



The Grand Connection

Visioning Charrette

Results, Ideas, and Concepts for Bellevue's Grand Connection

City of Bellevue | Bellevue Arts Museum

PEDESTRIAN
BRIDGE



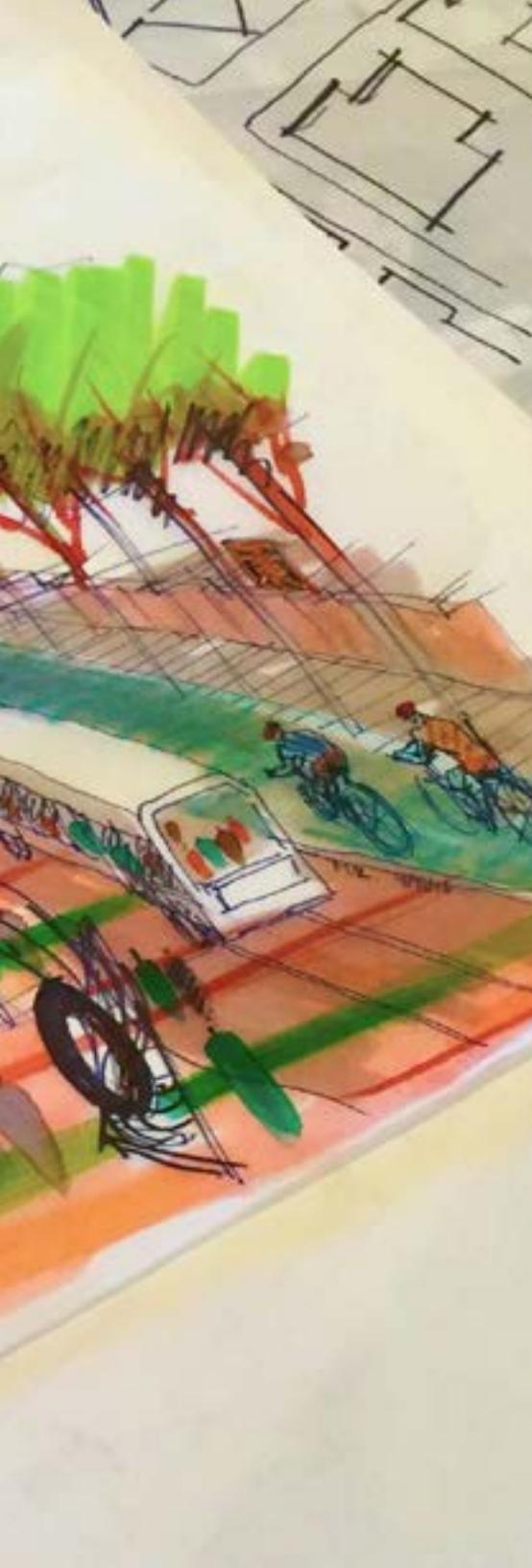


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Acknowledgments

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Charrette Sponsors

Bellevue Arts Museum
City of Bellevue
Su Development

Organizing Committee

Bradley Calvert - *City of Bellevue, Co-Convener*
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Special Thanks

Special thanks to Su Development for providing The Resonance at SOMA Towers for the charrette activities and to Bellevue Arts Museum for hosting the charrette launch party and the public open house. An additional thank you to Charles Montgomery for an inspiring keynote address.

Video and Photography

Video of the charrette and public open house was filmed by Shahabi Behnam of BellevueTV. Photography of the events were captured by Dylan Milligan and Bradley Calvert of the City of Bellevue, Karin Kidder of Bellevue Arts Museum, and Chrissie White.

The Participants

The organizers of the charrette extend their deepest gratitudes to the participants. Their time, energy, creativity, and ingenuity created a truly memorable experience, and without their efforts and passion the event would not have been possible.





City Government and Leadership

The concept for the Grand Connection was established as a City Council priority in 2012. Through the leadership and support of City Council, management, and leadership the charrette marked the beginning of the visioning process to establish and realize this transformative concept.

Current Council Members

John Stokes - *Mayor*
John Chelminiak - *Deputy Mayor*
Conrad Lee
Jennifer Robertson
Lynne Robinson
Vandana Slatter
Kevin Wallace

Past Council Members

Claudia Balducci

City Management

Brad Miyake - *City Manager*
Mary Kate Berens - *Deputy City Manager*

City Leadership

Chris Salomone - *Director Planning and Community Development*
Dan Stroh - *Planning Director, Planning and Community Development*



**What does Bellevue
need most?**

draw / write / share

return your napkin here

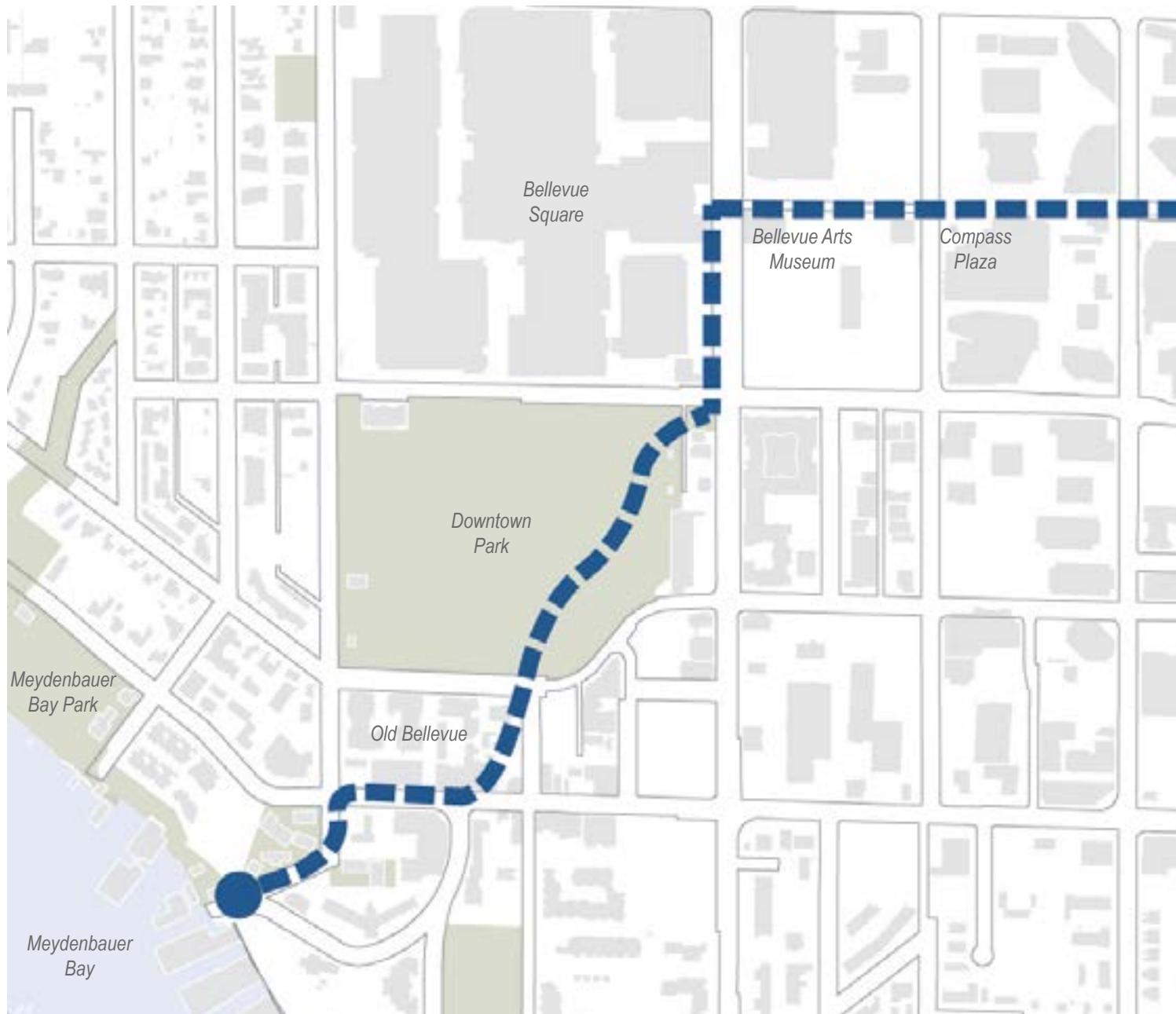
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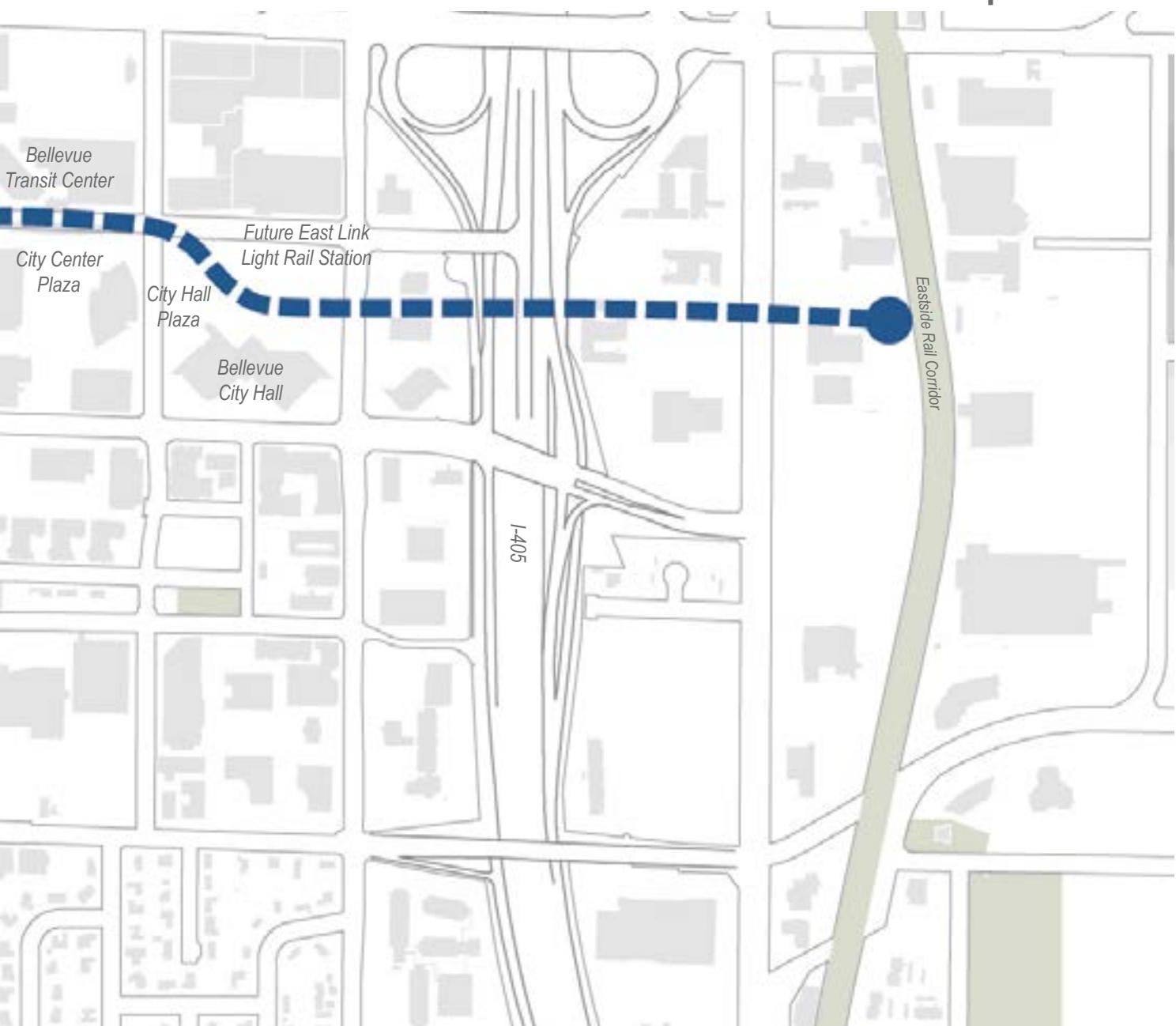
#grandconnection

@balmorilab





Grand Connection Conceptual Route



The Route

The Grand Connection is envisioned as a unique and defining urban experience, establishing a signature placemaking element for the City of Bellevue. It will create new opportunities for public space, connectivity, and placemaking.

Introduction

A Unique Opportunity

This book documents the Grand Connection Visioning Charrette, an event co-sponsored by the City of Bellevue and Bellevue Arts Museum held from April 7th to April 9th of 2016. The focus of the charrette was to establish new ideas around the Grand Connection and how to re-imagine public space and connectivity in Bellevue. As a signature and defining element of the city, the concept and charrette for the Grand Connection has become a laboratory for activating public space and merging connectivity and place that would create transformational opportunities for Bellevue.

Capitalizing on Bellevue Arts Museum's *Louis Kahn: The Power of Architecture* exhibit, the City and Museum partnered to organize a charrette that would emphasize the importance and transformational power of great design. Bellevue Arts Museum was one of only three United States cities to host this landmark exhibition, creating a unique opportunity for the arts and design community to come together around an exciting and bold vision, while celebrating one of the world's most inspiring architects.

With the project at its kick-off phase at the time of the charrette, the ideas generated served as the initial visualization and insight as to the opportunities presented by the Grand Connection. This was an opportunity to take the concept from words to a diverse set of ideas that would challenge and inspire the perception and opportunities of public space in Bellevue.

The Grand Connection

The concept for the Grand Connection was birthed from a City Council priority initiative to enhance non-motorized transportation in Bellevue while creating a signature element that will be unique to the City.

The route is conceptualized as a pedestrian-oriented, non-motorized corridor that would begin at the waterfront of Lake Washington at Meydenbauer Bay Park and connect to the Eastside Rail Corridor, a future non-motorized and transit corridor, planned by King County. It will connect important communities, as well as civic and public places such as Old Bellevue, the Downtown Park, the grand shopping street of Bellevue Way, the Pedestrian Corridor, and the Transit Center. It will include a significant piece of infrastructure that will span I-405, connecting Downtown and the Wilburton Commercial area. It is envisioned as a unique and defining urban experience that will create new opportunities in public space, connectivity, and placemaking while advancing social engagement, the arts, and recreation.

The Grand Connection will combine small-scale placemaking solutions as well as large scale infrastructure improvements. The small-scale changes will enhance the sense of place while further activating Bellevue's dynamic Downtown. The large scale changes will establish connectivity that was lost with the construction of I-405.

