APPENDIX F

ALIGNMENT ALTERNATIVE ANALYSIS

Instructions	**Author,** select all required reviewers. **Reviewers,** fill in the date review is completed and check box to confirm review is complete.	
Required reviewers (select all that apply):	**Review completed on:**	**Reviewer, confirm review is complete:**
☐ City Subject Matter Experts Presentation): PM	March 14, 2024	☐ City of Bellevue SMEs
☐ Revised Draft and Report	April 19, 2024	☐ City of Bellevue City of Bellevue Jun An
☐ Draft Alignment Alternatives Analysis Report Submittal	July 19, 2024	☐ City of Bellevue City of Bellevue Jun An
☐ Revised to eliminate reference to Hammer site	September 6, 2024	☐ City of Bellevue City of Bellevue Jun An
☐		

Submitted by:

7/19/24

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Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail

FINAL Alignment Alternatives Analysis Report September 2024

Submitted to
City of Bellevue – Transportation
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This report builds on the project history and ideas described in the December 4, 2023, design charrette (Appendix A) to define an initial set of alternatives and evaluation through a Levels 1 and 2 screening process. This report is intended to define a general horizontal and vertical alignment and connections to local land use to support the development of a type, size, and location analysis.

Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail

Alignment Alternatives Analysis Report

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Appendix A: Design Charrette Summary

Appendix B: City Subject Matter Experts Comment Matrix

LIST OF ACRONYMS

City ..... City of Bellevue
EJ ..... Environmental Justice
ESA ..... Endangered Species Act
I-405 ..... Interstate 405
GCC ..... Grand Connection Crossing
LODES ..... Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics
LTS ..... Level of Traffic Stress
NEPA ..... National Environmental Policy Act
NRHP ..... National Registry of Historic Places
TOD ..... Transit-oriented Development
TS&L ..... Type, Size, and Location
WSDOT ..... Washington State Department of Transportation

1.0 EXECUTIVE SUMMARY AND CONCLUSION

The City of Bellevue developed the Grand Connection program as a series of projects and initiatives designed to improve the experience for people walking from Meydenbauer Bay Park through downtown Bellevue across Interstate 405 (I-405) to Eastrail. The City is developing preliminary design plans for the Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail (Grand Connection Crossing or GCC) to improve the experience for people walking and rolling and support growth and continued development in the project area.

This alignment report builds on concepts developed as part of the Grand Connection Framework Plan that identified a long-term plan to develop a lid park over the freeway. This freeway lid park is a long-term objective, currently unfunded. The alignment alternatives developed herein were assessed on their ability to be future compatible with a lid park. These alignment alternatives build on initial perspectives and criteria described at the December 4 Design Charrette (Appendix A), that brought together City of Bellevue subject matter experts (SMEs), community partners, and members of the development community. Feedback from the design charrette was used to define 10 alternatives that included several alignments with different development connections. These were assessed against criteria reflected in the draft Purpose and Need statement, compatibility with development, ability to meet schedule and approvals and cost feasibility. After an initial Level 1 screening where 10 alternatives were reduced to 4, these were initially screened in greater depth against environmental and cost/feasibility criteria. This report also includes comments and feedback from City SMEs (Appendix B) and resulted in two general alignment alternatives – an alignment that is common to alignment Alternatives 2, 3, and 4 immediately south of the link light rail structure and alignment Alternative 6 that flows diagonally south across I-405 before connecting to Eastrail. These two alignment alternatives will be further developed in the type, size, and location (TS&L) report. As part of the TS&L analysis, these alternatives were assessed as these two alignments; the first reflecting Alternatives 2, 3, and 4 and the other as a diagonal alignment. The diagonal alignment of Alternative 6 was further refined to slide the diagonal element across I-405 rather than across the Lincoln site, which further retains the flexibility of the site.

2.0 PROJECT OVERVIEW

2.1 Project Context

The Grand Connection program is 1.5 miles of interconnected public and pedestrian-focused spaces. It starts at Meydenbauer Bay Park and continues east through downtown Bellevue across I-405 to the Eastrail. It will be a place where people who live, work and play in Bellevue can walk, bike, roll, relax, gather, eat and shop. In addition to creating a great experience for people, the Grand Connection will enhance Bellevue's livability, economic development and environmental sustainability.

The next element of the Grand Connection is the crossing over I-405—the Grand Connection Crossing (GCC), which will link downtown Bellevue to Eastrail and Wilburton for people traveling without a car.

GCC will start at the City Hall Plaza and terminate at Eastrail. Eastrail alone is a 42-mile continuous trail from Renton to Woodinville. With connections to other Regional Trails in King County, this link to Eastrail would ultimately connect downtown Bellevue into a 175-mile regional trail network that connects more than half a million Eastside residents. Also, the GCC will support the transformation of the Wilburton study area into Bellevue's next urban mixed-use community, where improved amenities, greater livability, opportunities for healthy living and economic vitality will serve the needs

of a diverse and growing population. This crossing will be compatible with a future lid park over I-405, which is a long-range vision included in Bellevue's Grand Connection Framework Plan.

2.2 Project Draft Purpose and Need

A Purpose and Need statement is an initial and foundational step in the environmental process and was developed with feedback from agency partners. The purpose of the Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail (Grand Connection Crossing) project is to create a safe, high comfort, transformative connector and crossing of I-405 for people walking, biking and rolling; expand the regional trail network with a connection point to the future Eastrail; enhance access to the regional light rail system; and connect between central downtown Bellevue and Wilburton.

The project shall provide:

- **Safety for active transportation users:**
  In central downtown Bellevue, there are currently no exclusive active transportation crossings of I-405. Existing crossings of I-405 for people walking, biking and rolling closest to downtown Bellevue are four- to six-lane, heavily traveled, arterial streets with a posted speed limit of 30 miles per hour. These arterial streets have adjacent, curb-tight, sidewalks with gaps that are not buffered from vehicle traffic and have no identified bicycle lanes, resulting in an existing high level of traffic stress for active transportation users.

- **Multimodal connectivity and access in downtown Bellevue:**
  King County's regional Eastrail trail runs parallel to I-405 about one-quarter mile east of the interstate highway without a safe, comfortable connection across I-405 to destinations in downtown Bellevue. In addition, Sound Transit's Link 2 Line light rail includes two stations in or near downtown Bellevue, the Bellevue Downtown station and the Wilburton station, which will provide access to the regional light rail system. This crossing will provide safe, multimodal connections from downtown Bellevue to Wilburton and further east Bellevue neighborhoods, as well as regional access to employment in downtown Bellevue.

- **Community connection as envisioned in local land use plans:**
  The City of Bellevue has developed local land use plans, such as *The Grand Connection Framework Plan* and the *Bellevue Connector Feasibility Study Report*, that identify the need to provide a crossing of I-405 between downtown and the Wilburton transit-oriented development (TOD) area to reconnect Bellevue's urban fabric. This crossing supports the Wilburton Vision Implementation initiative that will transform an auto-oriented commercial area into a vibrant, mixed-use, urban neighborhood with multimodal transportation options. In addition, in June 2021, the Bellevue City Council adopted a new section of the land use code with guidelines and standards to improve livability, access and placemaking along the route of the Bellevue Grand Connection.

This project will follow a National Environmental Policy Act (NEPA) environmental process due to the connection to I-405 and anticipation of federal funding. The Purpose and Need statement is the first step for a federal NEPA process and aligns with prior planning defined in the Bellevue Connector Feasibility Study Report.

This alignment assessment describes a broad array of alternatives that can meet this draft Purpose and Need. This memo describes the two-stage evaluation of these alignment alternatives with the final set considered in a TS&L design effort. The Level 1 evaluation considered consistency with the Purpose and Need statement and helped reduce the number of alternatives from 10 to 4. The Level 2 evaluation helped further assess and define alternatives to be developed in the TS&L design stage. The Level 2 alignment evaluation described potential future phasing with other investments, such as a future

freeway lid, Wilburton Transit-Oriented Development, public and private development parcels and Eastrail.

This memo is organized first to describe the development of alignment alternatives then describes the Levels 1 and 2 screening.

3.0 DESIGN CHARRETTE

City of Bellevue hosted a design charrette with internal City SMEs and property owner partners, where they shared insights about their aspirations and visions of the connection to the project design team. The charrette helped the project design team clarify priorities and set expectations of what is technically feasible within the project area to internal City stakeholders and business partners.

The charrette was divided into breakout groups for discussions, which included topics on people and connections, place and design, and economic and community development. The feedback the team received from the charrette was incorporated into the development of alignment alternatives.

Miro is a design collaboration tool used to facilitate design discussion. Using a Miro board here: https://miro.com/app/board/uXjVNKgORkk=/?share_link_id=852225998979, participants were invited to share perspectives on the people and connections, place and design, and economic and community development. A summary of the design charrette is attached as Appendix A. The feedback and ideas from the design charrette helped define the initial set of 10 alignment alternatives.

4.0 CROSSING ALIGNMENT ALTERNATIVES

The Bellevue Grand Connection provides a wide of variety of experiences to users and this theme was applied to extend to the GCC over I-405. As the GCC alignment spans over I-405, it crosses five sites, both City-owned and private. These sites are shown in Figure 1 and present an opportunity to provide different experiences, such as a building podium, open spaces parks and an iconic structure. Alternatives were developed to incorporate a range of experiences by changing site usage and alignment location.

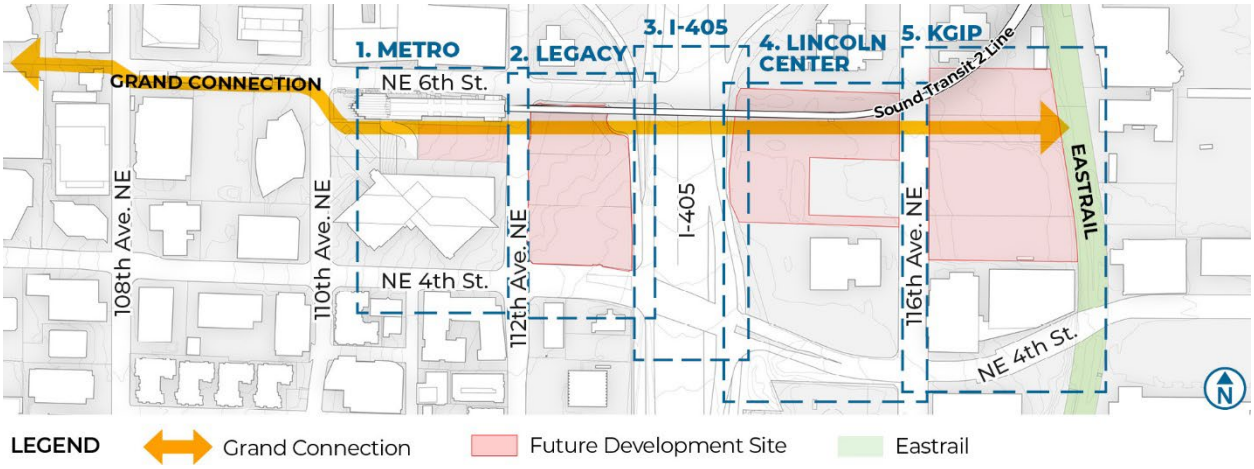


Figure 1. Sites along the Alignment

4.1 Cross Sections and Elevation

The minimum section width considered for the crossing is 22 feet for a separated path of a minimum 10 feet for pedestrians and 10 feet for cycling. From this minimum section, concepts for GCC paths path can be widened as shown in the figures below. For Levels 1 and 2 screening, alternatives were assumed to be 25 to 35 feet (No. 2 in Figure 2 below). Bridge widths may vary over the GCC at different sections of the crossing and will be further defined at the TS&L stage.

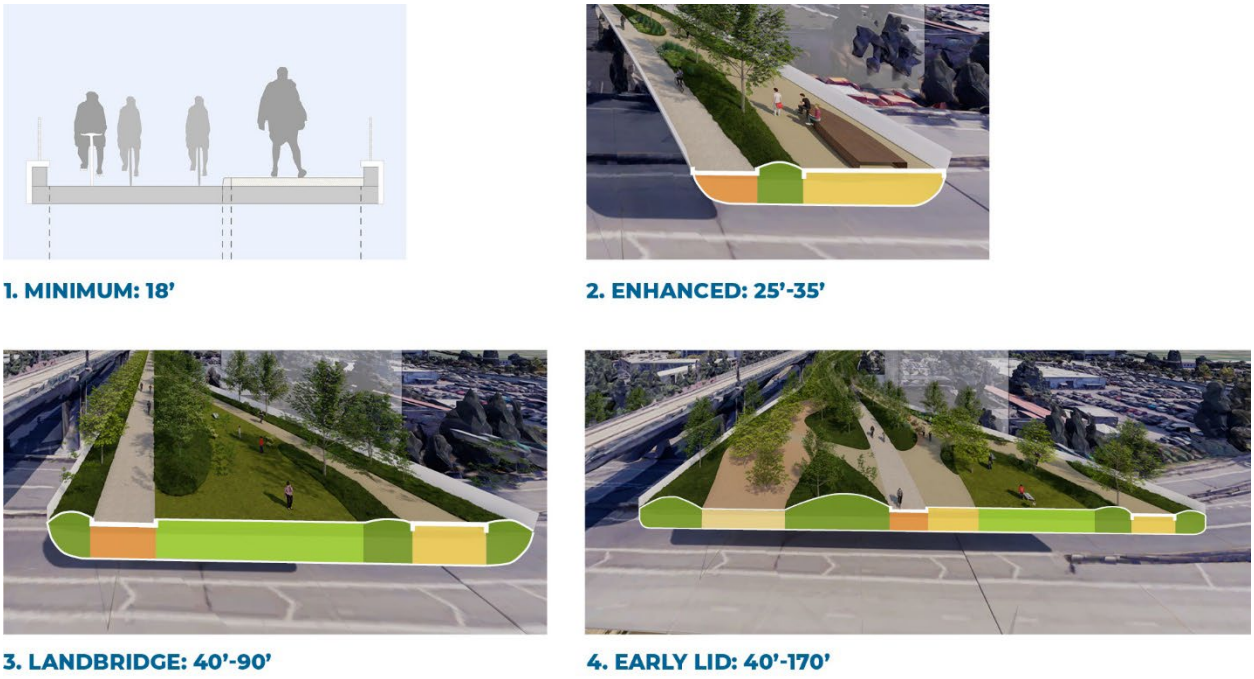


Figure 2. Cross Section Options

Another design element for the crossing is the vertical profile that the crossing is intended to span. The elevation view of the sites as shown in Figure 3 indicates a valley with gentle grades and similar elevations at the ends of the alignment. For the two assumed end points, there is less than a 30-foot grade difference over a horizontal distance of almost a half mile. These slight grades will promote ease of walking and biking but will help facilitate drainage and will be considered as the project progresses.

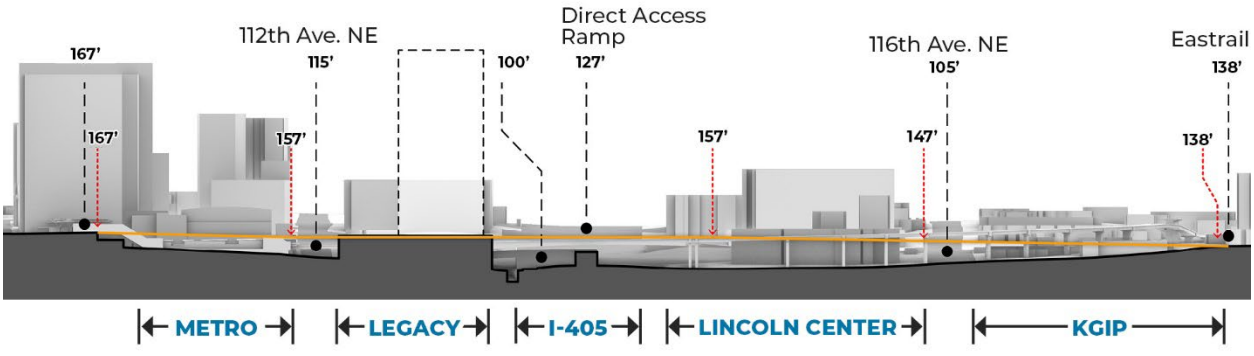


Figure 3. Alignment Elevation View (looking north)

4.2 "Sites Approach" to Development of Alternatives

Alternatives can be broken down into five constituent sites with different site usage for each. This "Sites Approach" to alternative development allows us to accommodate changing private development plans due to its shorter lifecycle as compared to public infrastructure.

To describe the sites, it is important to understand the concept of podiums. Podiums would allow independent and separated construction of the crossing on a platform or pedestal. Podiums could connect to buildings at elevated levels (above a ground level) and allow the buildings developed in conjunction or at a different time than the crossing.

Concepts for developing each site linked to the crossing are noted on the following pages.

4.2.1 Metro Development Site

As this site is City-owned, it can be developed in several ways as shown in Figure 4 below. Providing public open spaces like a park, at deck level or at-grade, or a building podium with private use levels above are some options for future development.

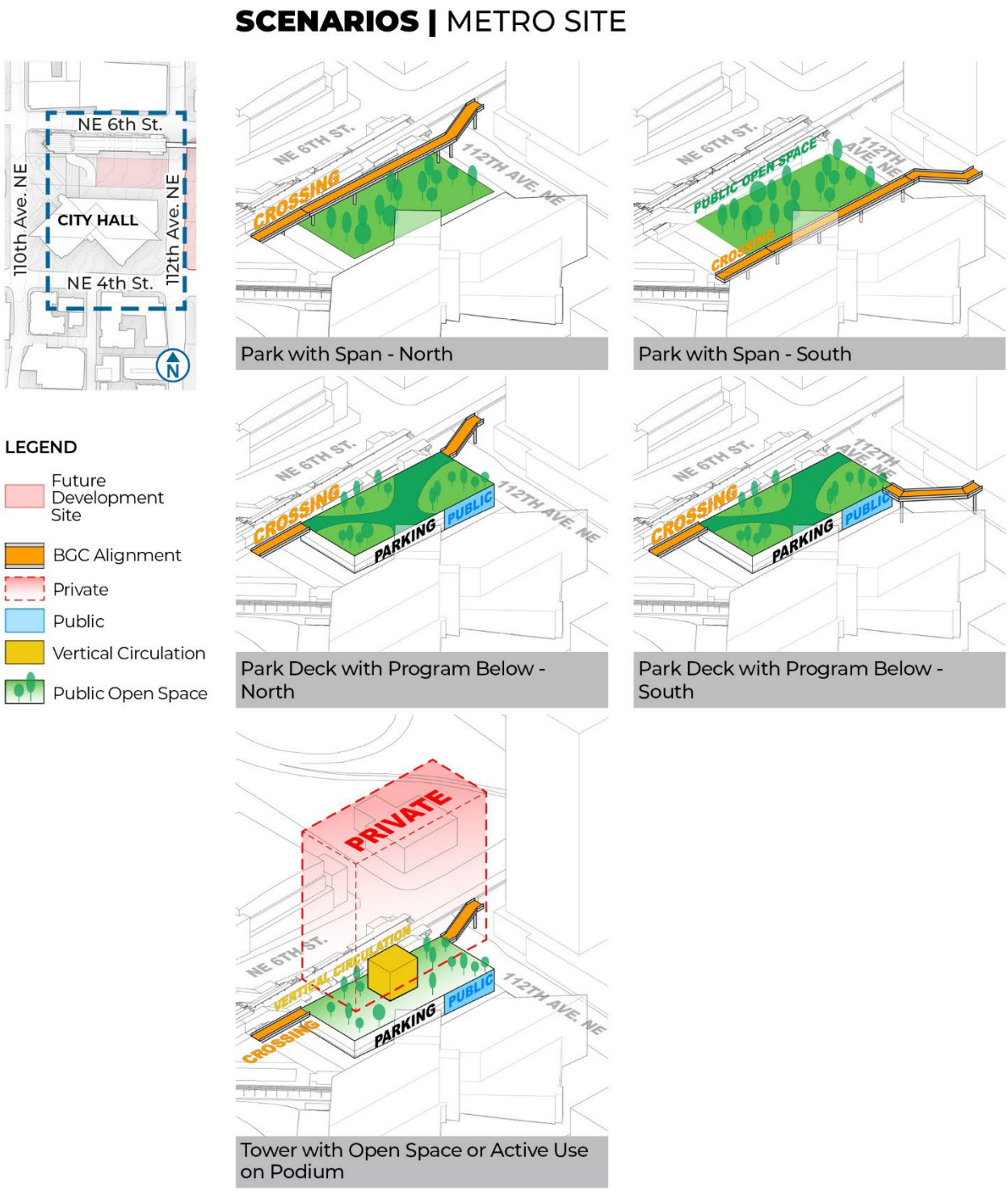


Figure 4. Metro Site Development Scenarios

4.2.2 Legacy Capital Development Site

This site, shown in Figure 5, is privately owned and most alternatives span over the north end of the site, which minimizes interaction with the site. However, subject to the owner's cooperation, it could interact with the alignment as a podium crossing down the middle or in the north edge of the site. Such a podium would be at a high elevation and may present a challenge to the developer.

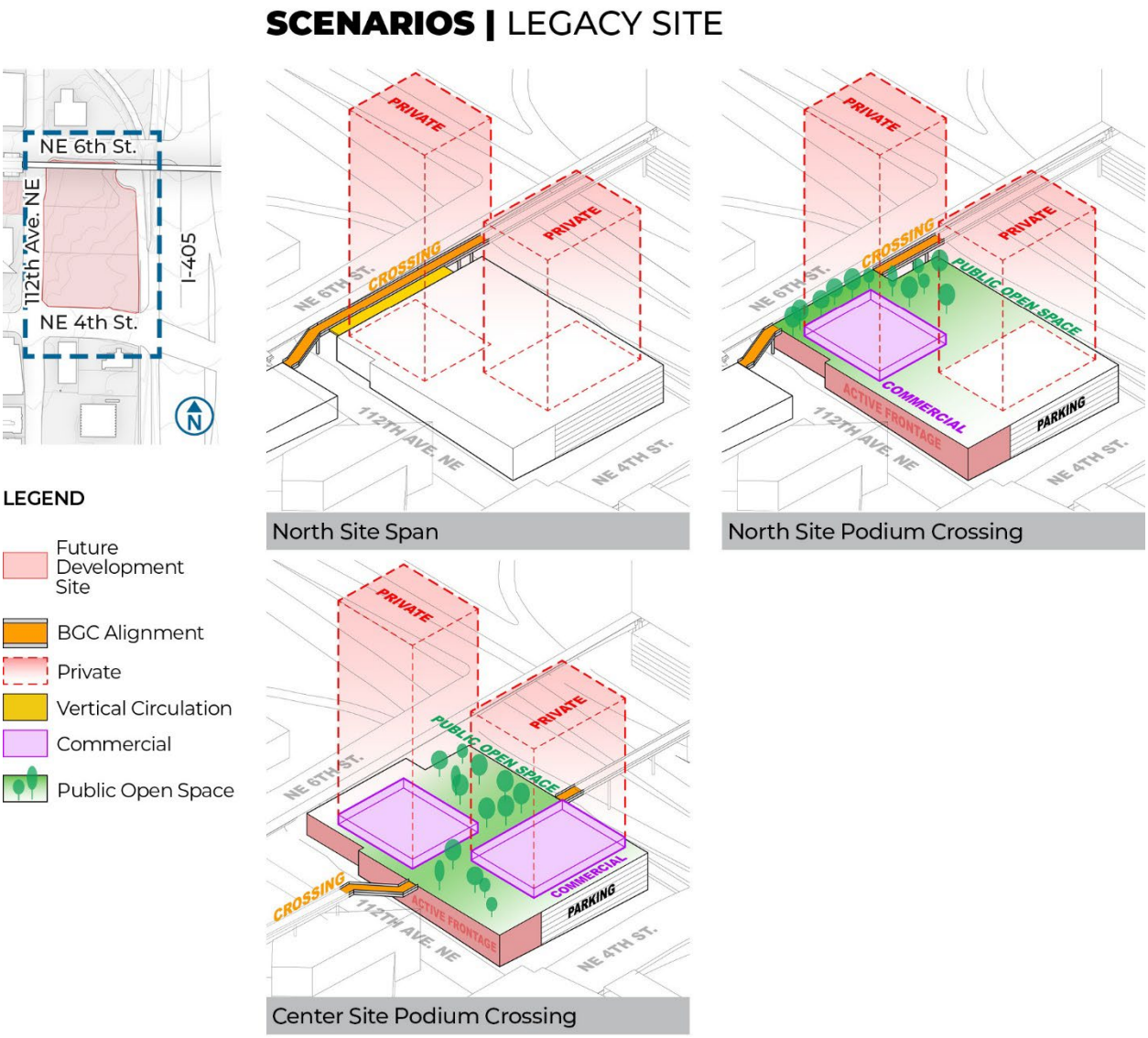


Figure 5. Legacy Capital Development Site Scenarios

4.2.3 I-405 Development Site

This crossing shown in Figure 6, classified as a site for this approach, can have many bridge types based on the alternative. However, this will only be evaluated at the TS&L stage as the design progresses.

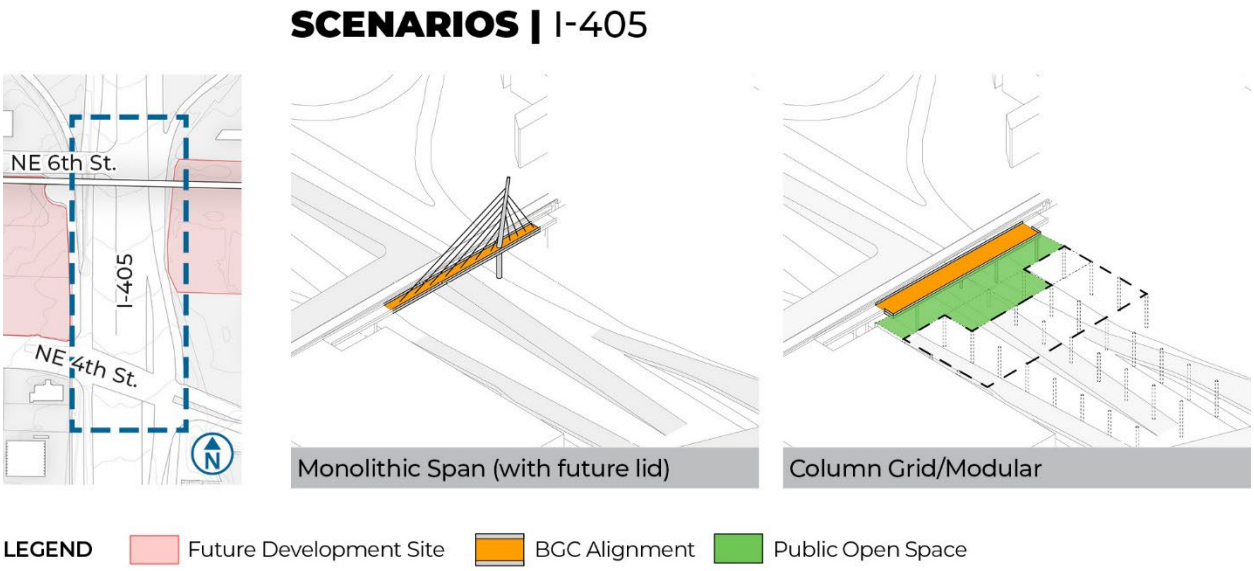


Figure 6. I-405 Development Site Scenarios

4.2.4 Lincoln Center Site

This City-owned site is similar to the Metro site and can be developed in similar ways with parks and podiums shown in Figure 7.

