



Jul 13, 2022

# BELLEVUE CONNECTOR

kpff

VIA

— A PERKINS EASTMAN STUDIO

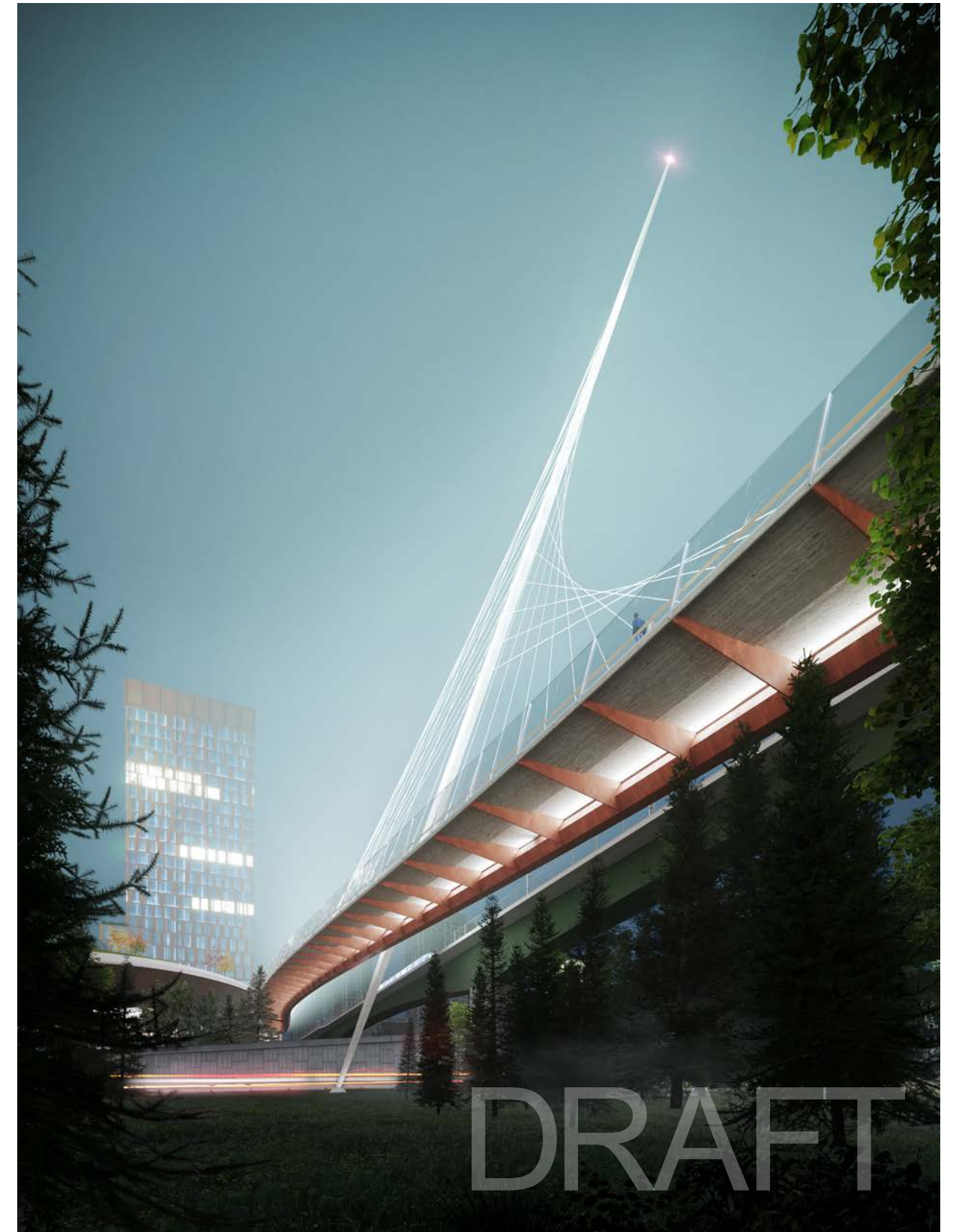
# Review

## MEETING 11.04.21

- Four alignments
- Critical take aways:
  - Lid Park
  - Cultural Amenities

## MEETING 06.02.22

- Two Alignments
- Outstanding questions:
  - Technical constraints
  - Opportunities and connections



# Agenda

## Alignments Assessment

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## Wilburton Development & Eastrail Connection

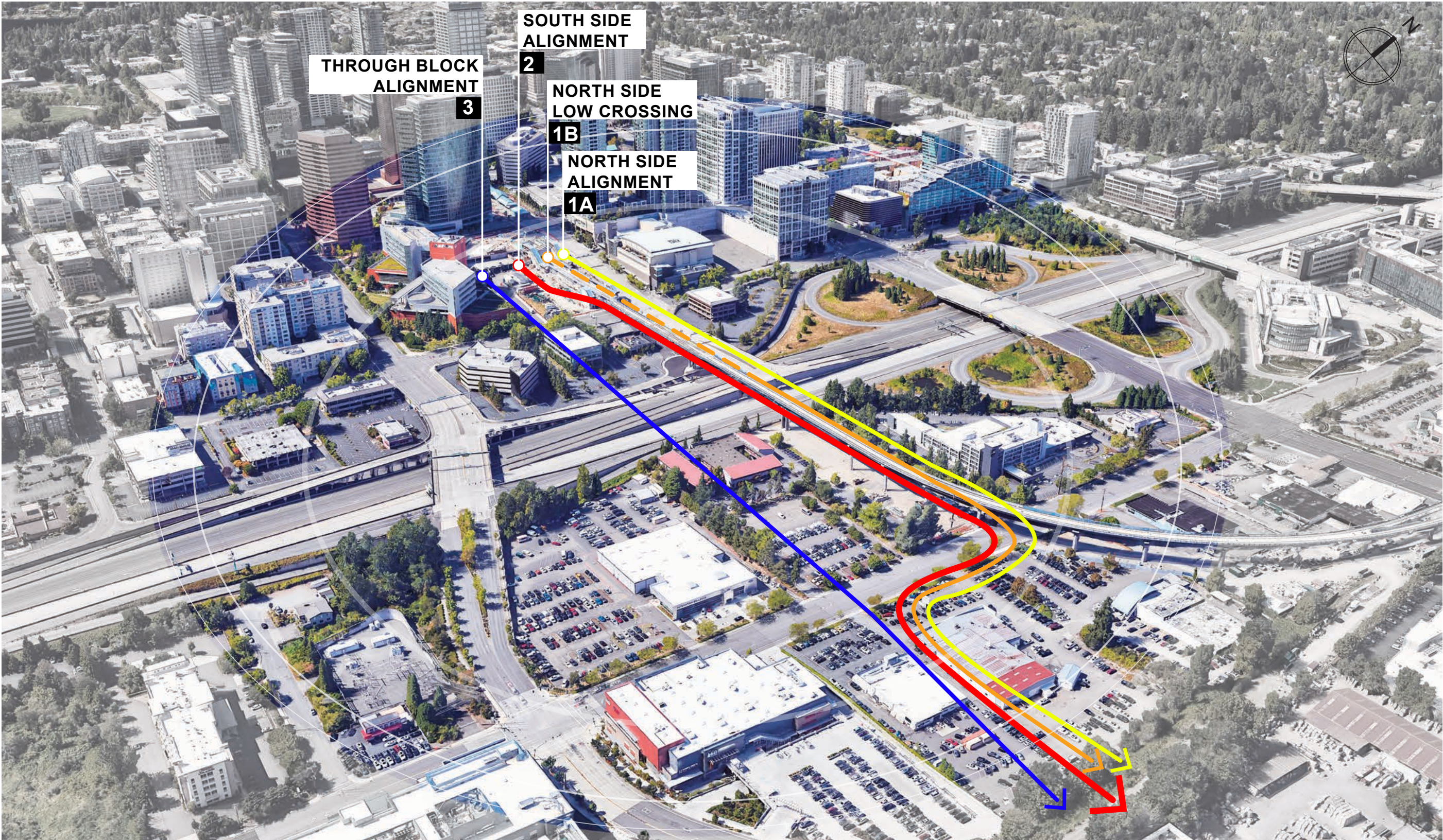


# Alignments Assessment

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This section analyzes all the four potential alignment options for the Bellevue Connector with two of the alignments eliminated due to various factors.