Visualized as a continuous route from the waterfront to the Eastside Rail Corridor, the Grand Connection will also enhance connectivity between shorter destinations. It will create a series of nodes, establishing unique places with their own character and identity.

The Exhibit

The American architect Louis Kahn is regarded as one of the great master builders of the twentieth century. With complex spatial compositions and a choreographic mastery of light, Kahn created buildings of archaic beauty and powerful universal symbolism. Among his most important works are the Salk Institute in La Jolla, California, the Kimbell Art Museum in Fort Worth, Texas, and the National Assembly Building in Dhaka, Bangladesh. The exhibition *Louis Kahn: The Power of Architecture*, organized by Vitra Design Museum, is the first major retrospective of Kahn's work in two decades. Bellevue Arts Museum was the first, of only three venues of the American leg of the international tour.

The exhibition encompassed an unprecedented and diverse range of architectural models, original drawings, photographs, and films. All of Kahn's important projects were extensively documented – from his early urban planning concepts and single-family houses to monumental late works such as the Roosevelt Memorial in New York City, posthumously completed in October 2012. The view of Kahn's architectural oeuvre is augmented by a selection of watercolors, pastels, and charcoal drawings created during his travels, which document his skill as an artist and illustrator. Highlights of the exhibit included a 12 feet-high model of the spectacular City Tower designed for Philadelphia, as well as previously unpublished film footage shot by Nathaniel Kahn, the son of Louis Kahn and director of the film *My Architect*.

Louis Kahn believed the city to be a laboratory. It is through this lens in celebration of the landmark exhibit of the Bellevue Arts Museum, that the City and Museum collaborated to create an event that celebrated design, the city, and a new path forward.

The Teams

Over 70 participants took part in the Grand Connection Visioning Charrette. The background of these participants included architects, artists, engineers, planners, and urban designers. A total of eight teams, with eight to ten participants each, were created. These teams were carefully crafted to minimize duplication from firms that involved multiple participants, and to include a diverse range of professional and experience backgrounds. Opportunities were created for a broad set of ideas and experiences to come together in a collaborative process while considering the many complexities and perspectives of the Grand Connection.

The Charrette Challenge

Recognizing the diverse set of challenges that embody the Grand Connection, participants were issued a challenge that reflected the small-scale and large-scale possibilities, as well as how the route could be used. The challenge was separated into two parts to address the unique opportunities and challenges.

Challenge One:

This challenge focused on the smaller scale opportunities along much of the existing route. From Meydenbauer Bay to the Convention Center the route was broken into the following four segments:

1. Meydenbauer Bay Park to the Pedestrian Corridor (including the Downtown Park and Old Bellevue)
2. Bellevue Way to 106th Avenue NE (including Bellevue

Square and Bellevue Arts Museum)

3. 106th Avenue NE to 108th Avenue NE (including Compass Plaza and the Garden Hill Climb)
4. 108th Avenue NE to 112th Avenue NE (including the Transit Center and Meydenbauer Convention Center)

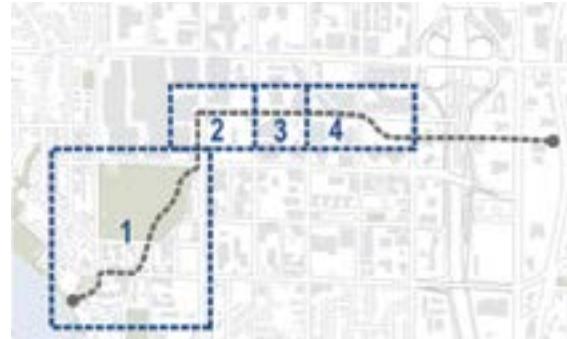
Segments varied in scale based on the complexities and levels of opportunities that each presented. Two teams were assigned to each segment and were asked to develop a means to create an identity that would be applicable to the entire route, and to apply this identity and other placemaking improvements that would meet the objectives of enhancing arts, social engagement, and connectivity. This portion of the challenge was particularly important as it presented the opportunity to create ideas and visions that could be implemented early and easily, staking claim to the identity of the route independent of long-term infrastructure improvements.

Challenge Two:

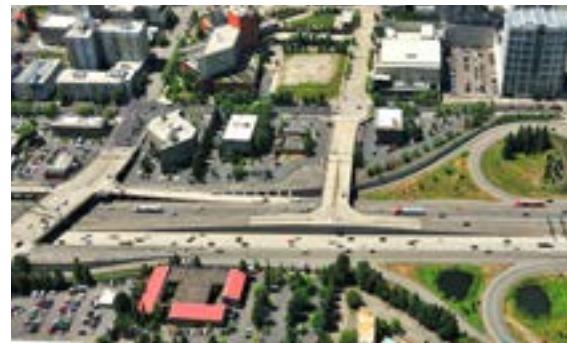
This challenge focused on the large-scale opportunity of spanning I-405 and connecting Downtown to the Wilburton Commercial Area. Every team was given this segment of the route as part of the charrette challenge.

Participants were asked to consider this segment as a connection and a place while also navigating the many complexities that existed or were forthcoming. This included the East Link light rail, I-405, and the Eastside Rail Corridor. With little existing infrastructure framework, this segment allowed for some of the most creative and expressive ideas.

Creativity, exploration, and pushing of boundaries were encouraged to conceive new ways to visualize and



Above: The route was divided into segments based on character and challenges. Teams were asked to focus on a particular segment and apply placemaking and urban design solutions unique to the segment. Additionally, each team worked on the segment that crossed I-405 and connected to the Eastside Rail Corridor.



Above: Aerial view of the I-405 crossing segment. Each team worked on this portion of the route, in addition to their assigned Downtown segment. This segment begins at City Hall (top of image) and continues east across I-405 to the Wilburton Commercial Area.

activate public space and mobility in Bellevue.

Context

The Grand Connection is approximately a 1.5 mile route that connects many diverse places and functions throughout Old Bellevue, Downtown, and the Wilburton Commercial Area. It connects with a diverse set of uses and stakeholders, as well as existing and proposed projects.

Each segment of the route presents unique opportunities, amenities, uses, and character. While seeking a unifying element for the entire route, it is important to recognize the differences in each segment and to celebrate them.

Meydenbauer Bay to the Pedestrian Corridor

This portion of the route includes two of Bellevue's most important public assets, the Downtown Park and Meydenbauer Bay. Additionally, the neighborhood of Old Bellevue is located between these two assets and creates a built environment unlike the rest of Downtown. The scale of the buildings is smaller and more intimate, retaining the charm and character of an older Bellevue. It includes an abundance of brick pavers, outdoor dining, and small shops that give it a particular and celebrated pedestrian environment. Additionally, the streets within Old Bellevue tend to be narrower and slower than many others in Downtown, creating a safe and comfortable pedestrian environment. This segment of the route is also one of the few without a defined path. While the remainder of the route follows the east-west Pedestrian Corridor and NE 6th Street, the segment between Meydenbauer Bay and the Downtown Park offers a multitude of potential routes connecting with urban amenities and commercial services.

Pedestrian Corridor (Bellevue Way to 106th Avenue NE)

This portion of the route represents one of the most complete visions of the existing Pedestrian Corridor. It begins at Bellevue Square, and the grand shopping street of Bellevue Way, and connecting to Compass Plaza to the east. The segment between Bellevue Way and 105th Avenue NE has long been visioned as a "plaza as street." With Bellevue Arts Museum and its open space providing an anchor to the intersection, opportunities exist to enhance the cultural significance and pedestrian intersection of this more intimately scaled street. This segment will also include the proposed pedestrian bridge connecting the two developments to the north and south of the Pedestrian Corridor.

Parcels on the eastern edge of this segment, to the north and south of the Pedestrian Corridor, are currently underdeveloped. An opportunity exists to shape and inform future developments by establishing a design framework that these developments can embrace and activate.

106th Avenue NE to 108th Avenue NE

The segment between 106th Avenue NE and 108th Avenue NE include Compass Plaza and the Garden Hill Climb. Compass Plaza is a significant open space, given its location at the center of Downtown and existing activation in and around the space. The plaza and the immediate area are extremely popular during weekday lunch hours with food trucks typically stationed nearby. Compass Plaza also provides art, seating, and a restaurant. During the warmer months, patrons of the food trucks and surrounding restaurants can be found sitting in the plaza and along the stairs. With any

future development to the north, the plaza will be further extended creating opportunities for more public space, as well as the challenge of finding a new location for the food trucks.

Further east is the Garden Hill Climb where smaller public spaces exist, and a gradual ascent to 108th Avenue NE. For many the eastern edge at 108th Avenue NE is a gateway into Downtown Bellevue when arriving from the Transit Center. There are also several parcels abutting the route that are underdeveloped, creating more opportunities to shape and inform future developments.

108th Avenue NE to 112th Avenue NE

This segment of the route includes a number of important services and spaces. It is the location of the existing Bellevue Transit Center, and one block east will be the location of the East Link Downtown light rail station. With its important transit connections, this segment represents an entry point and gateway for those that visit and work in Bellevue. Establishing a sense of arrival at this portion of the route will be essential.

Within this segment are Bellevue City Hall, which is located directly south of the future light rail station, and the Meydenbauer Convention Center, which is directly north. It is also anchored by another significant retail development, The Bravern.

South of the Transit Center is City Center Plaza. It is an important open space in Downtown, providing informal seating and programming that include impromptu sports activities and music shows. The existing plaza at City Hall provides open green space, art, and a pavilion structure. Ultimately, this plaza will be replaced with the construction of the light rail station, but will remain an important plaza and gateway to Bellevue.



Above: View looking east into the Pedestrian Corridor from Bellevue Way



Above: Main Street in Old Bellevue, between Meydenbauer Bay and the Downtown Park.

Future Projects

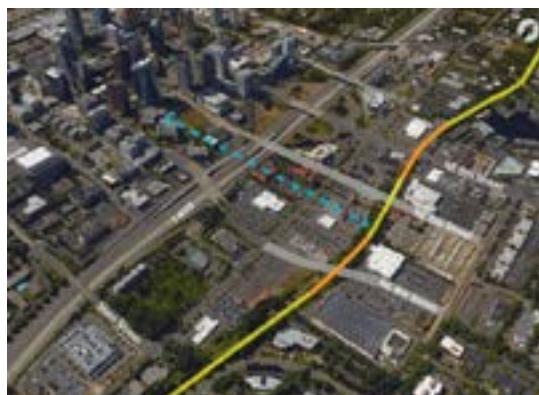
Participants were given background information on the existing patterns along the route including land use, ownership, and projects. Participants were asked to consider the larger forthcoming projects that could greatly influence the experience and connectivity of the route. These projects included:

- *Meydenbauer Bay Park Plan* – Having been previously approved, participants assigned to this segment of the route were asked to consider the park as already completed. This segment was less about influencing the proposed design of the park, and more about connecting to this future asset, provide programming, and reconnecting Bellevue with the waterfront.
- *Downtown Park Master Plan* – With construction beginning in the near future, participants were asked to consider that the southeastern corner of the park was completed as planned. With underwhelming entrances at the corner of NE 4th and Bellevue Way, and another at mid-block Bellevue Way, participants were asked to consider these areas for any large-scale changes. Otherwise, programming and connectivity were to be the primary considerations for the Downtown Park.
- *NE 6th Street Pedestrian Bridge* – A pedestrian bridge has been proposed to connect Lincoln Square and Lincoln Square Expansion at the second levels. Participants were asked to consider the bridge as well as the ground level plaza as potential assets to the route, and to consider improvements that could be made to ensure that the segment was for public use, including the bridge.
- *East Link Light Rail* – With 100% drawings complete and construction anticipated to commence in the coming months, participants were asked to consider the light rail line as a fixed element in the urban fabric.

- *Eastside Rail Corridor* – With the master plan expected to be released this summer, participants were asked to focus their efforts on integration and interfacing with the non-motorized, transit corridor. This created opportunities to enhance north-south connections with the east-west orientation of the Grand Connection.



Above: Rendering of the completed Downtown Park.



Above: Diagram showing the potential interface of the Grand Connection and the Eastside Rail Corridor.

Principles

The scale of the Grand Connection creates many complexities, different environments, nodes, and opportunities. These complexities create different opportunities to advance non-motorized transportation while also advancing priorities of the City and the public.

- *Non-Motorized Connectivity* – A primary function of the Grand Connection is to create an intimate and well-designed environment for pedestrians and cyclists. This would prioritize non-motorized transportation options for residents, visitors, and employees. Simultaneously, the reduced dependency on motorized transportation creates opportunities to advance a more sustainable vision for Downtown.
- *Arts* – With Bellevue Arts Museum located at a key intersection of the Grand Connection, the project offers a unique opportunity to advance the goals of public art for the City and the Museum. Consideration for the arts is to include installation, temporary, small-scale, and performance opportunities.
- *Parks and Recreation* – Known as the “City in the Park” the Grand Connection seeks to advance this vision of Bellevue. With the Downtown Park a key element to the route, and with each end anchored by park assets, including Meydenbauer Bay Park and Eastside Rail Corridor, the Grand Connection creates opportunities to develop a network of public spaces, green spaces and parks.
- *Placemaking and Nodes* – With a diverse set of uses along the route and an unfulfilled vision of the

Pedestrian Corridor, participants were to consider how to create places people and businesses want to be. This could be accomplished by capitalizing on existing amenities and environment within the segment, or to create new ones with the ultimate goal of creating occupiable spaces that offered connectivity.

The Events

Charrette Launch Party

On Thursday April 7th the charrette opened with a launch party at Bellevue Arts Museum. Participants, city staff and officials, as well museum staff and board members were present. The launch party was opened by co-conveners Stefano Catalani of Bellevue Arts Museum and Bradley Calvert of the City of Bellevue. An opening address was provided by Bellevue Mayor John Stokes who recollected the beginning of the Grand Connection and its emergence as a City Council priority. Following a trip to Denver in 2012, Stokes and other staff members were inspired by the transformational power of Denver’s Millennium Bridge and how it reconnected communities, encouraged investment and redevelopment, and served as a public asset and space for its residents. This precedent opened conversations on how the City could address its own connectivity challenges between Downtown and the Wilburton Commercial Area. Mayor Stokes emphasized the importance of the project for connectivity, livability, and an amenity for residents and visitors alike.

Following the opening remarks participants were provided a private viewing of the *Louis Kahn: Power of Architecture* exhibit. An electric atmosphere quickly began to form in anticipation of the charrette.