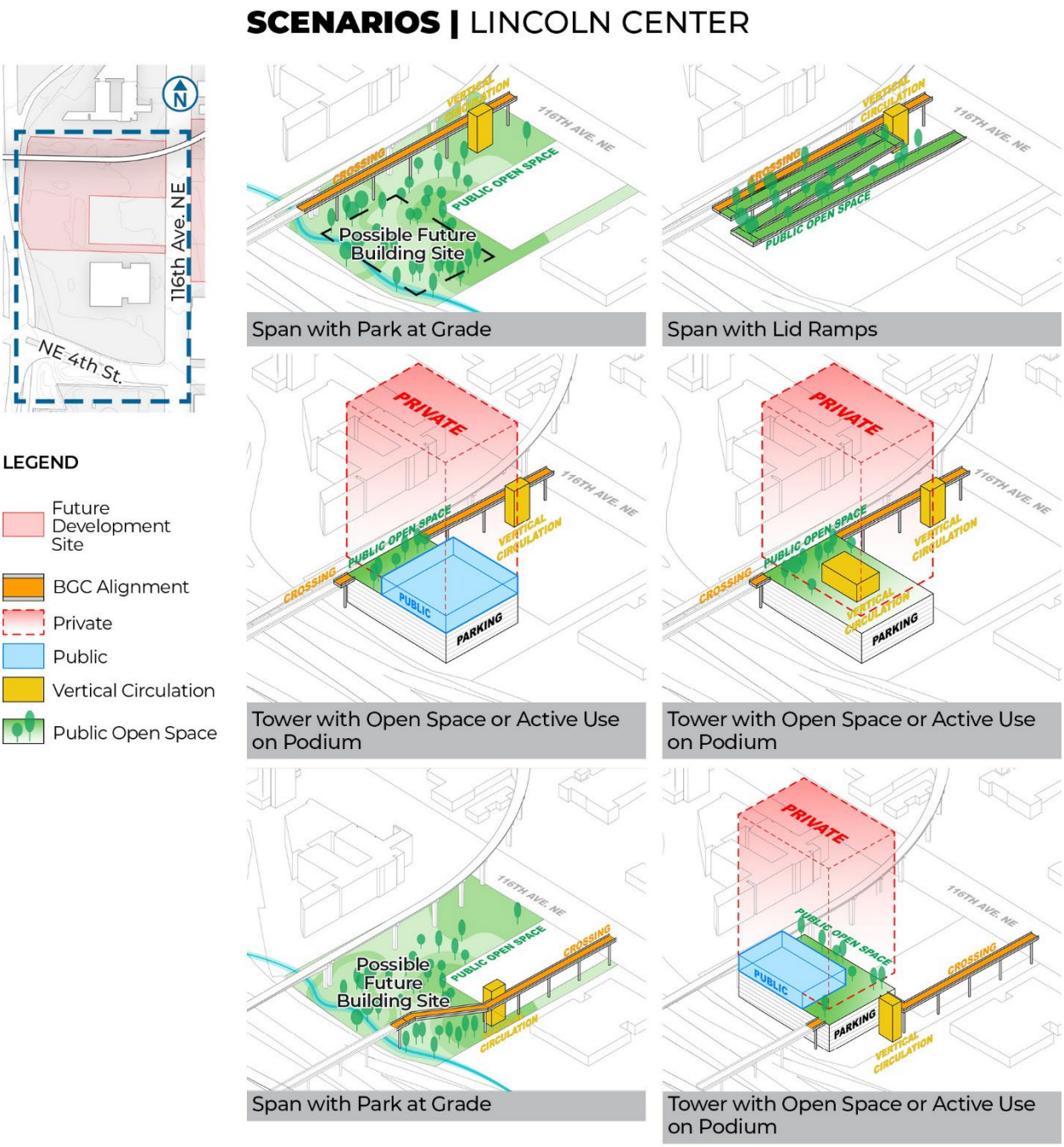


Figure 7. Lincoln Center Site Options

4.2.5 KGIP Site

Most alignments span over the north end of the KG Investment Properties (KGIP) site shown in Figure 8. This private parcel has a long Eastrail frontage.

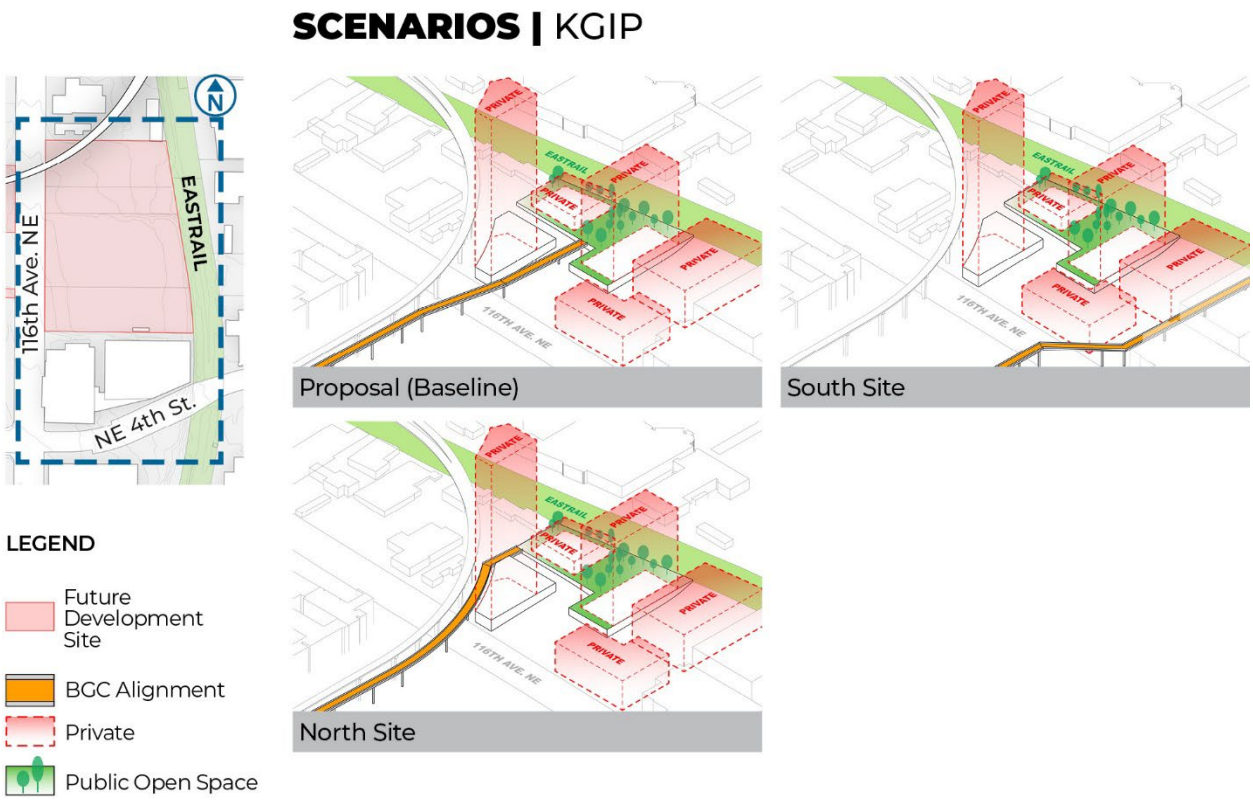


Figure 8. KGIP Site Options

4.3 Crossing Alignment Alternatives

Using different site development scenario combinations, many alignment options can be developed as noted in Figure 9. The different alignments, development connections and widths could result in hundreds of combinations. Our design team considered these options, and considerations for how they could practically engage with the sites. In a design team setting, these combinations were further evaluated, first to consider a broad variety of alignments and second to consider options for connecting to properties. These alignment alternatives were further refined to remove redundancies and eliminate impractical alignments that do not interface effectively with properties. This resulted in 10 individual alignment alternatives that were developed for the Level 1 screening. These alignment alternatives are described below.

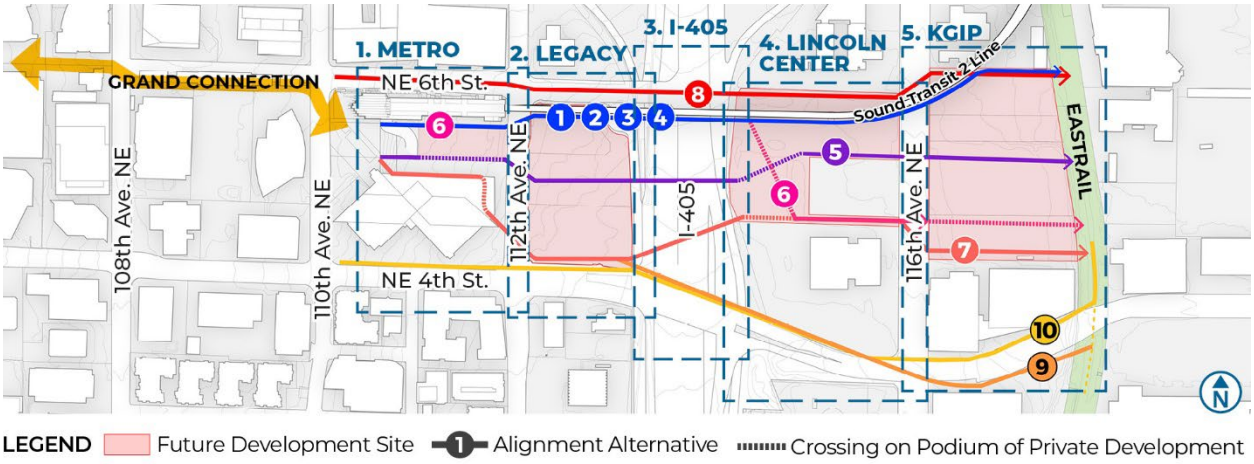


Figure 9. Alignment Options from a Sites Approach

The figures below (Figure 10 to Figure 19) show the alignment in orange and ramps in green. Dashed lines indicate a podium crossing over a site and arrows show a connection to the alignment or lid.

4.3.1 Alignment Alternative 1: 2022 Feasibility Study

Carried forward from 2023 Feasibility Study.

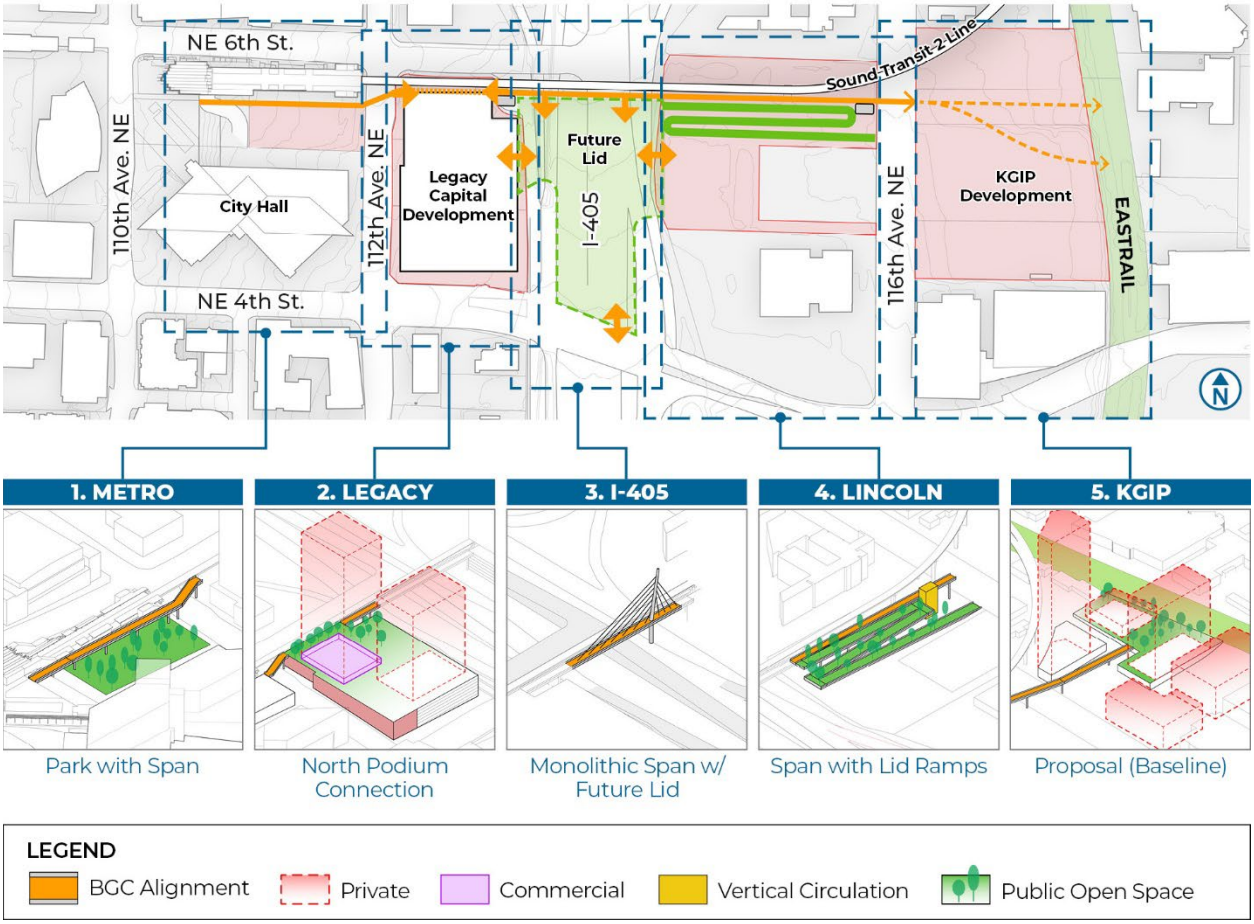


Figure 10. Alignment Alternative 1, Feasibility Study

4.3.2 Alignment Alternative 2: Simple Spans

This alignment can be developed with minimal interaction with the development parcels. This allows the development of the connection to continue regardless of and independent of the development sites that do not have confirmed timelines.

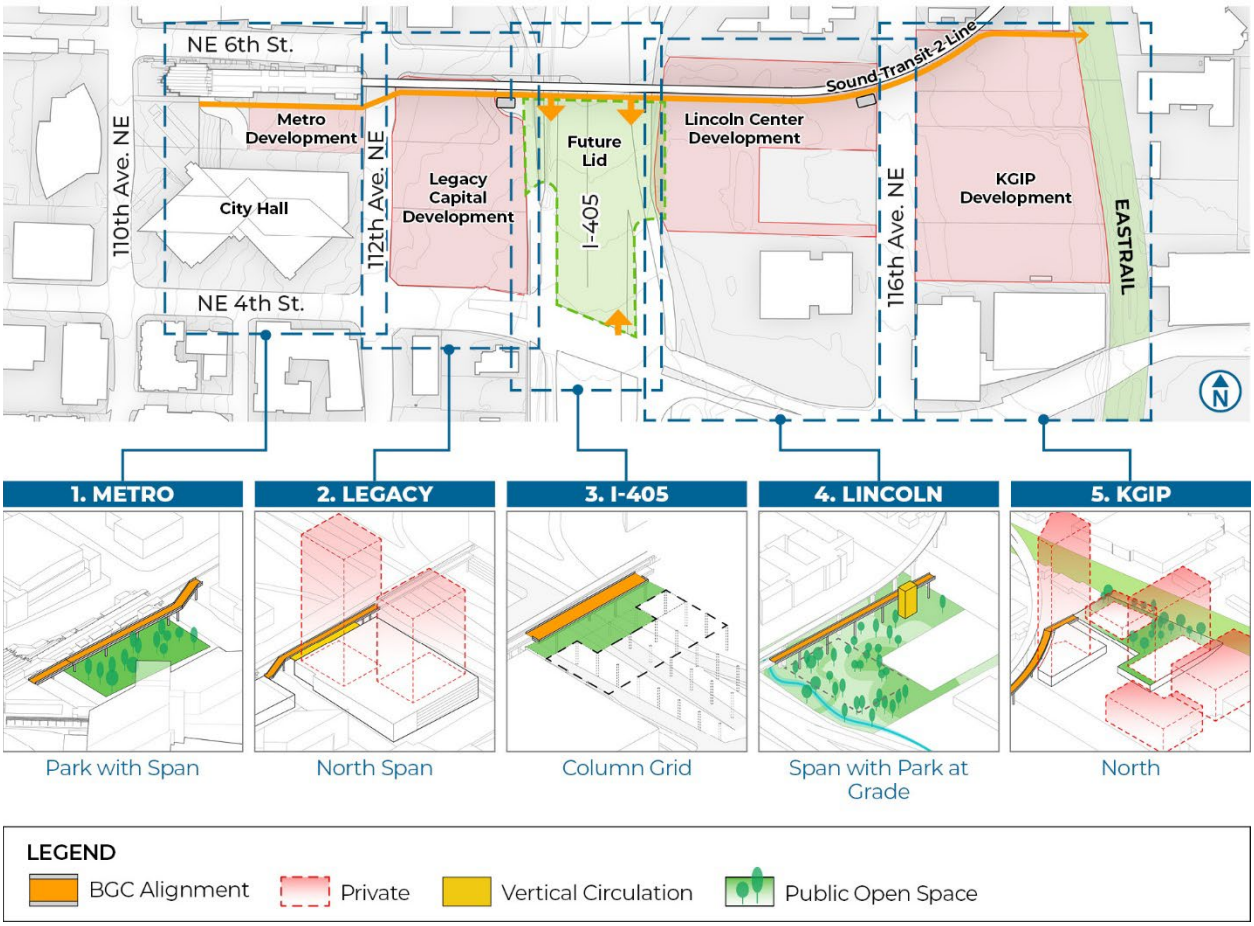


Figure 11. Alignment Alternative 2, Simple Spans

4.3.3 Alignment Alternative 3: Public Open Spaces

This alignment considers that a lid is not developed for some time and that both the Metro and Lincoln sites may be developed with elevated public open space platforms for the duration of time until a future lid can be implemented.

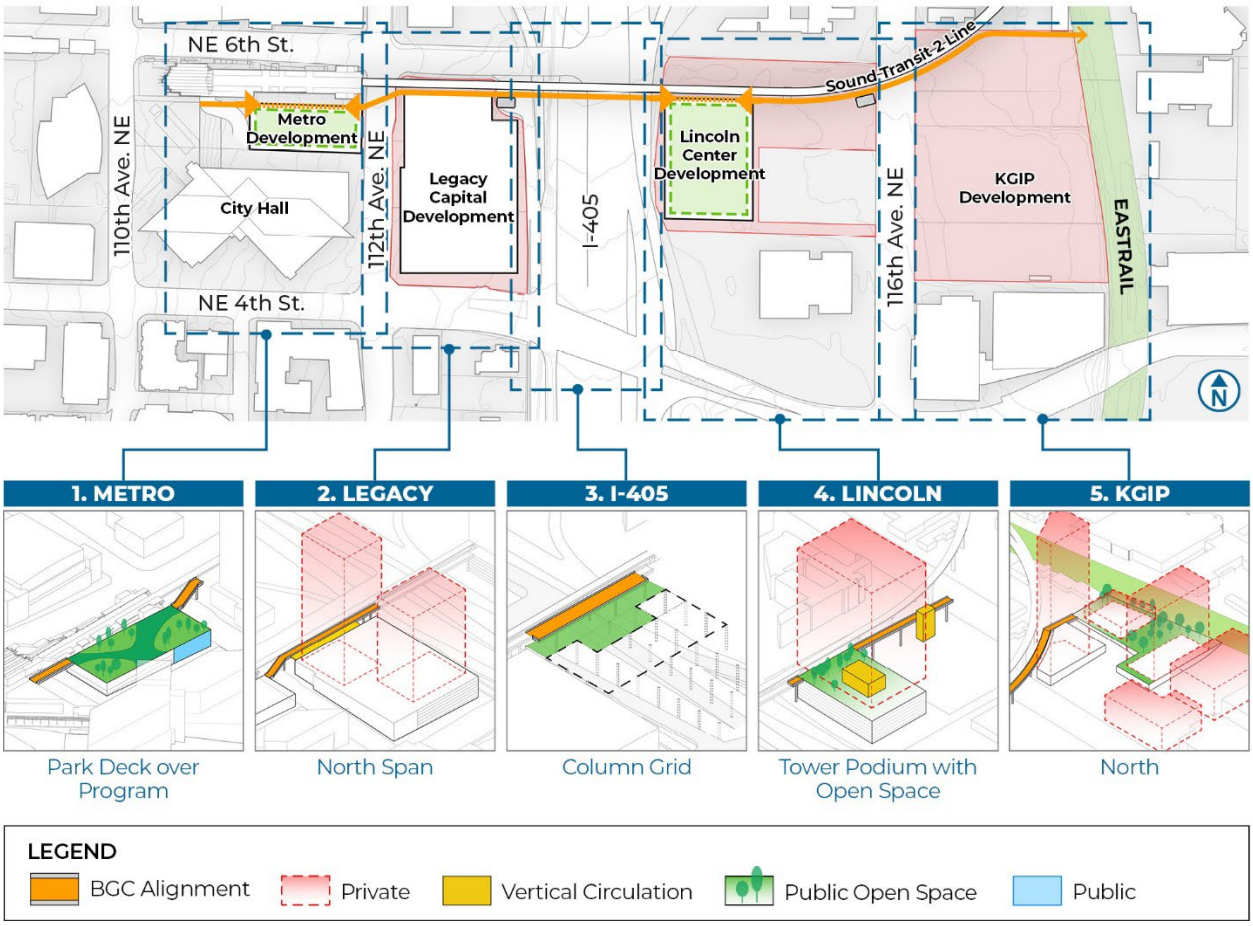


Figure 12. Alignment Alternative 3, Public Open Spaces

4.3.4 Alignment Alternative 4: Public Active Edges

This alignment assumes that the City-owned sites are developed with public podiums connecting to both private and public use developments.

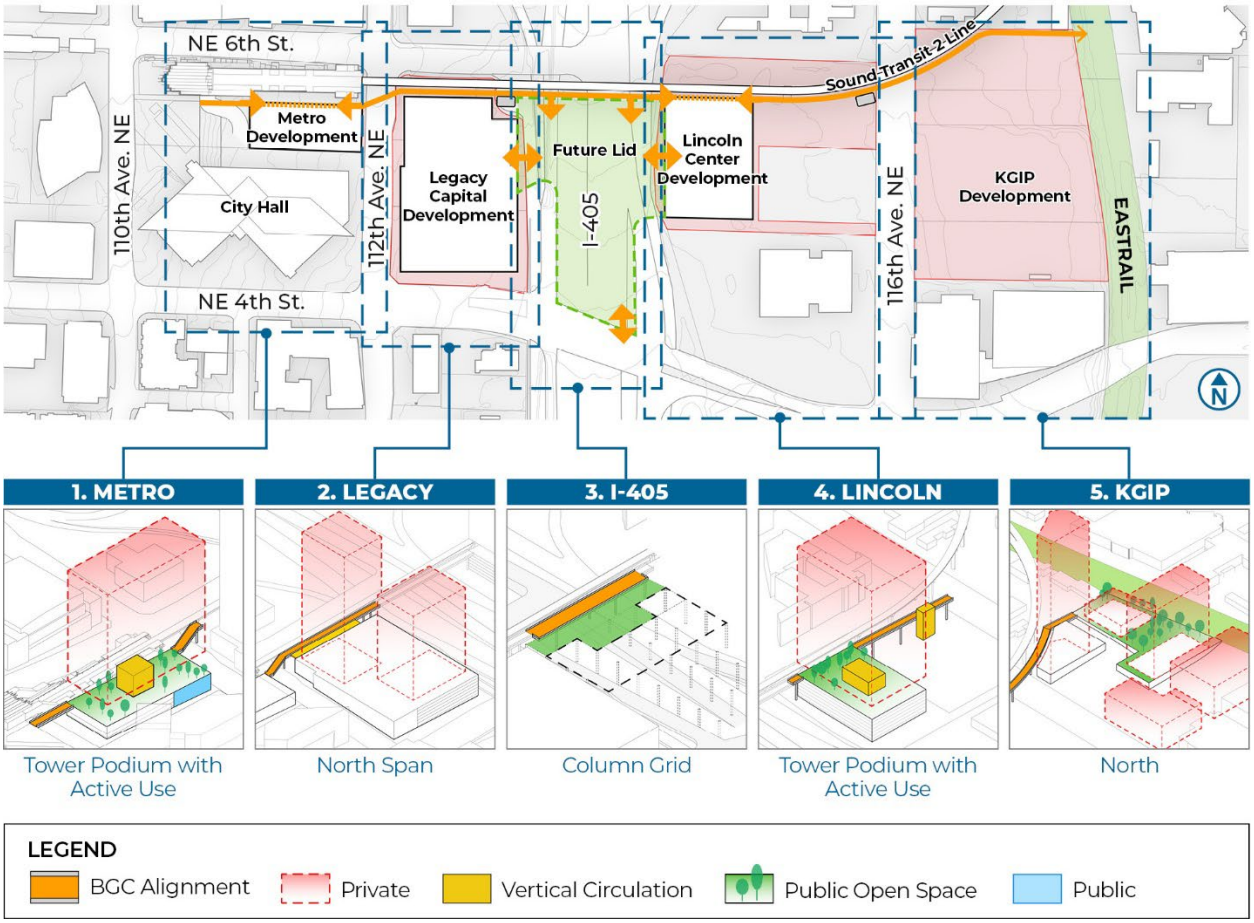


Figure 13. Alignment Alternative 4, Public Active Edges

4.3.5 Alignment Alternative 5: Down the Middle

This alignment extends from the center of the City Hall Metro Development site and cuts through the middle of Legacy, Lincoln and KGIP sites requiring close coordination with these developments.