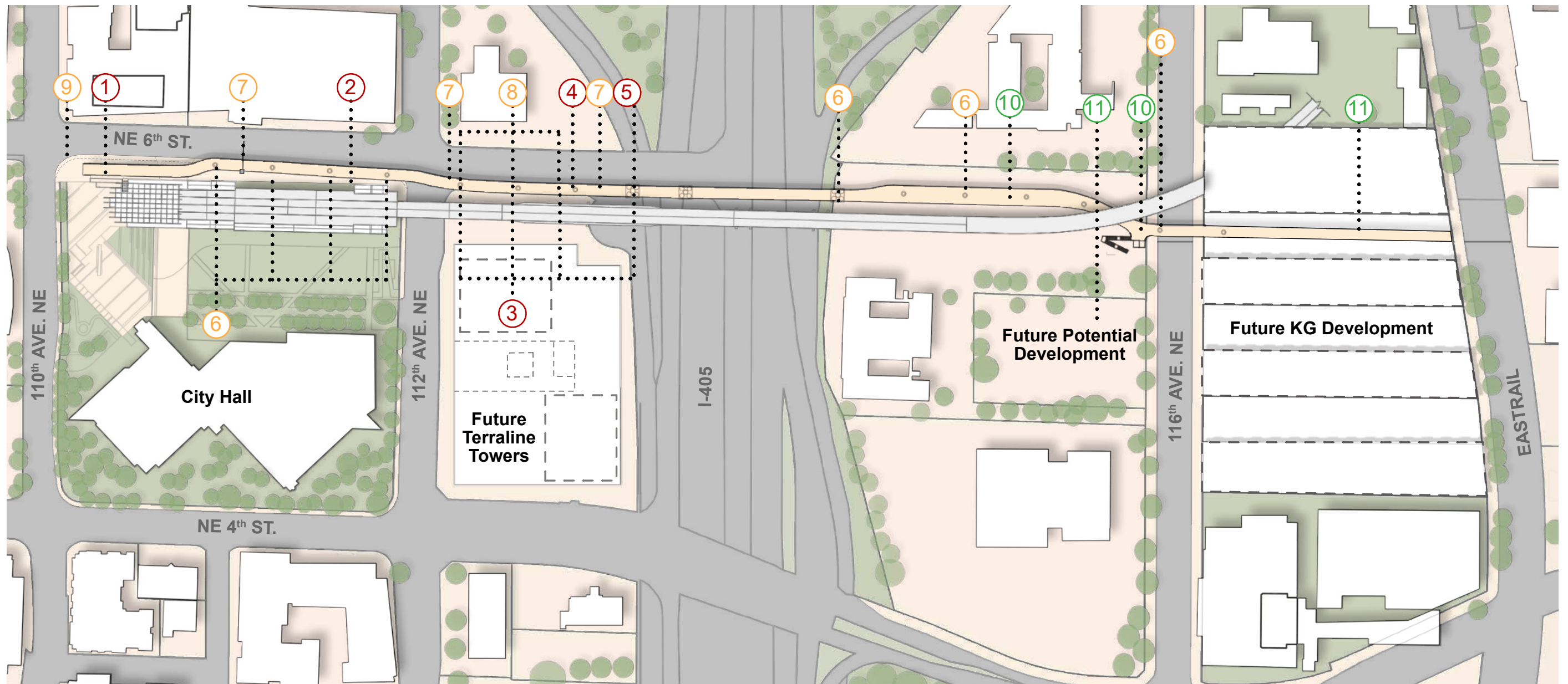
# Alignment Assessment



# Alignment Assessment



# Alignment Assessment - Alignment 1

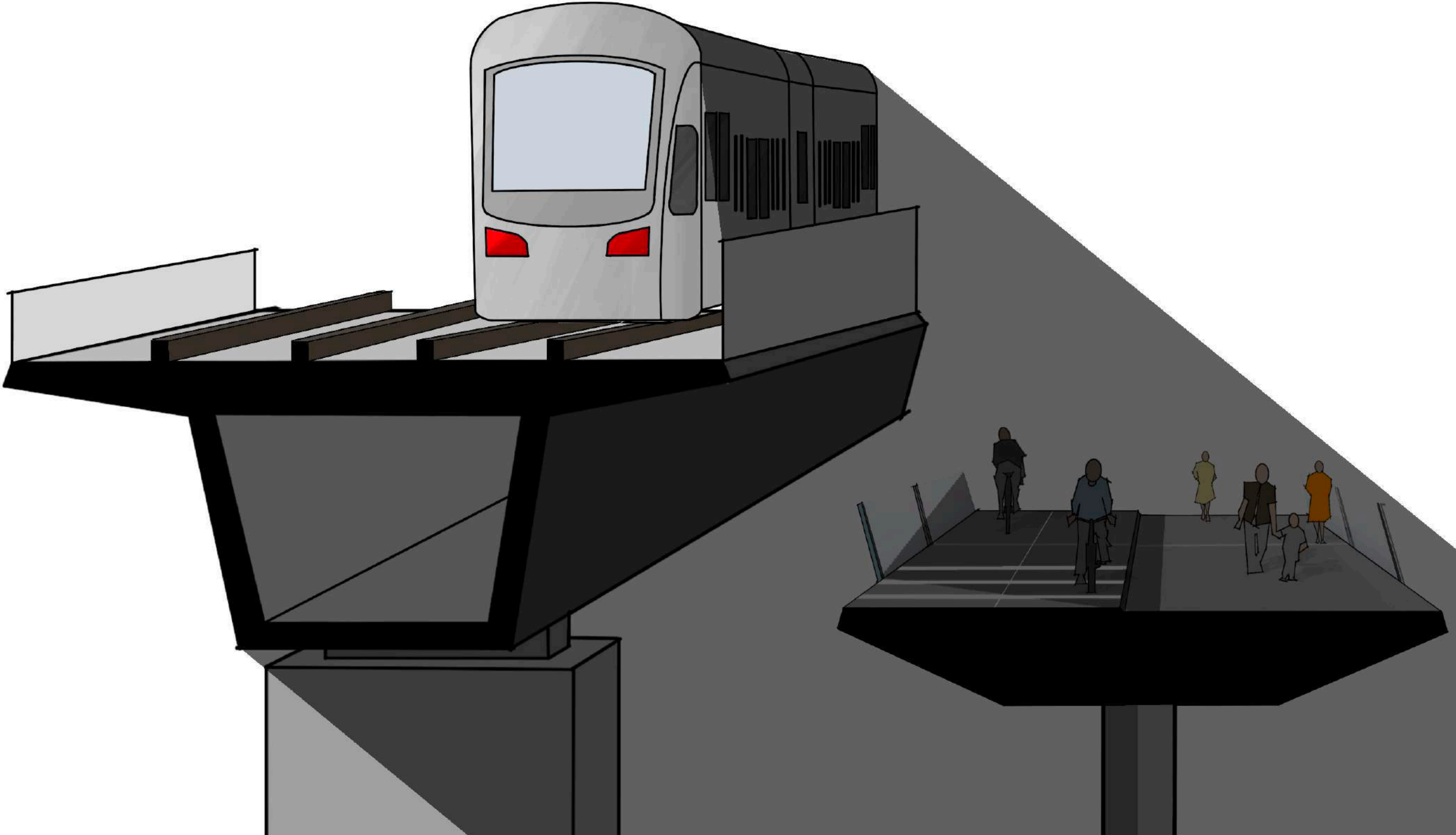


- 1** Sound Transit front door, sidewalk and pedestrian experience on NE 6<sup>th</sup> Street to be impact
- 2** NE 6<sup>th</sup> roadway reduction required.
- 3** Columns are not constructed without major impacts to WSDOT NE 6<sup>th</sup> St. Off ramp structure.
- 4** The Deck of the proposed connector overhangs WSDOT off ramp roadway on NE 6<sup>th</sup> Street.

- 5** Large main span column constrained by freeway on-ramp and retaining wall, bike path, 114th Ave NE, and fire truck turnaround. Potential alternative location in the gore zone in I-405.
- 6** Column conflicts with existing utilities.
- 7** Overhead street signs and lights impacted.
- 8** Columns are located in existing trail easement on Lane's property.

- 9** Integration with City bike network
- 10** Opportunity for wider amenities section.
- 11** Potential development integration.
- 12** Vertical connection to grade.