The Charrette

The charrette was scheduled to begin at nine in the morning on Friday April 8th at The Resonance at SOMA Towers. Many participants arrived at seven-thirty ready to tackle the challenge, and as nine approached nearly all participants were already fully engaged in the design process. At noon the doors of the charrette were opened for stakeholders and staff to observe, as well as ask questions of the participants. This created an opportunity for those unfamiliar with a charrette to engage and learn about the process and the project. The open house lasted until two that afternoon. The first day of charrette activities concluded at five that evening with many participants continuing until well past six.

Charrette activities resumed at nine in the morning, Saturday April 9th in anticipation of the public open house later that afternoon. The charrette concluded at one in the afternoon and participants worked aggressively to refine designs and assemble both their presentations and their boards for the public open house.

The Public Open House

A public open house was scheduled from four in the afternoon until seven in the evening at Bellevue Arts Museum. This was to provide the public an opportunity to review the charrette results, listen to team presentations, and witness the keynote speech from author Charles Montgomery. A recap of the open house is included later in this book.

The Results

This book serves as a collection and documentation of ideas. The results of the charrette will help inform and shape the conversation and concepts that will ultimately establish the vision of the Grand Connection. The documented ideas will serve as inspiration and local perspective with many of the common goals, ideas, and themes assisting in creating a memorable and exciting urban experience.



Above: Bellevue Mayor John Stokes delivers the opening remarks at the charrette launch party at Bellevue Arts Museum.



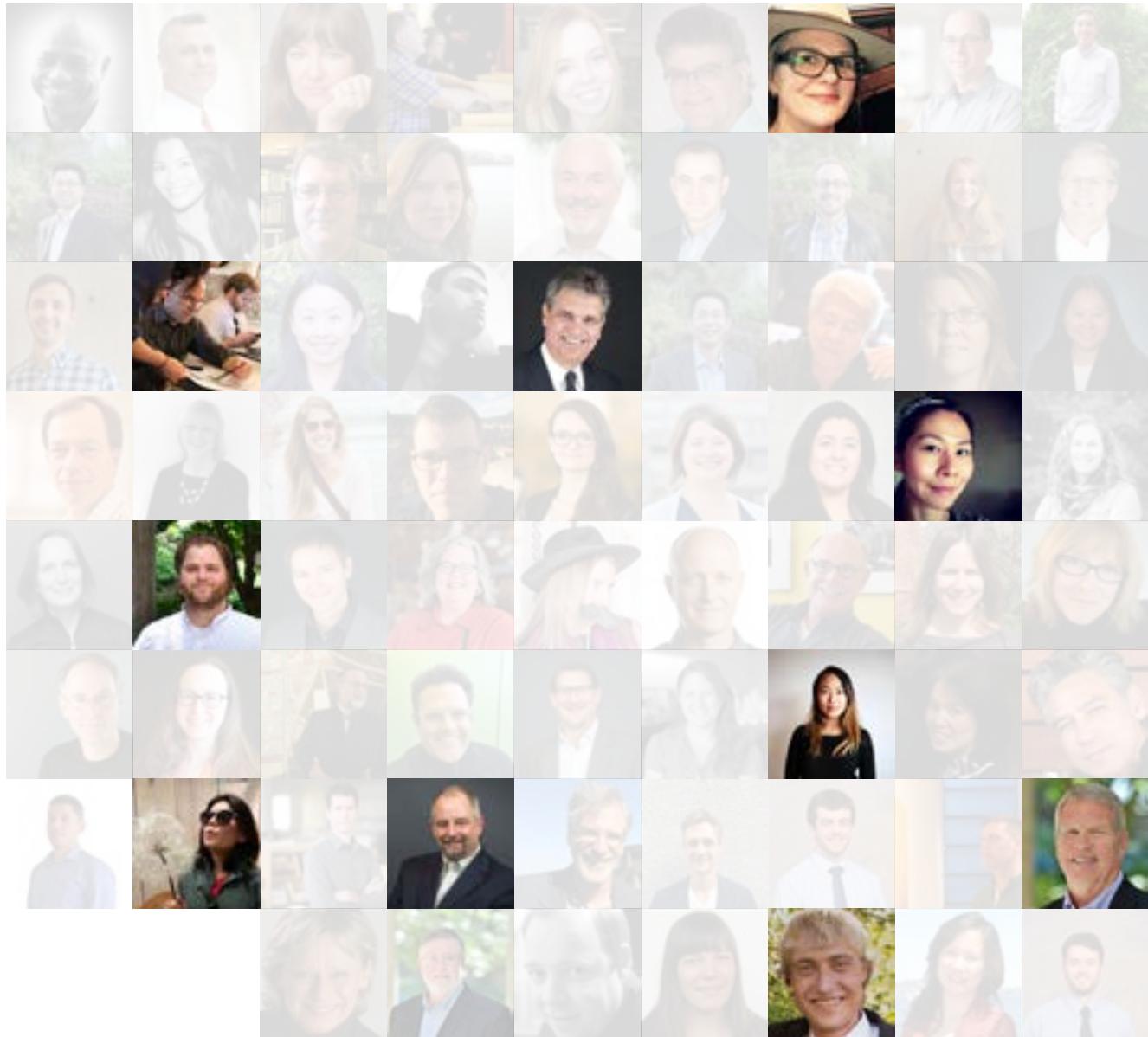
DOWN TOWN
PARK.

CONNECTION
TO
PARK

VIEW!

WATER
BRIDGE

SUN



DTP Collaborative

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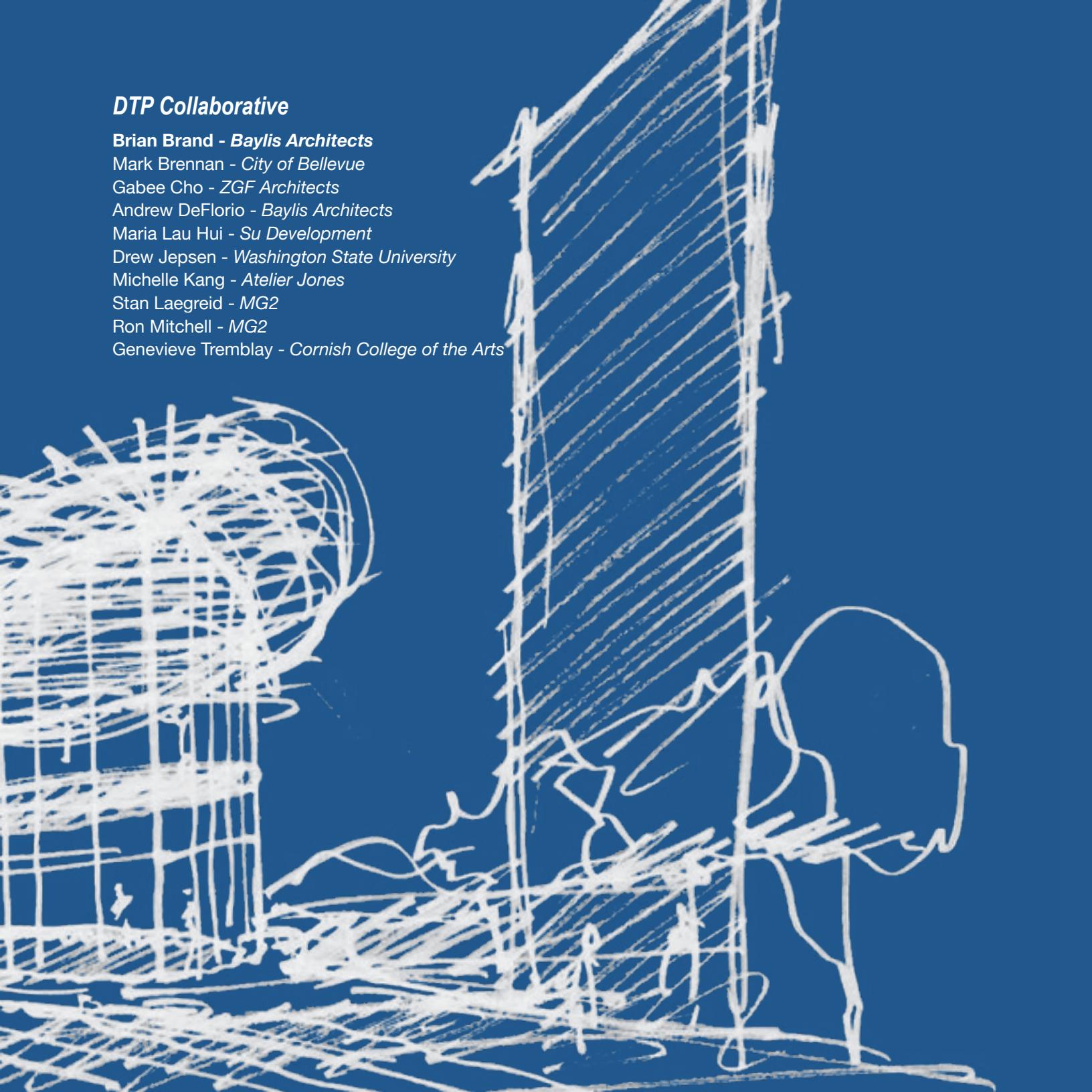
Drew Jepsen - Washington State University

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Ron Mitchell - MG2

Genevieve Tremblay - Cornish College of the Arts



Approach

Downtown Park Segment

The DTP Collaborative Team studied segments at both ends of the Grand Connection, the waterfront and the Downtown Park on the west end and the crossing over I-405 to the Wilburton Commercial Area and Eastside Rail Corridor to the east. Both will establish important gateways to the Grand Connection.

While the Downtown Park is nearing its full build out and has become a vital part of Downtown Bellevue over the past 20 years, opportunity exists to enhance it as the major downtown gathering place and as the gateway to the Grand Connection.

DTP Collaborative's approach to the design of this segment includes encouraging creative expression to enhance day and night activity by creating linkages that celebrate the waterfront, forming a gateway to the Grand Connection, activating pathways, and celebrating the topography of Downtown.

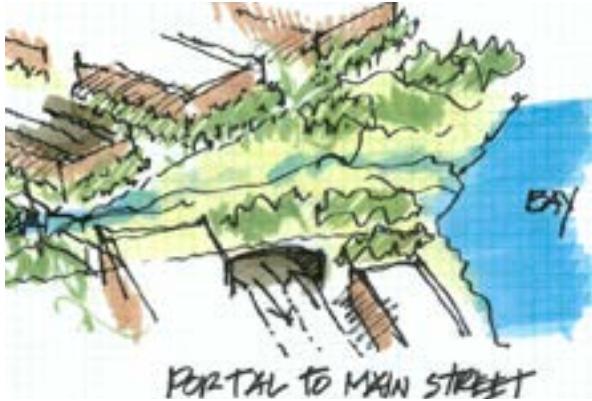


Above: Meydenbauer Roundabout - Provide a pedestrian and automobile roundabout at Meydenbauer Bay Park and Marina that formally acknowledges the Grand Connection at the waterfront - Stan Laegreid

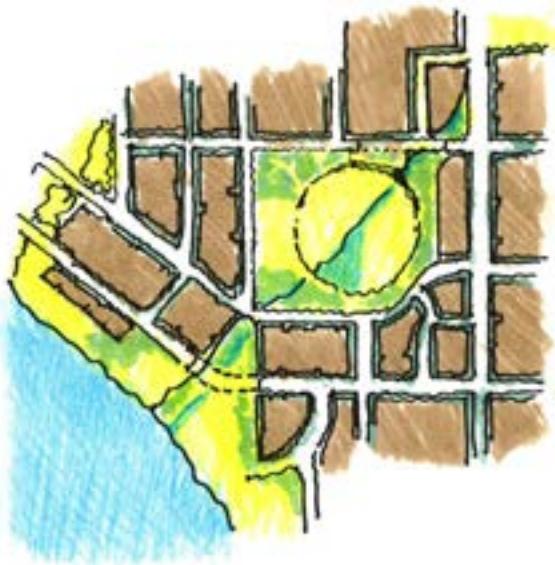
The west entrance to the Grand Connection is the Bellevue Downtown Park, which is situated adjacent to Meydenbauer Bay and Old Bellevue. Meydenbauer Beach Park is located west of the Downtown Park and is currently a hidden gem with a small beach. The city is about to begin construction on Meydenbauer Bay Park and Marina which will be situated between Old Bellevue and Meydenbauer Beach Park. They will eventually be connected at the waterfront.



Above: "Necklace of Parks" encourage linkages: The west entrance and gateway to the Grand Connection would create a linkage with parks and green spaces to neighborhoods for pedestrians and bikes. A "necklace" of green spaces can form a connection between Meydenbauer Bay Park and Marina, Meydenbauer Beach Park, and the Downtown Park - Mark Brennan and Brian Brand



Above: A pedestrian underpass that would provide retail and connectivity between Meydenbauer Bay and Downtown Park - Mark Brennan



Below: A necklace of green spaces connecting the city's existing and proposed park assets - Mark Brennan

encourage linkages

The DTP COLLABORATIVE proposed linking Meydenbauer Beach Park and Meydenbauer Bay Park and Marina to the Downtown Park with pathways, bike paths, and signage. A linkage from Meydenbauer Beach Park through the residential neighborhood and along NE 4th Street can also connect to the northwest corner of Meydenbauer Park. This linkage can create a "necklace of parks" in this west segment as the gateway to the Grand Connection.

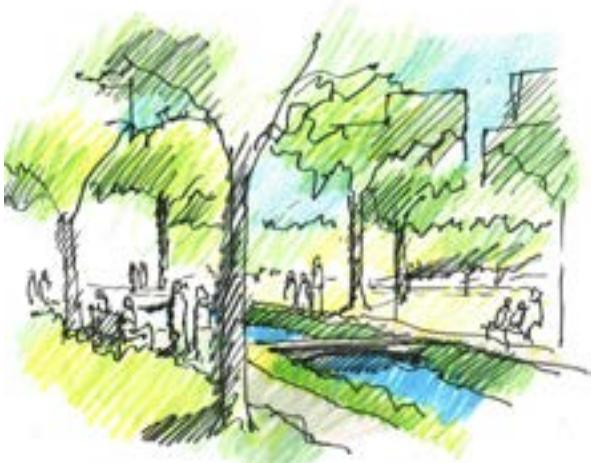
Gateway Link to Grand Connection

As the Downtown Park is currently designed, it is isolated by the surrounding wide streets and several parking lots, with one main entry on the north side. Access is gained by walking over existing grass areas from the northeast corner.