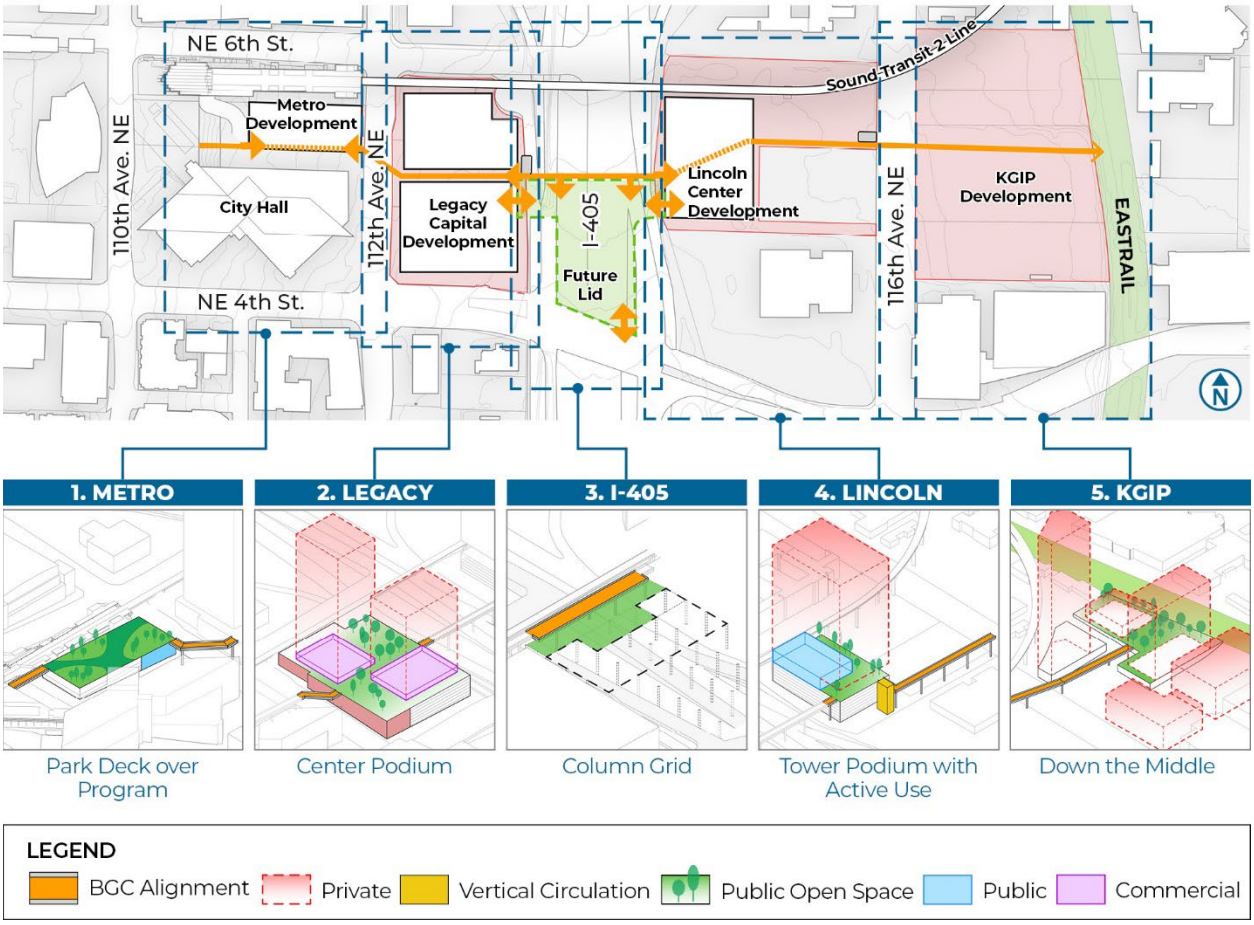


Figure 14. Alignment Alternative 5, Down the Middle

4.3.6 Alignment Alternative 6: The Dip

Like alignment Alternatives 2, 3, and 4, this alignment extends south of the Sound Transit alignment. After it crosses I-405, it dips south across the Lincoln site.

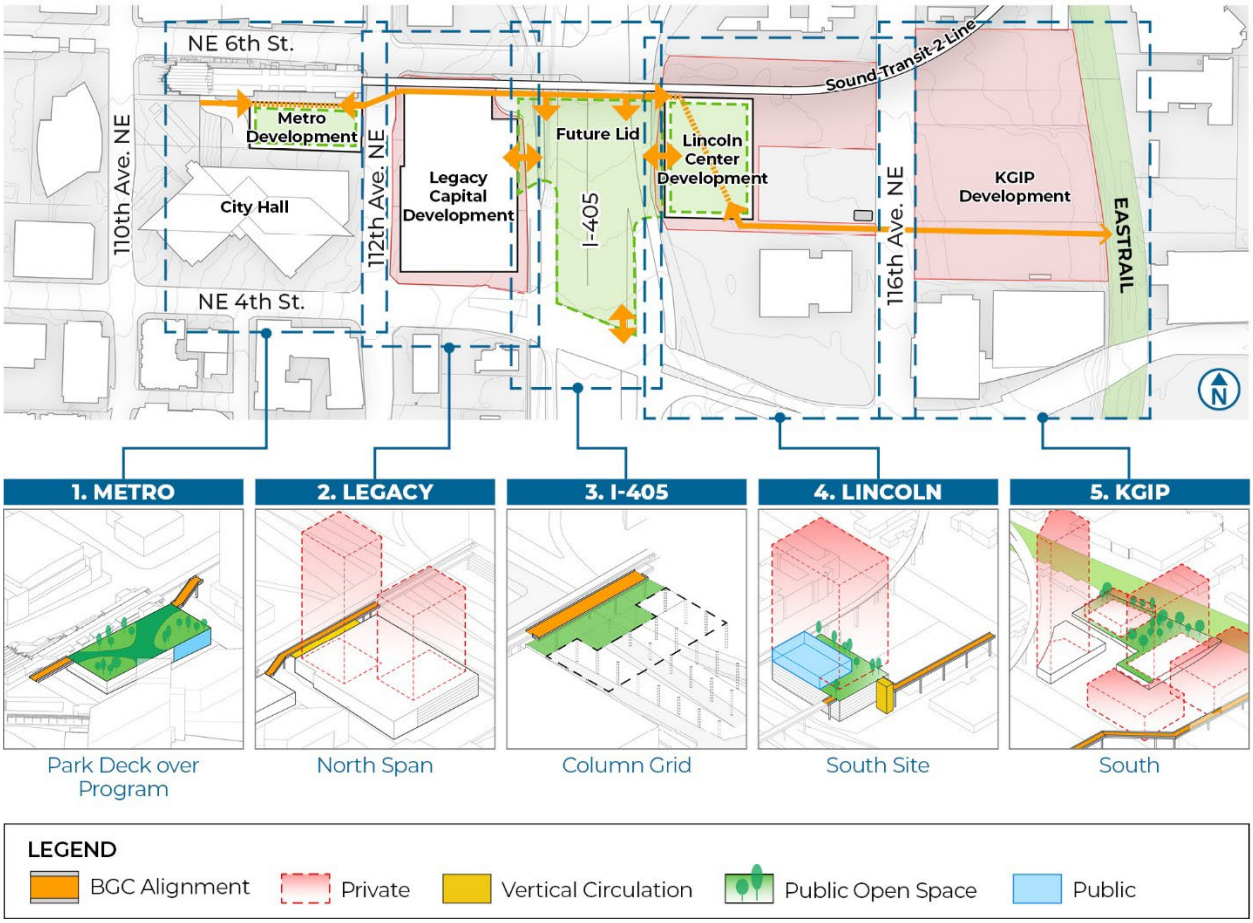


Figure 15. Alignment Alternative 6, The Dip

4.3.7 Alignment Alternative 7: South Side

This alignment can be developed with minimal interaction with the development parcels. This allows the development of the connection to continue regardless of and independent of the development sites that do not have confirmed timelines. This alignment is more circuitous as it circumvents the parcels on the south sides. A future lid might be smaller in size given the location of the crossing.

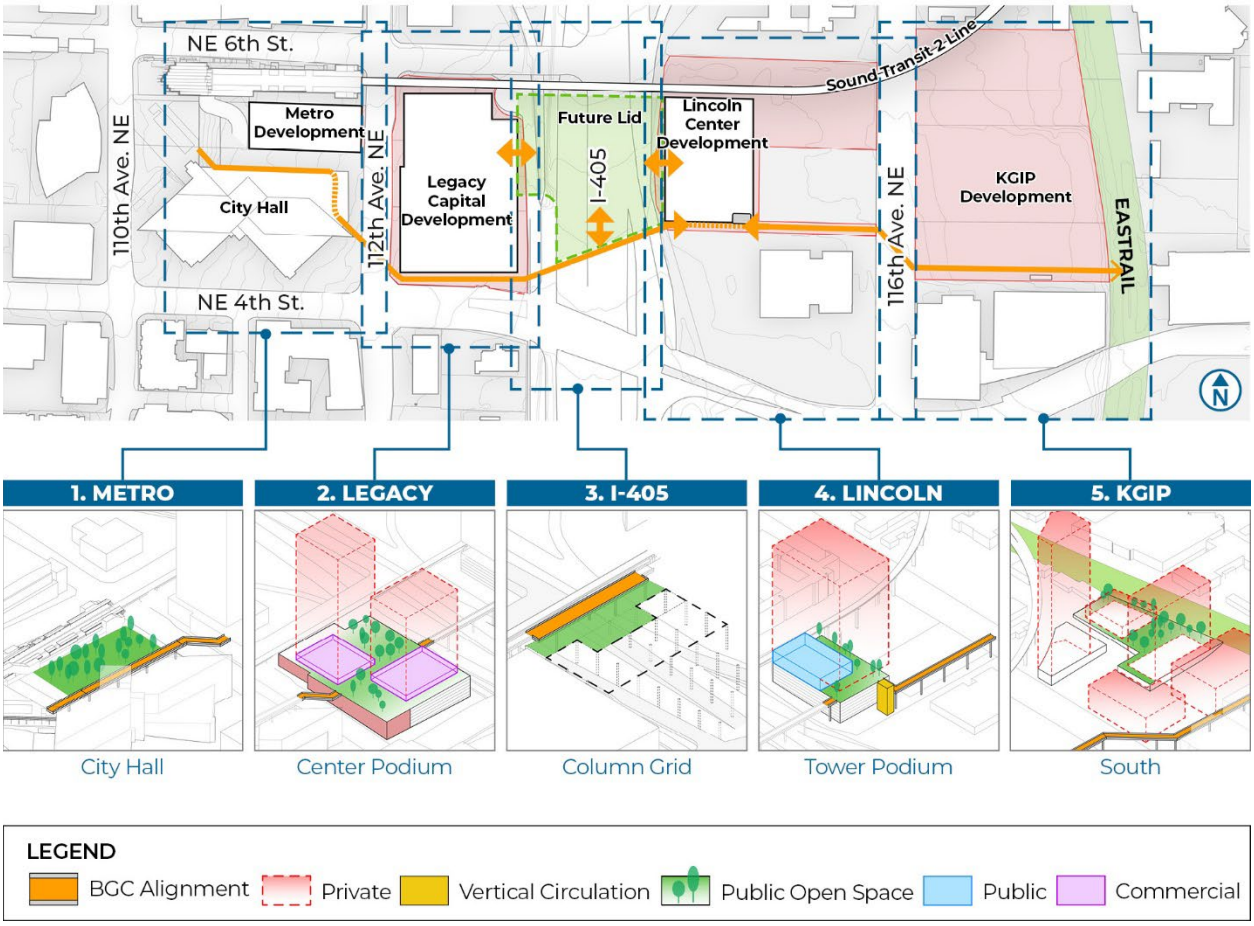


Figure 16. Alignment Alternative 7, South Side

4.3.8 Alignment Alternative 8: NE 6th Street

This alignment uses the proposed extension of NE 6th Street crossing of I-405 north of the Sound Transit guideway. NE 6th Street includes a high-occupancy-vehicle access to I-405 and is currently planned to be extended across I-405 and connect to 116th Avenue NE. The crossing would also cross the guideway to connect to Eastrail on the northern edge of the KGIP property. Any future lid would occur north of the Sound Transit guideway and south of NE 8th Street.

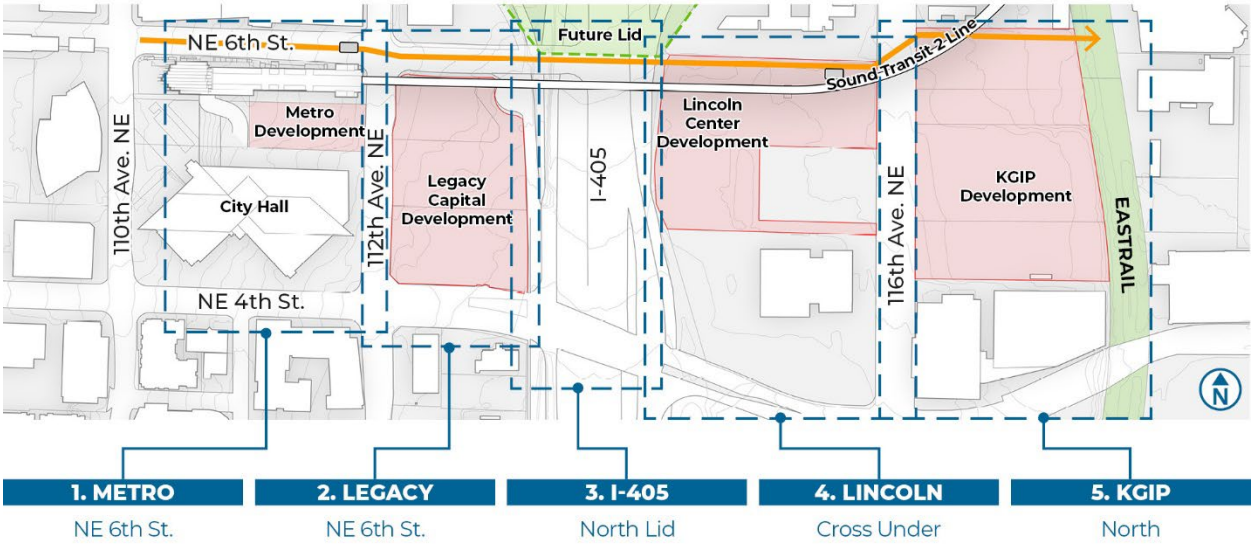


Figure 17. Alignment Alternative 8, NE 6th Street

4.3.9 Alignment Alternative 9: NE 4th Street Spans

This alignment is longer and follows the south edge of the Legacy site and follows and crosses over NE 4th Street to connect to Eastrail south of NE 4th Street.

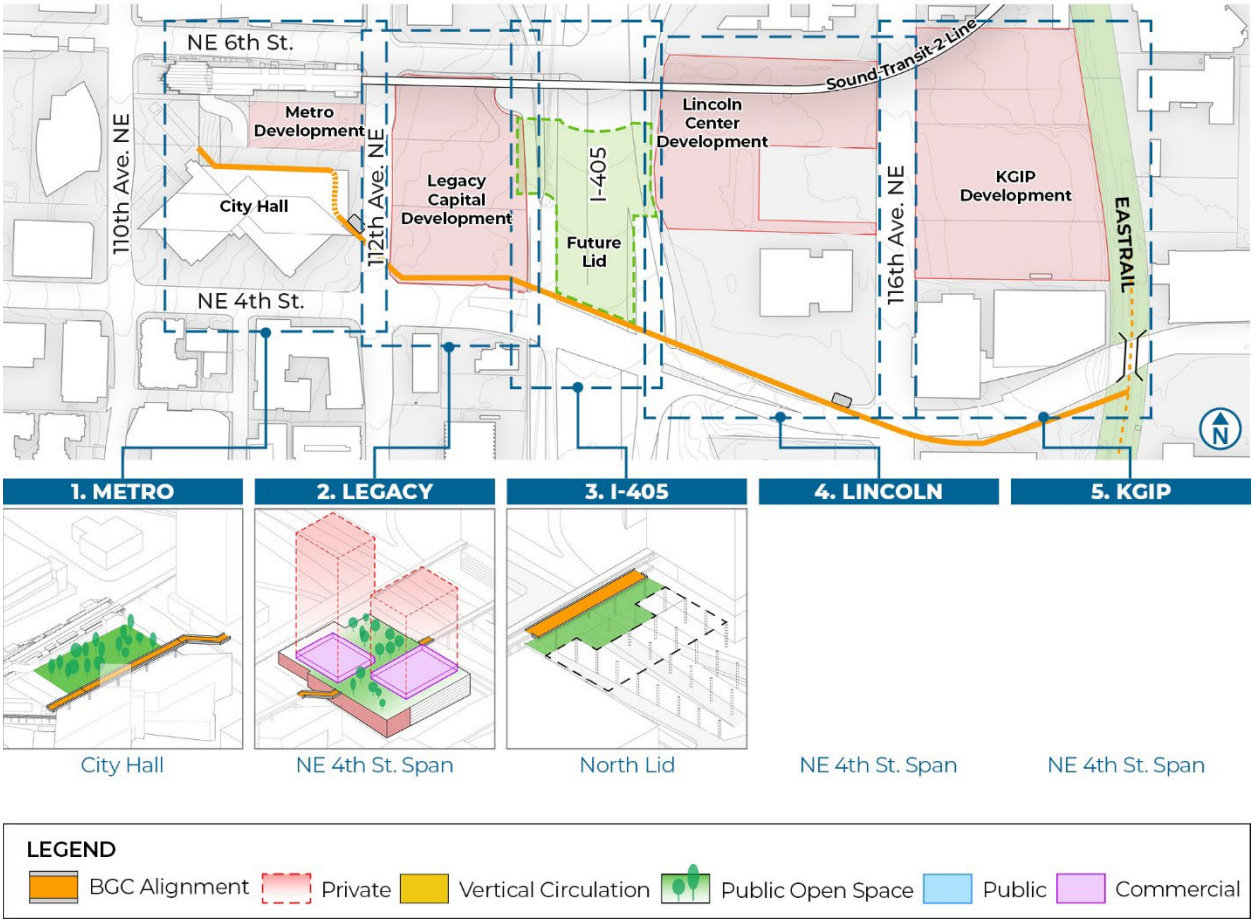


Figure 18. Alignment Alternative 9, NE 4th Street Spans

4.3.10 Alignment Alternative 10: NE 4th Street at Grade

This alignment follows along the north side of NE 4th Street Alignment at a similar grade as NE 4th Street with an expanded shared-use trail on the north side of NE 4th Street.

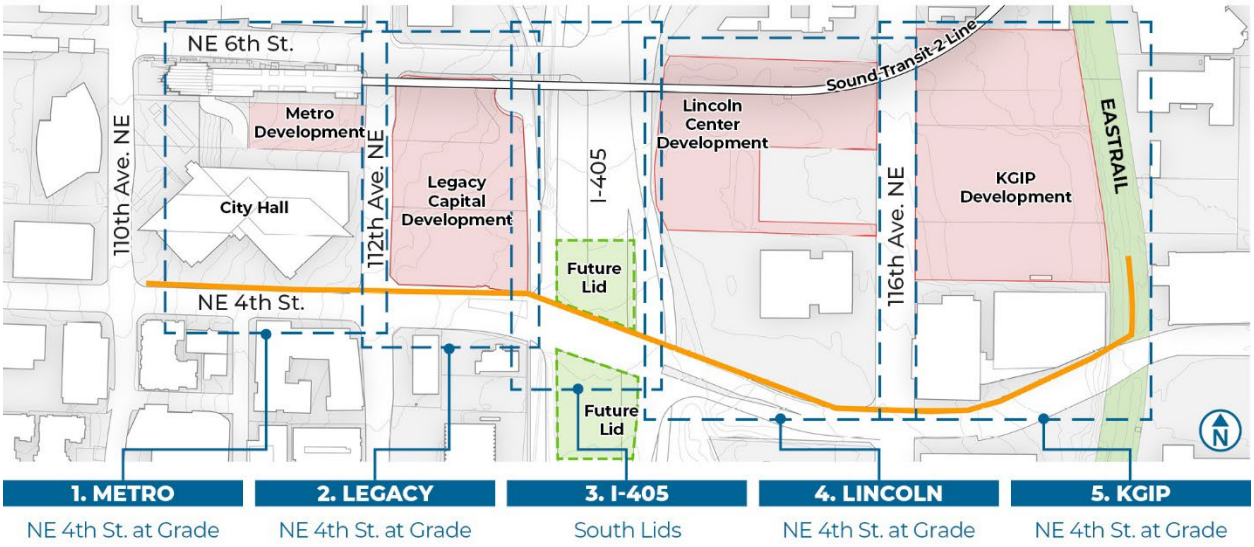


Figure 19. Alignment Alternative 10, NE 4th Street at Grade

5.0 LEVEL 1 SCREENING

The Level 1 screening consisted of a high-level qualitative evaluation of all alternatives and filtered out those that do not meet the Purpose and Need statement and some high-level aspects of feasibility. The alignment alternatives that remain were advanced to Level 2 screening with a more detailed analysis of each alternative.

5.1 Level 1 Screening Criteria

Evaluation criteria for this level were based on the project Purpose and Need in addition to other parameters like cost and schedule.

When evaluated, each alternative must consider the following questions.

1. **Meets Purpose and Need**: Each alternative must meet the requirements of the Purpose and Need statement. This criterion can be further subdivided into the following:
   a. **Safety -** Will this option provide safe crossing of I-405 for active transportation users?
   b. **High Comfort** - Will this option provide a crossing that has low noise? Will this option provide a crossing with good air quality? Qualitatively, what is the level of traffic stress for walkers and rollers?
   c. **Multimodal Connectivity -** Will this option provide access and connection to multiple modes of transport, such as regional light rail stations and trails?
   d. **Community Connection -** Will this option connect Bellevue's urban fabric between Downtown and Wilburton to improve livability and access along its route?
2. **Future Compatibility:** Will this be compatible with:
   a. Adjacent Development (and Bellevue planning)
   b. A future lid over I-405 considering the Washington State Department of Transportation (WSDOT) I-405 Master Plan
3. **Schedule and Approvals:** Would the option likely receive required permits and approval (including state and federal design approvals and environmental permits) within a reasonable time (end of 2028)? Is this option likely to get approval from authorities having jurisdiction? Can this option be constructed in a reasonable time frame (end of 2028)?
4. **Cost Feasibility**: Is the benefit provided by this option commensurate with its cost and is that cost within reasonable funding feasibility ($100– to $200 million)?

5.2 Evaluation of Alternatives

The following table shows the rating for each alternative along with a discussion of the alternatives.

Table 1. Level 1 Evaluation of Alignment Alternatives

Alternative	Level 1 Criteria									Discussion
	Meets Purpose and Need				Future Compatibility					
	Safety	High Comfort	Multimodal Connectivity	Community Connection	With Dev. Sites	With Future Lid	Schedule	Required Permits & Approvals	Cost Feasibility	
1. 2023 Feasibility Study	●	●	●	●	○	◑	●	◑	●	Uses podium crossing on Legacy site and commits the City to park/ramp usage at Lincoln site
2. Simple Spans	●	●	●	●	●	◑	●	◑	●	Follows Sound Transit guideway alignment without connections to development sites; satisfies most of these criteria
3. Public Open Spaces	●	●	●	●	◑	◑	◑	◑	●	This has to be coordinated with the City based on their development plans for City-owned sites
4. Public Active Edges	●	●	●	●	◑	◑	◑	◑	●	This has to be coordinated with the City based on their development plans for City-owned sites
5. Down the Middle	●	●	●	●	○	◑	◑	◑	●	Divides Legacy site using either a podium crossing or a freestanding structure
6. The Dip	●	●	●	●	◑	◑	◑	◑	●	This has to be coordinated with the City based on their development plans for City-owned sites
7. South Side	●	○	●	●	◑	◑	◑	○	●	Proximity to a parallel roadway, NE 4th Street will increase the noise experienced by users; requires retrofit of City Hall
8. NE 6th Street Spans	●	○	●	●	●	○	◑	○	○	Proximity to a parallel roadway, NE 6th Street will increase the noise experienced by users; major challenges accommodating I-405 Master Plan
9. NE 4th Street Spans	●	○	●	●	◑	◑	◑	○	●	Similar to No. 7, South Side, above; in addition, would need to coordinate a grade-separated Eastrail crossing of NE 4th Street
10. NE 4th Street at Grade	○	○	◑	◑	◑	●	●	●	●	A fully at-grade alignment does not deliver on safety or comfort for users

● = Meets criteria ◑ = Partially meets criteria ○ = Does not meet criteria

Future lid construction will be dependent on WSDOT coordination, approval and funding; this affects the "Future Lid" criterion rating for almost all alternatives. This also affects "Schedule" and "Required Permits and Approvals" resulting in a partial score. Open spaces or podium construction on City-owned sites will also affect schedule and will need to align with the development plans. The alignment along NE 6th Street was not practical as the NE 6th Street corridor is no longer planned to extend beyond 116th Avenue NE. Alternatives that were largely dependent on the lid or less direct of a route in the south were screened out as they would be closer to high vehicle traffic corridors.

5.3 Post Screening Updates

Based on feedback from the City SMEs, the following updates were made prior to Level 2 evaluation:

5.3.1 KGIP Site

Alternatives 2, 3, and 4 alignments show a spur connection to the KGIP site as shown below. This added spur or the original connection north of the edge of the KGIP site is an option that is being explored with either or both providing the connection to Eastrail. This also allows the KGIP site owner an opportunity to accommodate a public connection with the crossing in a way that aligns with their development plans. Consideration of either or both connections provides the flexibility and "futureproofing" of the alignment to adapt to the private development should the development advance in a timeframe that meets the needs of the connection.

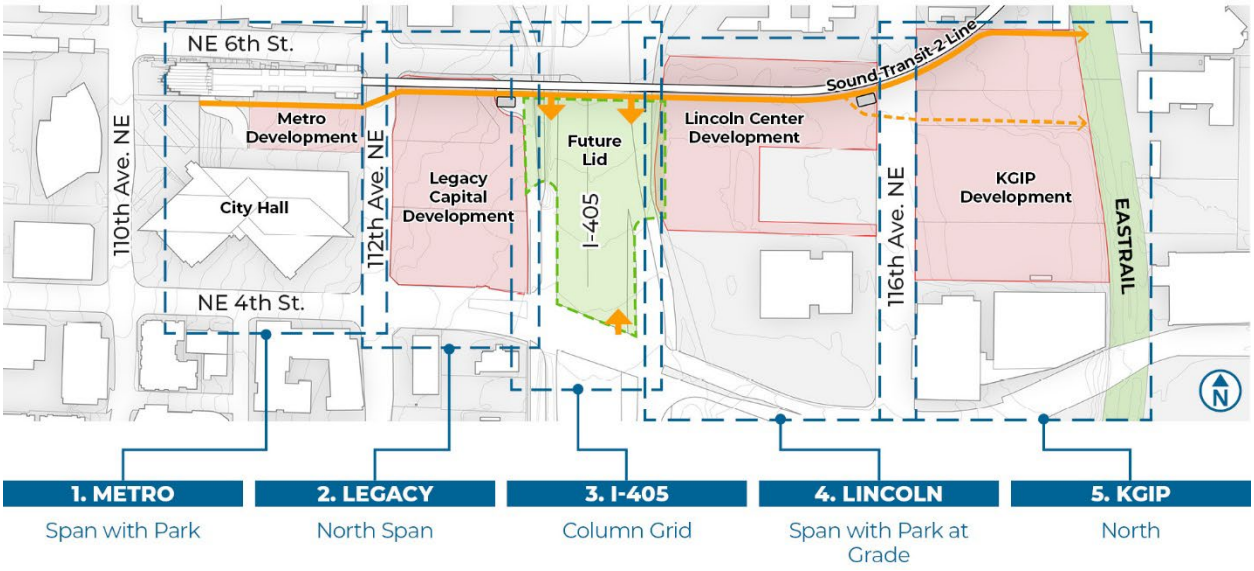


Figure 20. Updated Alignments with Spur Connection to KGIP

5.3.2 Alternative 6: The Dip

This alignment dips south after it traverses the Lincoln Center site in its current configuration. This will be modified to dip over I-405 as shown below. This increases the span length but also adds other benefits as discussed in the Level 2 screening.