# Alignment 1 - Guideway Proximity





# Alignment 1 - Conflict Analysis

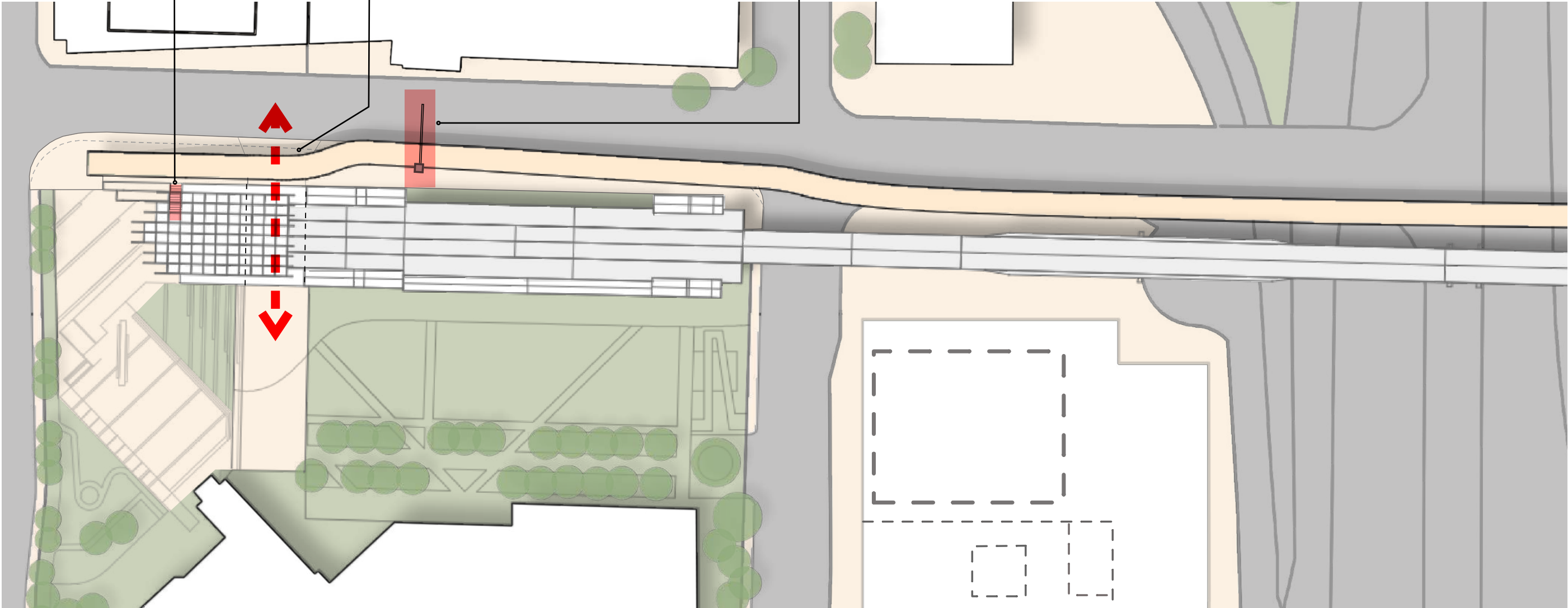
Existing stairs conflict



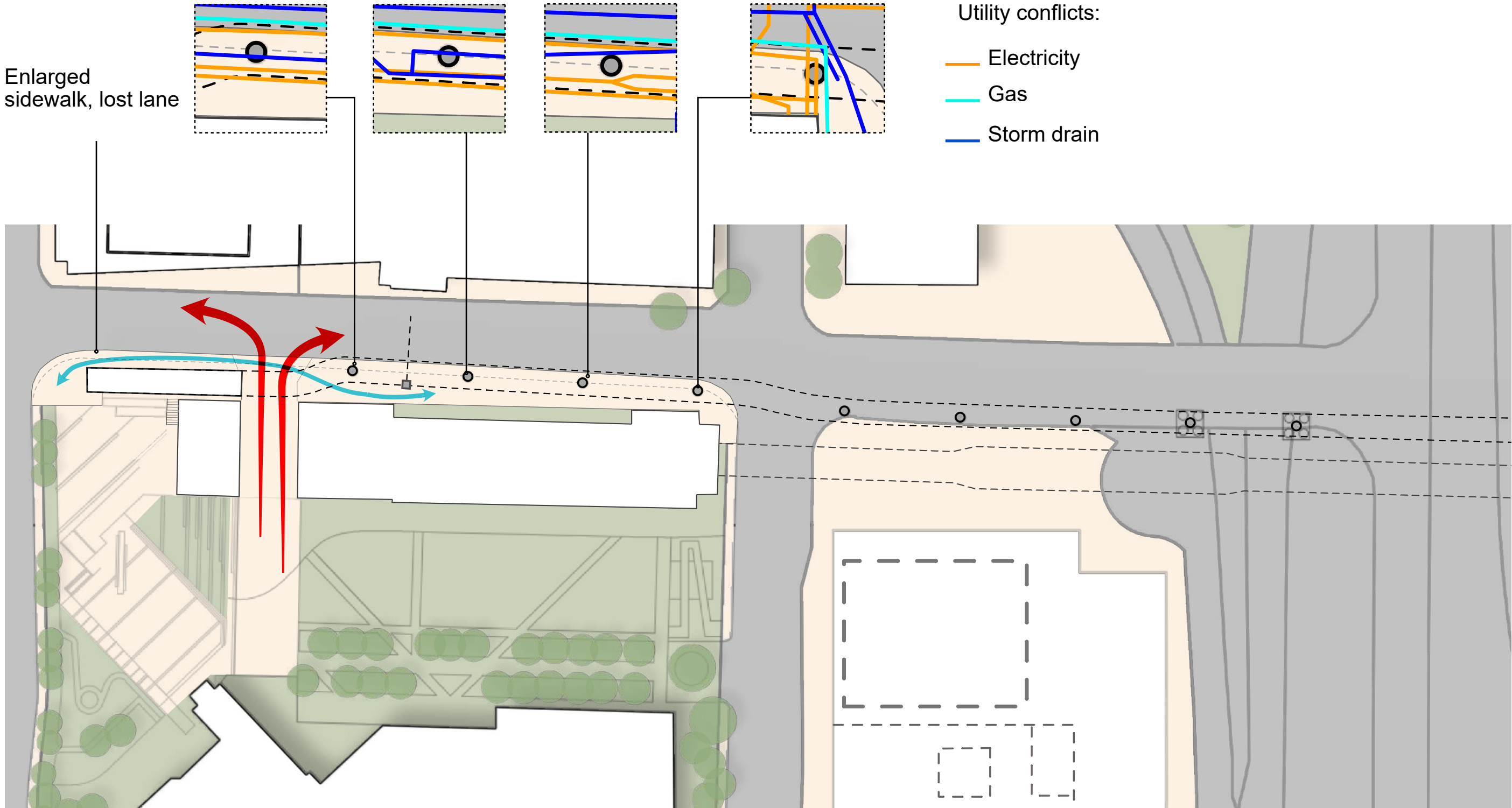
Pass Through conflict



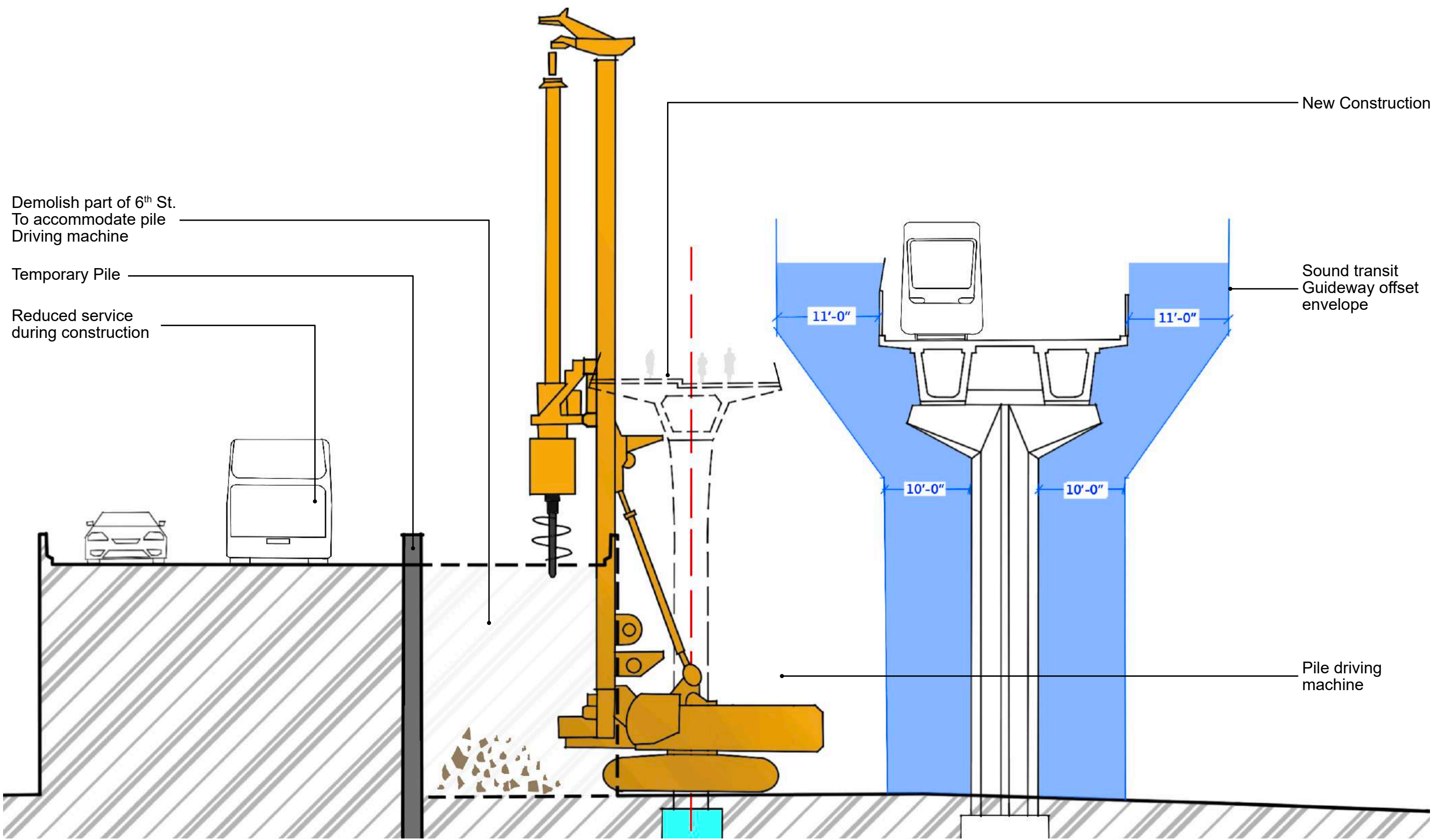
Signage conflict



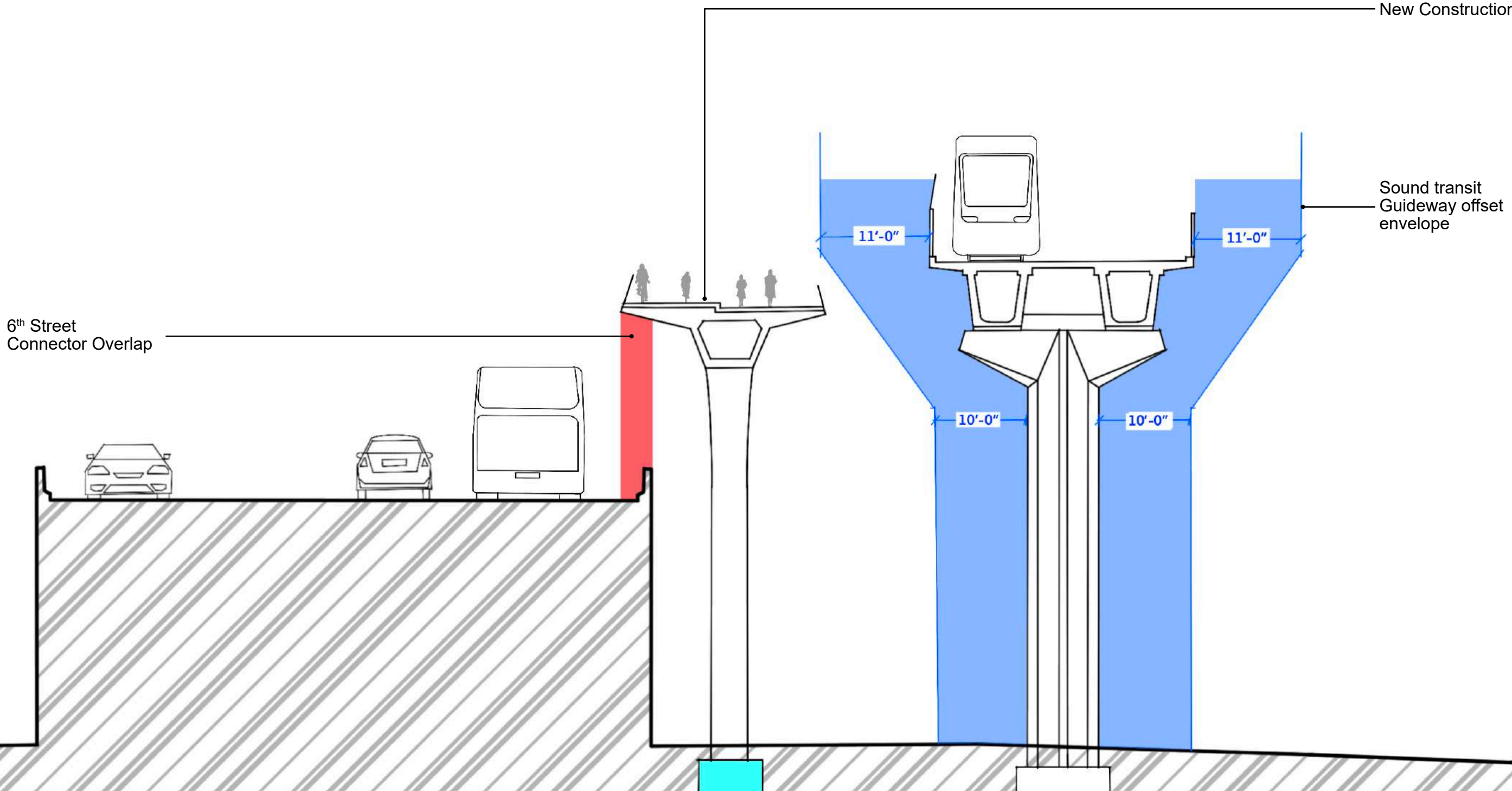
# Alignment 1 - Conflict Analysis



# Alignment 1 - Street Clearance and Pile Machine



# Alignment 1 - Street Clearance and Pile Machine

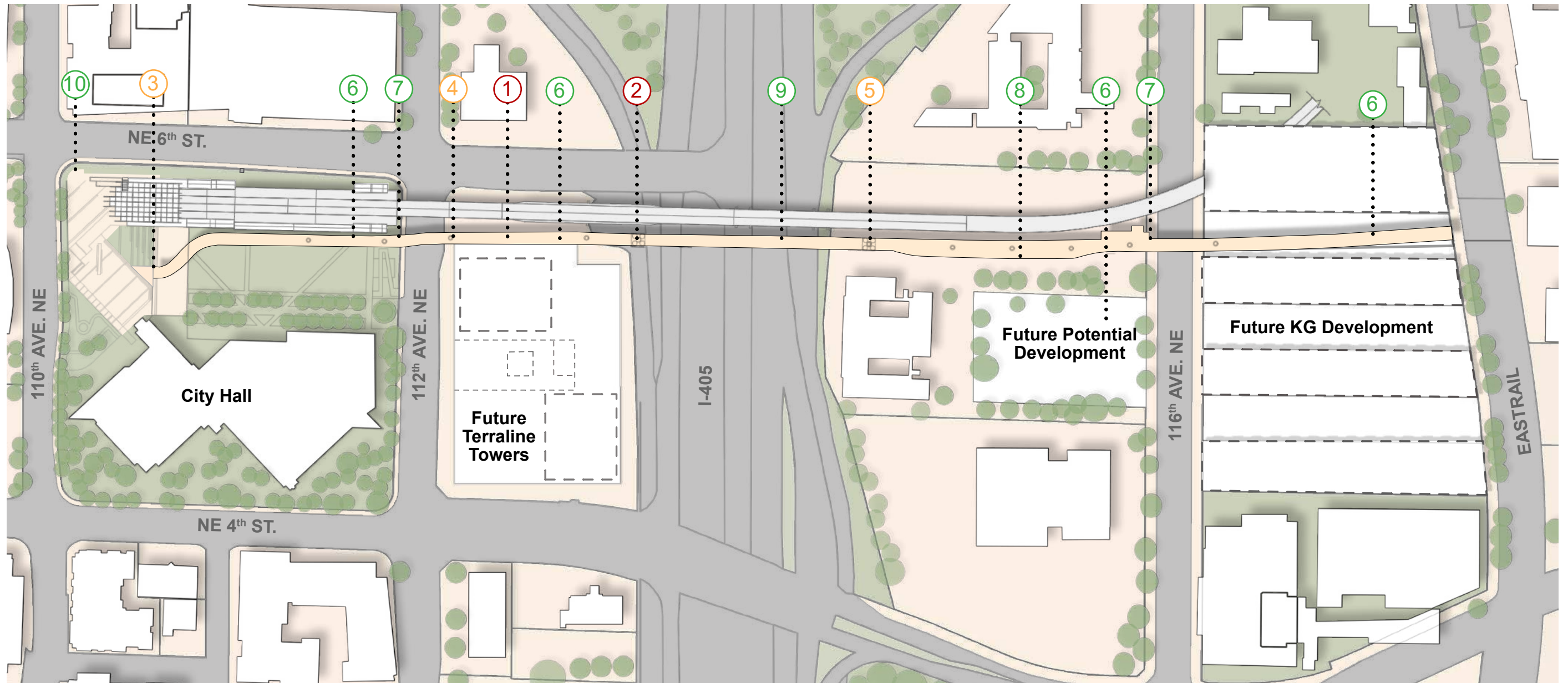


# Preferred Alignment

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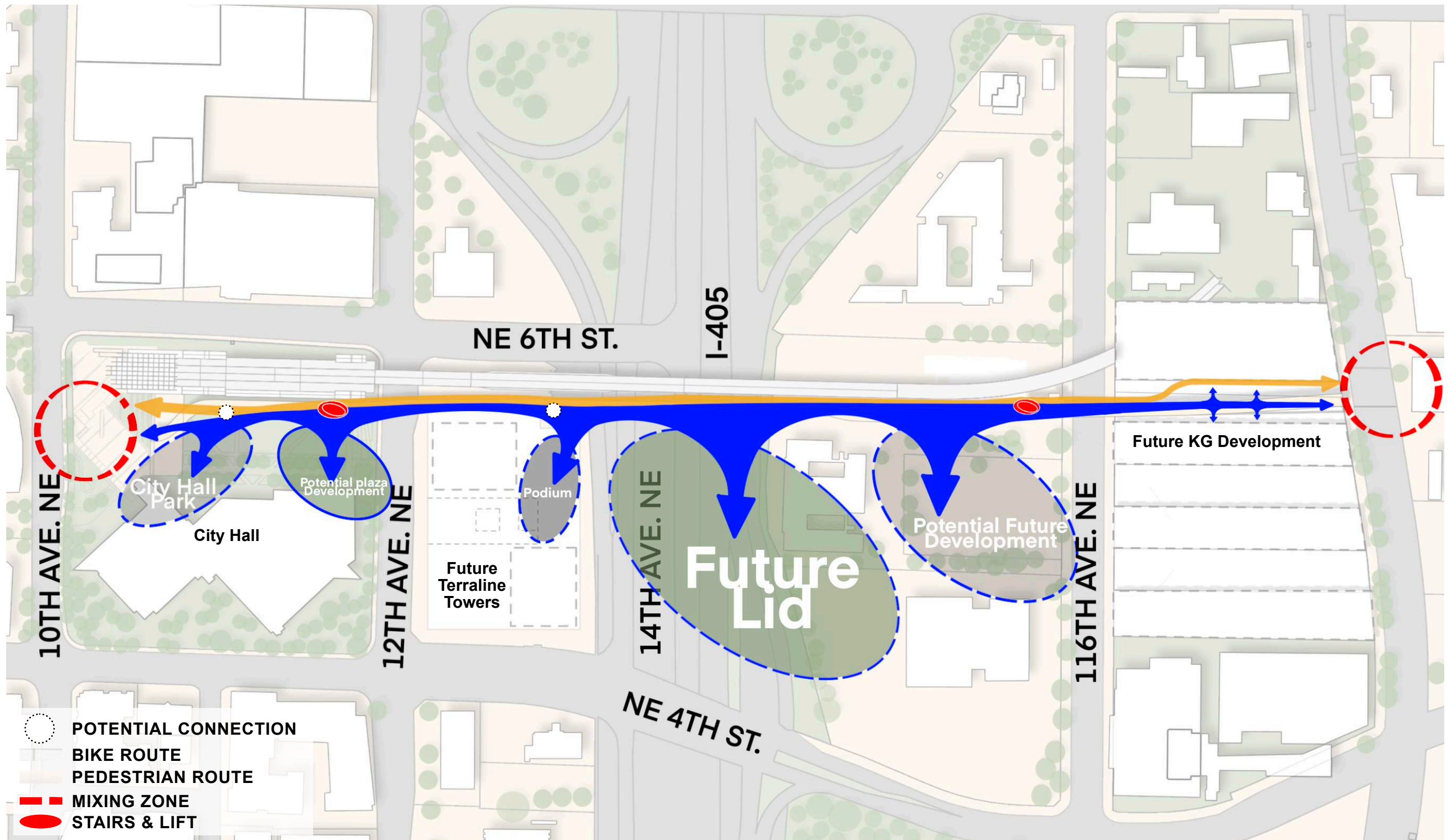
The 'Preferred Alignment' section in this document looks at our resolutions to the constraints and opportunities on the Grand Connector site whilst taking into account the key guiding principles.