The DTP Collaborative proposes to build on the Olmsted Brothers plan of creating a city as a series of parks linked as "green spaces" and boulevards that provide a continuity of the green experience. The plan proposes major connections to the park from Meydenbauer Bay Park along 100th Avenue NE, from Old Bellevue along 102nd Avenue NE, at NE 4th Street at Bellevue Way, and to Bellevue Square and the Pedestrian Corridor. These connections would allow permeability to surrounding neighborhoods as well as a defined link to Meydenbauer Bay Park, Old Bellevue, and Bellevue Way, as well as the pathways through the park.



Above: Create a major pedestrian connection to the Downtown Park from the southwest corner near 100th Avenue NE with a new landscaped entrance and parking located below - Brian Brand



Below: Celebrate topography with water threads following the pedestrian/bike paths throughout the Grand Connection, from Downtown to Meydenbauer Bay - Mark Brennan

The DTP Collaborative proposes that at the southwest entrance to the park, the existing parking lot be placed below a new landscaped major entrance to this extremely important gateway to the park.

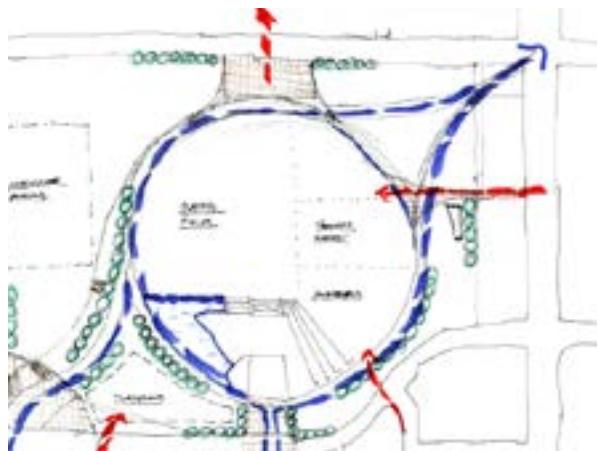
DTP proposes an active connection at the northeast corner of the park to Bellevue Way and Bellevue Square. This could be a simple tree lined median with a water thread at Bellevue Way that connects to the entry of Bellevue Square and the Pedestrian Corridor, or a more robust connection that crosses NE 4th Street with a bridge and integrates with Bellevue Square retail areas creating an activated pedestrian street similar to Las Ramblas in



Above: Linkage from Meydenbauer Bay and Meydenbauer Bay Park and Marina through Old Bellevue - Brian Brand



Above: Perspective of improved park entrance along NE 4th Street - Gabee Cho



Above: Define major entrances and pathways while providing linkage to the Downtown Park from surrounding neighborhoods - Andrew DeFlorio

Barcelona, Spain. Either of these connections should feature shops, sitting areas, and separated by grade or landscaping features from automobile traffic.

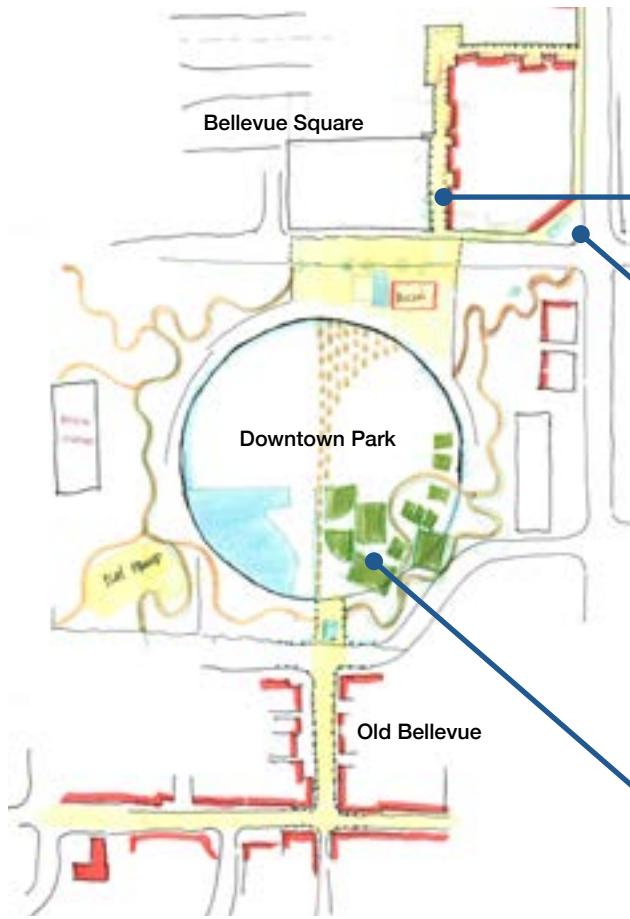
An alternative approach for the northeast corner would be to create a retail pedestrian underpass, allowing pedestrians to move under the intersection without disrupting the flow of traffic. Similar to "Sergels Torg" in Stockholm, Sweden, the connection from the Downtown Park could stretch under the existing roadway and be filled with retail, landscaping, and lit by skylights puncturing the roadway above.

Activate Pathways

The Downtown Park is primarily a passive park with a children's play area in the southwest corner and a center circle that can be used for active sports such as soccer and volleyball. DTP Collaborative proposes an area at the southeast quadrant, which is soon to be constructed, to include activity areas for basketball, tennis, or volleyball.



Above Precedent: Active pedestrian pathways similar to Las Ramblas in Barcelona, Spain - Image Credit: Jacinta Lluch Valero



Above: Active Pathways - add activity areas in the park for volleyball, tennis, and basketball. At the northeast corner of the park to Bellevue Way and Bellevue Square, connect the Downtown Park at Bellevue Way with a more robust connection that crosses NE 4th Street with a bridge and integrates with Bellevue Square retail areas, creating an activated pedestrian street similar to Las Ramblas in Barcelona, Spain. Alternately, create a pedestrian passageway and retail section under the street similar to Sergels Torg in Stockholm - Maria Lau Hui and Gabee Cho.



Above Precedent: Active pedestrian street similar to Las Ramblas in Barcelona, Spain - Image Credit: Liz Castro



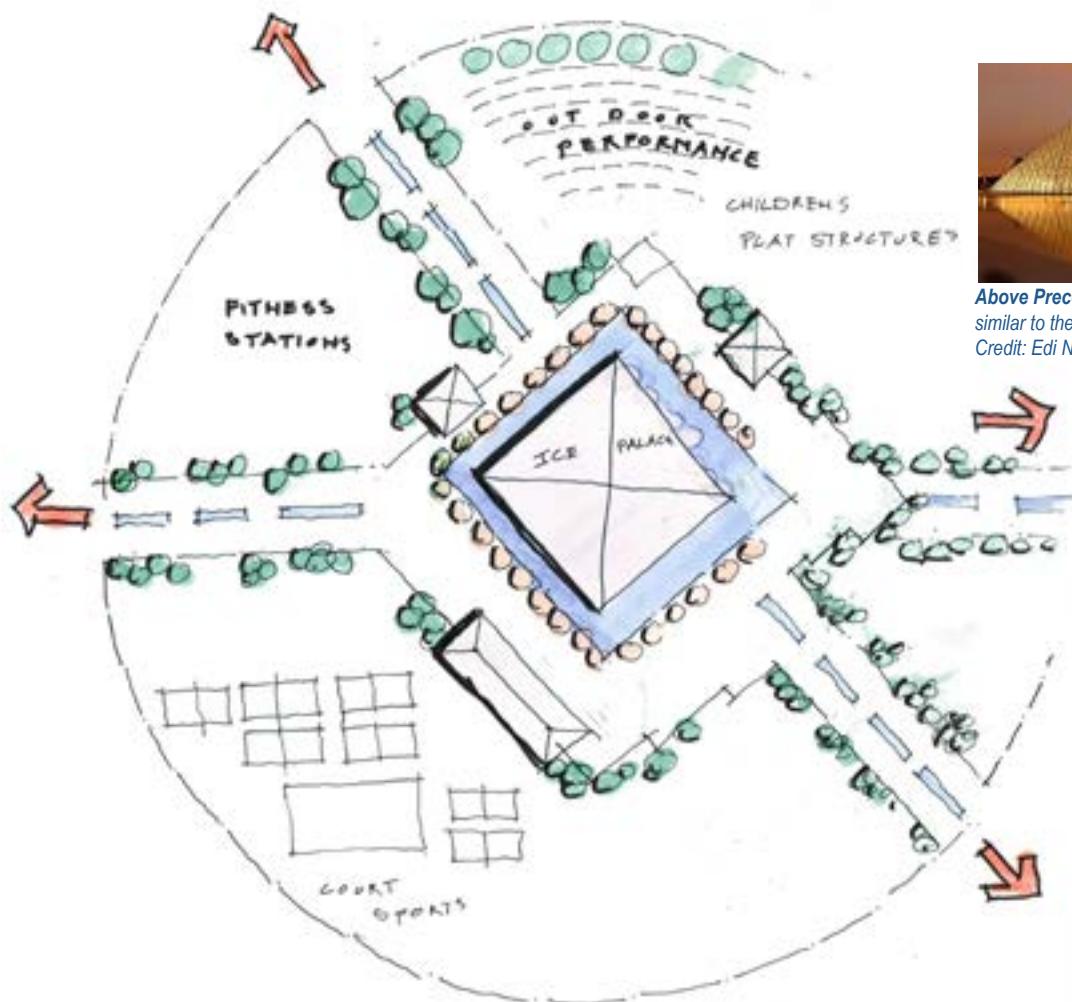
Above Precedent: Pedestrian retail underpass similar to Sergels Torg in Stockholm, Sweden - Image Credit: Holger Ellgaard



Above Precedent: Recreational activities to activate the park - Image Credit: Mr. TinDC



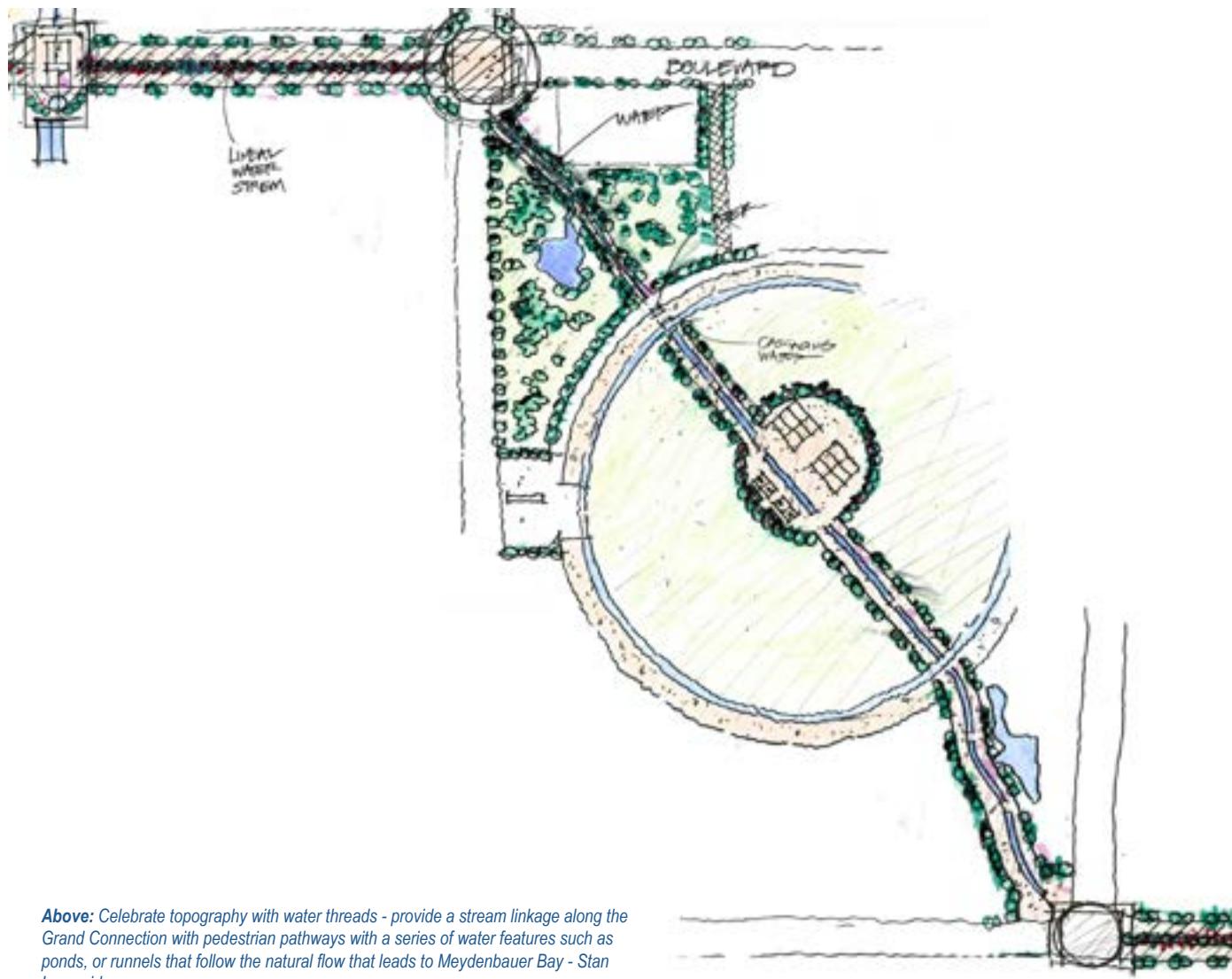
Above Precedent: Recreational activities to activate the park - Image Credit: Jens Karlsson



Above: An iconic architectural structure or podium to be used for gatherings, farmer's market, picnics, and other functions - Ron Mitchell



Above Precedent: Iconic architecture similar to the Louvre in Paris - Image Credit: Edi Nugraha



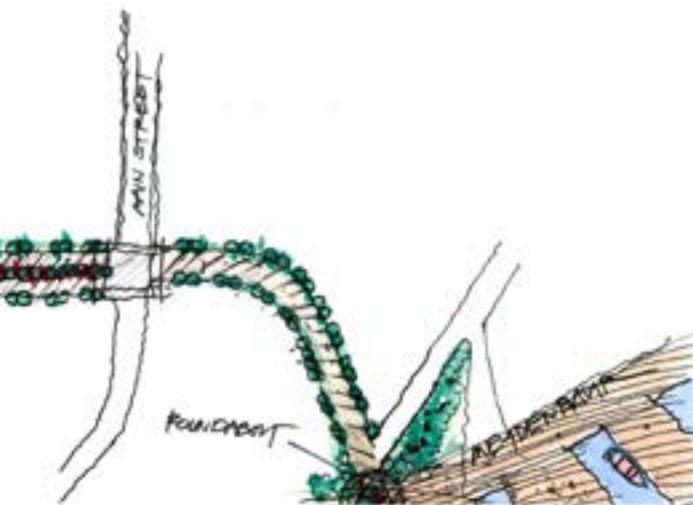
Above: Celebrate topography with water threads - provide a stream linkage along the Grand Connection with pedestrian pathways with a series of water features such as ponds, or runnels that follow the natural flow that leads to Meydenbauer Bay - Stan Laegreid.

water thread

The DTP Collaborative also visualizes an iconic architectural structure in the park similar to iconic buildings located in other major parks. This structure could be used for gatherings, historical information, a farmer's market, potential food service, and other functions that promote activity and social engagement.