Multimodal Connectivity

Initially, Alternatives 2, 3, and 4 scored a partial rating on the multimodal connectivity criterion; however, on reconsideration, this was updated to a full score as all alignments provide multimodal connectivity, which is reflected in Table 1.

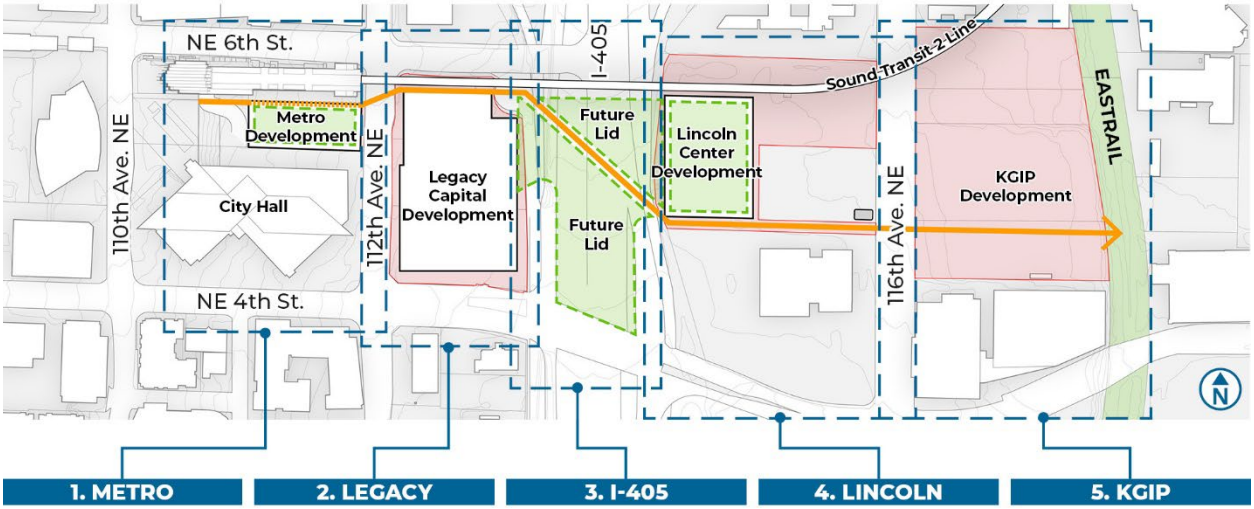


Figure 21. Updated Alignment Alternative 6, The Dip

Alternatives 2, 3, 4, and 6 were moved to Level 2 screening. A more in-depth analysis of the remaining options are described in the following section.

6.0 LEVEL 2 SCREENING

6.1 Level 2 Screening Criteria

As part of this Level 2 screening process, options that passed the Level 1 screening were evaluated in greater detail in Level 2 screening criteria below in Table 2, which are more specific and unique criteria under categories identified in the Level 1 screening evaluation.

The scale used in the Level 2 screening is a numerical three-point scale, with a score of 1 representing the least effective option and 3 representing the most effective option. Scores were assigned in whole numbers only and it is assumed that all performances fit within the range of the scale. Results of the screening will be tailored for each criterion to fit the scale evenly.

The four remaining alternatives from Level 1 screening were evaluated on their effectiveness under conditions of both prior to and after full lid construction. This evaluation structure was developed to account for the complexity and potential longer-term horizon of constructing a lid over I-405. All alternatives were designed to be compatible with a future lid structure over I-405; however, to meet the Purpose and Need statement of a safe and comfortable connection on the day of opening, the project team considered the potential of each alternative before and after the lid is constructed.

Table 2. Level 2 Screening Criteria

Level 1 Screening Criteria	Level 2 Screening Criteria
Connectivity	Bicycle System Connectivity
	Pedestrian Connectivity
	Multimodal Access
	Access to Opportunities
	Potential to Reduce Vehicle Trips
Safety	Wayfinding
Comfort	Separation from Other Modes
	Noise
Transformative/Iconic	Reliance on Future Lid
	Delivers Iconic Experience
	Signature Bridge Structure
Future Flexibility	Advances Grand Framework Plan
	Consistency and Benefit to Future Plans
Schedule and Approvals	Ability to Receive Permits and Approvals
	Construction Schedule Risk
	Endangered Species Act (ESA)
	Environmental Justice Impacts
	Impacts to Cultural Resources
Cost Feasibility	Construction Cost
	Operation/Maintenance Cost
	Ability to Receive Full Funding
	Enhanced Property Values
	Traffic Disruption

6.1.1 I-405 Lid Construction Phasing

The screening discussions below were broken into prior to lid construction and after lid construction.

6.1.2 Alignment Alternative Modifications

As discussed in Level 1 screening, slight modifications have been made to the four alignment alternatives carried forward to Level 2 screening. The modified alternatives are shown below in Figure 22 through Figure 24.

Alignment Alternative 2: Simple Spans

The simplest alternative for the GCC is that the alignment be kept as far north as possible on all the sites it traverses on a structure not dependent on connecting to any development sites. This allows the bridge and construction to occur on a timeline that is independent from other sites reducing risks of development or construction delays.

Modifications from Level 1 Evaluation: There are two options for connecting to Eastrail, including the one at the north edge of the KGIP property and a spur through the KGIP development. Either option is viable for connection to Eastrail offering flexibility to move the project forward with either option.

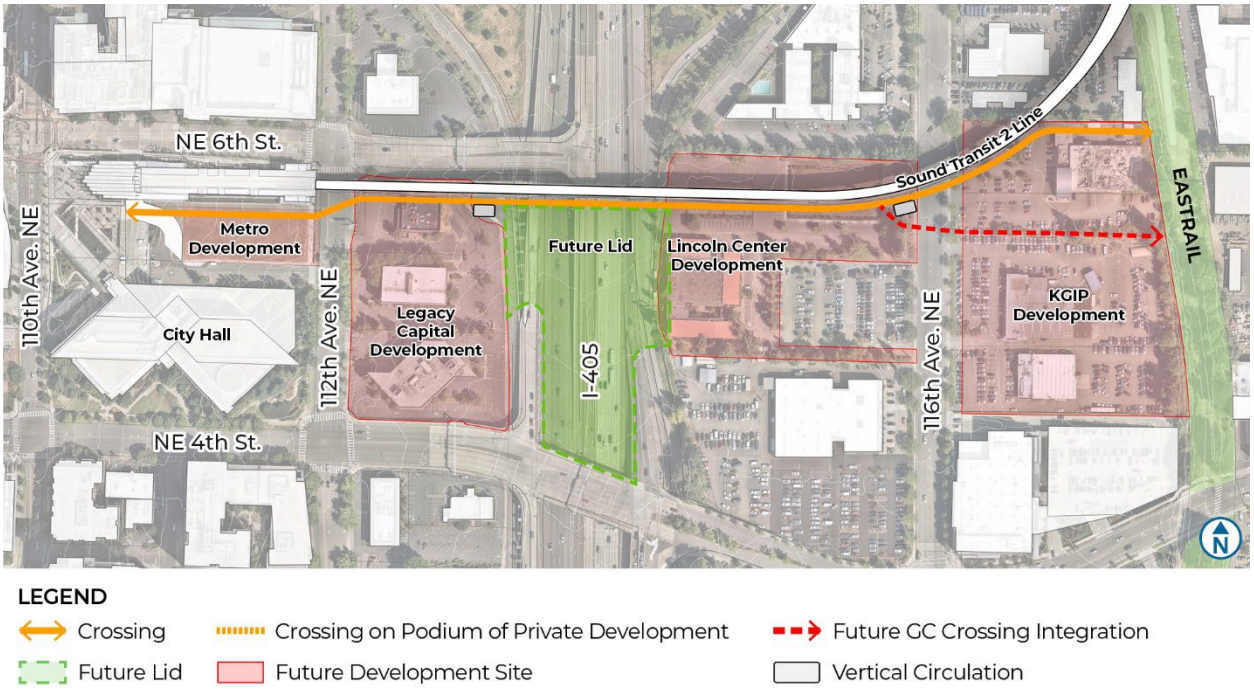


Figure 22. Alignment Alternative 2, Simple Spans

Alignment Alternative 3: Public Open Space

This alignment is the same as Alternative 2, Simple Spans, but considers prioritizing development of open space within the public development sites at Metro and Lincoln Center sites with podium connections to the GCC. This option advances public open space to enhance use and attractiveness of the GCC especially if a lid is delayed or remains unfunded. A risk for this option is if the City-owned sites follow a different development timeline than the bridge, or if they do not remain in public ownership for the lifespan of the building/structure. These sites are currently being studied for development options and these development scenarios do not have a defined use.

Modifications from Level 1 Screening Evaluation: Similar to Alignment Alternative 2, there are two connection options to Eastrail.

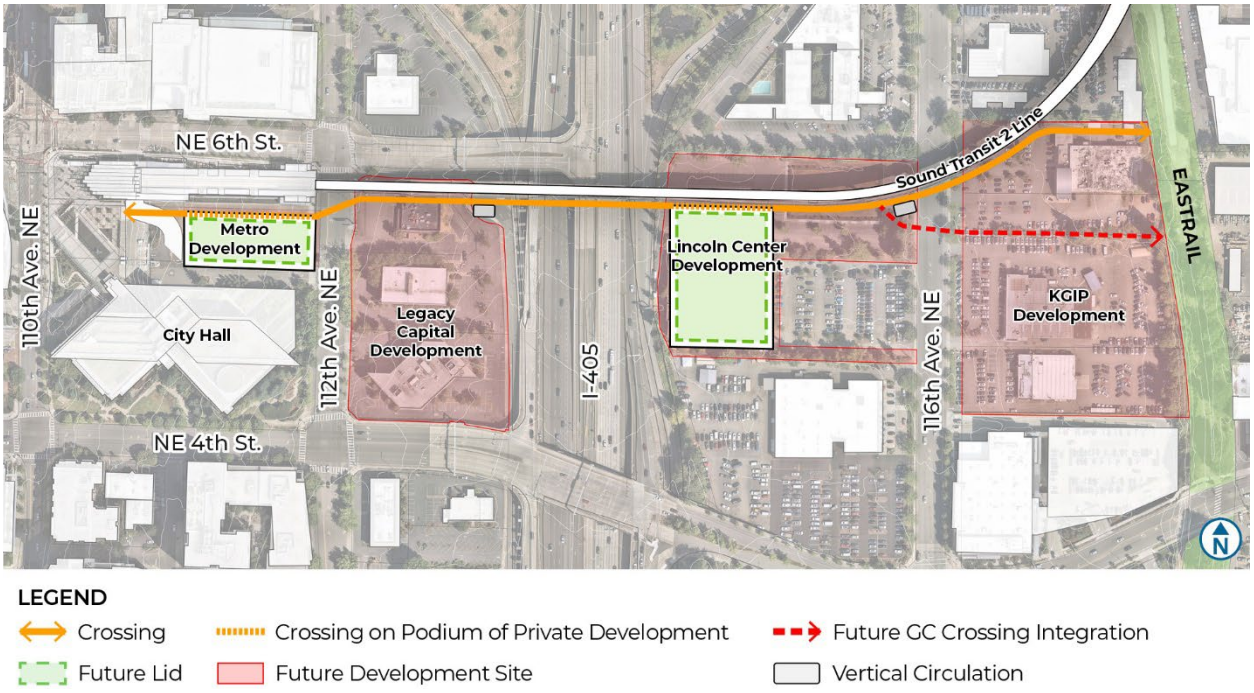


Figure 23. Alignment Alternative 3, Public Open Space

Alignment Alternative 4: Public Active Edges

This alignment is the same as Alternative 2, Simple Spans, while allowing integration of future developments at the Metro and Lincoln Center sites with the GCC. Retail and public programming on the podiums could enhance the edges of the GCC, resembling other streets in downtown Bellevue. This alignment shows the same idea as Alternative 3, with building program developed above the podium level.

Modifications from Level 1 Screening Evaluation: Similar to Alignment Alternative 2, there are two connection options to Eastrail.

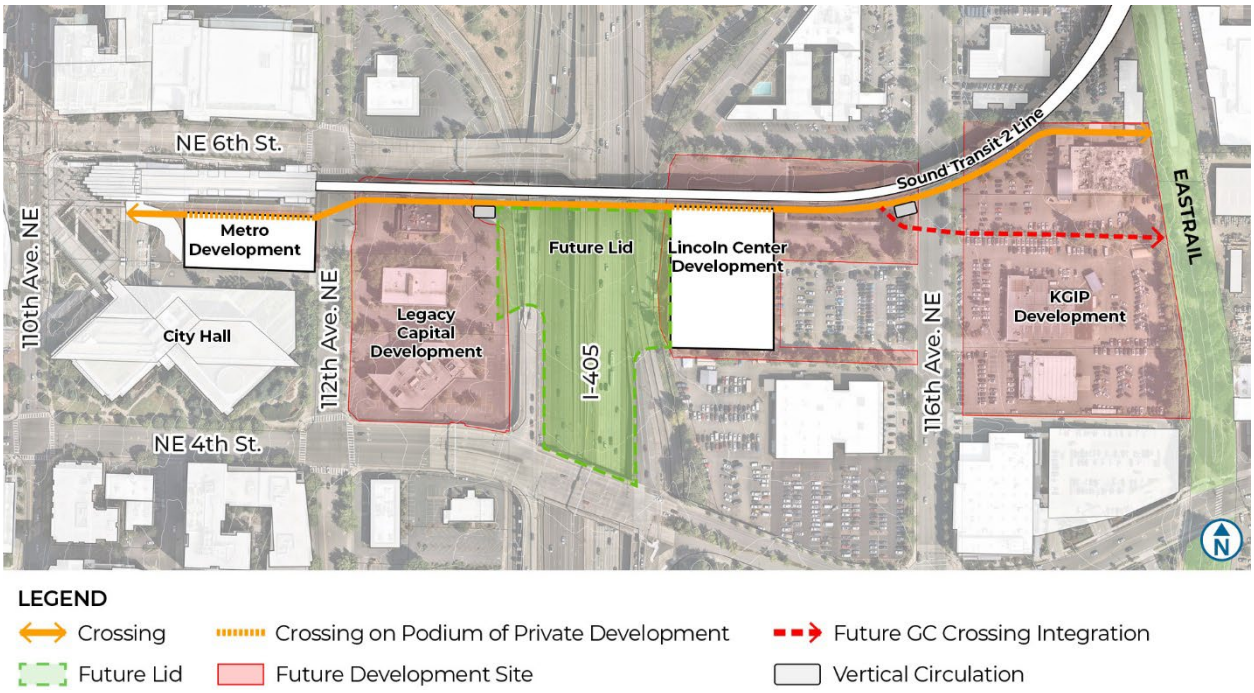


Figure 24. Alignment Alternative 4, Public Active Edges

Alignment Alternative 6: The Dip

This alignment is similar to The Dip in Level 1 to align with the southerly third of the KGIP site; however, the angled crossing occurs over I-405 as shown in Figure 25. This alignment moves the crossing away from the Sound Transit guideway, which is desirable for Sound Transit to minimize any potential construction conflicts of the GCC on the guideway. This alignment uses the right-of-way on the south edge of the Lincoln site, including providing a public podium to future development at the site.

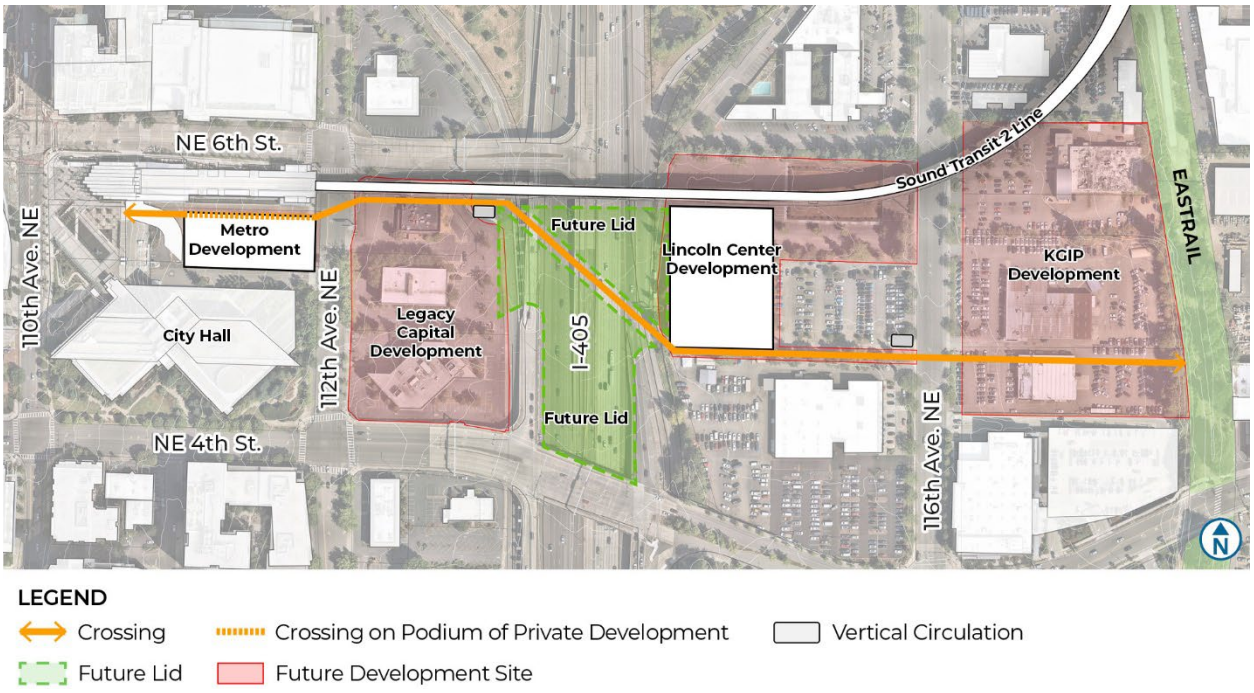


Figure 25. Alignment Alternative 6, The Dip

A description of the Level 2 evaluation by criteria area is provided below.

6.2 Connectivity

For the Level 2 screening evaluation, five categories were proposed under Connectivity to measure the effectiveness of each alignment alternative, (1) Bicycle System Connectivity, (2) Pedestrian Connectivity, (3) Multimodal Access, (4) Access to Opportunities, and (5) Potential to Reduce Vehicle Trips. A numerical scale of 1 to 3 is used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria. The scores are also color coded to give a visual representation where a score of 3 is coded green, 2 is coded as yellow and 1 is coded as red.

Discussions on the criteria and scoring were divided into prior to lid construction and after lid construction. Definitions of the five categories and scoring are shown below in Table 3 (prior to lid construction) and Table 4 (after lid construction). Notably Table 4 indicates alignment Alternative 3 is only considered without the lid over I-405 and as an option for consideration should the lid not be an option.

Table 3. Level 2 Screening Connectivity Criteria and Scoring Prior to Full Lid Construction

Level 2 Criteria	Definition	Without a full lid over I-405			
		Alt 2	Alt 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Bicycle System Connectivity	**1** = Does not close bike network gaps or provides safe and comfortable access to bicycle network **2** = Partially closes bike network gaps and/or provides somewhat safe and comfortable access to bicycle network along the corridor and beyond Eastrail **3** = Closes bike network gaps and provides safe and comfortable access to bicycle network along the corridor and beyond Eastrail.	3	3	3	3
Pedestrian Connectivity	**1** = Does not close pedestrian network gaps or provides safe and comfortable access to pedestrian network **2** = Partially closes pedestrian network gaps and/or provides somewhat safe and comfortable access to pedestrian network along the corridor and beyond Eastrail **3** = Closes pedestrian network gaps and provides safe and comfortable access to pedestrian network along the corridor and beyond Eastrail	2	2	2	2
Multimodal Access	**1** = Does not improve direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton **2** = Somewhat improves direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton **3** = Significantly improves direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton	3	3	3	3
Access to Opportunities	**1** = Does not improve access to employment, retail, or recreation activities **2** = Somewhat improves access to employment, retail, and recreation activities **3** = Significantly improves access to employment, retail, and recreation activities	1	3	2	2
Potential to Reduce Vehicle Trips	**1** = Does not shorten travel distance and travel time compared to vehicle travel path **2** = Somewhat shortens travel distance and travel time compared to vehicle travel path **3** = Significantly shortens travel distance and travel time compared to vehicle travel path	3	3	3	3

Table 4. Level 2 Screening Connectivity Criteria and Scoring after Full Lid Construction

Level 2 Criteria	Definition	With a full lid over I-405			
		Alt 2	Alt 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Bicycle System Connectivity	**1** = Does not close bike network gaps or provides safe and comfortable access to bicycle network **2** = Partially closes bike network gaps and/or provides somewhat safe and comfortable access to bicycle network along the corridor and beyond Eastrail **3** = Closes bike network gaps and provides safe and comfortable access to bicycle network along the corridor and beyond Eastrail.	3	NA	3	3
Pedestrian Connectivity	**1** = Does not close pedestrian network gaps or provides safe and comfortable access to pedestrian network **2** = Partially closes pedestrian network gaps and/or provides somewhat safe and comfortable access to pedestrian network along the corridor and beyond Eastrail **3** = Closes pedestrian network gaps and provides safe and comfortable access to pedestrian network along the corridor and beyond Eastrail	3	NA	3	3
Multimodal Access	**1** = Does not improve direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton **2** = Somewhat improves direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton **3** = Significantly improves direct access to transit stops for pedestrians and bicyclists between downtown Bellevue and Wilburton	3	NA	3	3
Access to Opportunities	**1** = Does not improve access to employment, retail, or recreation activities **2** = Somewhat improves access to employment, retail, and recreation activities **3** = Significantly improves access to employment, retail, and recreation activities	2	NA	3	3
Potential to Reduce Vehicle Trips	**1** = Does not shorten travel distance and travel time compared to vehicle travel path **2** = Somewhat shortens travel distance and travel time compared to vehicle travel path **3** = Significantly shortens travel distance and travel time compared to vehicle travel path	3	NA	3	3

Note: Alternative 3 is created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this is not evaluated for the after lid construction scenario.

6.2.1 Bicycle System Connectivity

This criterion considers bicycle network gaps closed and new bicycle connections created through access points along the proposed alternatives[1]. There are no existing east-west bicycle facilities with low Level of Traffic Stress (LTS)[2] over I-405 in the vicinity of the proposed alignments. All alternatives would greatly improve bicycle connectivity between downtown Bellevue and Wilburton with a more direct and safer path.

- Prior to Full Lid Construction
  All four alternatives provide at least one access point to the four city blocks the structure will span, even though the types and number of connections to the street network vary. Given the large travel shed on bicycle, the specific connection location of the access does not affect bicycle connectivity as much. All alternatives were scored 3.
- After Full Lid Construction
  A full lid will provide additional connections to NE 4th Street. Similar to the prior to full lid construction, all alternatives would provide more direct and lower LTS connections over I-405 and to NE 4th Street. All alternatives were scored 3.

6.2.2 Pedestrian Connectivity

Like bicycle system connectivity, pedestrian connectivity is evaluated based on closing pedestrian network gaps and access points to the bridge structure. All alternatives provide more direct, lower LTS and more comfortable pedestrian connections than existing and planned future networks between downtown Bellevue and Wilburton[3]. Alternative 6, the Diagonal Dip, creates a longer crossing over high-volume I-405, an unpleasant experience for pedestrians. At least one access point to the street network is provided on each block along the structure in all four alignment alternatives.

- Prior to Full Lid Construction
  Due to a smaller travel shed compared to bicyclists, pedestrian connectivity is not as effective without access to NE 4th Street prior to the full lid construction. Therefore, Alternatives 2, 3, and 4 scored a 2, while Alternative 6 scored a 1 due to the longer crossing over I-405.
- After Full Lid Construction
  With direct access to NE 4th Street via the full lid, pedestrian travel shed will be expanded. Scores improved to 3 with full lid construction.

[1] Existing and future bicycle networks from City of Bellevue's Mobility Implementation Plan (2022), https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/Bellevue_MIP_Vol1%262_8.1.22.pdf
[2] Based on standards detailed in WSDOT Design Bulletin – Designing for Level of Traffic Stress https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf
[3] Pedestrian network performance analysis in City of Bellevue's Mobility Implementation Plan (2022), https://bellevuewa.gov/sites/default/files/media/pdf_document/2022/Bellevue_MIP_Vol1%262_8.1.22.pdf

6.2.3 Multimodal Access

Multimodal access evaluates the quality of pedestrian and bicycle access to transit, including both Link light rail stations and bus stops in vicinity of the project[4]. In addition to access to the new Bellevue downtown Link station, Alternatives 2, 3, and 4 would have an eastern alignment end point within 1/4 mile of Rapid Ride B while Alternative 6 would have an eastern end point within 1/4 mile of Route 271, an all-day frequent bus service with 15-minute headways during peak periods.

- Prior to Full Lid Construction
  All four alternatives would provide direct and low LTS connections to high-quality frequent transit options. All were scored 3.
- After Full Lid Construction
  With the full lid in place, pedestrians and bicyclists will have more direct access to Route 271, whose stops are located south of NE 4th Street. The full lid will equally improve multimodal access for four alternatives. The scores remain 3 for all alternatives.

6.2.4 Access to Opportunities

This criterion is evaluated based on improved access to employment, retail and recreation opportunities. For employment opportunities, a 1/4-mile buffer was created using access points along the structure to capture jobs within walking distance using 2021 LEHD Origin-Destination Employment Statistics (LODES) data[5]. Access to retail opportunities is assessed based on interface with future developments along the structure. Access to recreation opportunities is evaluated based on public open spaces within 1/4 mile of access points on the structure. A composite of the three factors is used for the final score. The most distinguishing factor for all alignment alternatives is access to existing retail opportunities in the downtown core and anticipate future retail/recreational activities and future employment opportunities envisioned as part of the Wilburton Visioning. The results for the other two factors are very similar, which can be attributed to closeness of all access points on the four alternatives.

- Prior to Full Lid Construction
  Without more direct access to NE 4th Street on the full lid, all four alternatives provide access to slightly fewer jobs compared to the after lid construction scenario, so score baseline is 2 for all alternatives. Alternative 2 does not integrate with developments and, therefore, is scored at 1 for lack of access to retail opportunities assuming the alternative could proceed without access to proposed developments. All alternatives provide access to three public open spaces in downtown Bellevue off the structure. Alternative 3 is scored at 3 due to the two public open spaces available along the structure and other uses, such as retail that could occur at other levels below the open space.
- After Full Lid Construction
  The score baseline is raised to 3 due to access to additional jobs via NE 4th Street on the lid. Other factors remain the same, so Alternative 2 is scored lower at 2 as it will proceed potentially without access to proposed developments.

[4] Transit stops in project vicinity are based on Chapter 3.9 Transportation in Wilburton Commercial Area Study 3-9_Transportation_Wilburton_DEIS_2018.pdf (bellevuewa.gov)

[5] Data acquired through Census on the Map, latest data update of the 2021 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) data made available on November 15, 2023 https://onthemap.ces.census.gov/

6.2.5 Potential to Reduce Vehicle Trips

This criterion evaluates the potential to reduce active mode travel distance and time compared to driving between downtown Bellevue and Wilburton. Time spent looking for parking and distance between parking and trip origin/destination were factored into consideration. The alternatives would provide a more attractive option of walking and biking to replace short driving trips between the two neighborhoods.

