th Avenue NE landing.</small>	1,250 Feet	1,460 Feet	1,560 Feet
Parks and Open Space 	159,000 Square Feet	100,000 Square Feet	190,000 Square Feet
Crossing Width 	65 Feet	65 Feet	533 Feet
Surface Area Covering the Interstate 	10,075 Square Feet	27,150 Square Feet	160,000 Square Feet
Stormwater Facility 	81,000 Square Feet	67,000 Square Feet	30,000 Square Feet
Cost 	Low estimate: \$52.8 million High estimate: \$73.1 million	\$48.7 million \$66.1 million	\$116.1 million \$130.1 million

Performance Measure	Alternative One	Alternative Two	Alternative Three
I-405 Crossing Cost Estimated design, engineering, and construction cost for each alternative. Not including impacts to city-owned property.			
Constructibility What challenges exist for each alternative? <ul style="list-style-type: none"> Interface with East Link construction Conflicts with I-405 projects 			
Timing How is the timing affected by: <ul style="list-style-type: none"> East Link Construction (2023) Eastside Rail Corridor (2023) Private Development (2021+) 			
User Experience 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?			
Travel Distance and Accessibility What are the travel distances and changes in elevation a user must make to access each alternative.			
What are the consequences to the City-Owned Parcel (Lincoln Center)? 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"> Applicable to Alternatives 1 and 2 What is the cost of a park? What is the cost of land acquisition for a park? Property tax implications of removing development potential? 			

Key



Strong



Moderate



Weak

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

QUESTIONS/DISCUSSION