# Alignment Assessment - Alignment 2

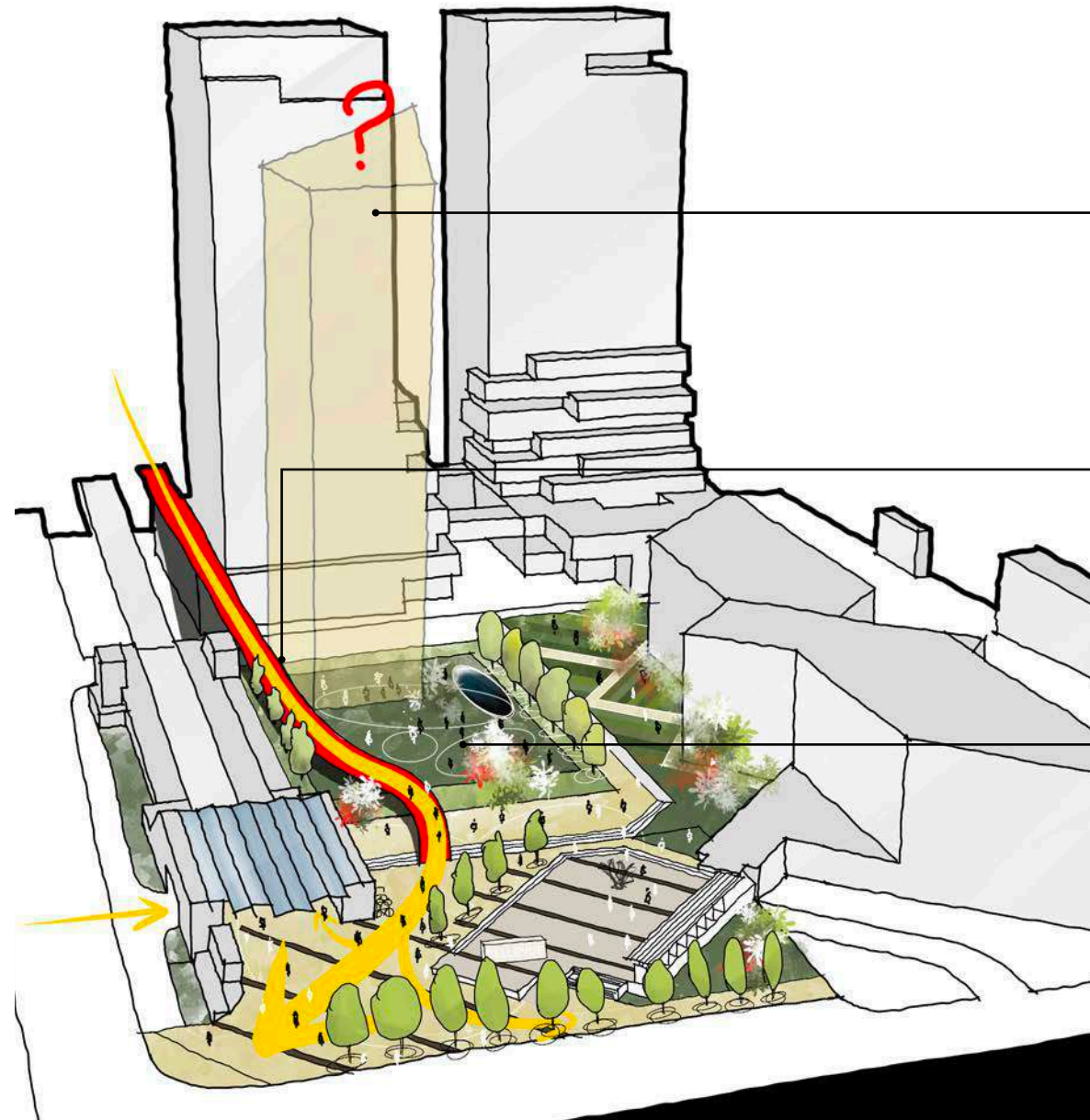


- 1** The bridge structure will be built on the Lane Property redevelopment podium. Close coordination is required.
- 2** Large main span column constrained by freeway on-ramp and retaining wall, bike path, 114<sup>th</sup> AVE. NE, and fire truck turnaround. Potential alternative location in the gore zone in I-405.
- 3** Coordination for bike integration at new plaza.
- 4** Limited space for column between building foundations and street.
- 5** Column conflicts with existing utilities.
- 6** Potential development integration.
- 7** Vertical connection to grade.
- 8** Opportunity for wider amenities section.
- 9** Easy Connection to future lid park.
- 10** Better pedestrian experience (South facing, straight shot, less shadows from ST guideway)

# The Catalyst - Connections



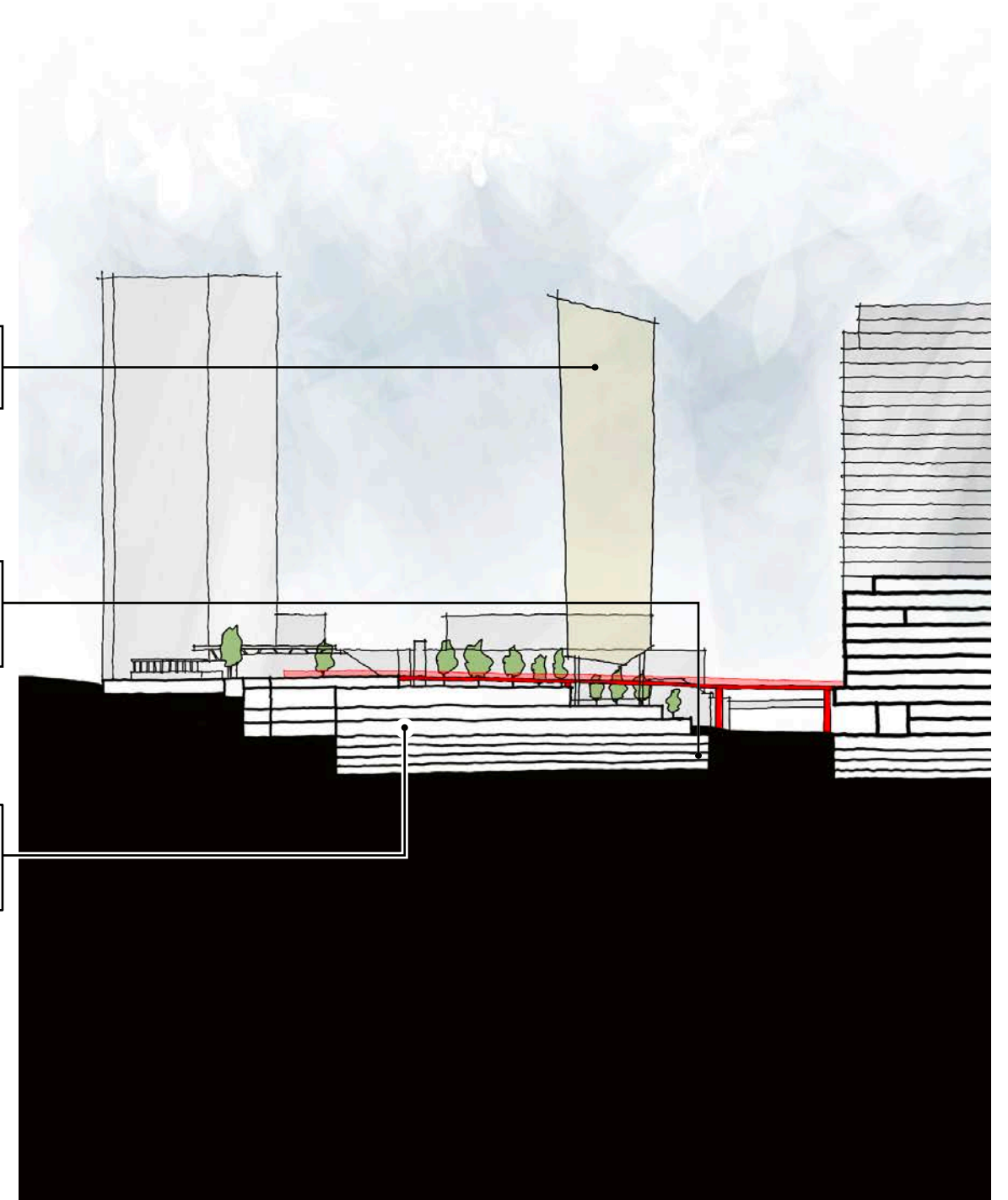
# Civic Plaza Extension - Future Amenities & City Development Site