Celebrate Bellevue's Topography with Water Threads

The DTP Collaborative proposes the link between the Pedestrian Corridor on NE 6th Street, through the Downtown Park to Meydenbauer Bay Park and Marina, to include a "water thread" consisting of a series of water features, streams, ponds, and runnels that follow the natural topography and the pedestrian path. This water thread exposes the natural water flow that leads from the center of Downtown to Meydenbauer Bay and could serve as a way-finding element.



Gateway Link to Grand Connection at I-405

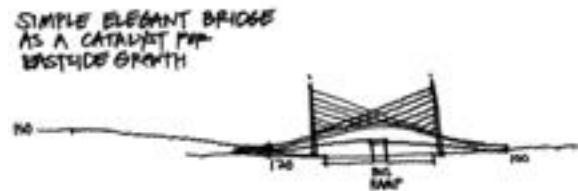
I-405 Wilburton Trail Segment

The I-405 segment will connect from the Eastside Rail Corridor to the Meydenbauer Convention Center over I-405.

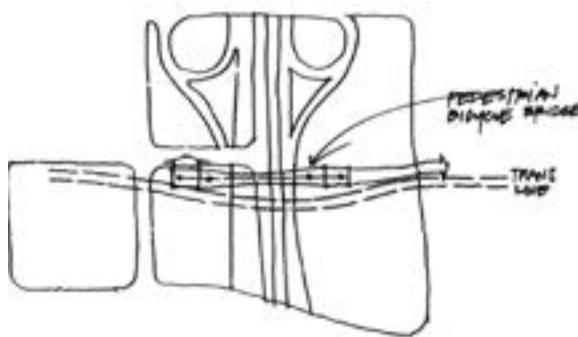
DTP Collaborative understands that this segment will be a significant gateway to the Grand Connection and an entry to Downtown Bellevue. The team created a number of alternative approaches for this segment, all envisioning a simple framework that begins with a plaza at the same elevation as the Downtown East Link light rail station entrance, Meydenbauer Convention Center, Bellevue Transit Center, and Bellevue City Hall plaza. It would continue through future private development on 112th Avenue NE, crossing I-405 with a bridge that varies in width, continuing, still elevated, across 116th Avenue NE to a connection at the Eastside Rail Corridor. This framework could include opportunities for expansion and other development opportunities with the addition of layers, iconic structures and small business opportunities.

DTP Collaborative proposed nine concepts of varying complexities.

simple bridge

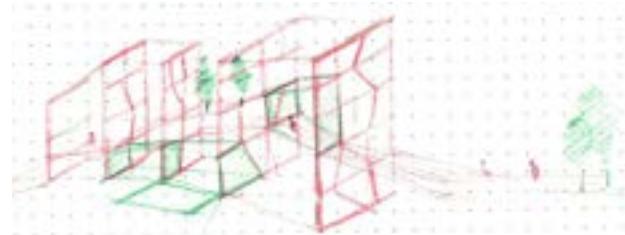
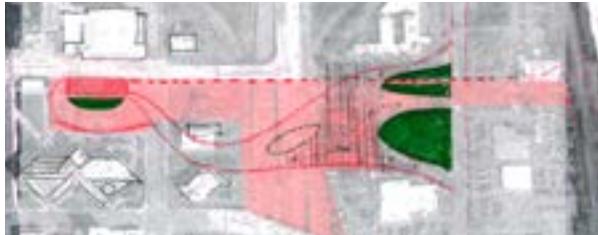


Above: Elevation of a simple elegant structure for pedestrians and bikes.
The structure of this bridge could have an iconic design - Genevieve Tremblay



Bottom: Plan for the bridge across I-405 - Genevieve Tremblay

framework - infill over time



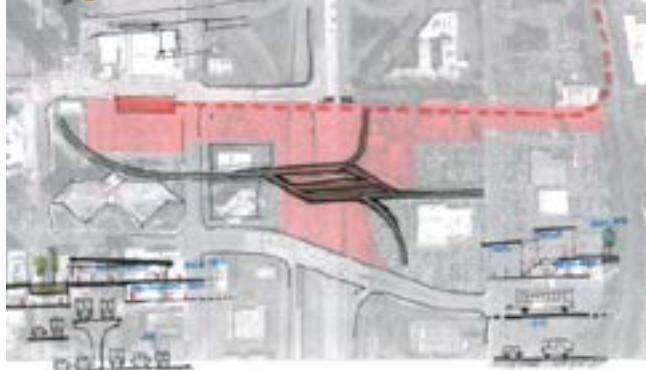
Above: A steel open frame structure to be studied along the east side of the interstate that can be filled over time with "container boxes" and planar rest areas, a playful response to the more rigorous constructs to the west - Maria Lau Hui

bellevue - “high line”



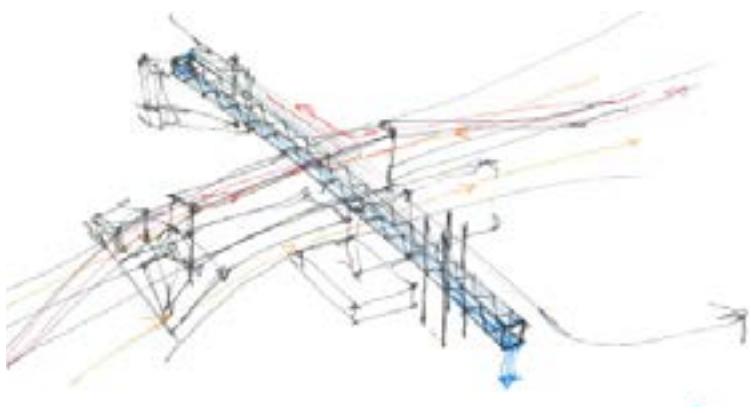
Above: Bellevue "High Line" - A one level concrete and steel bridge similar to New York's High Line Park, of varying width that includes wide pedestrian and bike paths, separated for safety and includes activity areas, activity buildings, plazas, and substantial landscaping - Brian Brand

layers over time



Left: A design that begins with a simple path that can be expanded with additional pathways - Gabee Cho

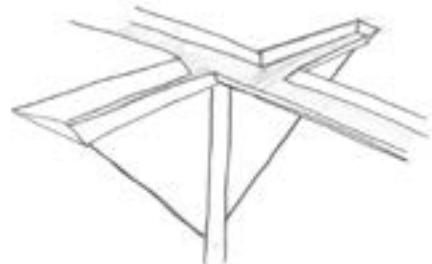
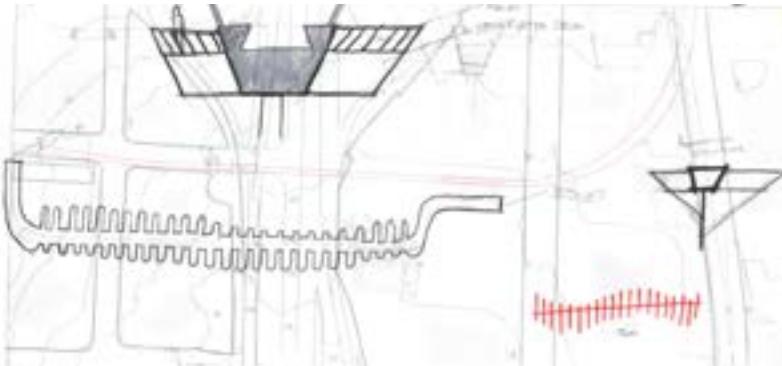
aqueduct



Above: Elevation of proposed aqueduct bridge - Andrew DeFlorio

Left: Perspective of an elevated pedestrian and bike bridge with a water feature that continues across I-405 and out falls near the Eastside Rail Corridor - Andrew DeFlorio

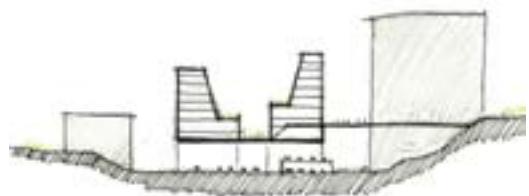
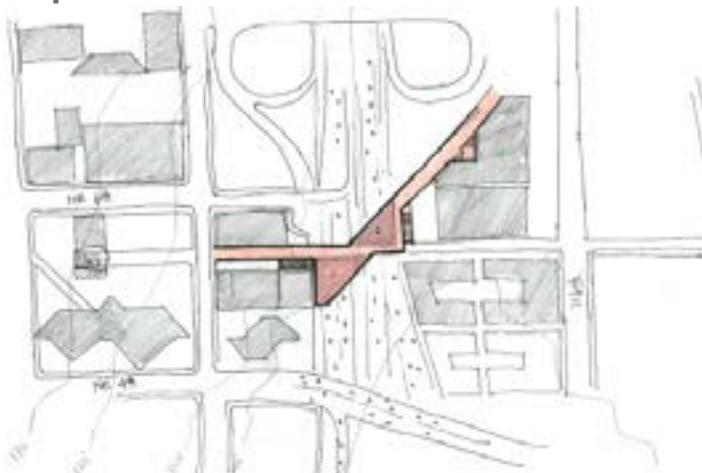
expandable spine



Above: Perspective view of "activity fingers" - Drew Jepsen

Above: A series of "vertebrae" that create activity fingers along a wide bridge - Drew Jepsen

split cube



Above: Section showing the relationship of the bridge to potential adjacent buildings - Michelle Kang

Left: A pedestrian bridge that meanders between buildings- Michelle Kang

bellevue -“ponte vecchio”

Right Precedent: Ponte Vecchio, Florence, Italy - Image Credit: Jan Drewes

Below: A one level concrete and steel bridge of varying widths that would include buildings on one or both sides for retail shops, an elevated street similar to Ponte Vecchio in Florence, the Rialto Bridge in Venice, or London Bridge before it burned. Shops and buildings could be added over time in a public private partnership agreement - Ron Mitchell