- Prior to Full Lid Construction
  All four alternatives would provide a more direct walk path between downtown Bellevue and Wilburton compared to driving. Although Alternative 6 is slightly longer in distance, the difference is under 100 feet and can be assumed to not affect mode choice. Time savings compared to driving would come from parking and wait time at traffic lights when walking between parking and destinations. All alternatives were scored 3.
- After Full Lid Construction
  The full lid will provide more direct access to NE 4th Street and slightly shorter walk time. The connection from the structure without the lid still provides full benefits of a more attractive alternative to some short driving trips, so the scores for both prior to and after lid construction were 3.

6.3 Safety

For evaluation of this category at this stage, wayfinding was the only criterion evaluated before the project team enters the TS&L process. As the design progresses, this category will be expanded in scope to evaluate Crime Prevention through Environmental Design for each alignment alternative. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on wayfinding and scoring were divided into prior to lid construction and after lid construction. The definition of wayfinding and scoring are shown below in Table 5 (prior to lid construction) and Table 6 (after lid construction).

Table 5. Level 2 Screening Safety Criterion and Scoring prior to Full Lid Construction

Criteria	Definition	Without a full lid over I-405			
		Alt. 2	Alt 3	Alt 4	Alt. 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Wayfinding	**1** = Unclear points of entry/exit along the alt. alignment. Disconnected lines of sight throughout the alt. alignment. Disconnected navigation throughout the alt. alignment **2** = Clear points of entry/exit along the alt. alignment. Relatively continuous lines of sight throughout the alt. alignment **3** = Clear points of entry/exit along the alt. alignment. Relatively continuous lines of sight throughout the alt. alignment. Very logical and connected navigation throughout the alt. alignment	3	2	2	1

Table 6. Level 2 Screening Safety Criterion and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Wayfinding	**1** = Unclear points of entry/exit along the alt. alignment. Disconnected lines of sight throughout the alt. alignment. Disconnected navigation throughout the alt. alignment **2** = Clear points of entry/exit along the alt. alignment. Relatively continuous lines of sight throughout the alt. alignment **3** = Clear points of entry/exit along the alt. alignment. Relatively continuous lines of sight throughout the alt. alignment. Very logical and connected navigation throughout the alt. alignment	3	NA	2	2

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after lid construction scenario.

6.3.1 Wayfinding

Wayfinding was evaluated based on having legible points of entry/exit, continuous lines of sight, and logical and connected navigation along the alignment. Considerations include types of interfaces with development sites, path directness on the structure, and opportunities to access the street network.

- Prior to Full Lid Construction
  Alternative 2, Simple Span, scores the highest due to its direct connection between alignment end points, unobstructed lines of sight, and clear entry/exit points. Alternatives 3 and 4 were scored 2 due to added interfaces with development sites, which would add complexity to navigate but can be designed to include clear and logical wayfinding elements. Alternative 6 is similar to Alternatives 3 and 4 but the dip over I-405 makes the line of sight and navigation more disconnected and, therefore, was scored as 1.
- After Full Lid Construction
  With the full lid, Alternative 2 remains the easiest to navigate out of all alternatives. Alternatives 4 and 6 were scored 2 because of added openness in lines of sight.

6.4 Comfort

For the Level 2 evaluation, two categories are proposed under Comfort to measure the effectiveness of each alignment alternative, (1) separation from Other Modes and (2) Noise. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on the criteria and scoring are divided into prior to lid construction and after lid construction. Definitions of the two criteria and scoring are shown below in Table 7 (prior to lid construction) and Table 8 (after lid construction).

Table 7. Level 2 Screening Comfort Criteria and Scoring prior to Full Lid Construction

Criteria	Definition	Without a full lid over I-405			
		Alt. 2	Alt 3	Alt 4	Alt. 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Separation from Other Modes	**1** = Does not provide sufficient separation between bicycle and pedestrians **2** = Provides partial separation between bicycle and pedestrians **3** = Provides sufficient separation between bicycle and pedestrians	2	2	2	2
Noise	**1** = Does not minimize or avoid noise impacts; **2** = Partially minimizes or avoids noise impacts; **3** = More fully minimizes or avoids noise impacts.	2	2	2	2

Table 8. Level 2 Screening Comfort Criteria and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Separation from Other Modes	**1** = Does not provide sufficient separation between bicycle and pedestrians **2** = Provides partial separation between bicycle and pedestrians **3** = Provides sufficient separation between bicycle and pedestrians	3	NA	3	3
Noise	**1** = Does not minimize or avoid noise impacts **2** = Partially minimizes or avoids noise impacts **3** = More fully minimizes or avoids noise impacts	3	NA	3	2

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after lid construction scenario.

6.4.1 Separation from Other Modes

This criterion evaluates the separation between bicyclists and pedestrians on the structure. This will depend on the width of the structure, which is under analysis and design as the project team develops the TS&L report.

- Prior to Full Lid Construction
  All alternatives are assumed to have the same width and are able to provide some separation between pedestrians and bicyclists. They will all be designed with safety and mode separation in mind. All alternatives were scored 2 due to more space constraints compared to after full lid construction.
- After Full Lid Construction
  The addition of the full lid will provide sufficient space to separate pedestrians and bicyclists for that portion of the crossing that is over I-405.

6.4.2 Noise

Some of the most significant impacts for travelers may be noise impacts during construction-related noise (i.e., use of heavy equipment, duration of construction, timing of construction, and distance from sensitive receptors), as well as permanent operation noise related to the daily use of the roadway (i.e., traffic volume, traffic speed, freight traffic, and distance from sensitive receptors). Scores were based on qualitative assessments of proximity to noise generators, such as freeway noise and construction. A score of 1 represents the potential for relatively high noise impacts on facility users, while a score of 3 represents the potential for relatively low noise impacts.

- Prior to Full Lid Construction
  At this stage of the project, width of the structure is still under development and assumed to be the same across alternatives. More details will be available after the TS&L process is completed. All alternatives received a score of 2 prior to lid construction.
- After Full Lid Construction
  With a full lid over I-405, the qualitative noise effects of the freeway will be largely mitigated for all alternatives. However, Alternative 6 crosses I-405 diagonally and will expose users to more highway noise. Alternatives 2 and 4 were scored 3 and Alternative 6 was scored 2.

6.5 Transformative/Iconic

For the Level 2 evaluation, three categories are proposed prior to lid construction and two categories are proposed after lid construction under Transformative/Iconic to measure the effectiveness of each alignment alternative and evaluate the effects of a full lid. Prior to lid construction, criteria include (1) reliance on future lid, (2) delivers iconic experience, and (3) signature bridge structure. After lid construction, only the latter two criteria are relevant. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on the criteria and scoring are divided into prior to lid construction and after lid construction. Definitions of the criteria and scoring are shown below in Table 9 (prior to lid construction) and Table 10 (after lid construction).

Table 9. Level 2 Screening Transformative/Iconic Criteria and Scoring prior to Full Lid Construction

Criteria	Definition	Without a full lid over I-405			
		Alt. 2	Alt 3	Alt 4	Alt. 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Reliance on Future Lid	**1** = Does not provide space/opportunities for activation and transformative experiences without a lid **2** = Provides some space/opportunities for activation and transformative experiences without a lid **3** = Provides sufficient space/opportunities for activation and transformative experiences without a lid	1	3	2	3
Delivers Iconic Experience	**1** = Has no park or active edge and does not deliver an iconic experience for user **2** = Delivers iconic experience for user through park, active edge or lid **3** = Deliver delivers iconic experience for user through park, active edge and lid	1	2	2	2
Signature Bridge Structure	**1** = Has least potential for signature bridge structure **2** = Has some potential for signature bridge structure **3** = Has most potential for signature bridge structure	2	2	2	3

Table 10. Level 2 Screening Transformative/Iconic Criteria and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Delivers Iconic Experience	**1** = Has no park or active edge and does not deliver an iconic experience for user **2** = Delivers iconic experience for user through park, active edge or lid **3** = Deliver delivers iconic experience for user through park, active edge and lid H	1	NA	2	3
Signature Bridge Structure	**1** = Has least potential for signature bridge structure **2** = Has some potential for signature bridge structure **3** = Has most potential for signature bridge structure	2	NA	2	3

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after lid construction scenario.

6.5.1 Reliance on Future Lid

Due to the complexity of lid construction, it was necessary to consider the impact of phasing and ensure the structure without lid would be able to meet expectations. This criterion evaluates reliance on future lid of each alignment alternative to provide activation opportunities and transformative experiences. It does not apply to the scenario of after lid construction.

- Prior to Full Lid Construction
  The uses of and interactions with adjacent development sites were key to the scoring of this criterion. Without a full lid construction, these sites provide activation opportunities and create interactive experiences with businesses and recreation spaces. Alternatives 3 and 6 have the most potential to connect to adjacent sites with both business and recreation potential – Alternative 3 through open spaces on the King County Metro site and Lincoln Center site and Alternative 6 through the KGIP site. Alternative 4 provides access to retail opportunities on adjacent sites but does not have open space. Alternative 2 does not provide opportunities to directly interact with adjacent sites. The scoring reflects the tiers of opportunities along each alignment alternative.

6.5.2 Delivers Iconic Experience

This criterion evaluates number of open spaces, active edges and presence of a lid, which were used as a proxy for potential to create iconic experience from the bridge users' perspective. It should be noted there are concerns that some elements that would make a structure iconic – for example, a cable-stay structure – would not be desirable to be located close to the Sound Transit Guideway.

- Prior to Full Lid Construction
  Alternatives 3, 4, and 6 all have open space and/or active edges, whereas Alternative 2 does not have these spaces on the structure. Alternative 2 is assumed to move forward regardless of future development. The access to open space and active edges provides users a more immersive, iconic experience as they walk through the bridge. Without the lid, the former were scored 2 and the latter was scored 1.
- After Full Lid Construction
  The full lid makes all alternatives more iconic as users move through the bridge. Alternative 2 is assumed to move forward regardless of future development. Alternative 6 also includes active edges and park space and Alternative 4 includes active edges, so they score 3 and 2, respectively. Alternative 2 does not have either and, therefore, scores 1.

6.5.3 Signature Bridge Structure

This criterion considers each alternative's potential for an iconic signature structure from the viewer's perspective. It should be noted there are concerns that some elements that would make a structure iconic – for example, a cable-stay structure – would not be desirable to be located close to the Sound Transit Guideway.

- Prior to Full Lid Construction
  Alternative 6 was scored a 3 due its longer span that has greater potential for a signature bridge type, such as a cable-stayed span. Alternatives 2, 3, and 4 scored a 2; they have a shorter span and have lesser potential for a signature superstructure.
- After Full Lid Construction
  Scoring rationale for all alternatives remains the same after full lid construction

6.6 Future Flexibility

For the Level 2 evaluation, two categories were proposed under Future Flexibility to measure the effectiveness of each alignment alternative, (1) Advances Grand Framework Plan and (2) Consistency and Benefit to Future Plans. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on the criteria and scoring were divided into prior to lid construction and after lid construction. Definitions of the two criteria and scoring were shown below in Table 11 (prior to lid construction) and Table 12 (after lid construction).

Table 11. Level 2 Screening Future Flexibility Criteria and Scoring prior to Full Lid Construction

Criteria	Definition	Without a full lid over I-405			
		Alt. 2	Alt 3	Alt 4	Alt. 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Advances Grand Framework Plan	**1** = Would require changing grand framework plan **2** = Alt. is compatible with grand framework plan **3** = Alt. enhances grand framework plan	2	2	2	2
Consistency and Benefit to Future Plans	**1** = Impedes future plans by rendering development parcel undevelopable **2** = Is compatible yet agnostic to future plans (stays out of the way) **3** = Is fully integrated into future plans (adds benefit)	3	2	2	2

Table 12. Level 2 Screening Future Flexibility Criteria and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Advances Grand Framework Plan	**1** = Would require changing grand framework plan **2** = Is compatible with grand framework plan **3** = Enhances grand framework plan	3	NA	3	3
Consistency and Benefit to Future Plans	**1** = Impedes future plans by rendering development parcel undevelopable **2** = Is compatible yet agnostic to future plans (stays out of the way) **3** = Is fully integrated into future plans (adds benefit)	3	NA	2	2

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after-lid construction scenario.

6.6.1 Advances Grand Framework Plan

This criterion is in consideration of other projects planned as part of the Grand Connection Framework Plan (e.g., Eastrail Framework Plan or the I-405 Ultimate Lid Park). An option that hinders these projects was considered less desirable. Options that accommodate these projects were scored higher.

- Prior to Full Lid Construction
  All alternatives would be designed to be compatible with Eastrail plans and an I-405 lid. Alternatives 2, 3, and 4 have an eastern end point on Eastrail close to the Sound Transit right-of-way, but they can be designed to end on King County right-of-way to avoid potential conflict with future Sound Transit light rail project. Therefore, all were considered compatible with the Grand Connection Framework Plan but do not enhance the plan. All were scored 2.
- After Full Lid Construction
  With the addition of the full I-405 lid, all alternatives would enhance the Grand Connection Framework Plan vision. All were scored 3.

6.6.2 Consistency and Benefit to Future Plans

Several plans guide land use, growth, and development within the study area. While some plans may contain specific policies for land use that may be directly impacted by an option, other plans may contain broader, more general plans about how growth and economic development should occur in the region. Each alternative was evaluated for consistency with the following plans:

- City of Bellevue Comprehensive Plan (Bellevue, 2015)
- Wilburton/NE Eighth Street Subarea Plan
- Downton Subarea Plan
- Grand Connection Framework Plan
- Catalyst Crossing Feasibility Study
- Eastrail Wilburton Framework Plan (2023)
- Discussions on potential development plans with property owners adjacent to alignment

Alternatives were evaluated based on whether they support, were agnostic or impede future plans.

- Prior to Full Lid Construction
  Alternative 2 provides benefits in supporting safe, direct and comfortable connections to proposed high-density developments in Wilburton and does not rely on adjacent developments. While Alternative 2 could proceed without connection to developments, the developments could proceed and be connected to developments as they proceed. Alternatives 3, 4, and 6 all support connectivity between downtown Bellevue and Wilburton but will require coordination with property owners on future developments. Therefore, Alternative 2 was scored 3 and the rest were scored 2.
- After Full Lid Construction
  A full lid will add benefits to all alternatives equally and be more consistent with the vision in the Grand Connection Framework Plan. Scoring rationale for all alternatives remain the same.

6.7 Schedule and Approvals

For the Level 2 evaluation, five categories were proposed under Schedule and Approvals to measure the potential and risks of each alignment alternative, (1) Ability to Receive Permits and Approvals, (2) Construction Schedule Risk, (3) ESA Impacts, (4) Environmental Justice (EJ) Impacts, and (5) Impacts to Cultural Resources. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on the criteria and scoring were divided into prior to lid construction and after lid construction. Definitions of the five criteria and scoring are shown below in Table 13 (prior to lid construction) and Table 14 (after lid construction).

Table 13. Level 2 Screening Schedule and Approvals Criteria and Scoring prior to Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Ability to Receive Permits and Approvals	**1** = Most technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc. **2** = Moderate technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc. **3** = Least technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc.	3	3	3	3
Construction Schedule Risk	**1** = Requires schedule cooperation from private sites **2** = Requires schedule cooperation from City of Bellevue sites **3** = Requires minimum cooperation from all sites	3	2	2	1
ESA Impacts	**1** = Has relatively high negative impact on or does not benefit critical species habitat **2** = Has relatively moderate impact on or somewhat enhances benefits to critical species habitat **3** = Has relatively low impact on or enhances benefits to critical species habitat	3	3	3	3
EJ Impacts	**1** = Has high negative impact on or does not enhance economic, health and demographics of underserved/EJ populations **2** = Has moderate impact or somewhat enhances economic, health and demographics of underserved/EJ populations **3** = Has low negative impact or enhances economic, health and demographics of underserved/EJ populations	3	3	3	3
Impacts to Cultural Resources	**1** = Has relatively high negative impact to identified cultural/historic resources **2** = Has relatively moderate negative impact to identified cultural/historic resources **3** = Has relatively low negative impact to identified cultural/historic resources	2	2	2	3

Table 14. Level 2 Screening Schedule and Approvals Criteria and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Ability to Receive Permits and Approvals	**1** = Most technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc. **2** = Moderate technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc. **3** = Least technical work and coordination required to obtain permits and approvals such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, state and local permits, etc.	2	NA	2	2
Construction Schedule Risk	**1** = Requires schedule cooperation from private sites **2** = Requires schedule cooperation from City of Bellevue sites **3** = Requires minimum cooperation from all sites	3	NA	2	1
ESA Impacts	**1** = Has relatively high negative impact on or does not benefit critical species habitat **2** = Has relatively moderate impact on or somewhat enhances benefits to critical species habitat **3** = Has relatively low impact on or enhances benefits to critical species habitat	3	NA	3	3
EJ Impacts	**1** = Has high negative impact on or does not enhance economic, health and demographics of underserved/EJ populations **2** = Has moderate impact or somewhat enhances economic, health and demographics of underserved/EJ populations **3** = Has low negative impact or enhances economic, health and demographics of underserved/EJ populations	3	NA	3	3
Impacts to Cultural Resources	**1** = Has relatively high negative impact to identified cultural/historic resources **2** = Has relatively moderate negative impact to identified cultural/historic resources **3** = Has relatively low negative impact to identified cultural/historic resources	2	NA	2	3

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after lid construction scenario.

6.7.1 Ability to Receive Permits and Approvals

This criterion considers the ability of each alternative to obtain permits and approvals, such as WSDOT access break, NEPA/SEPA clearance, Section 106/ESA approvals, and construction permits with local agencies.

- Prior to Full Lid Construction
  All alternatives are expected to secure permits and approvals. All were scored 3. However, timing and schedule implications were difficult to predict at this stage but will be actively considered during the following design stages.
- After Full Lid Construction
  To receive permits and approvals to construct a lid over I-405 will have higher risks, including increased coordination with WSDOT. All alternatives were scored 2.

6.7.2 Construction Schedule Risk

The GCC interacts with five sites, City-owned and private, along its alignment. It will also include coordination for construction with WSDOT, Federal Highway Administration, and King County. During construction, cooperation from site owners and other agency partners will be required that may delay the schedule. This criterion measures the risk to construction schedule from cooperation with site owners, where 3 represents low risk to schedule due to minimum cooperation with sites and 1 represents highest risk due to cooperation with private site owners. Construction permits will be required from WSDOT and King County.

- Prior to Full Lid Construction
  Alternative 2 scored a 3 as it spans over all sites and has minimum interaction with them. Alternatives 3, 4, and 6 required more interaction with City-owned and other sites in the form of open spaces or active edges. Alternative 6 scored the lowest as it requires cooperation from private sites, namely the KGIP site as it dips south.
- After Full Lid Construction
  Scoring rationale for all alternatives remains the same.

6.7.3 Endangered Species Act

This criterion considers potential impacts under the ESA on a scale of 1-3. A score of 1 represents the potential for a relatively high impact on species habitat (e.g., the potential to result in a Likely to Adversely Affect determination for one or more federally protected species or their designated critical habitat) or the potential to further impact fish passage at Sturtevant Creek. A score of 3 represents the potential to result in a Not Likely to Adversely Affect or No Effect determination for federally protected species or their designated critical habitat and indicates the alternative would not preclude fish passage requirements for Sturtevant Creek.

- Prior to Full Lid Construction
  No mapped wetlands are in the vicinity of the alignments evaluated in the Level 2 screening; Alternatives may impact steep slopes located adjacent to Eastrail. The alignments would have limited effect to these resources[6]. Sturtevant Creek is in a pipe system for much of its reach between NE 8th Street and where it crosses I-405 in the vicinity of the proposed alignments, and it is partially daylit south of all alignments[7]. All alignments would be designed to not preclude

[6] I-405 Downtown Bellevue Vicinity Express Toll Lanes Project Environmental Assessment https://wsdot.wa.gov/sites/default/files/2021-11/I405-Downtown-Bellevue-Vicinity-Express-Toll-Lanes-EA.pdf
[7] Sound Transit East Link Environmental Impact Study, Chapter 4 Affected Environment and Environmental Consequences Microsoft Word - EL_FEIS_Sec4.8_EcosystemResources_FINAL_06-10-2011 (soundtransit.org)

future additional daylighting of stream in this area. The project is located in an existing highly urbanized and developed area with minimal wildlife habitat. The best management practices will be applied to mitigate construction impacts. All new pavement and stormwater systems would be designed to comply with all relevant regulations. The GCC would not be considered pollution-generating impervious surfaces because it is a bicycle and pedestrian facility. All alternatives received a score of 3 for these reasons.

- After Full Lid Construction
  Scoring rationale for all alternatives remains the same and assumes no effect on the proposed daylighting of Sturtevant Creek, a project proposed by WSDOT.

6.7.4 Environmental Justice Impacts

This criterion considered the demographics of the area within 1/2 mile of the alignments and whether any of the alternatives would have a potential for disproportionate impacts to EJ (low-income and/or minority) populations during construction or operation of the alignments. A score of 1 represents the potential for relatively high impacts and lower benefits for EJ populations, while a score of 3 represents the potential for relatively low impacts and greater benefits for EJ populations.

- Prior to Full Lid Construction
  All alternatives would provide safe, comfortable active transportation facilities with potential health benefits for all ages and abilities and access to economic opportunities. According to the EJScreen report for the area, 1/2 mile around alignment alternatives, all alternatives evaluated in the Level 2 screening cross areas with a population that is 10 percent low income (lower than state/national averages) and 55 percent people of color (primarily Asian, higher than state/national average)[8]. Some health and climate indicators were better than state/national average within 1/2 mile of alignment alternatives. The scoring assumes that none of the alternatives would require relocations or displacements of residents or businesses. The City's proposed safe parking site east of I-405 near the alignments may be affected if in operation during construction/operations. All alternatives receive a score of 3.
- After Full Lid Construction
  Scoring rationale for all alternatives remains the same.

6.7.5 Impacts to Cultural Resources

This criterion considers the potential for impacts to historic or cultural resources protected under Section 106 of the National Historic Preservation Act during construction or operation of the alignments. A score of 1 represents the potential for a relatively high impact to historic and cultural resources, while a score of 3 represents the potential for a relatively low impact to historic and cultural resources.

- Prior to Full Lid Construction
  According to existing publicly available documentation for the project area[9], no National Registry of Historic Places (NRHP) listed/eligible historic properties were within 1/2 mile of the alternatives. For Alternatives 2, 3, and 4, adjacent parcels have buildings close to or older than 50 years old, including 530 112th Avenue NE (a restaurant built in 1977) and 515 116th Avenue NE (Lincoln Center 2, a structure built in 1975, owned by City of Bellevue). The 600 116th

[8] EJScreen report extracted from https://ejscreen.epa.gov/mapper/
[9] Documentations include I-405 Downtown Bellevue Vicinity Express Toll Lanes Project Environmental Assessment – Attachment I: Cultural Resources Survey Discipline Report (I-405 Downtown Bellevue Vicinity Express Toll Lanes Project Environmental Assessment - Attachment I: Cultural Resources Survey Discipline Report (wa.gov)) and Sound Transit East Link Final Environmental Impact Study (Microsoft Word - EL_FEIS_Sec4.16_Cultural_FINAL_06-14-2011 (soundtransit.org))

Avenue NE property on the east side of I-405 near alignments 2, 3 and 4 has a building of historic age (Cadillac dealership built in 1960). The Cadillac dealership has been remodeled. The East Link Final Environmental Impact Statement did not identify any of these properties as eligible for NRHP listing. Due to these potential risks, these three alternatives received a score of 2. Alternative 6 does not pass through the Cadillac dealership property and crosses through more moderate-risk archaeological areas.
All of the alternatives are located in moderate to high risk areas for archaeological resources, and survey is advised, according to the latest mapping from the Washington Department of Archaeology and Historic Preservation[10].

- After Full Lid Construction
  Scoring rationale for all alternatives remains the same.

6.8 Cost Feasibility

For the Level 2 evaluation, five categories were proposed under Cost Feasibility to measure the potential and risks of each alignment alternative, (1) Construction Cost, (2) Operation/Maintenance Cost, (3) Ability to Receive Full Funding, (4) Enhanced Property Values, and (5) Traffic Disruption. A numerical scale of 1 to 3 was used throughout the screening process to rate each alternative against each criterion, 1 being the lowest in effectiveness in meeting the criteria.

Discussions on the criteria and scoring were divided into prior to lid construction and after lid construction. Definitions of the five criteria and scoring are shown below in Table 15 (prior to lid construction) and Table 16 (after lid construction).

[10] Mapping obtained from https://wisaard.dahp.wa.gov/Map

Table 15. Level 2 Screening Cost Feasibility Criteria and Scoring prior to Full Lid Construction

Criteria	Definition	Without a full lid over I-405			
		Alt. 2	Alt 3	Alt 4	Alt. 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Construction Cost	**1** = Has relatively high cost **2** = Has relatively moderate cost **3** = Has relatively low cost	3	2	2	2
Operation / Maintenance Cost	**1** = Has relatively high cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities) **2** = Has relatively moderate cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities) **3** = Has relatively low cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities)	3	2	2	2
Ability to Receive Full Funding	**1** = Does not align well with the values of funding organizations, for example equity, sustainability and safety **2** = Somewhat aligns well with the values of funding organizations, for example equity, sustainability and safety **3** = Aligns well with the values of regional, state and Federal funding organizations, specifically equity, safety and sustainability	3	3	3	2
Enhanced Property Values	**1** = Diminishes adjacent property value **2** = Has little effect on adjacent property value **3** = Enhances adjacent property value based	3	3	3	3
Traffic Disruption	**1** = Requires extensive detouring of travel for long periods of time **2** = Requires some detouring of travel with moderate impact on travel time **3** = Can be constructed with minimal disruption for all modes of travel	3	3	3	3

Table 16. Level 2 Screening Cost Feasibility Criteria and Scoring after Full Lid Construction

Criteria	Definition	With a full lid over I-405			
		Alt. 2	Alt. 3	Alt 4	Alt 6
		Simple Spans	Public Open Spaces	Public Active Edges	Diagonal Dip
Construction Cost	**1** = Has relatively high cost **2** = Has relatively moderate cost **3** = Has relatively low cost	3	NA	1	1
Operation / Maintenance Cost	**1** = Has relatively high cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities) **2** = Has relatively moderate cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities) **3** = Has relatively low cost of operation and maintenance incurred by the City (assuming city-owned podia and open spaces are operated and maintained by private entities)	3	NA	2	2
Ability to Receive Full Funding	**1** = Does not align well with the values of funding organizations, for example equity, sustainability, and safety **2** = Somewhat aligns well with the values of funding organizations, for example equity, sustainability and safety **3** = Aligns well with the values of regional, state and Federal funding organizations, specifically equity, safety and sustainability	3	NA	3	2
Enhanced Property Values	**1** = Diminishes adjacent property value **2** = Has little effect on adjacent property value **3** = Enhances adjacent property value based	3	NA	3	3
Traffic Disruption	**1** = Requires extensive detouring of travel for long periods of time **2** = Requires some detouring of travel with moderate impact on travel time **3** = Can be constructed with minimal disruption for all modes of travel	2	NA	2	2

Note: Alternative 3 was created to provide an alternate lid experience by creating public open spaces on adjacent publicly owned properties in case a lid over I-405 becomes infeasible; therefore, this was not evaluated for the after lid construction scenario.