**FUTURE POSSIBLE DEVELOPMENT ABOVE**

**FUTURE POSSIBLE CONNECTION TO 112TH AVE**

**FUTURE POSSIBLE PUBLIC PARK SPACE WITH PARKING BELOW**





 **EASTRAIL  
CONNECTION**

 **I-405  
SPAN**

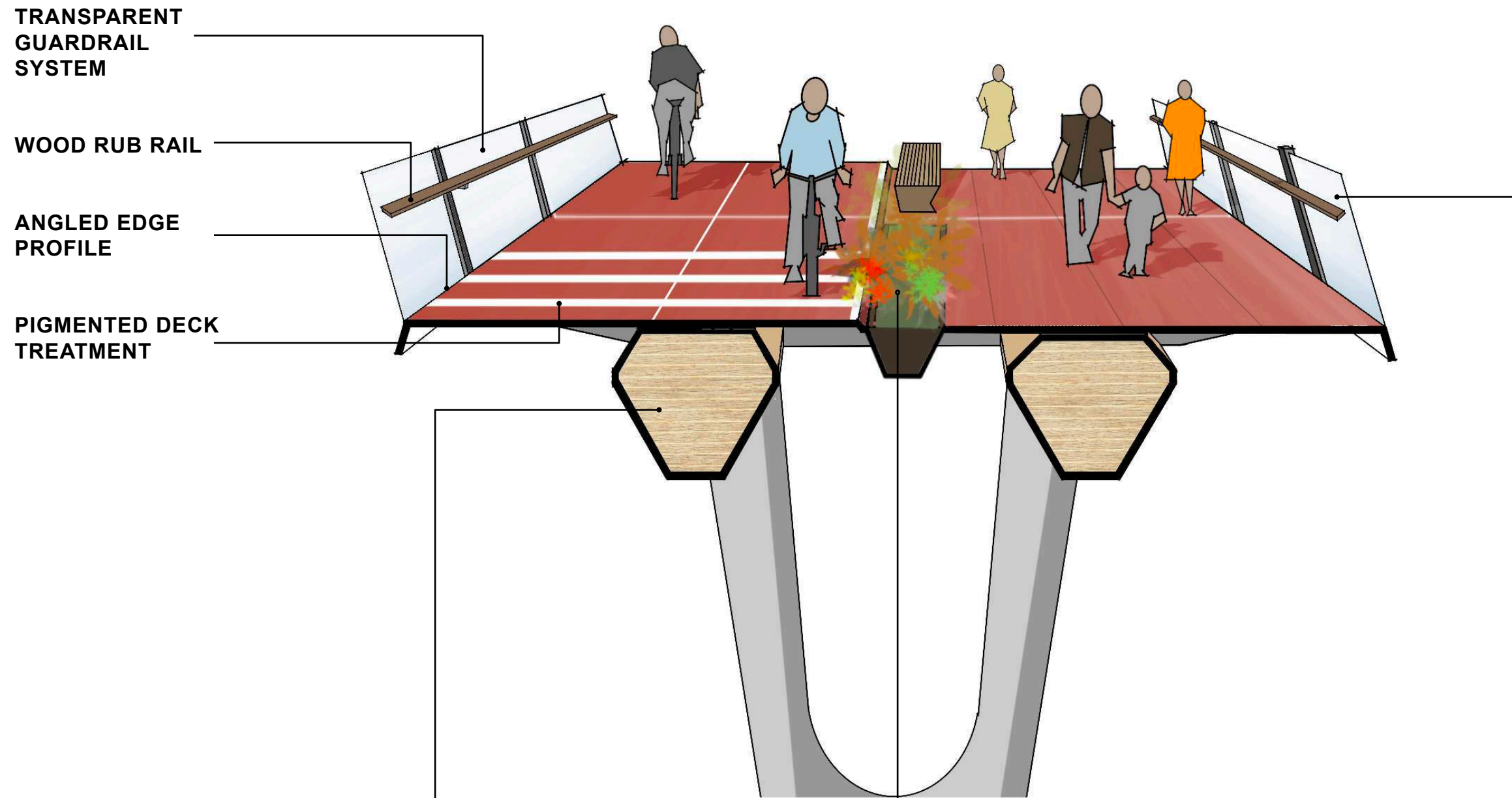
 **PODIUM  
CONNECTION**

 **FUTURE  
DEVELOPMENT**

 **CITY HALL  
PARK**

DRAFT

# Trail Span



Wayfinding



Mass Timber Superstructure



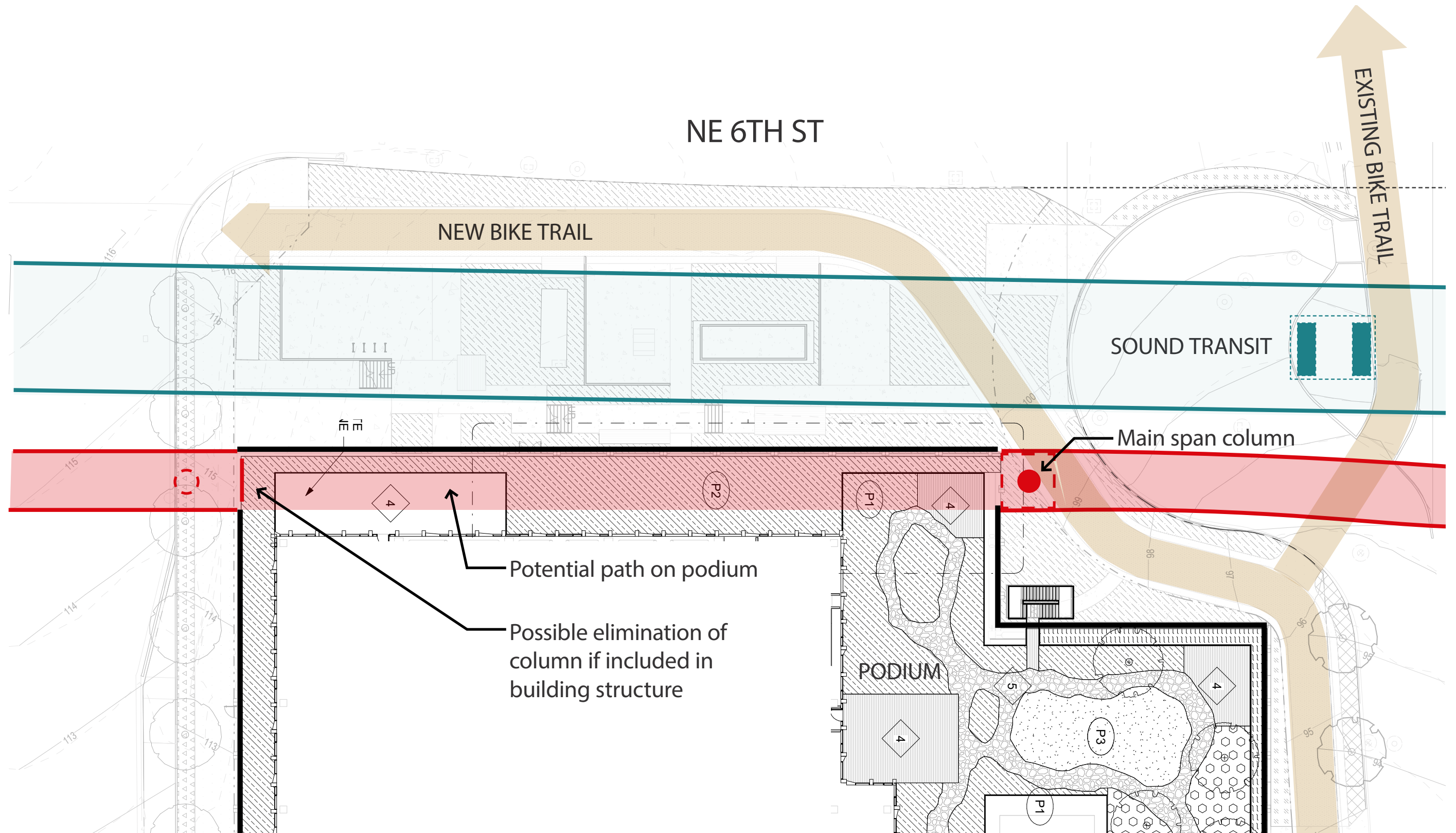
Integrated Planting



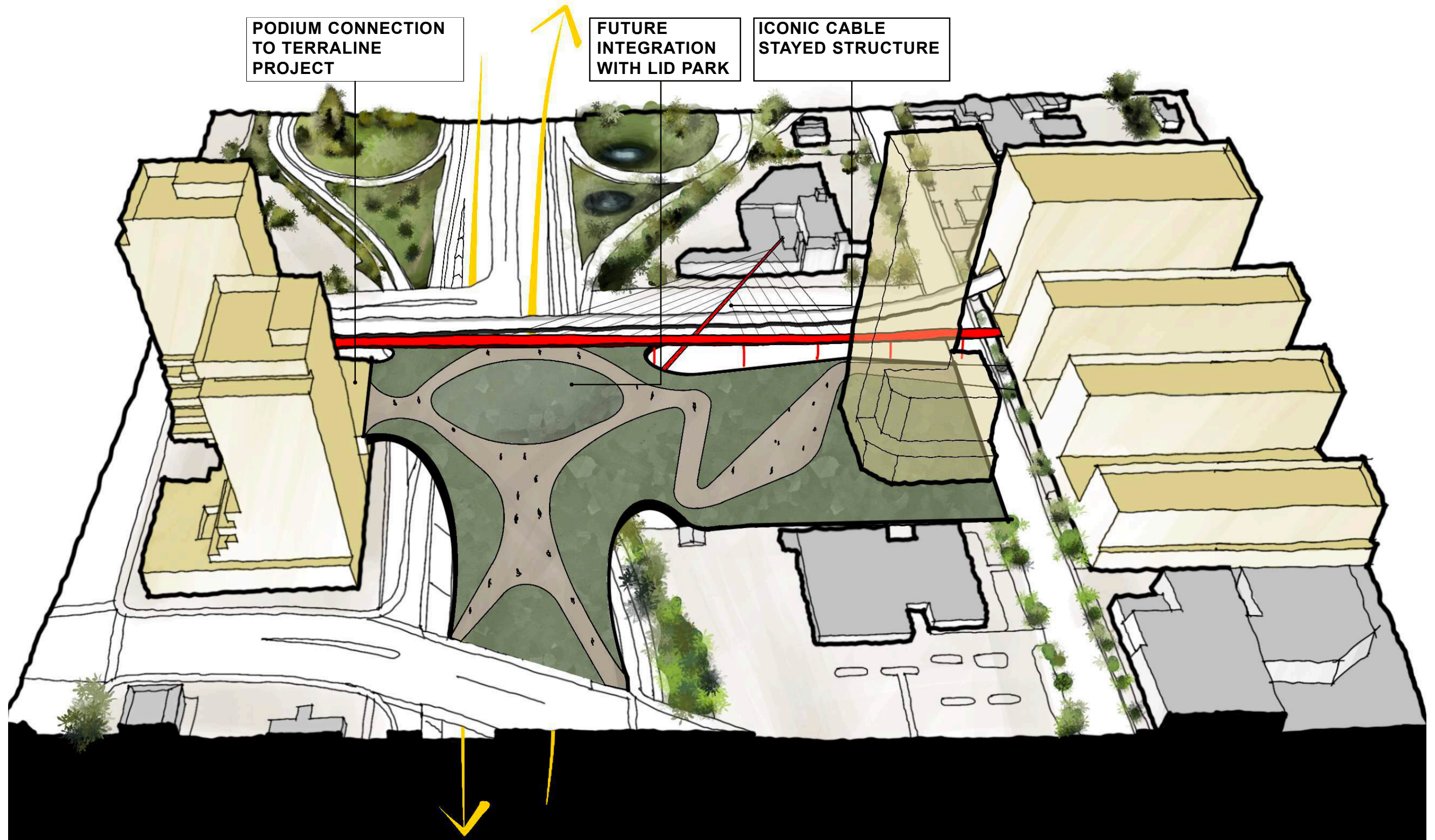
Transparent Guardrail



# Integration with Terraline Project - Podium Level



# I-405 Crossing - Realizing the Grand Connection





LANDMARK  
STRUCTURE

I-405 SPAN

PODIUM  
CONNECTION

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*\*Early conceptual rendering for discussion purposes only*