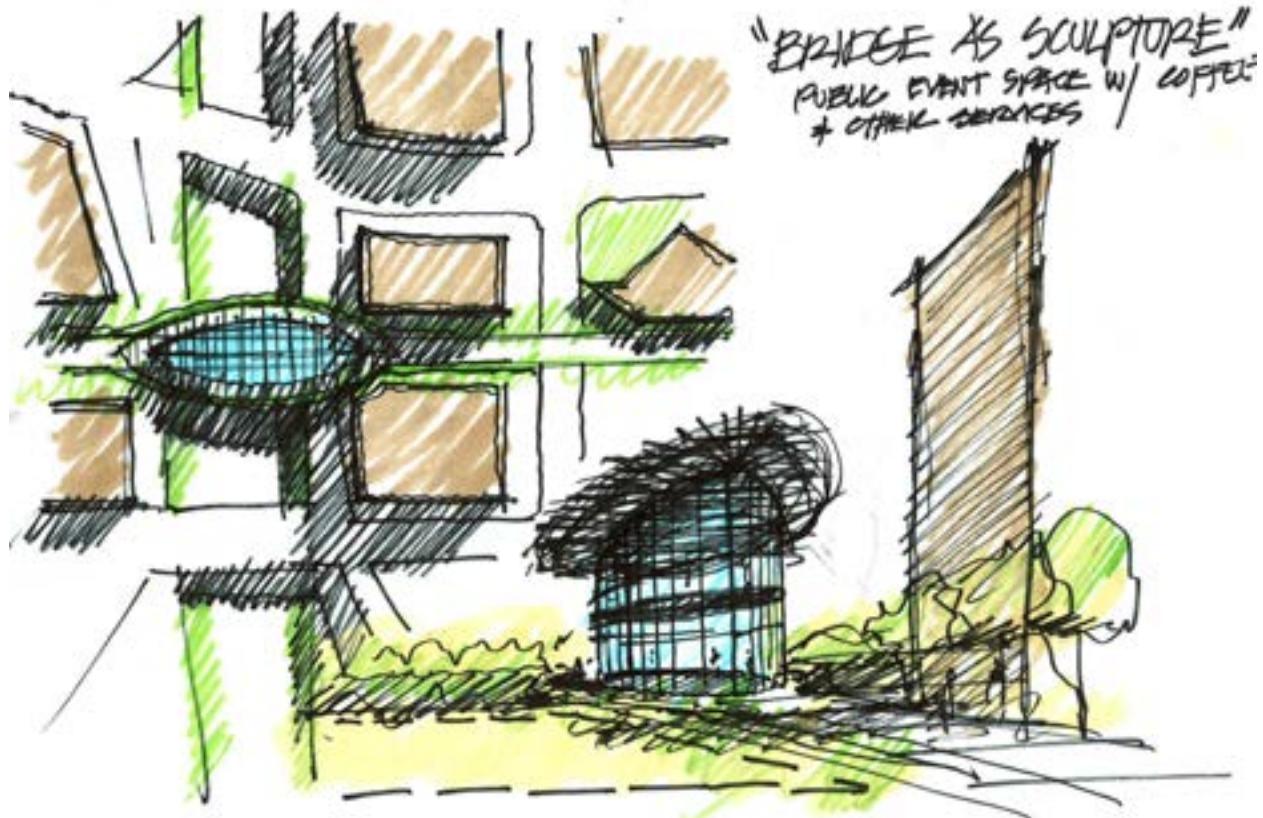


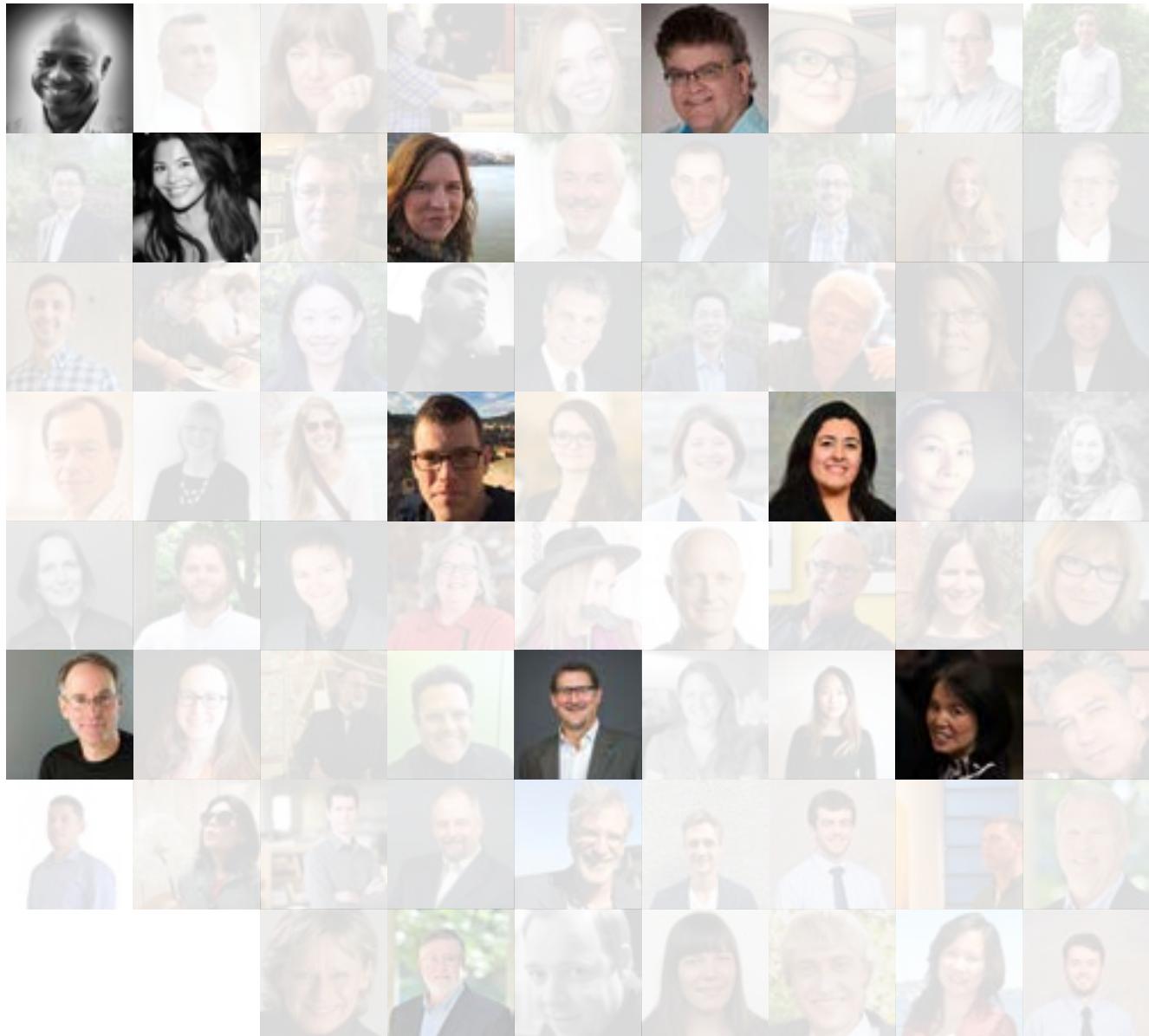


bridge as **sculpture**

Right Precedent: Milwaukee Art Museum by Santiago Calatrava - Image Credit: mareklug

Below: A one level concrete and steel bridge with an iconic architectural structure similar to the work of Santiago Calatrava. The iconic structure would be a pavilion with the purpose of event space, coffee shops, or other functions - Mark Brennan





Cloud Orca

Cloud Orca

Mitch Smith - MG2

Linda Abe - *Su Development*

Maria Auyeung - *Su Development*

Marianeth Becerril Pedraza - *Washington State University*

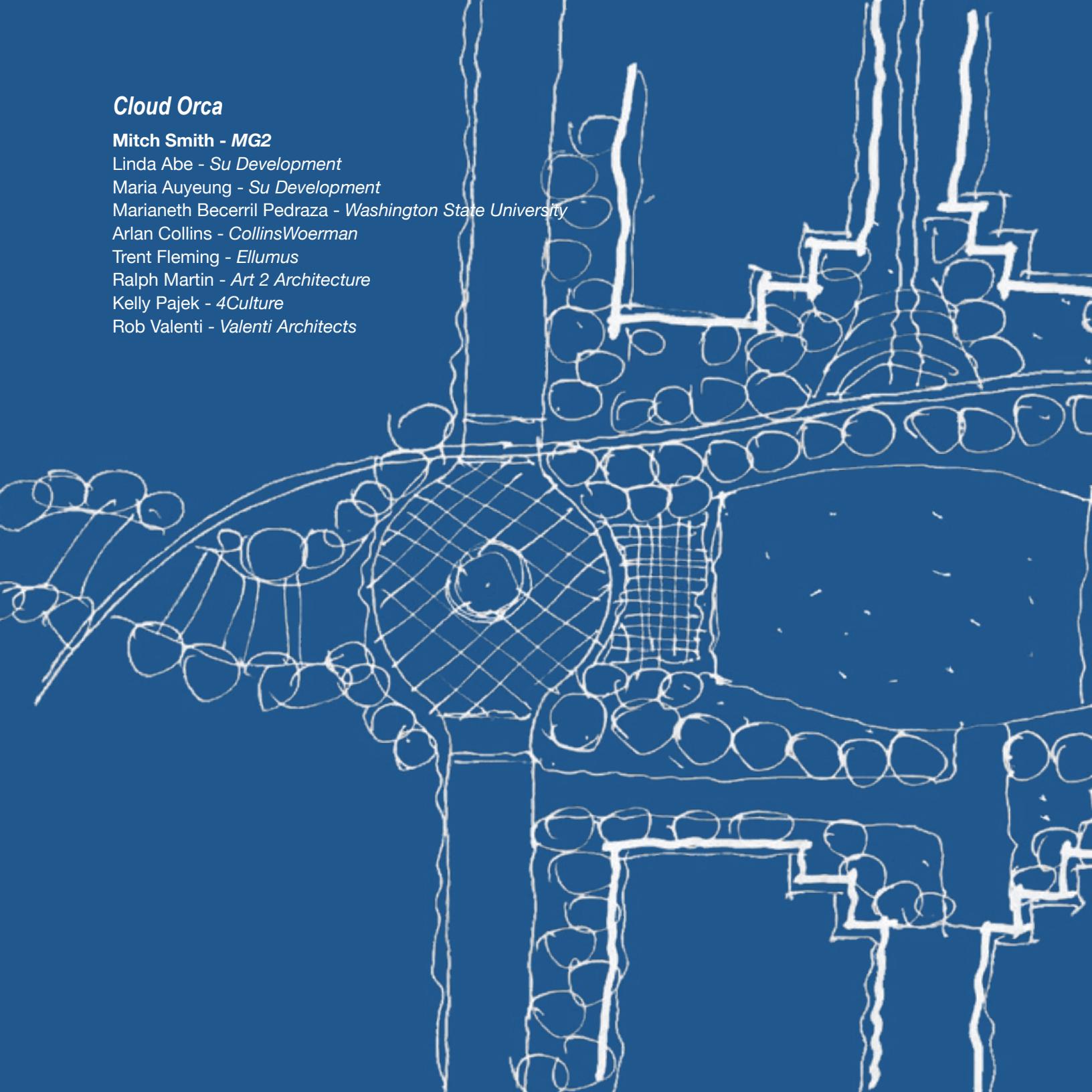
Arlan Collins - *CollinsWoerman*

Trent Fleming - *Ellumus*

Ralph Martin - *Art 2 Architecture*

Kelly Pajek - *4Culture*

Rob Valenti - *Valenti Architects*



Approach

Cloud Orca is a connective language of fluid structures that are both flexible and predictable. Additionally, Cloud Orca creates a memorable and iconic system of spaces and event venues that support and enhance Bellevue's "City in a Park" concept.

Cloud Orca is a multi-purpose traffic overlay that allows pedestrian movement to be integrated into the transit and vehicular grid. It also provides the visual and physical continuity that will "connect" the various event "nodes" along the Grand Connection. A large operable super structure over the street provides contiguous weather protection, and opens or closes in response to changing weather conditions. The assorted open and solid areas of the structure will help to define pedestrian activities below and also provide the rigging support for lighting and sound equipment for concerts and festivals. The structure would be a major tourist attraction with electronic animation incorporated onto the exterior facade and interior underside promoting citywide events and income generating advertising opportunities.

Paris has the Eiffel Tower, Seattle has the Space Needle, and Bellevue will have Cloud Orca, a unique, unifying element that can help establish the City of Bellevue as a world-class destination.

Innovation

Propose a symbiotic concept that efficiently and seamlessly integrates the movement of pedestrians, transit, and vehicles.

Connection

Develop a plan concept that provides visual and physical continuity utilizing deconstructed components of the Grand Idea.

Interaction

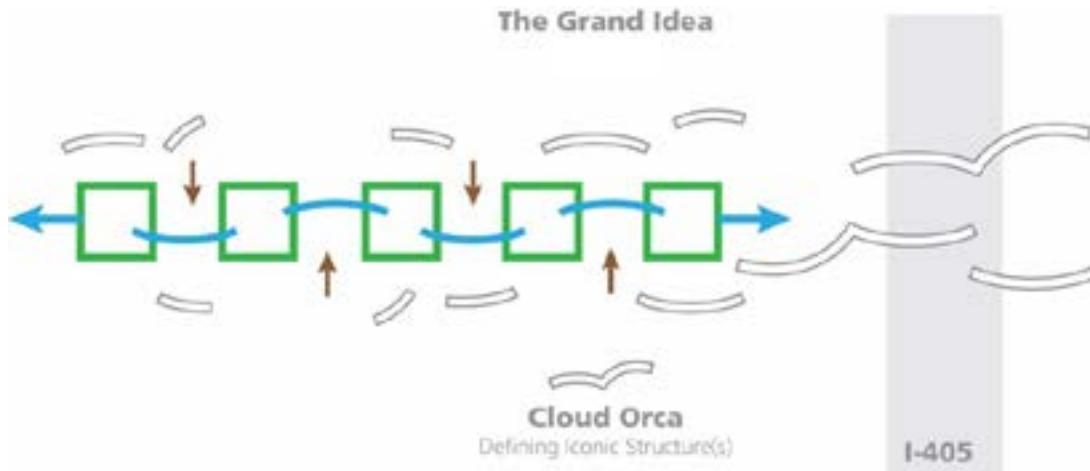
Create a strategy where interactive pedestrian "nodes" provide physical and visual respite and anticipation along the Grand Connection route.