6.8.1 Construction Cost

This criterion compares the relative cost of construction for each alternative with 1 having a high relative cost and 3 having a low relative cost.

- Prior to Full Lid Construction
  Alternative 2 scored a 3 as it has no podiums and open spaces/parks; the other alternatives scored a 2 due to podiums, open spaces, or active edges that drive up overall project cost. Some of these costs may be borne by developments if these developments advance in way that supports the project.

- After Full Lid Construction
  Lid construction adds to the overall project cost; hence, Alternatives 4 and 6 scored low. Alternative 2 still has a relatively low cost and has a score of 3.

6.8.2 Operation/Maintenance Cost

This criterion compares the relative operation and maintenance cost for each alternative with 1 corresponding to a high relative cost and 3 corresponding to a low cost. It is assumed that the podiums on City-owned sites are maintained and operated by private entities.

- Prior to Full Lid Construction
  Alternative 2 spans over all sites and, hence, has the least cost. Alternatives 3 and 4 connect to sites and these connections add to the maintenance and operation cost; therefore, they scored lower. Alternative 6 scored a 2 as it is longer and will cost more to operate and maintain.
- After Full Lid Construction
  Addition of a lid increases the cost by equal measure for all alternatives with the scoring rationale remaining the same.

6.8.3 Ability to Receive Full Funding

Scale of 1 to 3, where 1 reflects a solution that would not compete well for non-City funding. This criterion reflects the ability of a solution to compete well for regional funding, such as Surface Transportation Program or Congestion Management Air Quality, state, and federal/U.S. Department of Transportation discretionary grants. It can be evaluated based on how well the solution meets grant criteria, including reduction in GHG emissions, implementation of sustainable practices, enhancements to safety, and contributions to equity.

- Prior to Full Lid Construction
  The Grand Connection, including the Crossing, is a high-priority investment for the City of Bellevue and is likely to receive strong endorsement and support for local and federal funding. Alternatives 2, 3, and 4 with a straight and shorter crossing would likely have a simpler construction and compete with a better benefit as compared to a construction cost Benefit Cost Analysis as compared to Alternative 6 with a diagonal construction and longer crossing across I-405. Alternatives 2, 3, and 6 prior to lid construction would likely compete well for funding and received a 3. The higher cost and potentially lower benefit/cost could make Alternative 6 slightly less competitive, and it received a 2.
- After Full Lid Construction
  For the future connection to the full lid, the scores would not change. Alternatives 2 and 4 received a 3. The lid for Alternative 6 is developed in two pieces on each side of the diagonal crossing and received a 2.

6.8.4 Enhanced Property Values

The structure would greatly increase connectivity for active transportation and enhance adjacent property values. This criterion evaluates the potential of the enhanced values.

- Prior to Full Lid Construction
  Each alternative would provide access to adjacent properties and connect directly to the downtown Bellevue Link station and future high-density areas in Wilburton. The benefits of the bridge would enhance property values of adjacent sites. All were scored 3.
- After Full Lid Construction
  Using the same rationale as prior to full lid construction, all alternatives would score 3.

6.8.5 Traffic Disruption

Construction of the bridge would involve temporary closure and potential traffic disruption will be evaluated and detours identified. Construction complexity over I-405 was a major consideration in scoring.

- Prior to Full Lid Construction
  The construction of all alternatives will be carefully planned to minimize traffic disruption. All alternatives would have the same footprint on the road network; therefore, construction would have similar impact on traffic. Qualitatively all were scored 3 due to available mitigation strategies.
- After Full Lid Construction
  With the full lid over I-405, construction would be more complex with potential impact on the interstate. Qualitatively all were scored 2.

7.0 CARRIED FORWARD TO TYPE, SIZE, AND LOCATION STUDY

The two alignments, a northern alignment conveyed in Alternatives 2, 3, and 4, and a dip alignment shown as Alternative 6 will be considered in the TS&L study that will consider more detailed design, constructability, impacts, and cost elements. Each of the northern alignment alternatives provide flexibility of the underlying alignment to meet the project needs. To increase flexibility of the alternatives being considered, Alternatives 2, 3, and 4 are being considered with optional spurs connecting to Eastrail using one of two optional alternatives. The TS&L report will consider these elements and make a single alignment recommendation.

APPENDIX A

DESIGN CHARRETTE SUMMARY

City of Bellevue

Bellevue Grand Connection:
I-405 Crossing – Downtown to Eastrail

Appendix A: Design Charette Summary

February 9, 2024

Project Overview

To continue to meet Bellevue's transportation needs, the City of Bellevue developed the Grand Connection program—a series of projects and initiatives designed to improve the experience for people walking from Meydenbauer Bay Park through downtown Bellevue across Interstate 405 (I-405) to Eastrail. The City is developing preliminary design plans for the Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail (Grand Connection Crossing) to improve the experience for people walking and rolling and support growth and continued development in the project area.

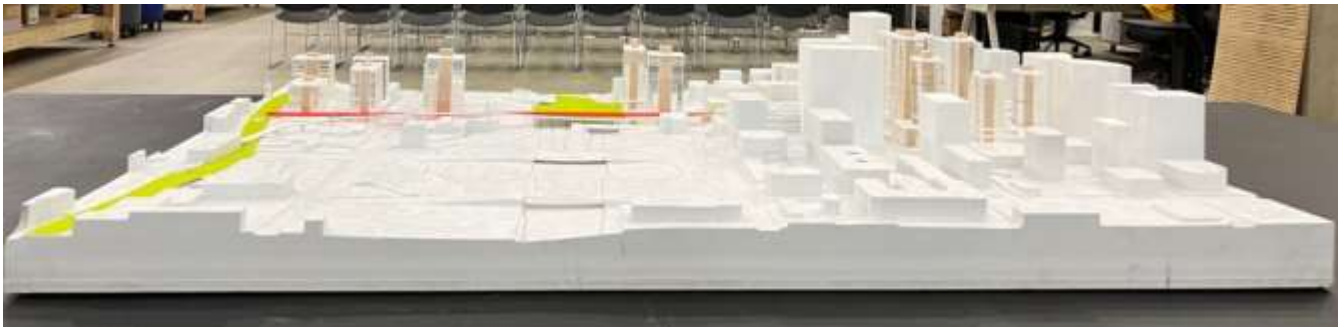


Figure 1: City architectural model to scale of the project area that attendees used to visualize what the Grand Connection Crossing encompasses during discussions.

The City's design charrette was made up of internal City stakeholders and business partners, where they shared insight about their aspirations and visions of the connection to the project design team. The charrette helped the project design team clarify priorities and set expectations of what is technically feasible within the project area to internal City stakeholders and business partners.

Meeting Details

The project team facilitated the charrette on Monday, December 4, 2023, from 10 a.m. to 12 p.m. This hybrid meeting was held both in-person at LMN's studio and virtually on Teams, using the Miro engagement tool.

Attendees

The following participants represented a variety of City departments, internal stakeholders, and potential partners committed for engagement and advancement of the Grand Connection Crossing Project:

- Patrick Bannon, *Bellevue Downtown Association*
- Aditi Mukherji, *City of Bellevue*
- Andrea Tonc, *City of Bellevue*
- Anthony Gill, *City of Bellevue*
- Brieana Vogler, *City of Bellevue*
- Doug Vogt, *City of Bellevue*
- Elizabeth Stead, *City of Bellevue*
- Emil A. King, *City of Bellevue*
- Franz Loewenherz, *City of Bellevue*
- Gillian Hagstrom, *City of Bellevue*
- Hillary Stibbard, *City of Bellevue*
- Isack Habte, *City of Bellevue*
- Janet Shull, *City of Bellevue*
- Jeremy Chin, *City of Bellevue*
- Jesse Canedo, *City of Bellevue*
- Jon P. Warren, *City of Bellevue*
- Jonathan Winslow, *City of Bellevue*
- Jun Suk An, *City of Bellevue*
- Justin Panganiban, *City of Bellevue*
- Katie Halse, *City of Bellevue*
- Kyle Potuzak, *City of Bellevue*
- Loren Matlick, *City of Bellevue*
- Merryn Hearn, *City of Bellevue*
- Mia Waters, *City of Bellevue*
- Riley MacPhee, *City of Bellevue*
- Ryan Walker, City of Bellevue
- Tatsuyuki Komada, *City of Bellevue*
- Thomas Conway, *City of Bellevue*
- Tim Kariel, *City of Bellevue*
- Tyler Moore, *City of Bellevue*
- Casiano Atienza, *City of Bellevue*
- Katherine Hollis, *East Rail Partners*
- Stacy Graven, *Friends of Grand Connection*
- Andrew Coates, *KGIP*
- Scott Holbrook, *KGIP*
- Steve Kramer, *KGIP*
- Curt Warber, *King County*
- Walter Scott, *Legacy Commercial*
- Adam Amrhein, *LMN Architects*
- Schuyler McAuliffe, *LMN Architects*
- Stephen Van Dyck, *LMN Architects*
- Tim Carr, *Meydenbauer Center*
- Natalie Quick, *Natalie Quick Consulting*
- Tara Green, *OJB*
- Jereck Boss, *OJB*
- Cameron Rouze, *OJB*
- Laura LaBissoniere Miller, *PRR*
- Ian Kell, *Seneca Group*
- Mark Epstein, *Sound Transit*
- Jenkins Chan, *SU Development*
- Barrett Hanson, *WSDOT*
- Jeanne Acutanza, *WSP*
- Justin Clark, *WSP*
- Lorelei A. Williams, *WSP*
- Matthew Barber, *WSP*
- Jamie Strausz-Clark, *3Si*
- Drew Hill

Figure 2: In-person attendees arriving for overview presentation.

Meeting Overview

Lorelei Williams, WSP consultant team project manager, welcomed participants and reviewed the meeting agenda. Jesse Canedo, City of Bellevue chief economic development officer, reviewed the Grand Connection program background and vision. Jun Suk An, Grand Connection Crossing project manager, introduced the project and gave an overview of work happening during preliminary design. Adam Amrhein, LMN Architects, shared early inspiration images before returning to Lorelei to review the meeting objectives. Jereck Boss, LMN studios, introduced the Miro tool and provided a brief tutorial.

Participants were then divided into three breakout groups for facilitated discussions. Each breakout group focused on key topics: place and design, people and connections, and economic and community development. Each group had the common goal of building a collective vision for the project team to use to develop design alternatives.

Figure 3: Jun Suk An, Grand Connection Crossing project manager, introduced the project and gave an overview of preliminary design.

Breakout Group Discussion Summary

The project team framed the small group discussions by sharing their expectation with participants:

- We want to understand and build the collective visions that we can use to develop the design alternatives
- No decisions will be made today
- We don't know enough yet to get into detailed design ideas
- We do not have enough info to tell you definitively what is not possible or certain, but we will have that as we develop our design alternatives
- The Miro boards will stay open until the end of the day, December 18
- We will culminate the understandings gained and post a summary

With these expectations framing the conversation, breakout group participants showed enthusiasm and ingenuity for the possibilities of the Bellevue Grand Connection crossing. A common sentiment that participants shared was the potential of this crossing to serve as a public art space in various forms and how it could provide an economic benefit to local artists in addition to beautification.

Additionally, participants focused on the transformative benefit to active transportation opportunities, emphasizing the need for the space to feel inviting and easy to use for people of all ages, backgrounds, and abilities. Although participants shared many ideas for how the crossing could serve the City's economic interests, they shared as well that the crossing should be a free experience. In particular, they shared that the crossing should be free from the pressure to purchase anything, and that it should allow for easy rest and enjoyment of Bellevue's natural environment and rich diversity in arts and culture.

People and Connections

The following summarizes key take aways from the breakout groups as they answered the following questions about equity, feasibility, and safety:

What value in connection does this crossing hold? The future lid? How does this project represent and embody equity? This project expects to be all things-fast, affordable and iconic; place these priorities in order of importance and explain. What does safety mean to you in the context of this crossing?

Participants expressed a desire to see this crossing be a safe, intuitive, and welcoming place for all to gather, recreate, and linger. Participants encouraged the City to plan for future mobility needs, including scooters and amenities to accommodate electric charging. By nature of the project, a new crossing increases connectivity and accessibility, yet participants urged the City to be proactive in considering how to ensure this crossing ensures equity and celebrates Bellevue's diversity in its design. Some ideas surrounding this need were:

- Incorporating, acknowledging, and partnering with the local Native communities and tribal governments
- Providing thoughtful signage that improves wayfinding and is cross-cultural, i.e., signage that features universal symbology or is in multiple languages
- Incorporating infrastructure in the crossing design that ensures accessibility for those with disabilities, such as wide walkways, frequent benches for rest, ramps, and high guard/handrails
- Incorporating designs that accommodate different group sizes, as well as being family friendly
- Incorporate lighting into the design in such a way that it acts as a safety feature throughout the crossing

Place and Design

Key take aways from breakout groups as they answered the following questions about aesthetics, destination, and iconic perspective.

Where have you been that finds a piece of the magic that you want to have here? What are the moments you can imagine in this space? What would make you want to travel from another state or country to see the Grand Connection Crossing? What is most important that we can't miss? What would detract from the destination?

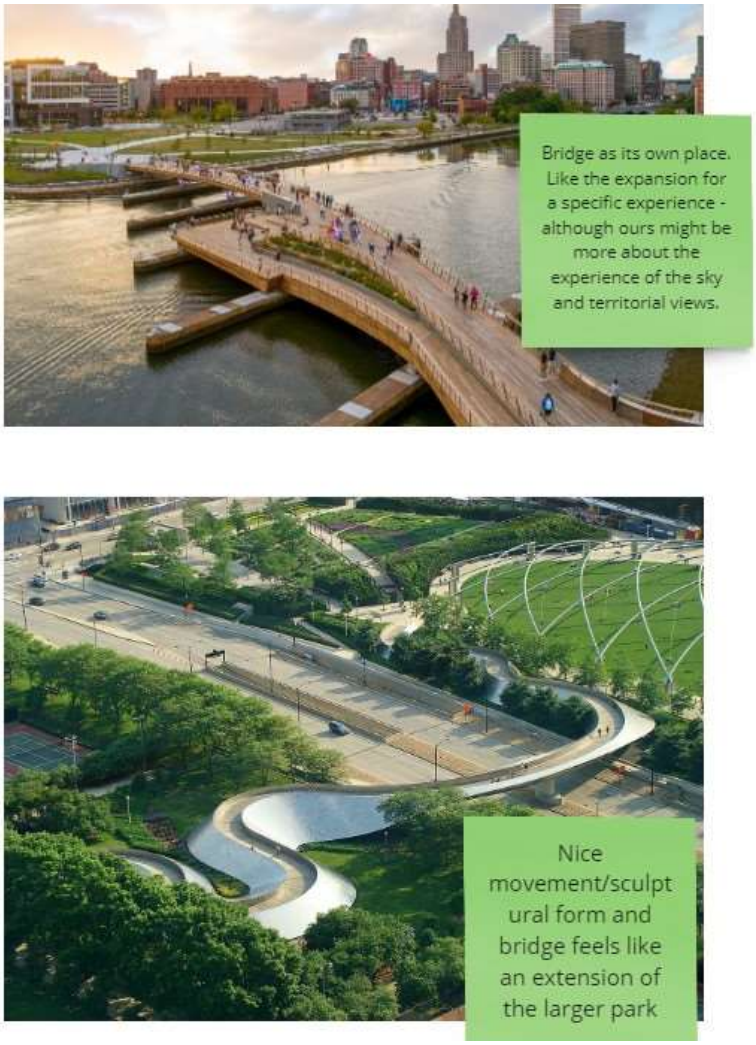


Figure 4: Comments from participants on design inspirational images.

As a destination, participants saw endless capacity in this crossing. Participants wanted this space to feel inviting for people of all ages, backgrounds, and abilities, and for it to be a free space that allows for people to linger (frequent rest areas, covered or sheltered areas and options for children). Participants in this topic focused heavily on the opportunity this crossing brings to incorporate public art and education, including interactive elements. Some ideas for this included:

- Rotating public art installations
- Freeform art areas
- Historical and educational plaques and signage
- Unique and creative lighting, which would also serve as a safety measure at night
- Taking advantage of scenic views
- Landscaping with native plant species
- Interactive installations for children, such as play spaces, permanent hopscotch, or scavenger hunts. Adding spaces welcoming to all age groups; e.g., teens.

Economic and Community Development

Key takeaways from the breakout groups as they answered the following questions when discussing how the crossing should perform from a function and tourism perspective:

Questions for Miro Board: Who is this crossing for? What are you hoping this crossing does for you? What does it not need to do (could be done somewhere else)? What does activation mean (both with the crossing and later with the lid)?

Participants considered all facets of this topic with great creativity. Many ideas for economic opportunity shared roots with ideas in the other discussion areas of equity and aesthetics. Some common ideas include:

- Commissioned art installations
- Public art festivals
- Pop-up shops
- Integration and increased accessibility with pre-existing retail nearby
- Performance and/or event space

When regrouped into one meeting, after the three focus sessions, participants shared their group's takeaways with the larger group. Overall, participants agreed on the City's investment in the crossing and the value in bringing safe recreation, active transportation, and rest for people of all ages and abilities. Participants were invited to continue sharing their feedback via Miro through Thursday, December 11. (This was eventually revised to Thursday, December 18 to address time lost due to the Miro system national unplanned shutdown that occurred during the design charette).

After the Miro comment period closed, all comments were recorded. Comments were then sorted into the reoccurring themes of community recreation, connectivity, safety, and transportation.

See Attachment A for record of comments and theme break out.

Next Steps

The project team will review the charrette discussions and Miro board comments, and consult them when feasible, to include the participants' feedback as they work to complete the 30 percent design. The team will also use the information gathered from the charrette to develop alternatives. Additionally, the charrette outcomes will be shared with the public at the upcoming online open house hosted on the Engagingbellevue.com platform in late February 2024, for the community to view and read.

Figure 5: Charrette participant looking at the crossing model.

Attachment A: Miro Comments

Project team members facilitated small group discussions using Miro. All groups had the same three questions overarching sections: place and design; people and connections; and economic and community development. To close the charrette, all three small groups were brought back together to form a large group to share a synopsis of their small group discussions. Due to an unplanned nationwide Miro system interruption, all comments were taken by project team members in each discussion group and posted to each group's Miro board after the design charrette. With over 450 comments from participants, comments were sorted into four main themes, within the perspective of the discussion groups and discussion questions.

The main teams:

- Community recreation
- Connectivity
- Safety
- Transportation

Original comments have been refined and sorted by themes below.

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Community recreation	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Integrate different levels of vertical as much as we can	x2
Community recreation	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Play space	x1
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Music performance space would be good for all ages, events venue... Pritzker!	x1
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Art tourism (Cloud Gate in Chicago generates billions $$)	x3
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Operationally, consider the role of NGOs to operate and maintain it.	x1
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Intermittent places to people to rest and sit, enjoy view, take a break	x3
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Play spaces, pavilions	x4
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Make programming decisions that are future-forward, flexible	x4
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Future Lid should reduce the noise pollution from I-405	x1

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Community recreation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Free-flowing connections to lid park	x1
Community recreation	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	A neighborhood of spaces	x2
Community recreation	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Significant works of art that guide you	x1
Community recreation	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Noise control	x1
Community recreation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Temporary art installations	x3
Community recreation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Multiple experiences at once.	x2
Community recreation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Different age groups and how the use spaces	x2
Community recreation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Downtown Bellevue has longstanding traditions/events, especially around winter holidays	x3
Community recreation	People + Connections	How can the bridge set the stage for a successful lid?	Celebration of Bellevue's diverse communities	x1
Community recreation	People + Connections	How can the bridge set the stage for a successful lid?	Focus groups with non-native English speakers and low-income (pay them)	x2
Community recreation	People + Connections	How can the bridge set the stage for a successful lid?	Incorporation of a major public artwork onto bridge	x1
Community recreation	People + Connections	How can this project and process empower the community and express its values?	Community driven and connections	x4
Community recreation	People + Connections	How can this project and process empower the community and express its values?	Ensure that it appears and acts as a public space for the entire width/distance.	x3
Community recreation	People + Connections	How can this project and process empower the community and express its values?	History	x1
Community recreation	People + Connections	How can this project and process empower the community and express its values?	How Seoul transformed a disused overpass into a garden in the sky	x3
Community recreation	People + Connections	How can this project and process empower the community and express its values?	Naming opportunities	x1
Community recreation	People + Connections	How can this project and process empower the community and express its values?	People, Nature, Technology themes	x5
Community recreation	People + Connections	How can this project and process empower the community and express its values?	Promoting healthy activities for all	x1

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Community recreation	People + Connections	How can this project and process empower the community and express its values?	Public art by artists from minority or disadvantaged communities	x1
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Bellevue's semi-public space associated with developments	x1
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	connecting communities to connector: cross-cultural public art!	x5
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Ensuring connections to communities	x7
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Parks by definition increase equity!	x2
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Programming that reflects the community	x3
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Recognize and honor and it's not a play to pay but we need to honor communities	x1
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Signage that features universal symbology	x2
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	Tribal recognition	x2
Community recreation	People + Connections	What can this bridge do to address equity in Bellevue?	What events can bring different groups to allow spaces for gathering.	x2
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Bell Square - places to sit, rest, congregate	x1
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Bellevue Park - family oriented place	x1
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Crossroads is colorful - lots of signage in different languages	x1
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Don't feel like you need to spend money to be there	x1
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Gathering places e.g. Millenium Park in Chicago	x4
Community recreation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Lake Hills Elementary - feels like part of neighborhood	x1
Community recreation	People + Connections	Who is using this connection? What are they connecting to/from?	Commuter, recreation, tourist	x6
Community recreation	People + Connections	Who is using this connection? What are they connecting to/from?	everyone - all age groups	x2
Community recreation	Place + Design	An object or view can be iconic, as can an experience. How would you balance between these?	Although the main focus should be the user experience, the structure itself should also be attractive to bring people from other places to come and see... and experience.	x4
Community recreation	Place + Design	An object or view can be iconic, as can an experience. How would you balance between these?	Treat the phase 1 Bridge as a lid that has activity occurring- place the capital D Design energy here	x2
Community recreation	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Park space - opportunity to linger, not just pass through in a hurry	x8

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Community recreation	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Incorporation of Art and performing arts	x3
Community recreation	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Native American settlement prior to all of us. Asian American residents for gardens.	x1
Community recreation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Accommodate a diversity of users - both those in a rush and those who want to linger	x3
Community recreation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Comfort for a variety of experiences	x6
Community recreation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Materials, transparency, creating views and places for pause	x3
Community recreation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	How Seoul transformed a disused highway overpass into a botanical garden in the sky | The Independent | The Independent	x1
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Public Art Moments	x2
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Plantings around the city show a change throughout the seasons	x3
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	views from Meydenbauer Center	x1
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Bellevue Botanical Garden	x4
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Bellevue Downtown Park - the infinite fountain/waterfall feature. A great place to spend time with families.	x8
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Bellevue is Underrated, quaint, and charming	x1
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	City Hall building - unique shape, public art, and welcoming spaces	x1
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	City in a Park	x3
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Large public spaces	x6
Community recreation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Snowflake Lane - because kids love them… lighting, falling snow, music, characters.	x2
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	Landmark public art	x3
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	A place to take in view	x5
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	Coffee/brewery ; a place to sit and use space socially	x3
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	reading area/library like at Bryant Park	x1
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	Gathering spaces; seating areas	x3

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Community recreation	Place + Design	What will draw people to this structure? What will make them stay and return?	regular daily events & special events	x6
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Autonomous robot delivery services?	x1
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Podium crossings and connections	x3
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	emerging focus around Eastrail; that Eastrail will also be a front-door for development	x1
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Consider City prop on E side of 405	x1
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Transit, retail, resident space, conventions (a brake for the conventions)	x6
Connectivity	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Childcare Facilities	x2
Connectivity	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	The city's property as an asset	x2
Connectivity	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Circulation integrated into developments - not tacked on	x1
Connectivity	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Shopping Centers (Like Crossroads)	x2
Connectivity	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Restaurants for pre drinks/desserts	x1
Connectivity	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Event venue/pavilion	x3
Connectivity	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Farmers markets, low-income housing, Incubators, Innovation Hubs	x3
Connectivity	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Reflect on gravity of Bellevue Way, history, stakeholders	x3
Connectivity	People + Connections	How can the bridge set the stage for a successful lid?	Integration with all developments	x1
Connectivity	People + Connections	How can the bridge set the stage for a successful lid?	The bridge at a higher elevation than a future lid. Differentiate the experience of the cross-connection experience with the lid experience.	x2

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Connectivity	People + Connections	What can this bridge do to address equity in Bellevue?	Need really good integration with all of the retail and development	x1
Connectivity	People + Connections	What can this bridge do to address equity in Bellevue?	Solar roadway - roadway surface changes to change the channelization etc.	x1
Connectivity	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Meydenbauer Park - multiple view-points. Stopping at different elevations	x1
Connectivity	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Access points to the structure so people don't feel stuck in the middle	x2
Connectivity	People + Connections	Who is using this connection? What are they connecting to/from?	Integrating Wilburton and Downtown Bellevue	x4
Connectivity	People + Connections	Who is using this connection? What are they connecting to/from?	light rail and other options on eastside	x1
Connectivity	People + Connections	Who is using this connection? What are they connecting to/from?	equity: connections beyond downtown	x2
Connectivity	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Retail integration	x3
Connectivity	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Importance of community buy-in -- both stakeholders and community members (East Link example...)	x2
Connectivity	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Retail	x2
Connectivity	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	emerging downtown Bellevue skyline	x2
Connectivity	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Wilburton Trestle	x2
Connectivity	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Meydenbauer Bay - looking up into the City	x1
Connectivity	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Old Bellevue and Main St District.	x4
Connectivity	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Crossroads Mall - gathering place for diverse populations	x2
Connectivity	Place + Design	What will draw people to this structure? What will make them stay and return?	Pedestrian Scale. Pedestrian sense of discovery - shops located above below around	x4
Connectivity	Place + Design	What will draw people to this structure? What will make them stay and return?	Strive for an international level of acclaim and recognition, as Bellevue welcomes the world (+3)	x3
Safety	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	inclement weather	x2
Safety	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	Addressing - how do you 'feel' when you're there?	x1