LANDMARK  
STRUCTURE

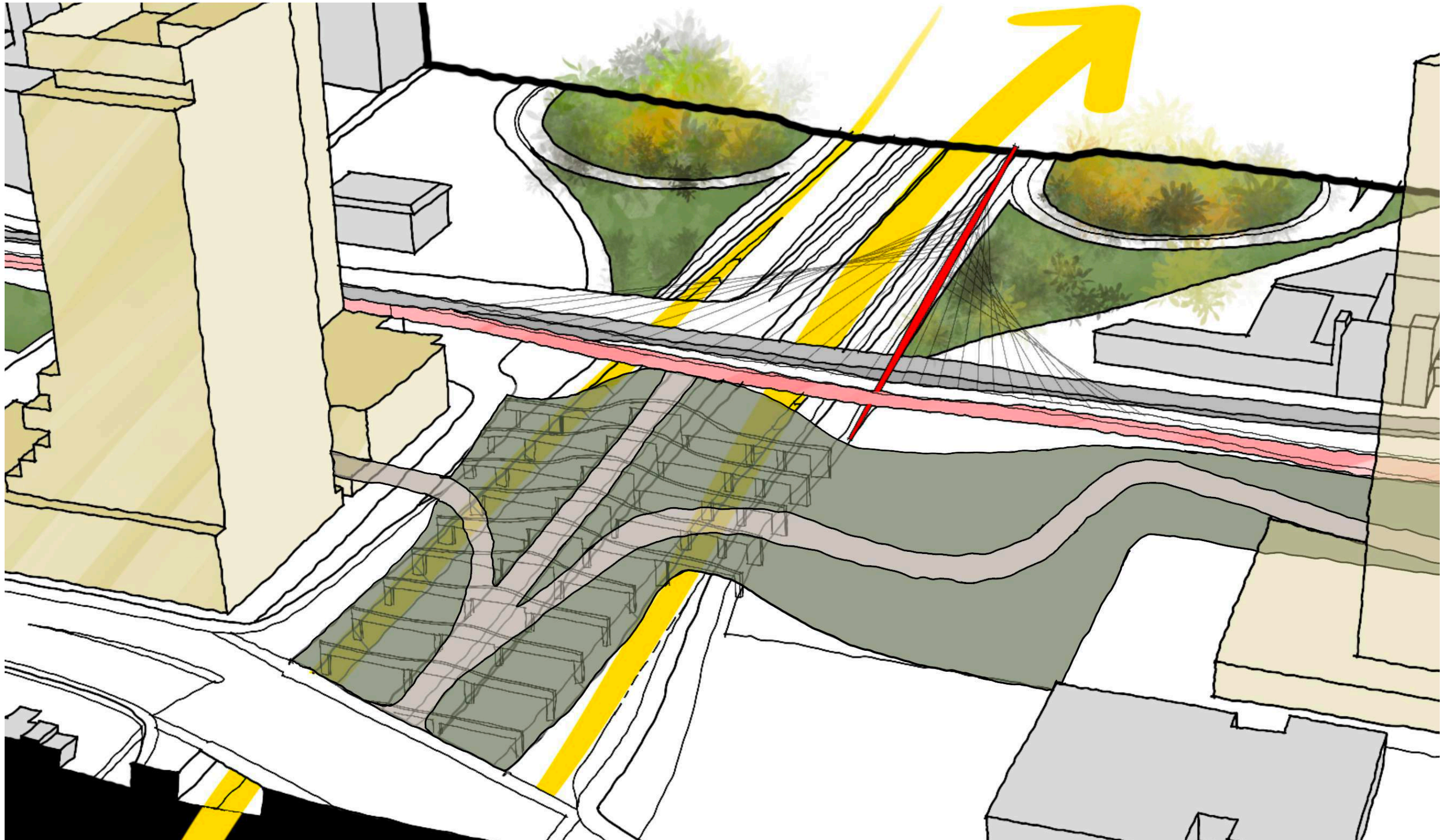
I-405 SPAN

FUTURE  
LID PARK

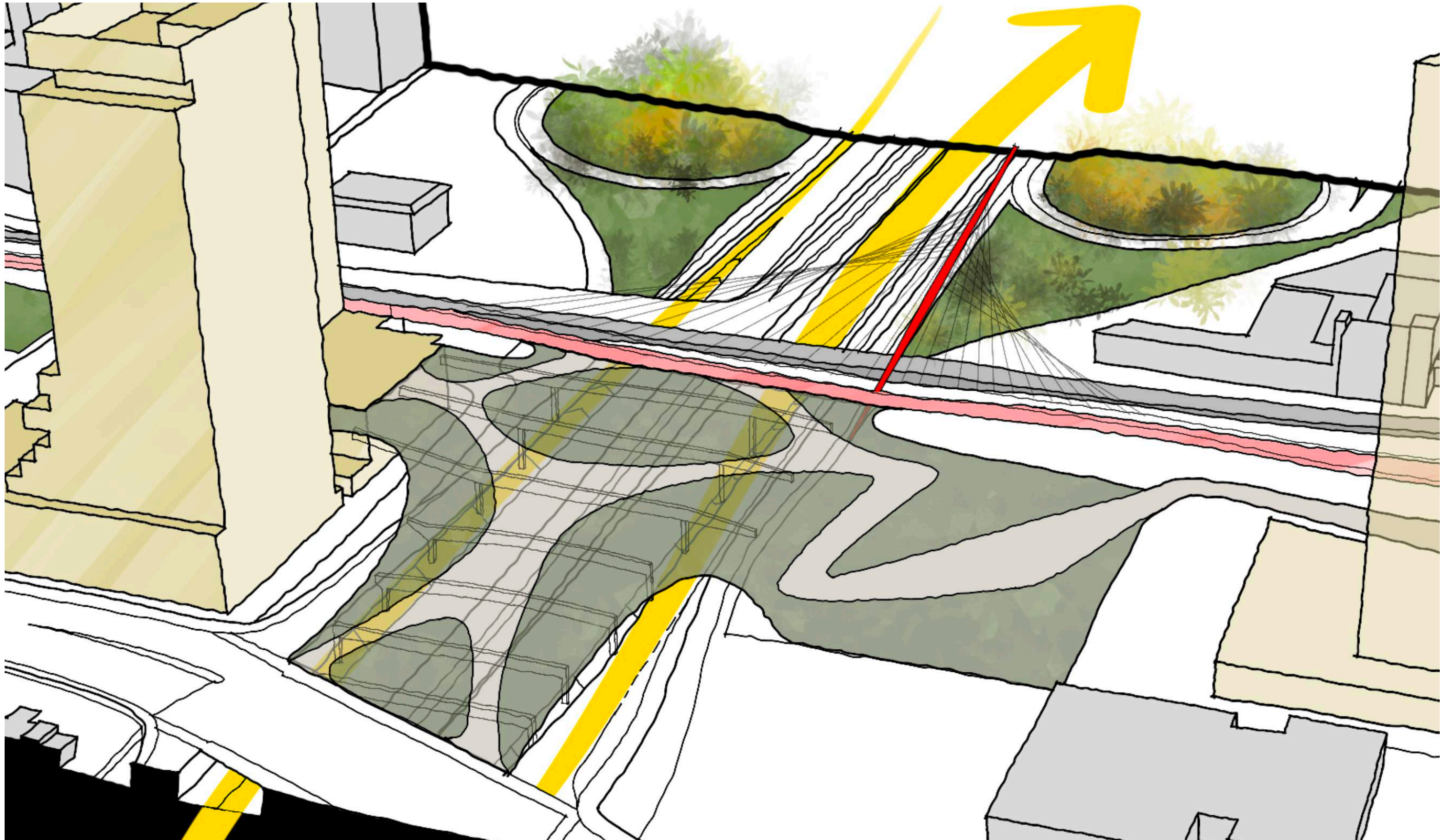
PODIUM  
CONNECTION

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# Low Lid

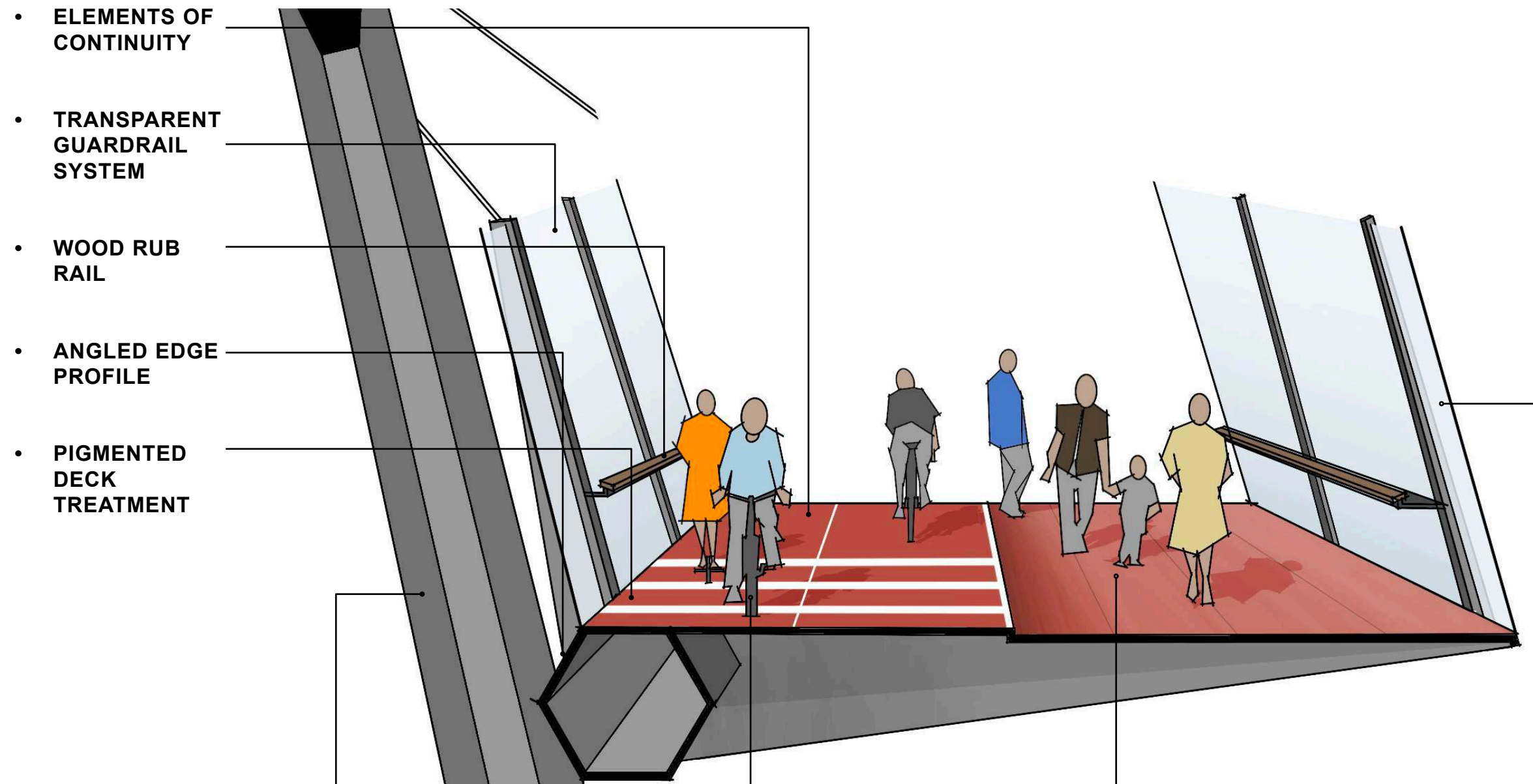


# High Lid





# Main Span - Bridge Cross Section



Asymmetrically Supported for Views



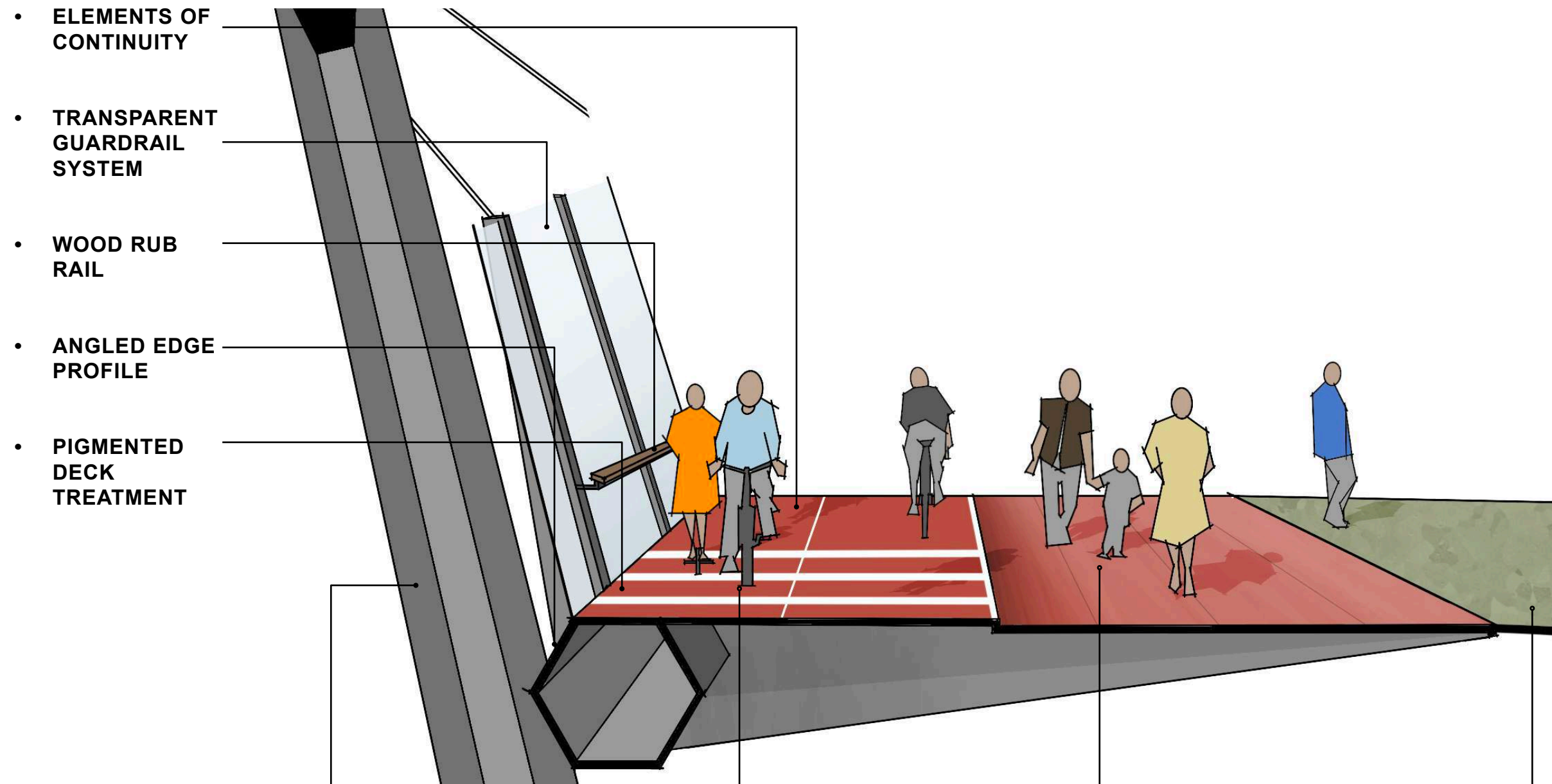
Pedestrian Lane and Bicycle Lane



Transparent Acoustic Protection



# Main Span - Bridge Cross Section



Asymmetrically Supported for Views



Pedestrian Lane and Bicycle Lane



Lidded Park



LANDMARK  
STRUCTURE