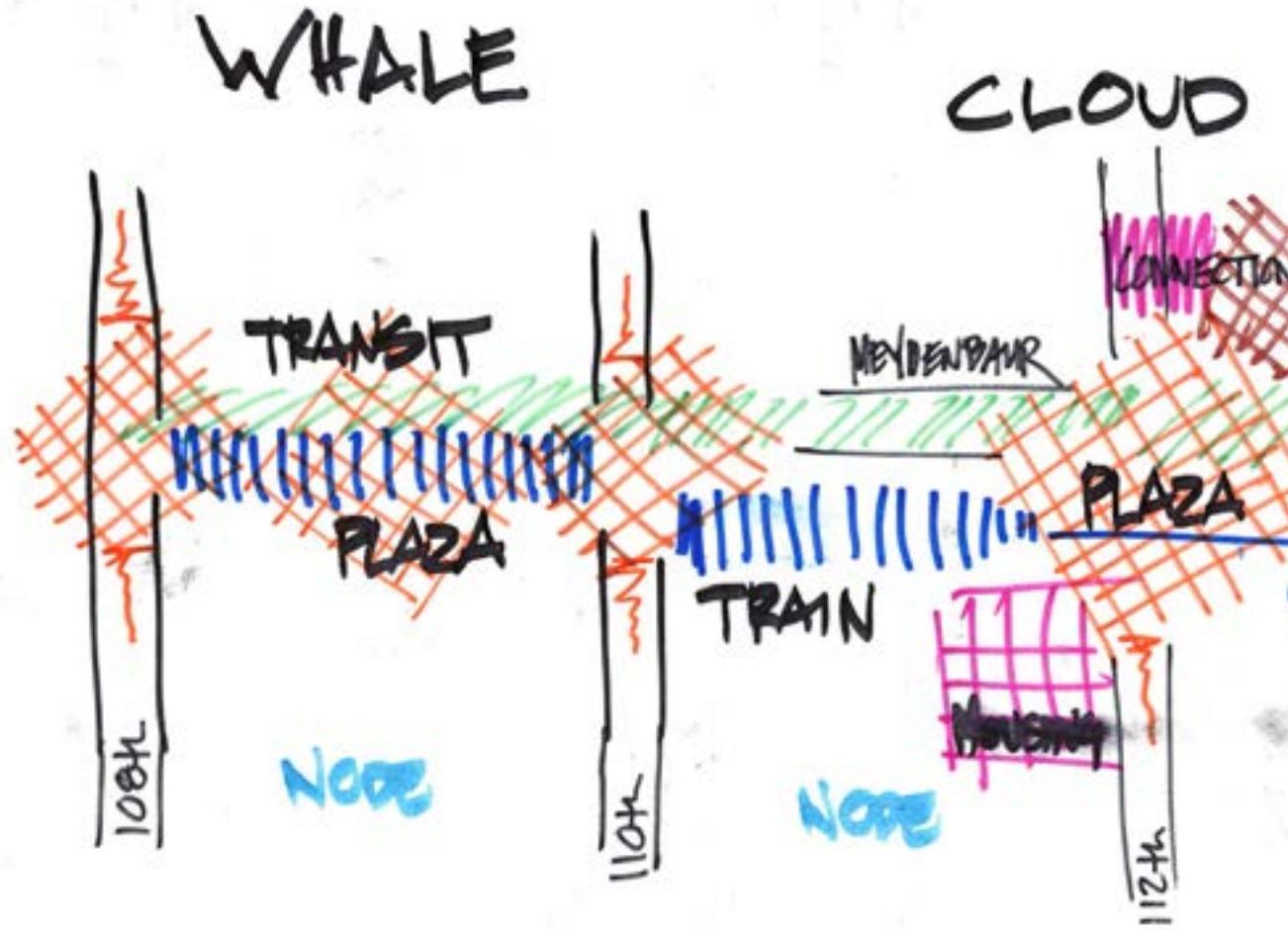


the **grand** idea

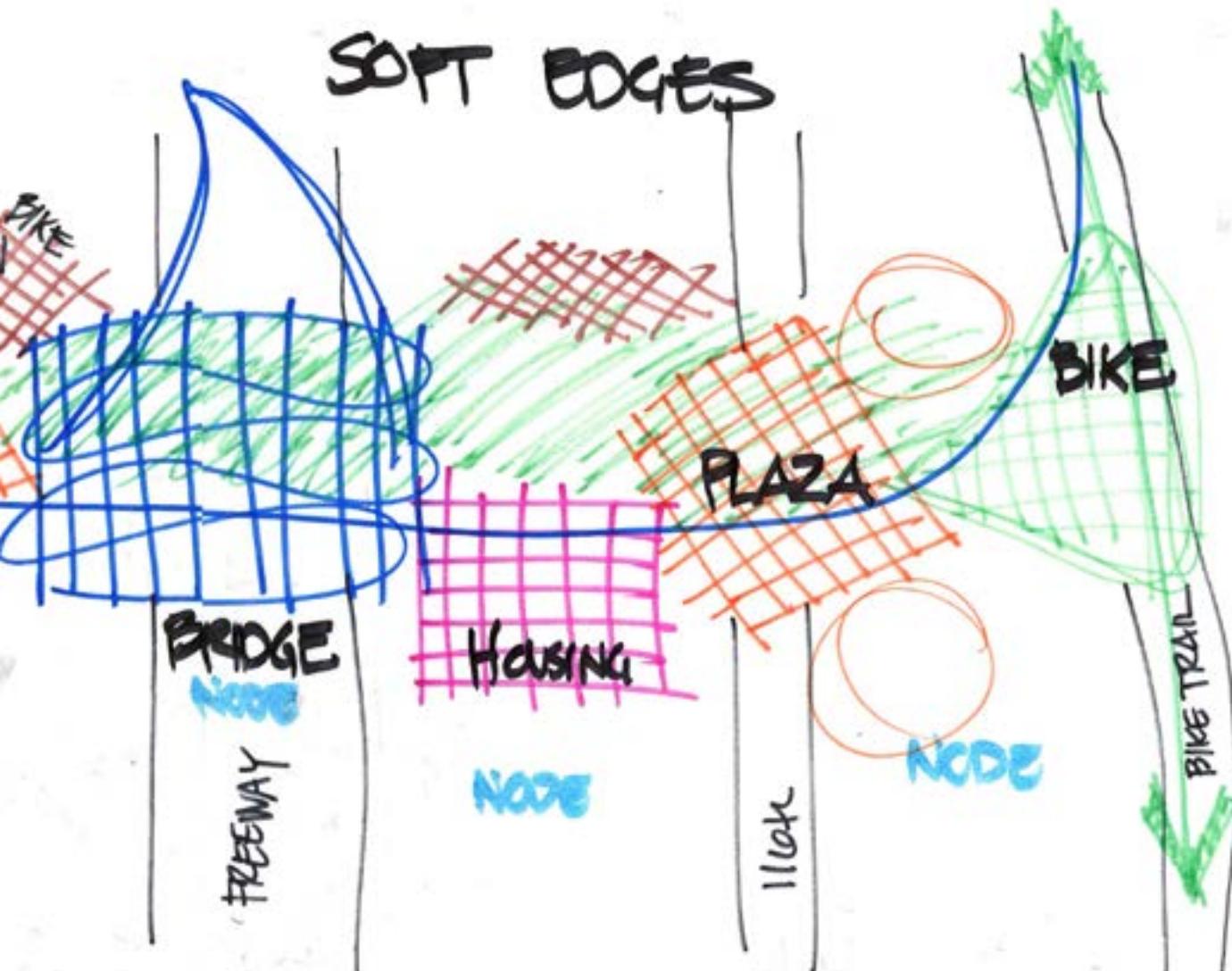
Super blocks are divided into “activity nodes” of human-scale side passageways, inlets, and coves where pedestrians can pause, sit, and rest or interact with varied streetscape amenities. Visually or physically truncating the blocks would make the pedestrian pace of travel more relaxed and grant the time to discover the points of “hidden gems” perpendicular to the direction of travel.



Above: The Grand Idea Diagram - Trent Fleming



Above: Node and Identity Diagram - Mitch Smith



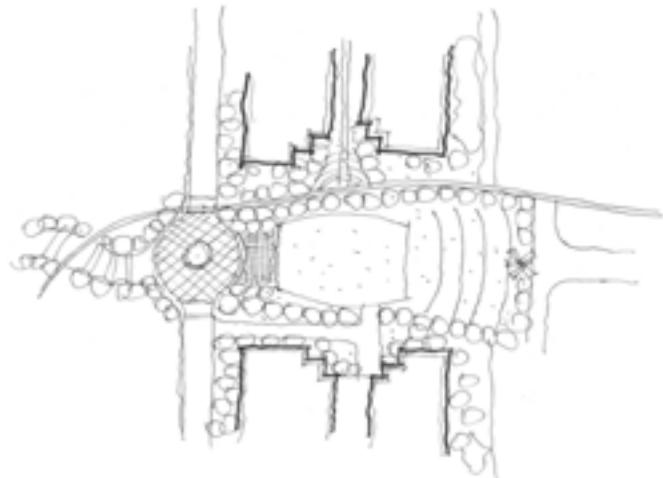
ART INTERVENTION SHOPPING EATING **PLAY** WORKING PODS
CONNECTIONS INTERACTION SPORTS ICE RINK **RECREATION**
FARMERS MARKET **COMMUNITY** PERFORMANCE FOOD TRUCK ROUNDUP
PARTY SPACE ACTIVATION **SOCIAL INTERACTION** MEMORABLE EXPERIENCES



Above: Grand Connection Route - Mitch Smith, Arlan Collins, Marianeth Becerril Pedraza

memorable experiences





Above: Proposed Wilburton park east of I-405 that would provide an identity for the Wilburton Commercial Area. The park would emphasize sports related activities - Linda Abe

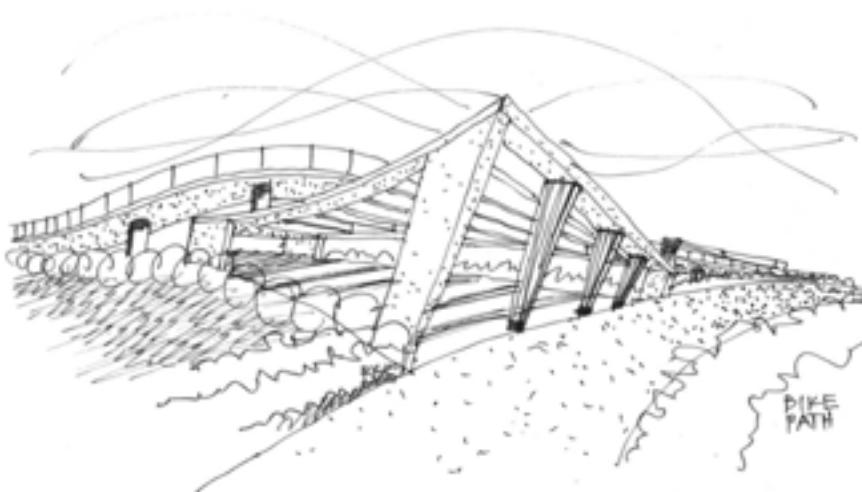
Opposite Page (Counter clockwise from top left)

Precedent: Helix Bridge, Marina Bay, Singapore - Cox Architecture with Architects 61

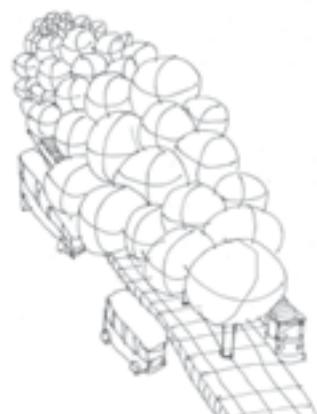
Precedent: Agitagueda Art Festival, Agueda, Portugal - installation by Sextafeira Producoes

Precedent: Storefront for Art and Architecture - 51 Prince Street, New York, NY

Transit Center Node - Mitch Smith



Above: Bike path that would incorporate a trellised enclosure - Ralph Martin

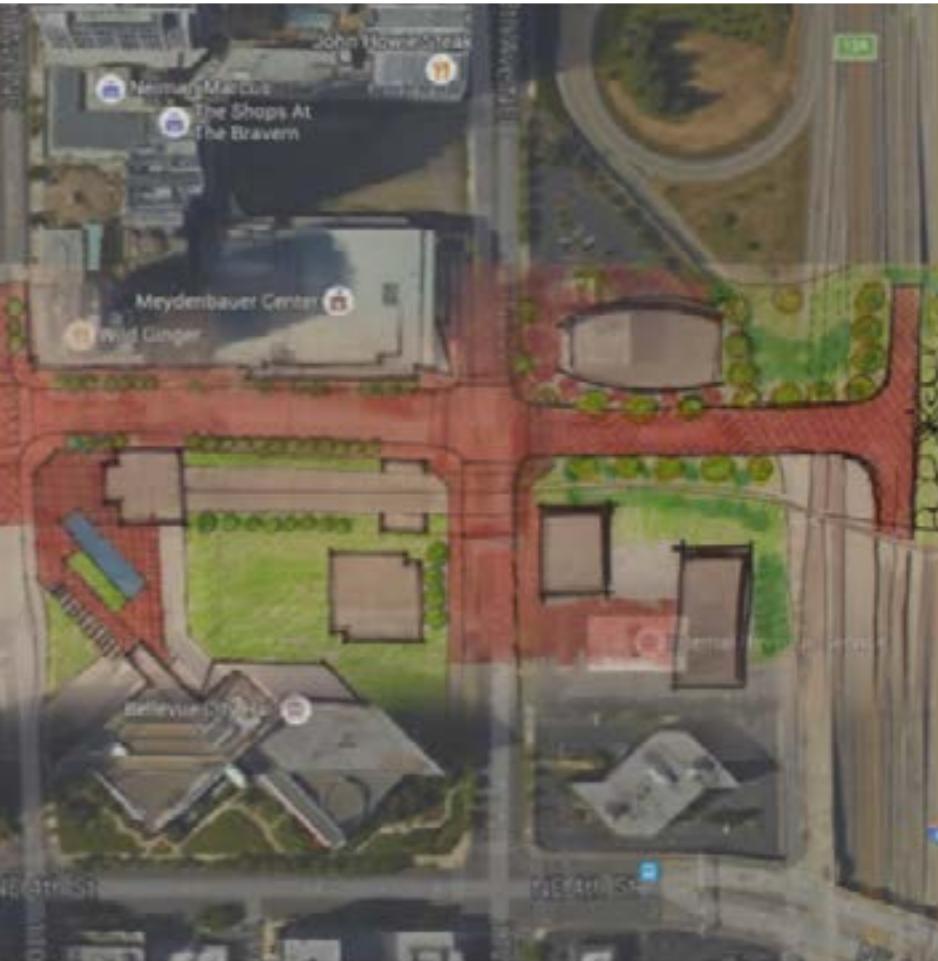


Above: A new lightweight canopy to incorporate an illuminated bubble cloud at the Transit Center - Ralph Martin

transit center node



city hall node



I-405 lid & park node



Opposite Page (Clockwise from left)

City Hall Node: Mitch Smith and Arlan Collins

Precedent: Parklet, San Francisco, CA - Walter Hood

Precedent: King's Cross Western Concourse, London, England - Arup Engineers

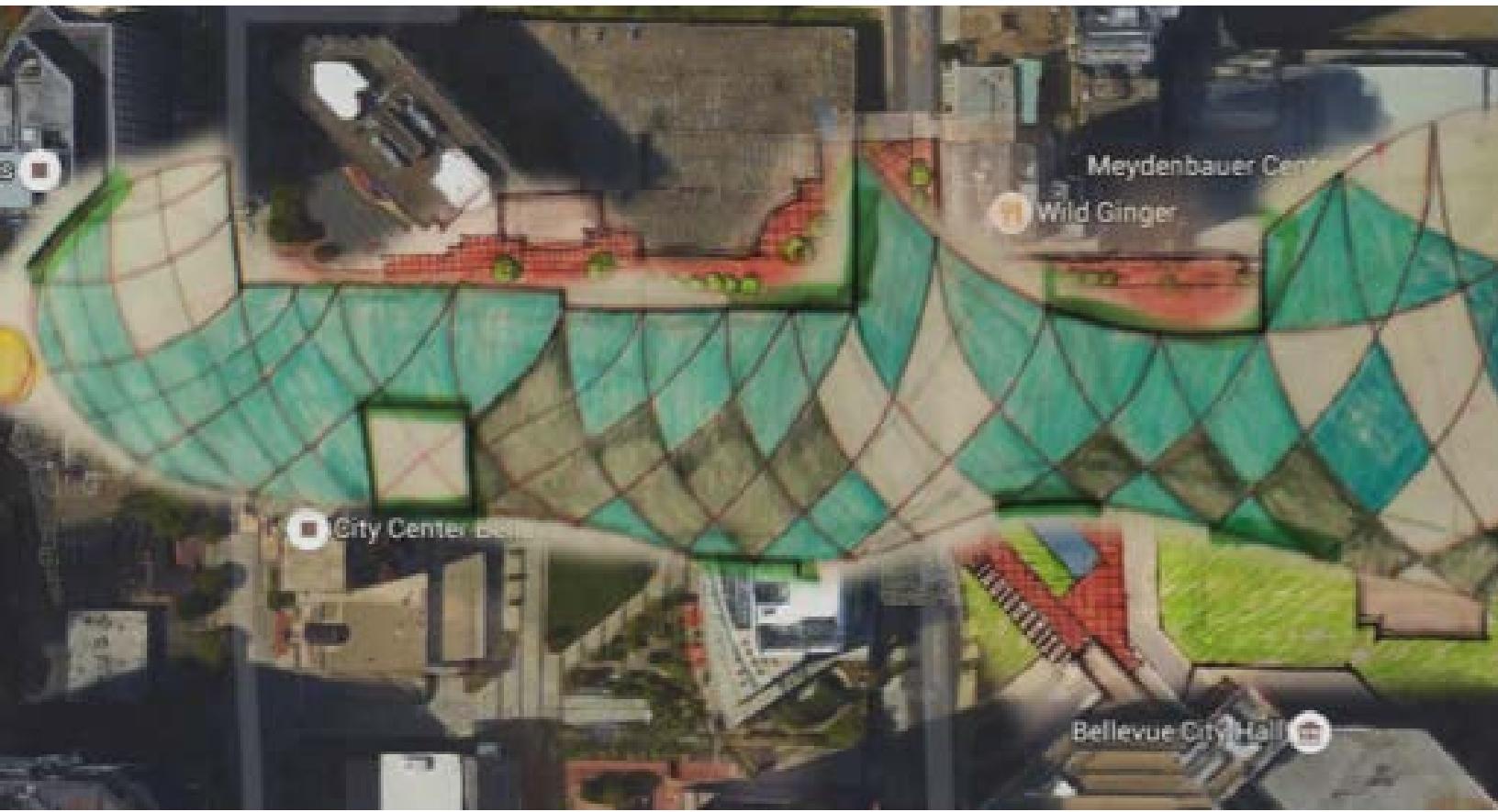
Precedent: "I See What You Mean," Denver Convention Center, Denver, CO - Lawrence Argent