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Safety	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	we need to think about how to provide restrooms	x1
Safety	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	How much activity 7 days a week	x1
Safety	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Integration of tech - wayfinding and activation	x2
Safety	People + Connections	How can the bridge set the stage for a successful lid?	Lighting (with color) Dynamic	x2
Safety	People + Connections	How can the bridge set the stage for a successful lid?	Establish and normalize a use etiquette (signage, wayfinding)	x1
Safety	People + Connections	How can the bridge set the stage for a successful lid?	Address south prevailing winds	x1
Safety	People + Connections	How can this project and process empower the community and express its values?	Encourage to use this crossing to give security to all people.	x4
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	Accessibility	x1
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	Lighting - colorful lighting! Needs to differentiate the experience from the street.	x1
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	8' is not sufficient width for an inclusive experience	x1
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	Wayfinding that is clear no matter what language you speak	x2
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	Incorporating universal design	x2
Safety	People + Connections	What can this bridge do to address equity in Bellevue?	Detectable Warning surfaces	x1
Safety	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Maintenance and Operations - look to Clyde Warren. Well maintained, immediate graffiti removal, etc.	x2
Safety	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Lighting - ensure no dark spots	x4
Safety	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Noise Reduction	x1
Safety	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Places that are used and visible	x8
Safety	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	Blue boxes or emergency contacts	x1
Safety	People + Connections	Who is using this connection? What are they connecting to/from?	Mix of users/uses – need for clarity and safety at end points, especially @ light rail	x2
Safety	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Uplighting	x4

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Safety	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Sound mitigation	x2
Safety	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Safe place for all	x2
Safety	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	weather protection, parklet, seating, respite	x4
Safety	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	define space for various user groups - keep people safe on bikes/walking and not conflict	x3
Safety	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Noise reduction	x1
Safety	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Safety needs to be visually evident before you enter the bridge	x6
Safety	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	It is clean and walk friendly.	x2
Safety	Place + Design	What will draw people to this structure? What will make them stay and return?	ADA inclusiveness	x2
Safety	Place + Design	What will draw people to this structure? What will make them stay and return?	Surface that lights up - can change delineation, purpose for different events - https://solarroadways.com/	x2
Safety	Place + Design	What will draw people to this structure? What will make them stay and return?	Protection from highway noise	x1
Transportation	Economic + Community Development	Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.	Transit	x2
Transportation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	easy access to bikes/peds/transit connections – need for more residency in those areas	x3
Transportation	Economic + Community Development	How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?	crossing a centerpiece for highly walkable urban experience	x1
Transportation	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	The Eastrail and 120th connection needs to be considered and intuitive	x1
Transportation	Economic + Community Development	What other types of development or investment might this bright catalyze that we haven't yet considered?	Where will the bike share, storage located or integrated into the project?	x1
Transportation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Resting areas	x1
Transportation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Mobile public art opportunities	x1

Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Transportation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Trail oriented development	x4
Transportation	Economic + Community Development	What types of activities or experiences might occur on the bridge? How about for the lid?	Bigger opportunity for multimodal component	x2
Transportation	People + Connections	How can the bridge set the stage for a successful lid?	Recognize that the bridge is a part of the public trail system	x3
Transportation	People + Connections	How can the bridge set the stage for a successful lid?	Grade separation between ped and bike traffic	x4
Transportation	People + Connections	How can the bridge set the stage for a successful lid?	Developing the relationship with WSDOT and federal partners	x3
Transportation	People + Connections	How can this project and process empower the community and express its values?	Shift form a car-centric private City, evolving in a new direction	x3
Transportation	People + Connections	What can this bridge do to address equity in Bellevue?	Clear delineation between ped and bike?	x4
Transportation	People + Connections	What can this bridge do to address equity in Bellevue?	Part of public trail system	x3
Transportation	People + Connections	What can this bridge do to address equity in Bellevue?	Distance of the crossing is a big barrier.	x2
Transportation	People + Connections	What can this bridge do to address equity in Bellevue?	Additional mobility options	x1
Transportation	People + Connections	What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?	A place that clearly signals active transportation	x3
Transportation	People + Connections	Who is using this connection? What are they connecting to/from?	Light rail user visiting Bellevue	x1
Transportation	People + Connections	Who is using this connection? What are they connecting to/from?	We need to plan ahead for future mobility needs.	x1
Transportation	People + Connections	Who is using this connection? What are they connecting to/from?	People biking, walking, rolling.	x9
Transportation	Place + Design	An object or view can be iconic, as can an experience. How would you balance between these?	The experience from the ped/bike user should be prioritized	x5
Transportation	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	Prioritize Multimodal access	x4
Transportation	Place + Design	Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?	separate biking (all wheels) from congregating spaces	x1
Transportation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	bridgeheads – entries	x2
Transportation	Place + Design	The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?	Bike repair facility (tools at a kiosk)	x3
Transportation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Through block passages downtown - unique way to move through	x1

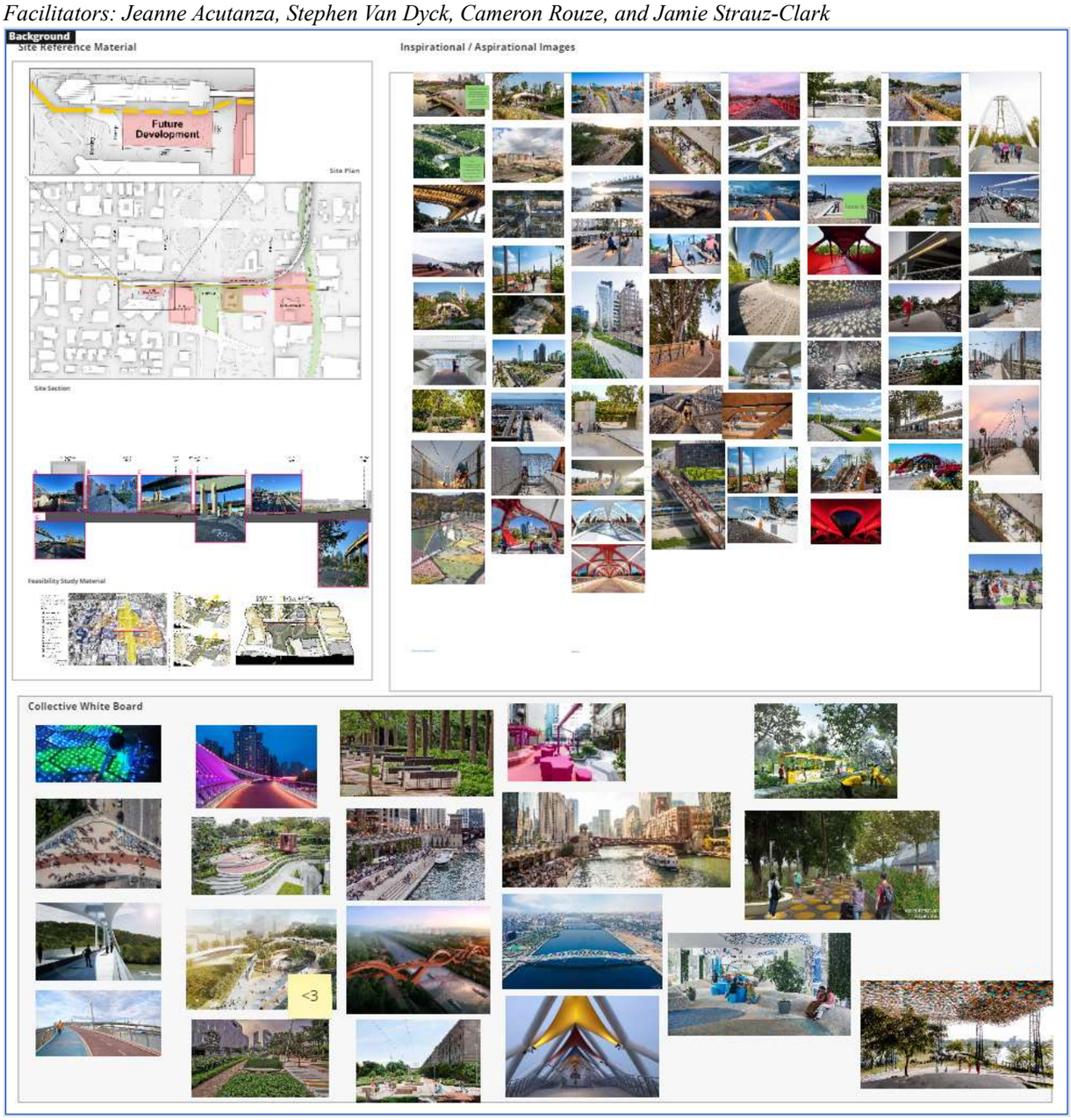
Main Theme	Discussion Section	Discussion Question	Comments	# of similar Comments
Transportation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	City in a Park (many parks) connected by regional trails has created a multi season sense of discovery	x3
Transportation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Eastrail - celebrating the past, present, future of mobility	x1
Transportation	Place + Design	What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?	Light rail stations that will connect people and places	x2
Transportation	Place + Design	What will draw people to this structure? What will make them stay and return?	Make it the easiest way to get to downtown	x1
Transportation	Place + Design	What will draw people to this structure? What will make them stay and return?	Pedestrian experience will draw; challenge to have them stay and return would be the noise of 405	x1

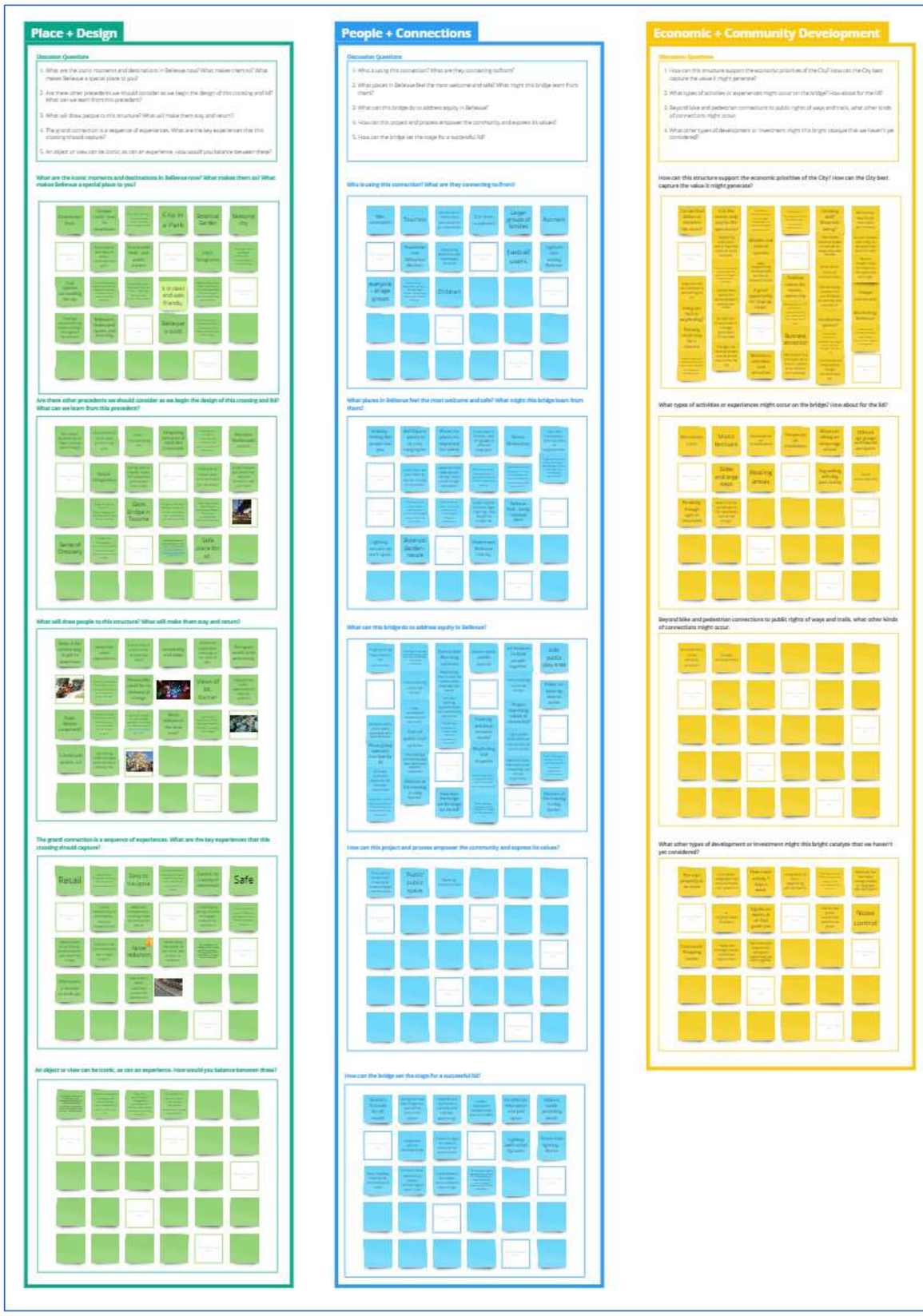
Attachment B: I-405 Crossing Design Charrette Miro Board

The project design team used Miro to facilitate this hybrid charrette to help attendees visualize and share and develop ideas with small group facilitators before sharing with the larger group. Below are images of each groups' background and discussion board. The Miro tool was used the day of the charrette, Monday, December 4, and left open for two weeks until Thursday, December 18. Attendees had the ability to return to the tool and share lingering thoughts with the design team.

Group 1 (In-Person): Background and Discussion Boards

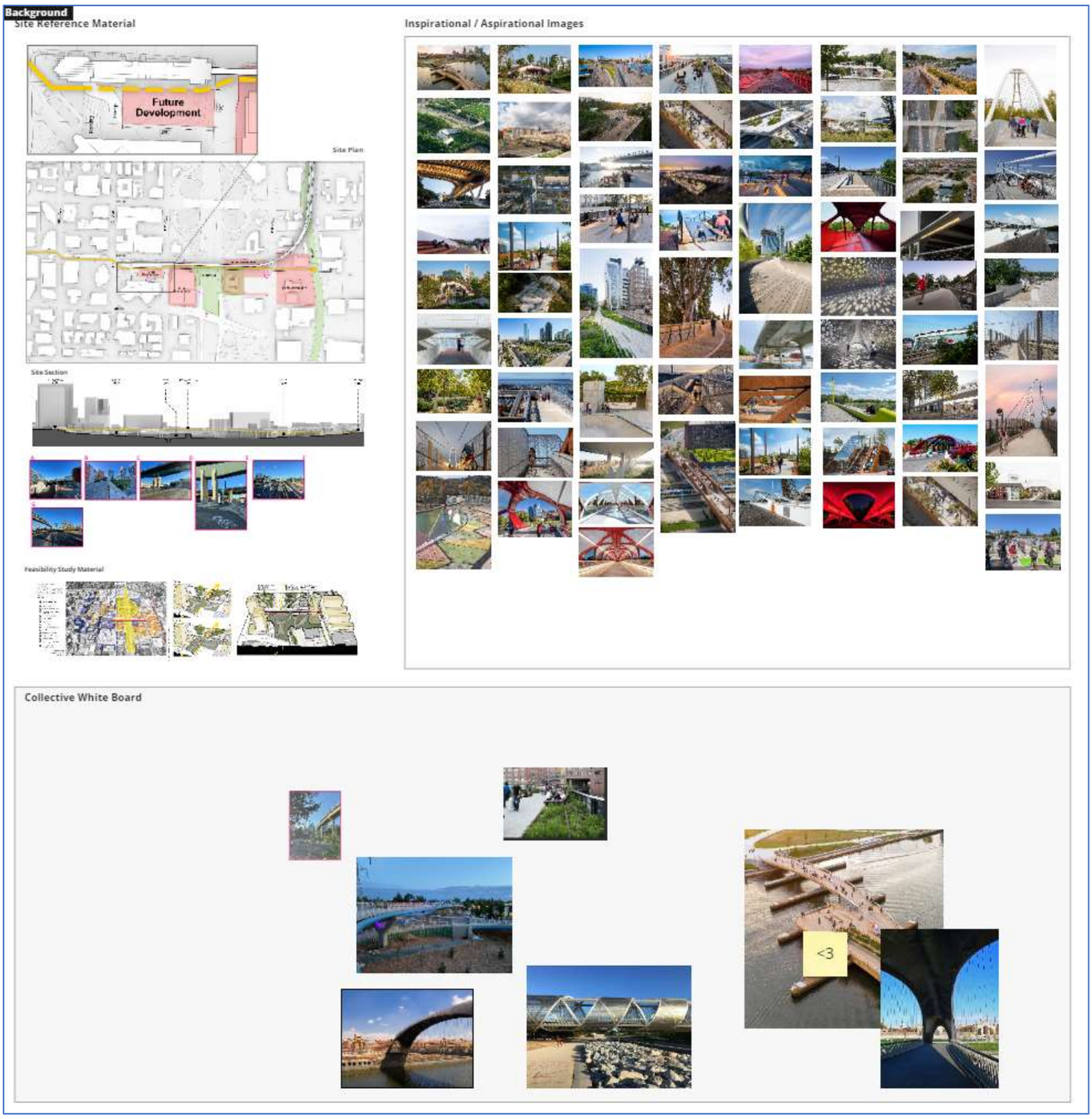
Facilitators: Jeanne Acutanza, Stephen Van Dyck, Cameron Rouze, and Jamie Strauz-Clark

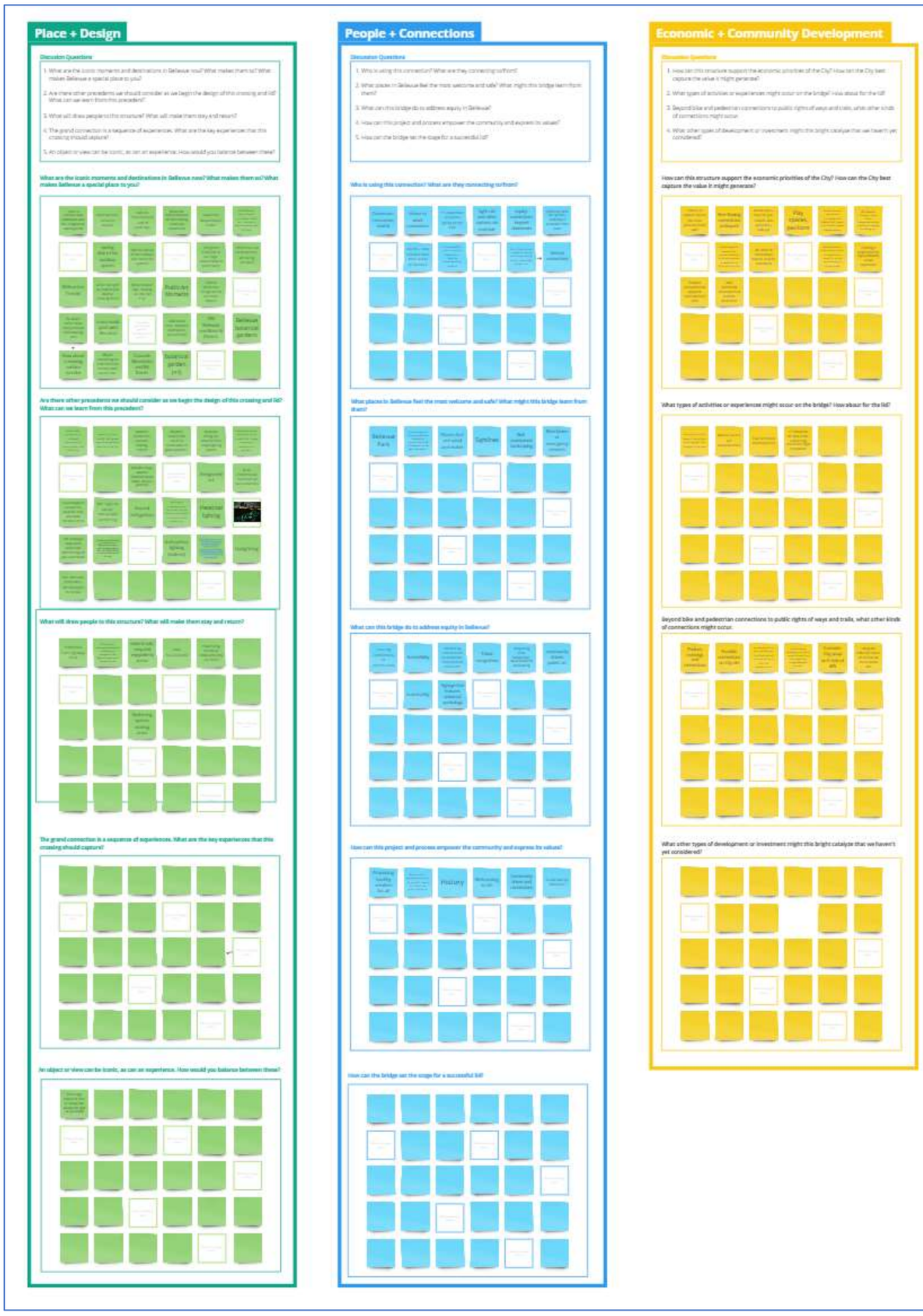



Place + Design
Discussion Questions
1. What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?
2. Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?
3. What will draw people to this structure? What will make them stay and return?
4. The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?
5. An object or view can be iconic, as can an experience. How would you balance between these?
What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?
City in a Park
Seasonal Color
Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?
Gem Bridge in Tacoma
Sense of Crescent
Safe place for all
What will draw people to this structure? What will make them stay and return?
View of Mt. Rainier
The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?
Retail
Safe
Noise reduction
An object or view can be iconic, as can an experience. How would you balance between these?
People + Connections
Discussion Questions
1. Who is using this connection? What are they connecting to/from?
2. What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?
3. What can this bridge do to address equity in Bellevue?
4. How can this project and process empower the community and express its values?
5. How can the bridge set the stage for a successful lid?
Who is using this connection? What are they connecting to/from?
Tourists
Children
Families with children
Runners
Everybody
What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?
Seasonal Garden Nature
What can this bridge do to address equity in Bellevue?
How can this project and process empower the community and express its values?
Public space
How can the bridge set the stage for a successful lid?
Economic + Community Development
Discussion Questions
1. How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?
2. What types of activities or experiences might occur on the bridge? How about for the lid?
3. Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.
4. What other types of development or investment might this bright catalyze that we haven't yet considered?
How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?
Business promotion
What types of activities or experiences might occur on the bridge? How about for the lid?
Music festivals
Sales and large events
Meeting venues
Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.
What other types of development or investment might this bright catalyze that we haven't yet considered?
Noise control

Group 2 (Virtual) Background and Discussion Boards:

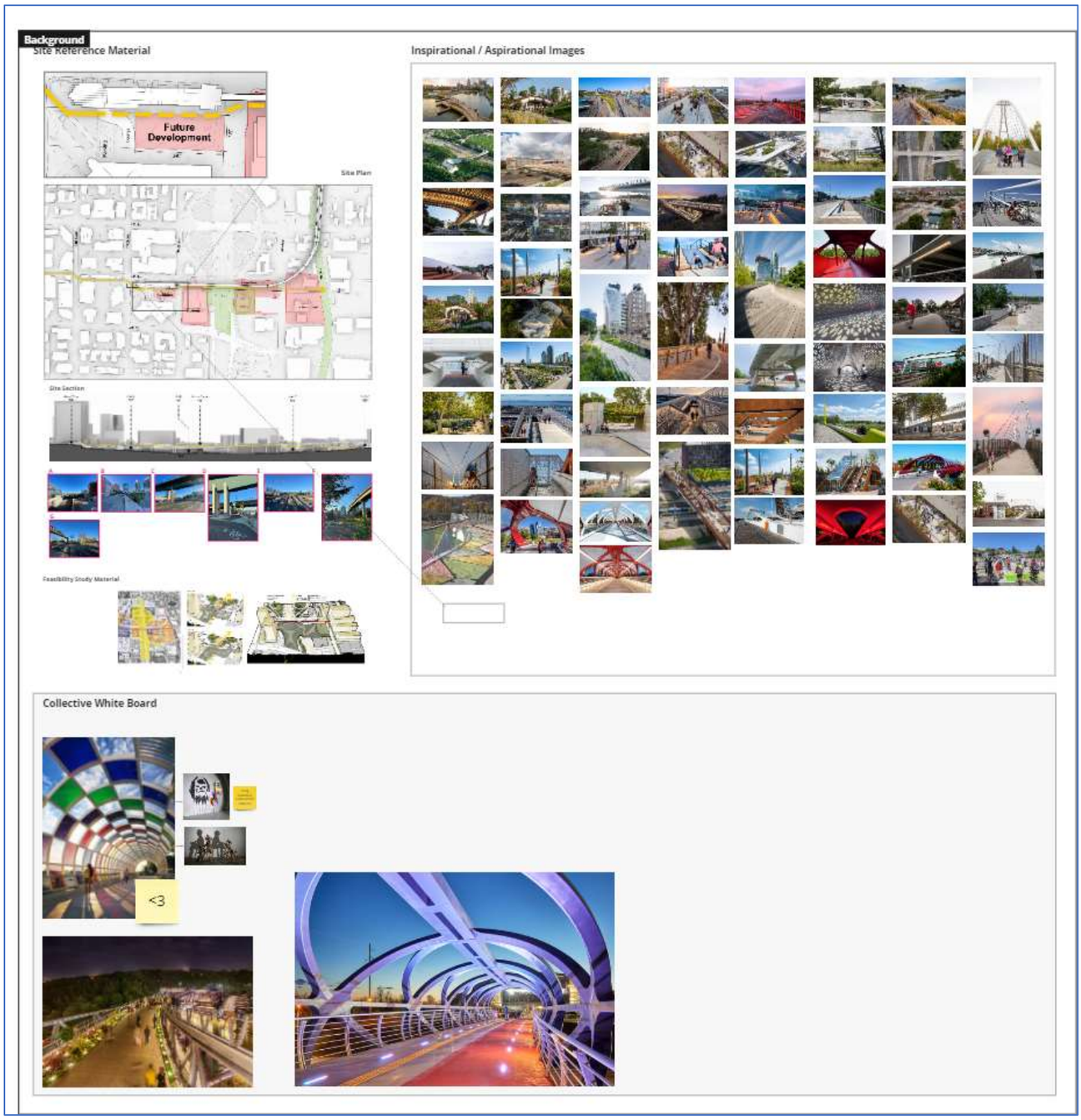
Facilitators: Matt Barber, Adam Amrhein, and Jereck Boss

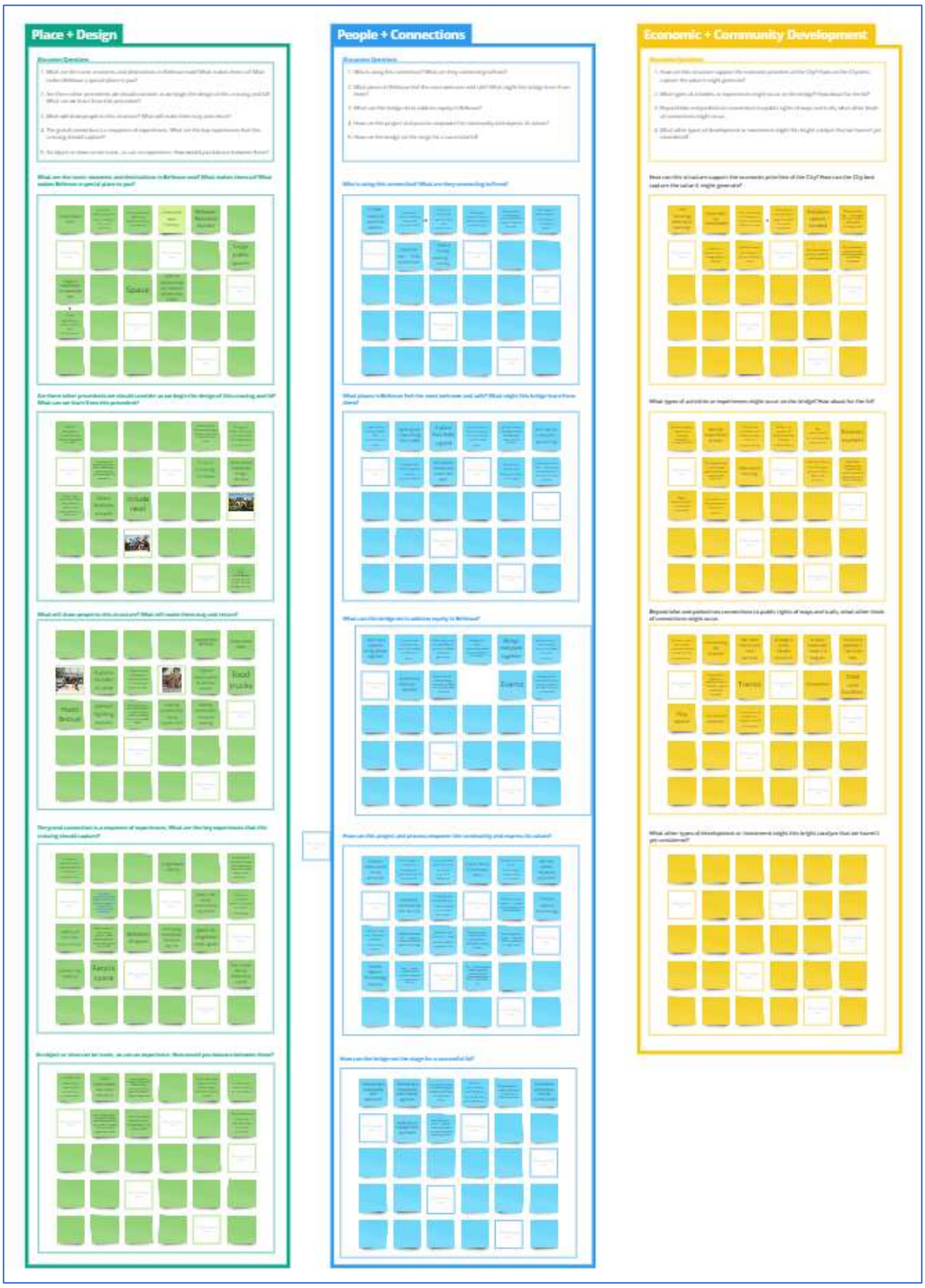



Place + Design
Discussion Questions
1. What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?
2. Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?
3. What will draw people to this structure? What will make them stay and return?
4. The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?
5. An object or view can be iconic, as can an experience. How would you balance between these?
What are the iconic moments and destinations in Bellevue now? What makes them so? What makes Bellevue a special place to you?
Are there other precedents we should consider as we begin the design of this crossing and lid? What can we learn from this precedent?
What will draw people to this structure? What will make them stay and return?
The grand connection is a sequence of experiences. What are the key experiences that this crossing should capture?
An object or view can be iconic, as can an experience. How would you balance between these?
People + Connections
Discussion Questions
1. Who is using this connection? What are they connecting to/from?
2. What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?
3. What can this bridge do to address equity in Bellevue?
4. How can this project and process empower the community and express its values?
5. How can the bridge set the stage for a successful lid?
Who is using this connection? What are they connecting to/from?
What places in Bellevue feel the most welcome and safe? What might this bridge learn from them?
What can this bridge do to address equity in Bellevue?
How can this project and process empower the community and express its values?
History
How can the bridge set the stage for a successful lid?
Economic + Community Development
Discussion Questions
1. How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?
2. What types of activities or experiences might occur on the bridge? How about for the lid?
3. Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.
4. What other types of development or investment might this bright catalyze that we haven't yet considered?
How can this structure support the economic priorities of the City? How can the City best capture the value it might generate?
What types of activities or experiences might occur on the bridge? How about for the lid?
Beyond bike and pedestrian connections to public rights of ways and trails, what other kinds of connections might occur.
What other types of development or investment might this bright catalyze that we haven't yet considered?