*\*Early conceptual rendering for discussion purposes only*

LANDMARK  
STRUCTURE

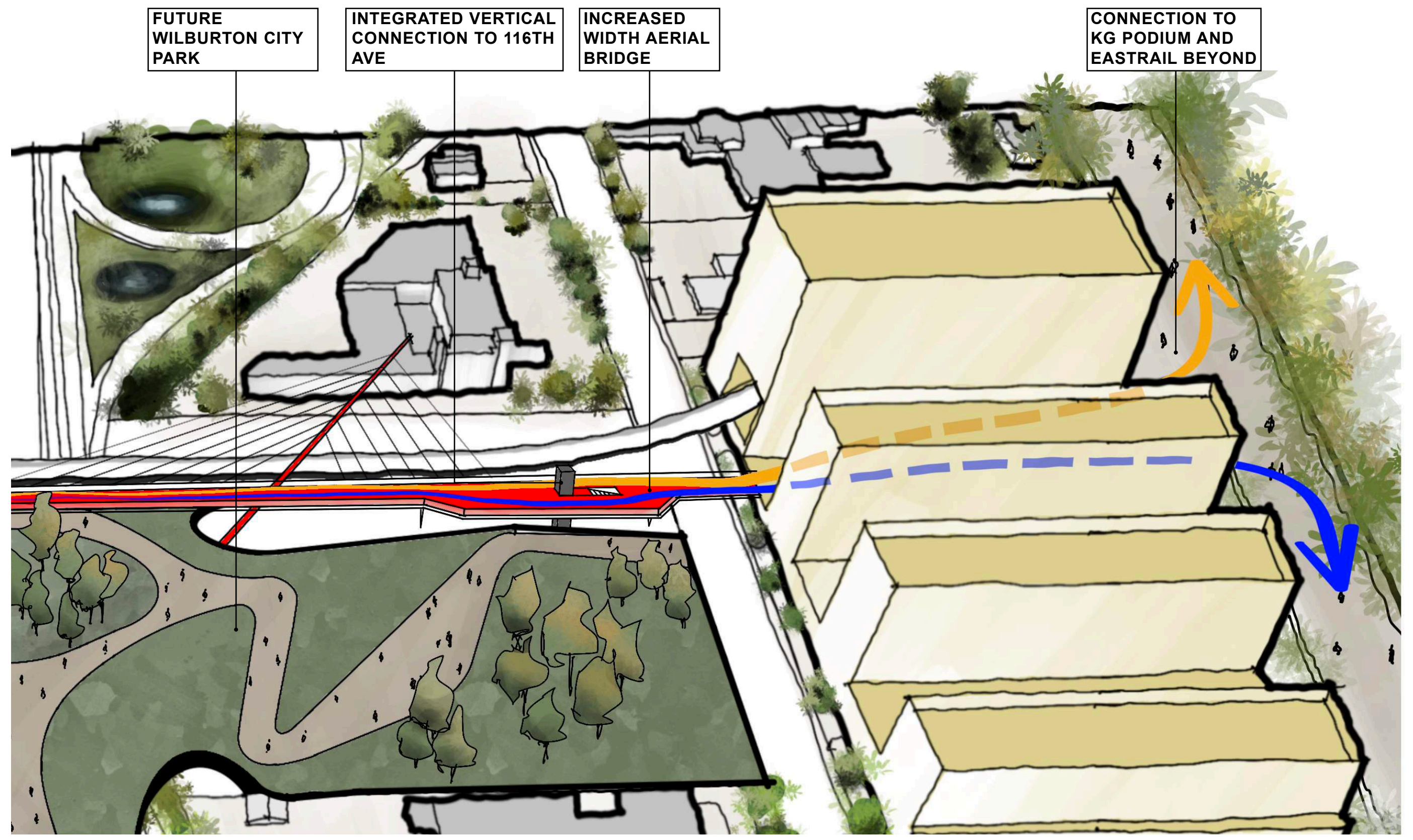
FUTURE PARK

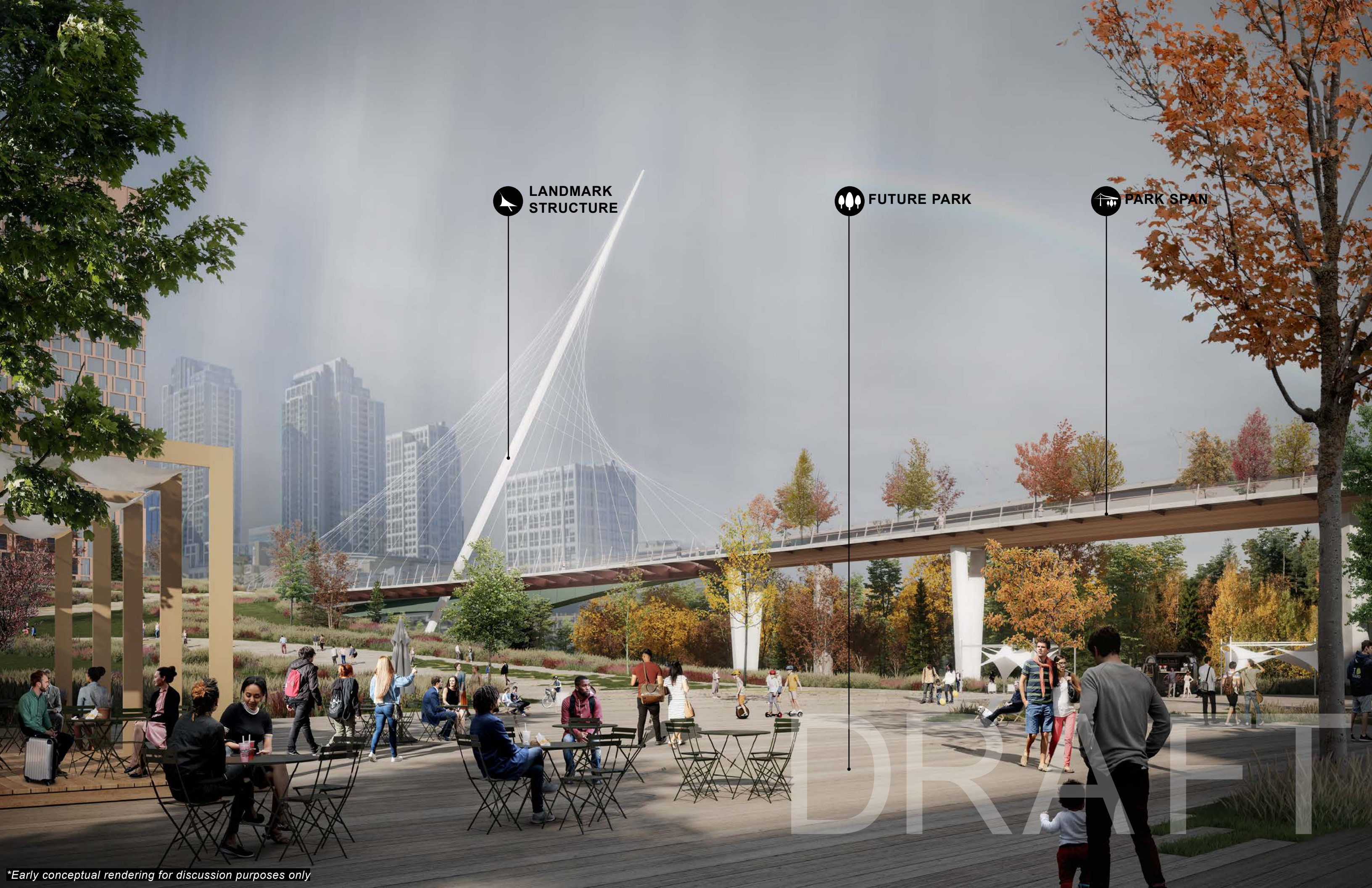


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# Wilburton City Park - A New Center





**LANDMARK  
STRUCTURE**



**FUTURE PARK**



**PARK SPAN**

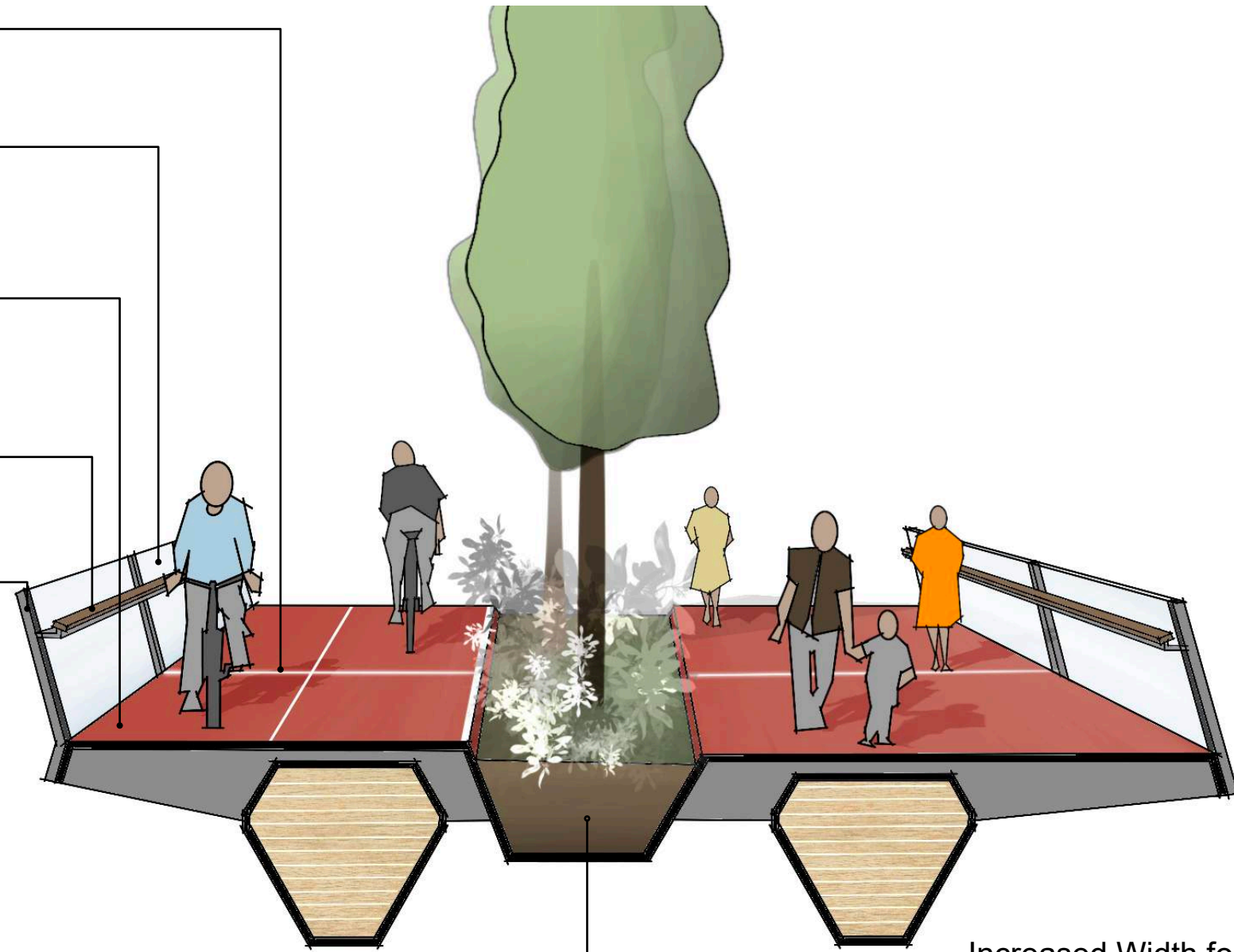
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# Wilburton City Park - Aerial Bridge Cross Section

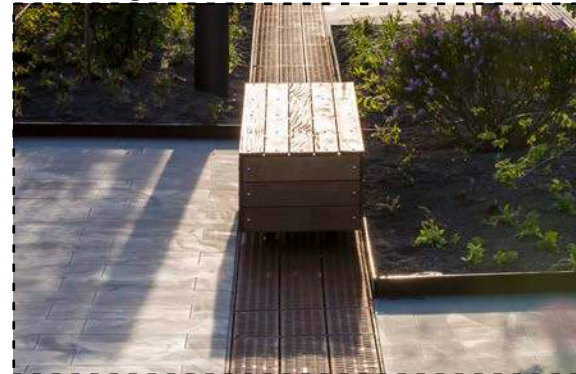
- ELEMENTS OF CONTINUITY
- TRANSPARENT GUARDRAIL SYSTEM
- PIGMENTED DECK TREATMENT
- WOOD RUB RAIL
- ANGLED EDGE PROFILE



Integrated Wayfinding



Seating



Planter



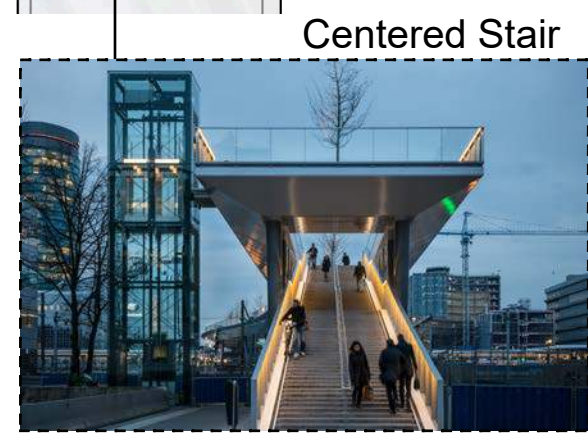
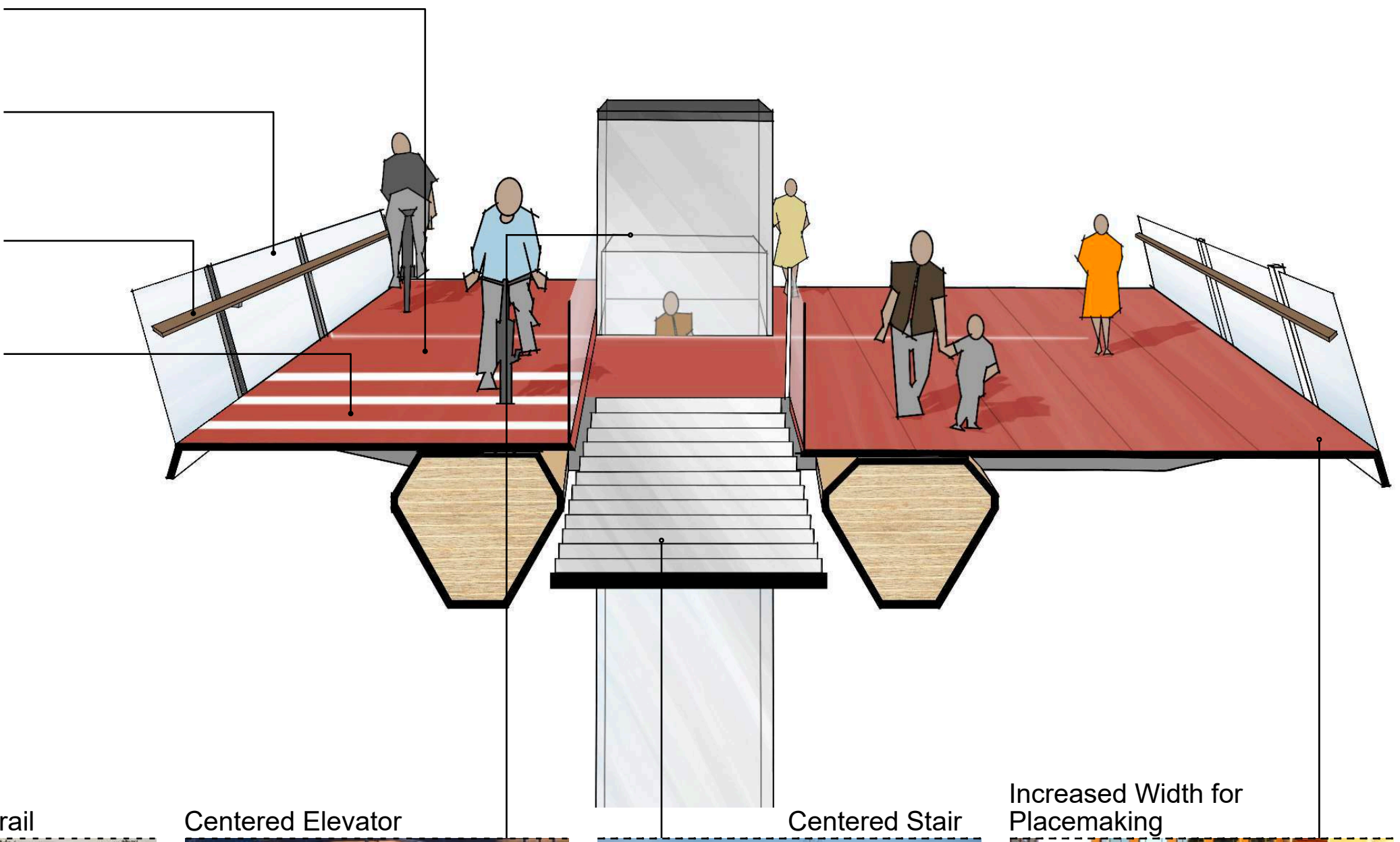
Increased Width for Placemaking



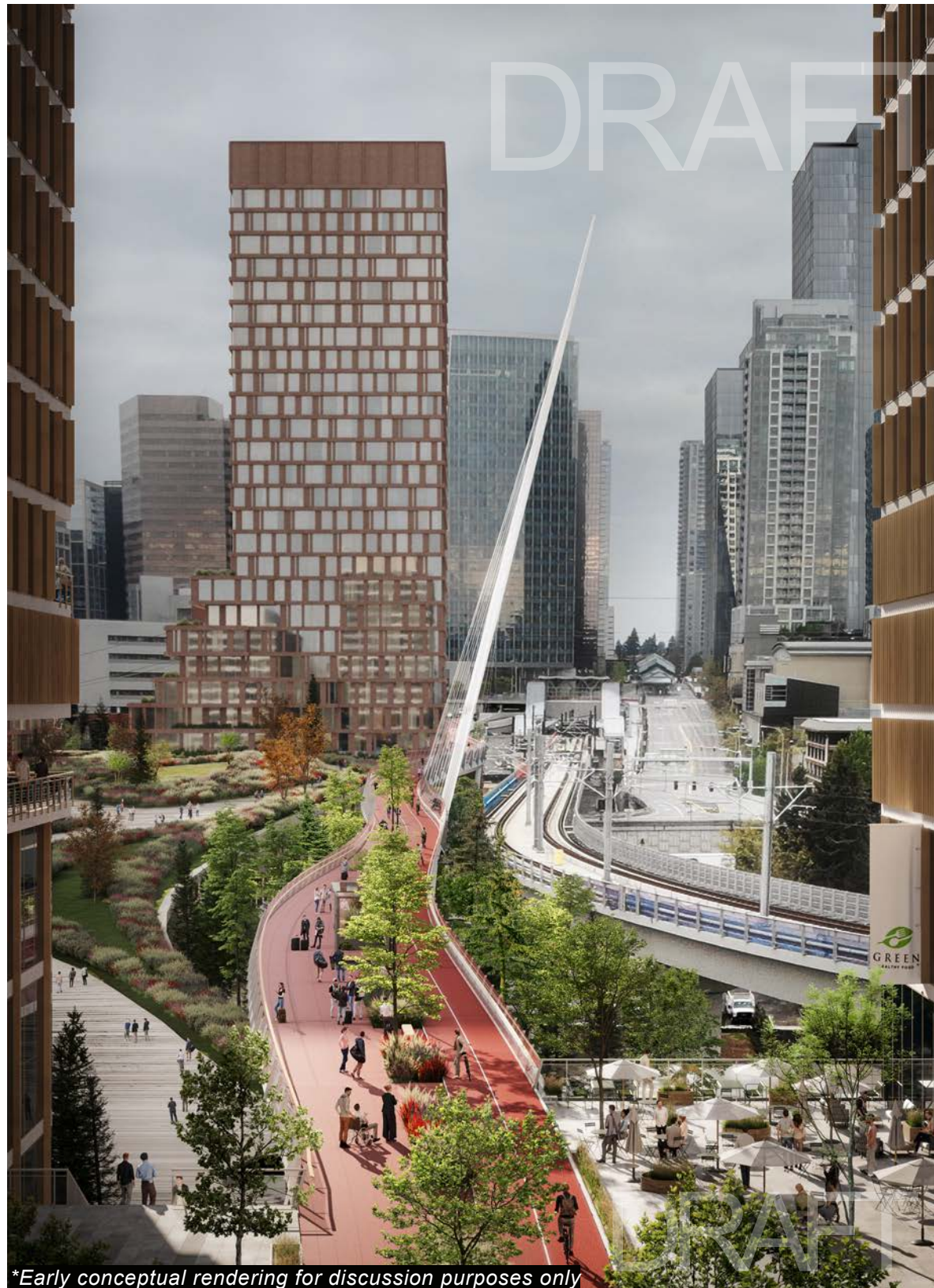


# Wilburton City Park - Aerial Bridge Cross Section

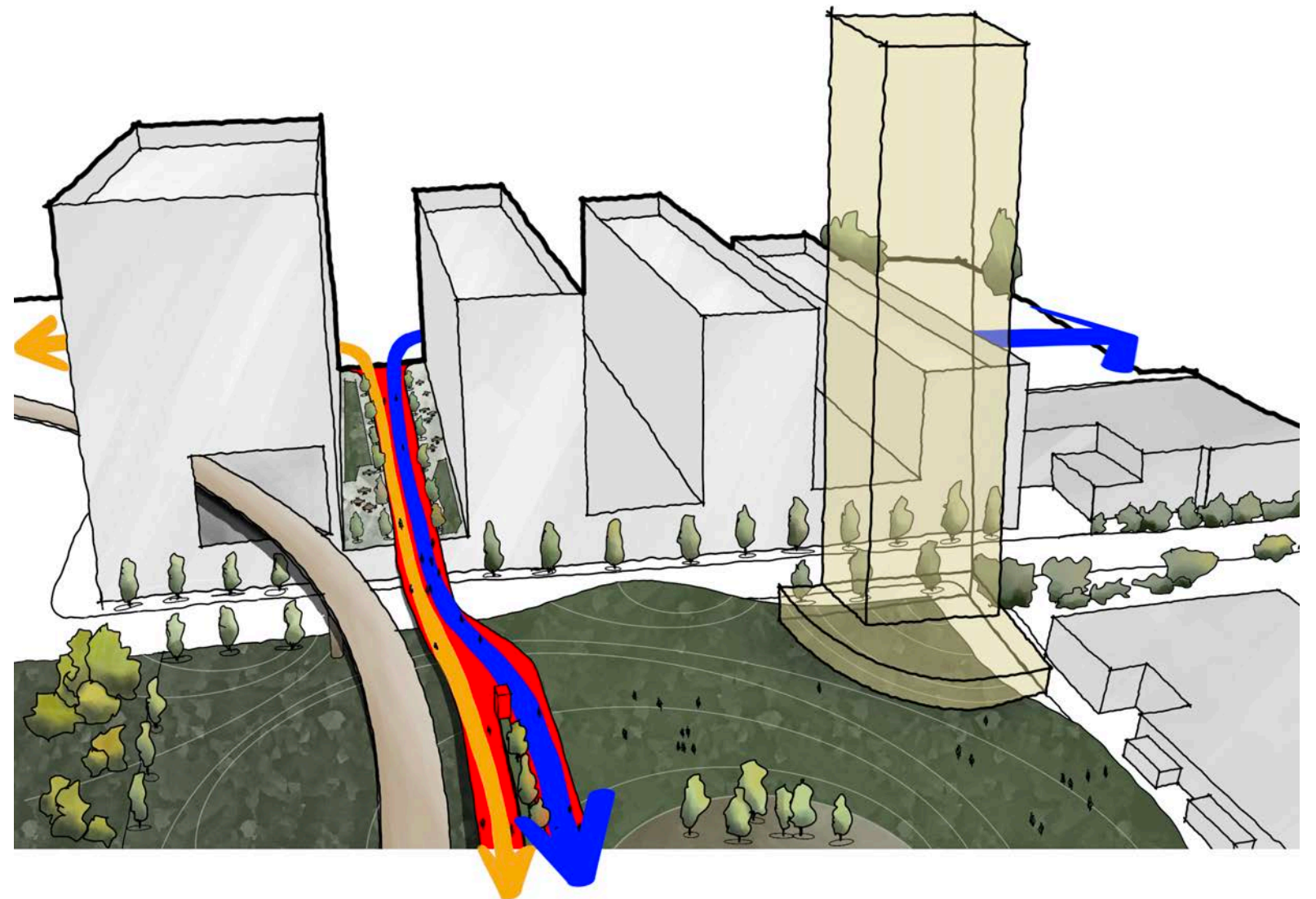
- ELEMENTS OF CONTINUITY
- TRANSPARENT GUARDRAIL SYSTEM
- WOOD RUB RAIL
- PIGMENTED DECK TREATMENT



# Wilburton City Park - Realizing Eastrail Connection



*\*Early conceptual rendering for discussion purposes only*



# DISCUSSION



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