Group 3 (Virtual) Background and Discussion Boards:

Facilitators: Lorelei Williams, Schuyler McAuliffe, Tara Green, and Laura LaBissoniere-Miller




Place + Design
People + Connections
Economic + Community Development

APPENDIX B

CITY SUBJECT MATTER EXPERTS COMMENT MATRIX

City of Bellevue

Bellevue Grand Connection:
I-405 Crossing – Downtown to Eastrail

Appendix B: City Subject Matter Experts Comments

February 9, 2024

Comments provided by City of Bellevue Subject Matter Experts are provided below with responses. These comments were also collected through this Miro collaboration board I-405 Crossing - Outreach, Visual Workspace for Innovation (miro.com).

City of Bellevue reviewers and initials are as follows:

- RM – Riley MacPhee
- LT – Laurie Tyler
- AT – Andrea Tonc
- JS – Janet Shull
- JSA– Jun Suk An
- AG – Anthony Gill
- MI – Michael Ingram

Table 1. Comment Responses from City Subject Matter Experts

Item	Comment	Reviewer Initials	Response
1	It would enhance clarity and make it easier to follow if we had a one or two sentence description for each option that conveys the concept, with a focus on why it is worth considering.	RM	Agree, description will be added
2	Similarly, it would be helpful to have a one or two sentence description for each evaluation criteria. Without a shared understanding of the meaning, it's hard to understand why some things are scored the way they are.	RM	Agree, description will be added
3	It's confusing to have one option that assumes there won't be a lid. Shouldn't this either be a shared assumption or a shared question?	RM	Agree and we can clarify. This portion of the project- alternatives evaluation- is intended to define potential alignments and how they might interact with local developments, connect to end-points, and adapt to a future lid. Alignments were evaluated before completion of a lid and after the lid is completed. References to "with" and "without" a lid have been removed.

Item	Comment	Reviewer Initials	Response
4	Maybe instead we should add an evaluation criteria for “reliance on future lid?” That would help distinguish the options that are relying on the lid to provide width, activation, and interest from the ones that can stand on their own without the lid.	RM	Agree we can list as "reliance on a future lid" defined by the ability to activate spaces/or provide transformative experiences prior to implementation of a lid.
5	Whether or not there is a lid seems like a question similar to whether towers are developed on the City-owned sites. It would be great to know the answer now, but if we know that we won’t have an answer in time, how do we evaluate options in light of this uncertainty? It just seems like this one variable is being elevated to the status of an entire option, when all the other important variables are already embedded in each option.	RM	In this stage of evaluation we are primarily considering alignments. For the different alignments we are looking at their flexibility to adapt to a variety of potential development and lid possibilities. This is why alternatives 2, 3 & 4 have been combined as they address the full spectrum of options for the bridge along that alignment. In the upcoming Type, Size, and Location phase, we can further evaluate adaptability to those potentials including a lid, spurs to other properties and developments, as well as timing assumptions for adjacent properties.
6	It would be helpful to include a brief note to clarify that this analysis is not weighted – i.e. “wayfinding” and “cost” are each currently scored out of three points, even though they probably aren’t equally important factors. We aren’t summing the scores, which is a start, but I think there’s an implied sense that something scoring more green is better than something that isn’t, now that we’re into the level 2 screening criteria. It may be right that we are just evaluating each of these parameters individually and don’t want to focus on relative importance at this time, but that would be helpful to state up front, especially in public.	RM	The scores are not weighted and not summed. The greener scores are meant to indicate a high performing option and this will be clarified along with how we will use the evaluation to improve options. The Level 1 screening looked at different alignments to consider a variety of criteria and resulted in 4 that best met the criteria. These four generally follow two alignments and were taken into Level 2. These alignments can be further evaluated in the Type, Size and Location study. The criteria can be used to further refine alternatives - where alignments scored less than optimally, the Type, Size and Location will look to find concepts to further optimize the alignment. The Level 2 screening did not result in any changes to the Level 1 screening but instead defines strengths and weaknesses of alternatives.
7	What is “access to opportunities”? New retail development? Parks? Not clear what this means or how it is being considered. Why does option 2 score so poorly here?	RM	"Access to opportunities" considers number of existing jobs within 1/4 mile of proposed access points to the structure, potential to interface with retail, and access to open space. Alternative 2 scored lower because it does not connect to the podiums directly and therefore has fewer opportunities to access retail and/or open spaces.
8	I would add something like “frequency of access” or “alternate routes” to the “safety” category. One long bridge with only one way on or off is probably less safe than a bridge that has occasional branches, wider areas, or multiple vertical access points. It also may be worth thinking about accident safety as a pedestrian or bike vs. crime safety as different metrics.	RM	Agree, pedestrian and bicycle safety vs emergency access safety can be two separate criteria, but at this stage we do not have any designs to evaluate optional connections and emergency access. Access options and pedestrian and bicycle conflict reduction will be incorporated in later stages of design. Crime prevention considerations will be incorporated using Crime Prevention Through Environmental Design (CPTED) as well.

Item	Comment	Reviewer Initials	Response
9	I would consider something like “width” or “variation” a component of “comfort,” in the sense of having a generous area to walk, sit, or meander. I would think that options with rooftop parks would be much more comfortable than something narrow the entire width.	RM	Width will be evaluated during the Type, Size and Location process, and therefore is not included in this level of evaluation. "Comfort" considered noise and separation from other modes
10	What do we mean by “delivers iconic experience?” It’s not clear to me why option 2 scores a 1 but option 6 scores a 3. Is this about moving through different types of spaces? Different widths and programs? The slide even notes that “alternatives can be designed to deliver iconic experience.” I agree, but if true that seems to make this criteria meaningless. Or is there something else this is getting at? We may want to distinguish between “iconic experience” (the user) and “iconic identity” (the viewer). Particularly with bridges, something can be visually distinctive and beautiful from a distance, but very boring to traverse.	RM	Agree- we can make a distinction between "iconic experience"(for the user) and "iconic identity" (for the viewer) a new criterion - "Signature bridge structure" or something along those lines- will be added in the same meta category. "Delivers iconic experience" refers to user experience and measures the range of experiences users can have along the alignment. Hence Option 3 scores a 3 due to open spaces and active edges, while 2 gets a lower score.
11	For “future compatibility,” it seems like this is largely about the development sites. And again, I think there are multiple criteria there. For instance, minimizing risk from private development, maximizing opportunity/income from City development, and allowing for great experiential opportunities for future development to connect. Those all push in different directions. Maybe this should be more about “flexibility,” since that seems to speak more to the ability to work with multiple outcomes on the development sites, rather than relying on a specific outcome.	RM	Good idea, will modify title.
12	How is the development value of the City-owned sites being accounted for in these metrics? Specifically with regard to net cost. If the City sells both development sites to build towers, that’s a huge gain; if we go with option 3 and the City has to sell those sites such that a developer can only build podiums and has to build a park on top, that’s a huge opportunity cost that the city incurs. I think this gets to Anthony’s comments in the last meeting, which I interpreted as basically that the revenue opportunities here are not neutral. How the city properties are developed is the big one, but there may also be other partnership or cost-sharing strategies that result in meaningful differences. We might not have the time to figure all of that out right now, but it seems like it should be acknowledged somewhere and accounted for when we do have some idea.	RM	All good points. The details of the site development are outside the scope of this project work. To address that, we assume solutions that minimize impact/footprint on city owned property (though show possibilities for lids on City parcels as and option) and will allow future development to set their own goals for if/how to capture economic value on the site. Options 3 and 4 (park podium, active podium with tower) are also compatible ideas. It also may be that developing a podium open space is more cost effective than spending on an expensive lid structure over the freeway. These details will be addressed further in the design process and as the City makes decisions for those parcels.
13	It’s unclear how “constructability – feasibility” is different from “cost – construction cost.” If it’s expensive, that’s construction cost. If it’s not buildable, that seems like a threshold decision that is fully disqualifying (and hopefully has been screened out by now). And if it would impact schedule, that’s also separately accounted for already.	RM	Agree, "Constructability – feasibility” criterion will be removed..

Item	Comment	Reviewer Initials	Response
14	Why do these all score 2 on “advances grand framework plan” and not 3? Are they coming up short in ways that are improvable or not? It seems like our goal here should be to advance options that fully meet the framework plan.	RM	In the prior-to-lid scenario, all alternatives score a 2 as the lid has not yet been constructed, as required by the grand framework plan. This is improvable and hence the scoring in the post-lid scenario has been updated to 3 after re-evaluation.
15	For “noise,” I would argue that option 3 is a bit better, because when you’re walking through the park segments you probably have more acoustic buffer that isn’t feasible in, say, option 2, due to the available width.	RM	Vegetation may not be tall, dense or wide enough to make a meaningful impact as an acoustic buffer, would recommend keeping scores as is.
16	Why is “construction cost” the same for all four options? Matt already alluded to the “diagonal dip” option being more expensive because it is a longer span. Should that just be “TBD” at this point? Should other values also be TBD? It seems better to acknowledge that we don’t have enough information than to imply an equivalency that might wind up being false.	RM	Agree, "Construction cost" criterion will be re-evaluated to reflect discussion points. Cost assumptions have been made based on engineering judgement.
17	Why does adding the lid on slide 19 reduce the “construction cost” value of alt 4 and alt 6 but not alt 2.	RM	Construction cost scoring is relative, adding a lid does add cost to Alt. 2 as well, but it is still lower than Alts. 4 and 6 due to podia construction cost.
18	Why does adding the lid on slide 19 reduce “ease of maintenance” for alt 2 and alt 6 but not alt 4.	RM	"Ease of maintenance" criterion will be changed to "Operation/Maintenance cost" to incorporate operation costs per Comment 36. Scoring will be changed accordingly.
19	I agree that there are two alignments moving forward, but 2, 3, and 4 seem like pretty different options. Isn’t the point of the level 2 screening to narrow down the options? Aren’t we basically carrying forward the same four from the level 1 analysis?	RM	Yes, that is accurate, 2, 3 and 4 are generally the same alignment. The Screening allowed us to investigate weaknesses and flexibility to adapt to different development and future lids. The two alignments with 2, 3, and 4 as one alignment and the diagonal options as a separate alignment, can be further refined and improved in the Type, Size and Location study.
20	I’m not sure the reason for adding the second of the two “dip” options was ever fully established. Does the dip that takes the angle across I-405 (the “diagonal dip”?) imply no lid? If so, that seems fairly different than the other assumptions. Why isn’t that given metrics and fully evaluated? Why is it being carried forward as a potential 5th option?	RM	The "diagonal dip" alternative is able to accommodate a lid, which will likely be in the form of two trapezoids east and west of the structure over I-405. Agree, to resolve, Alt. 6 will be updated to show diagonal dip over I-405 in the prior-to-lid and after-lid construction scenarios. If this version of the dip is unable to move forward, it can be reverted to the original dip configuration.
21	How is alt 2 spur that runs through the middle of KGIP’s site going to be evaluated going forward? Is that being considered as the route (per options 1 and 5) or is the suggestion to design for a private tie-in at that location i. Per Stephen’s comments in the last meeting, if we don’t have time to work out all of the development concerns that sank options 1 and 5, why would that be carried forward? What makes it different? ii. I am not opposed to that as an option, per se, I am just not clear how it is going to be evaluated through the evaluation criteria that has thus far been the framework for our analysis.	RM	Agree on the concerns with alignment going through private developments. The idea of the spur is to provide flexibility and add-on to any alignment as it can be combined with all but Alternative 6 (which already runs through the developer's site so would not require a spur). It would not affect the design of the main alignment and can be added later when the developer is ready. The main reason the spur has been added is to reflect the option to align with KGIP's early development proposal. To be clear about the intent- the spur would be a connection to the KGIP development in addition to the primary alignment's connection to Eastrail.

Item	Comment	Reviewer Initials	Response
22	I wanted to pass along some thoughts again. I'm still concerned that this is going a bit too quickly to actually make decisions, but I have not been briefed on the overall project that we are doing here, so I don't know if we're in a time crunch.	LT	We acknowledge the project is moving ahead fast. Our contract states the delivery of 30% design by December 2024, so the project timeline is driven by that contractual obligation. The comment/concern was also addressed in a meeting on 3/4/24.
23	Would prefer to see an alignment that doesn't follow the light rail track around the bend but continues straight as shown in the 2022 Concept Study.	AT	Alignment Alternative 1 from the 2022 Concept Study was screened out in Level 1 evaluation because there is a future compatibility risk with the private development site at the east end of the project. This alignment alternative is higher risk given the Grand Connection schedule is compressed and the development schedule may not align with that of the project. However, we will consider the alignment as a potential spur when engaging with developers.
24	The idea of designing for a future "spur" that could be added to Alt 2,3,4 should be continued as an alternative to the 2022 Concept Study alignment.	AT	The spur can be added to all alternatives being considered and will be carried forward for further development.
25	A closer, more detailed look at where the alignment alternatives hit Eastrail should be an evaluation criterion. What does that major nexus look like? What's the context both now and in the future as surrounding properties develop?	AT	We have maintained options to accommodate a variety of connections to Eastrail and to engage with development. Details of this final connection will be further developed in future stages of the project. We do not have information to confirm at this time.
26	Under the future compatibility criteria, consideration should be given to how the alignment impacts future development on the properties it crosses. Does Alt 6 constrain the Lincoln Center and KGIP properties too much? Are those sites actually developable with that alignment?	AT	Level 1 screening evaluates impact of alignments on private development and screens them out. Level 2 takes a closer look at how the development is impacted through the 'Consistency and Benefit to Future Plans' criterion. We will continue coordination with private development, and modify the alternative, or remove it, if deemed appropriate.
27	Unsure if the potential for a future lid should be precluded from any of the schemes. (Alt 3 and the version of Alt 6 where the dip spans I-405).	AT	Alt. 3, 6 do not preclude a lid, lid construction is compatible with the alignments and Alt. 6 has been updated to show a lid in the dip over I-405 scenario. Alt. 3 provides an option to reimagine green spaces if lid construction is delayed or cost prohibitive to move forward. Alt 3 is not intended to communicate that a lid has been precluded, simply to provide an option that deliver lid-like green space in this phase of the project (rather than waiting for a future phase that delivers a lid).
28	I don't think we should assume that the Metro and Lincoln Center sites will be developed as open spaces in any of the alternatives at this point – the City Sites project will explore all use options for these sites. Was this direction from community feedback?	AT	We are not proposing open space, rather flagging that if a lid is challenging or cost prohibitive that a similar idea could be accomplished on building podiums, potentially at a lesser cost to the City than a lid structure. This idea comes from the consultant team not public or community feedback.

Item	Comment	Reviewer Initials	Response
29	With regard to Alts 2-4. The point of intersection of the GC with Eastrail is an extremely important consideration. The Eastrail Framework Plan - Wilburton segment Eastrail Framework Plan.pdf (bellevuewa.gov) is a helpful reference to be consulted in relation to preferred alignment. If you look at the "Bike and Pedestrian Access" plan on page 31, "Emergency Access" plan on page 32, and "key plan" on page 64, the suggested GC alignment does not follow the curve of the guideway, but rather continues directly eastward. This provides an opportunity to connect with NE 6th St providing for pedestrian and emergency vehicle/O&M access to the Eastrail and the GC from 120th Avenue NE.	JS	The alignments as proposed considered property lines, the light rail guideway and the potential for extension of NE 6th Street east of 116th Avenue NE. The specific connection point to Eastrail will consider these constraints, as well as the property ownership, grades at connection point and constraints including Bike and Ped Access, Emergency Access and future development as designs advance in the Type, Size and Location work.
30	Alternative 6 "The Dip" may not work well for KGIP site development (leaving a rather long and narrow portion of the site to the south of the GC) and could also compromise the future development of the Lincoln Center site with the diagonal alignment across.	JS	Alt. 6 has been updated to show the diagonal dip over I-405 and would avoid dipping over the Lincoln Center site development. The 'Consistency and Benefit to Subarea plans' criterion evaluates the effect of the alignment on future development plans for each site and will be used to compare alternatives. KGIP has also shown us a plan for the crossing to travel through their site, so the "dip" and the "spur" are varying representations of that possibility.
31	Do any of the alternatives consider the Hammer site could be acquired by the city or otherwise become available to be developed in conjunction with the Lincoln Center site?	JS	No assumptions have been made around additional property acquisition. Alignments have been considered independent of ownership. A separate contract has been procured by the City to look at the City parcels specifically, and additional acquisitions would be included in that analysis.
32	The Dip "Prime" alignment would create a longer trip across 405 for peds and cyclists which would not be the best user experience. It also would complicate the future Lid construction.	JS	Diagonal does add length to impact user experience. Agree that future lid construction is more challenging as it would likely be in the form of two trapezoids east and west of the structure over I-405 and may be more complicated compared to other alignments.
33	I am curious to know what the next steps are and specifically, how/when this work is being shared with the GC Guidance Team.	JS	The next steps are to further assess these two alignments in the Type, Size and Location evaluation. Jun will continue to discuss and inform the GC Guidance Team of the evaluation, progress and considerations.
34	Minimize throwaways/temporary structures if we are ahead of other development – which leads to "traffic disruption" scoring questions – are we assuming all development happening prior to our project or at the same time? How do they all have same scores? If we need to detour them or temporarily close a portion of the bridge during other development construction, Alt 2 would have much less disruption compared to other alternatives?	JSA	Alternatives 2, 3 and 4 are different development versions of the same alignment. Assessing different options allows us to consider different development scenarios. Alternatives are being developed to be flexible to meet private property developments as design continues and developments advance.

Item	Comment	Reviewer Initials	Response
35	Evaluate ROW/easement needs if we are ahead of other development (e.g. Legacy site – air space lease if their development is delayed) – which leads to "enhanced property values" scoring questions – I remember Legacy mentioning that if our project goes first and they do not develop their property, having a bridge over their restaurant building is not visibly pleasing which could potentially impact their restaurant building lease value. What are your assumptions on these scores?	JSA	Criteria evaluates impact to future development, but does not account for Legacy unleased structures. This detail will have to be addressed with Land Use and ROW negotiations. Impact to existing development will require timeline information that we don't have at this time. We will work with developers as design progresses.
36	We have ease of maintenance under cost. What about operation cost?	JSA	Agree, to incorporate operations cost, "Ease of maintenance" criterion to be changed to Operation/Maintenance cost" and re-evaluated
37	If the "DIP" alternative relies on KGIP development, how's schedule ranking compared to Alternatives 2, 3, and 4? Per the table shown on slide 18, construction schedule scores are all 3's for all alternatives.	JSA	Agree, "Construction Schedule" will be changed to "Construction Schedule Risk" to incorporate risk to schedule from private and city owned development sites.
38	Why are pedestrian connectivity "moderately difficult to achieve" for all options?	JSA	For the scenario Prior to Lid Construction, pedestrian connectivity does not include access to 4th St via lid. It is a significant improvement compared to no build condition, which is why it was scored a 2, but compared to after lid construction the connectivity is not as optimal. Pedestrian connectivity is scored lower than bicycle connectivity because bike shed is bigger than walkshed, so the lack of connectivity to 4th St does not affect connection to the bicycle network.
39	Simple Spans Alternative scored low on access to opportunities. Could bridge structures be designed in a way that it could be modified to connect to future development?	JSA	Absolutely, simple spans assumes compatibility with future structures if they are able to connect (i.e. podiums and program at compatible heights) This scenario assumes there is no development and not a connection. The design will consider a potential connection.
40	Not sure if I agree with "construction cost" for all alternatives being the same. I thought Simple Spans Alternative is all constructed by our project (not relying on other development) versus other alternatives use podiums or other developer structure areas which will be dedicated as part of conditional requirement.	JSA	Agree, will be re-evaluated, refer to comment 17 response.
41	It would be great if we could utilize Bluebeam or Miro Board to receive input from the team rather than asking them to send you comments via email. That way we can see what others commented and minimize duplicate comments. Plus, we would have a record of comments/input received from the team.	JSA	We will be posting all of the alternatives information on a Miro board going forward for City staff access. This comment matrix will be included on the Miro board.
42	For each evaluation criteria, it would be great if you could list all assumptions that way we can better understand how they are scored.	JSA	We will provide the criteria definitions and assumptions along with the evaluation results.

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43	I'm concerned that the screening criteria for Level 2 might naturally weigh toward Alternative 2, which meets key transportation objectives, but is less integrated of an approach than Alts 3, 4, and 6 (which is a key decision criteria for us) and does not adequately meet other key non-transportation objectives, like economic benefit (such as the benefit to redevelopment associated with a more integrated approach) or social benefit (such as the benefits associated with the additional third places a more integrated approach could provide). i- In line with this, I don't think "enhanced property values" would be rated the same for Alts 2, 4, and 6. ii-I'm not sold on "visibility from adjacent infrastructure" as a critical criteria other than from a wayfinding/user experience perspective (which is already a separate item), but I could be convinced there.	AG	The Alternatives 2, 3 and 4 alignments are similar with different access and development options. The 2, 3, 4 alignment and the dip alignment will be considered in the Type, Size and Location. The alignment options will consider connections to development. Visibility can be removed and ignored at this stage.
44	I brought this up during the call, and I don't know how it fits in here, but we need to think about phasing. And on further thinking, this might be more of a scope question—are we designing the ultimate thing, or are we designing the path to get to the ultimate thing? i-Fundamentally, it's important that we plan for phased redevelopment of adjacent parcels, which I imagine would inform the design we select. That might mean a temporary span on a portion of the crossing corridor until redevelopment occurs on a property, bringing with it the permanent structure and associated improvements. And in terms of project delivery, I can imagine a scenario where the permanent improvements might be partially constructed/paid for by the private developer. ii- This is probably most critical for the Terraline and KGIP properties, but it applies to the City-owned properties as well.	AG	You are exactly right. This review is more focused on alignment, and we will develop phasing considerations in the Type, Size and Location study. It will refine the design and think through difference stages of design, including phasing and interim connections to adjacent properties and ROW.
45	Alternatives 2, 3 and 4 show the alignment following the curve of the ST guideway as the Grand Connection approaches the Eastrail. Have we checked with ST to confirm compatibility of this alignment with their future plans for ST 3? The S. Kirkland to Issaquah rail may require adding elevated rail infrastructure in this area, as it merges/interlines with the existing tracks and connects to Downtown. Also, the alignment for Alternatives 2, 3 and 4 would connect with the Eastrail in the ST ownership area. ST may have concerns about adding major improvements in a location where they anticipate need to do future work. The spur route shown for Alternatives 2, 3 and 4 may pose less risk. It avoids the most sensitive location where ST may do future work and connects with the Eastrail in the King County ownership area.	MI	We have conducted some coordination with Sound Transit but have not shared alignments with them. The 2, 3, and 4 alignments are intended to minimize the effect and reduce uncertainties with going through developable parcels. We will consider the ST ownership and contrast with this uncertainty as design continues.

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46	Additional consideration for the Alternatives 2, 3 and 4 alignment that connects into the Eastrail Corridor in the ST ownership area: In addition to the considerations noted in comment 45 above, any plaza or mixing zone improvements in this location will be constrained by the ramp to the Eastrail bridge over NE 8th Street. The Eastrail main trail ramp starts in this area, or even a little to the south.	MI	This rail constraint will be considered in the design of the 2, 3, and 4 alternatives.