This Page (Counter clockwise from top left)

Precedent: 11th Street Bridge Proposal, Washington, DC - OMA + OLIN

Precedent: Victoria Park Public Domain, Sydney, Australia - Hassell

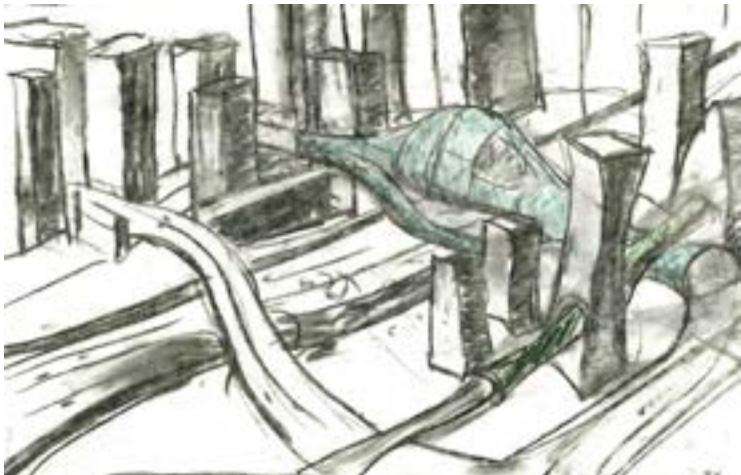
Transit Center Node - Linda Abe, Maria Auyeung, Arlan Collins



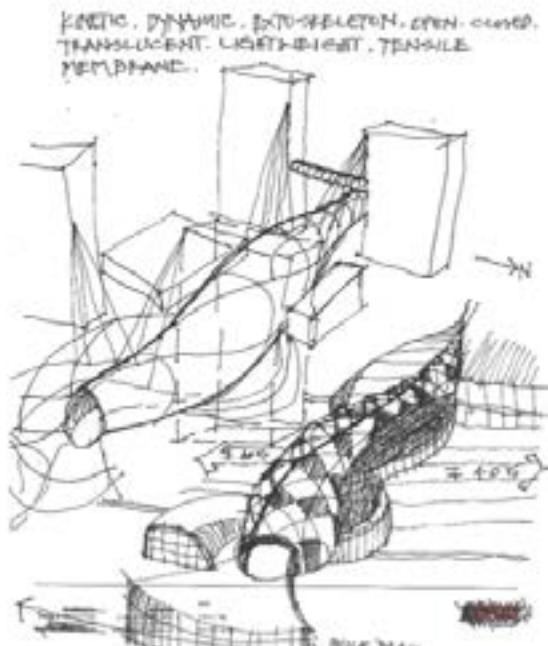
Above: The Skeleton- Ralph Martin & Marianeth Becerril Pedraza

memorable architecture



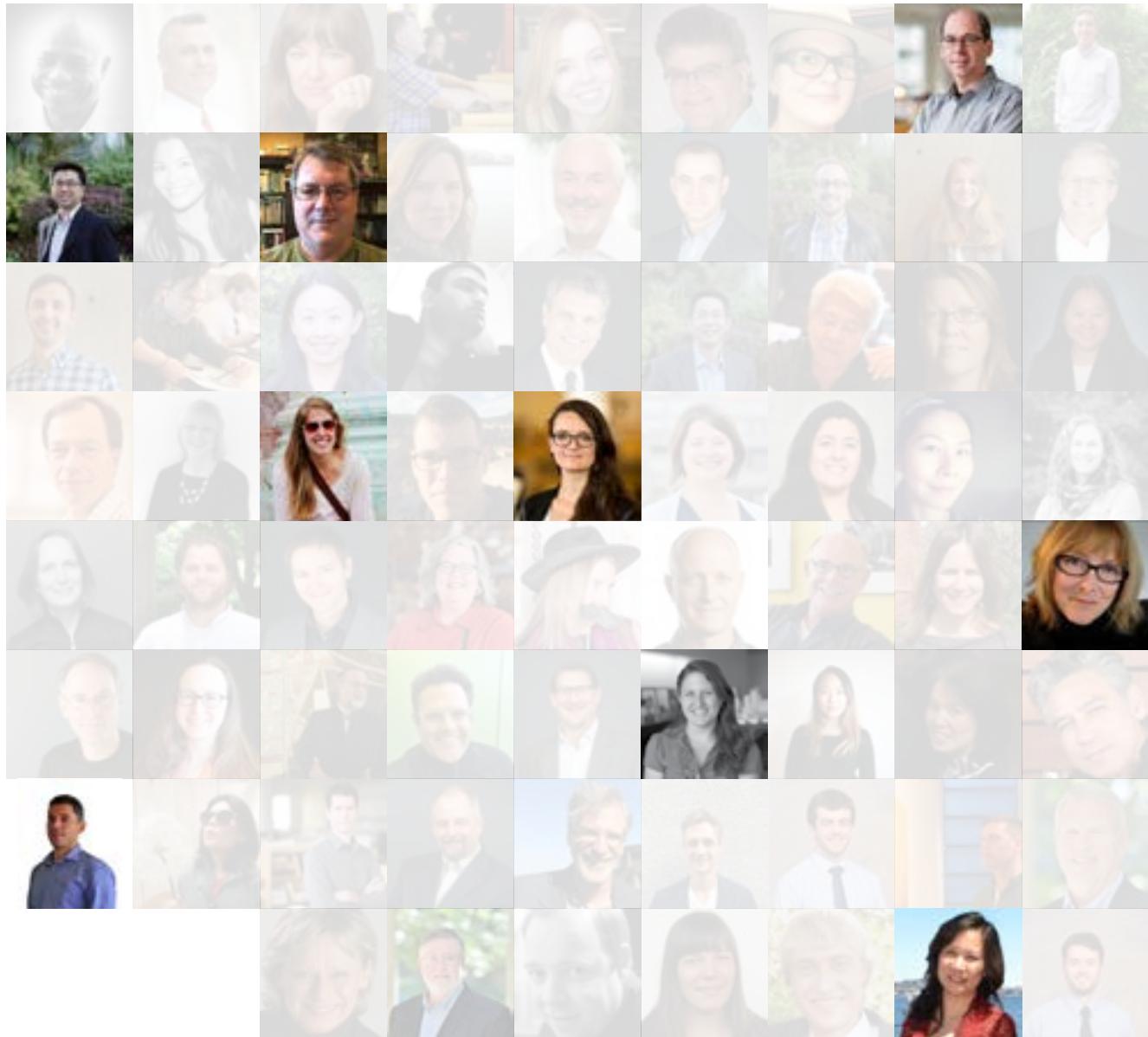


Above: A whale like skeletal structure across I-405 whose soaring ribs open to the sky. It would be skinned in some locations and open for vegetation to grow between in others. Through its vast structure, pathways wind, spaces are carved in which to gather, trade, and dwell. Trains pass through, highways pass under, the city grows through it.- Rob Valenti



Above: Cloud Orca Over Interstate 405 - Ralph Martin





Exclamation Points

Exclamation Points

Robert Miller - Bohlin Cywinski Jackson

Cath Brunner - Su Development

Courtney Ferris - Toole Design Group

Jay Hamlin - Former City of Bellevue Planning Commissioner

Omar Al Hassawi - Washington State University

Katie Hunt - SRG

Frank Lo - MZA

Elizabeth de Regt - ZGF Architects

Xiaoli Stoyanov - Ellumus

Approach

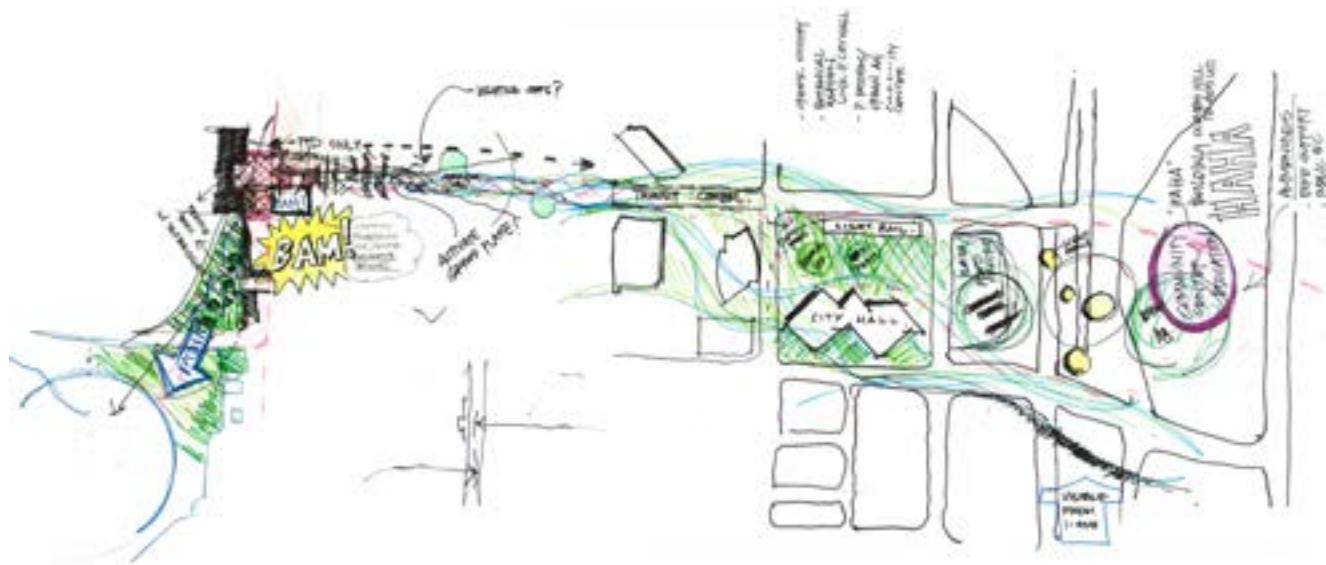
The Grand Connection is just that - a connection both between Bellevue's varied neighborhoods and from the city to the Seattle area. Nicknamed "City in the Park," Bellevue has long been known for valuing beautiful open spaces. The Grand Connection offers an opportunity to continue this tradition of preserving and creating open space for people and activities. The route will build upon Bellevue's past successes, connecting valuable open space amenities like the Eastside Rail Corridor, the beautiful Downtown Park, and nearby Meydenbauer Bay. The Grand Connection is poised to become a spine of activity and orientation that transforms the city into an active urban center, ensuring a higher quality of life for Bellevue residents and visitors for years to come.

To be successful, this corridor will not only be envisioned as a network of connected open spaces, but a connected network of varied and diverse experiences, drawn from characteristics inherently linked to Bellevue's past and future. Inspired by Bellevue's agricultural past, modern aesthetics, and proximity to nature, the experience and design of the corridor will constantly be changing and transitioning to reflect its surroundings. The design of the area adjacent to the Eastside Rail Corridor and its connection to agriculture and industry will look and feel differently than the Downtown Park, which is based upon a geometric, urban experience. The variety of spaces, from natural and organic to urban and fast-paced, will help to draw people through the corridor and provide for experiences that attract a diverse set of users.

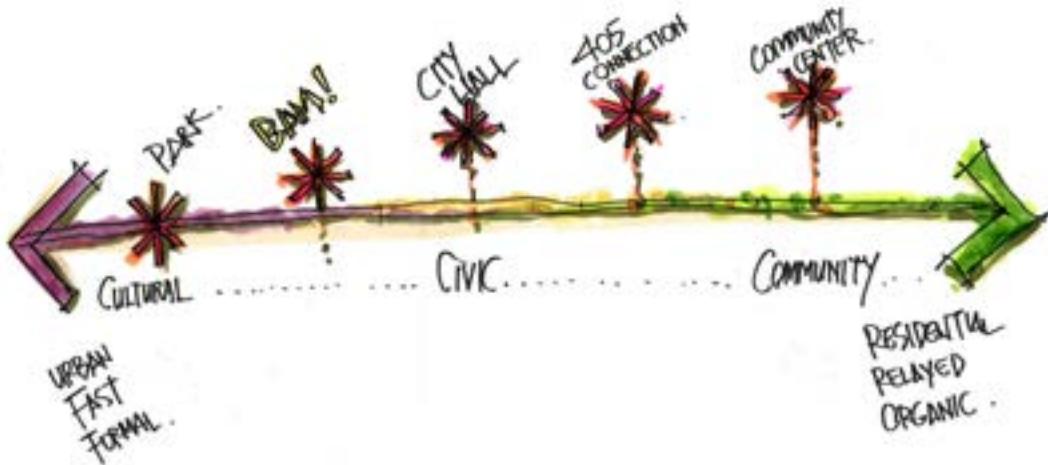
Developed as a vehicle-oriented downtown, Bellevue's network of streets currently provides little street-level interaction for pedestrians and cyclists. This corridor is an opportunity for Bellevue to re-imagine how their streets and public spaces are put to work, emphasizing the value

of people in creating vibrant downtowns. Putting people at the center of this design by developing a safe and quality pedestrian and cyclists experience will bring more people downtown to shops and restaurants. Consistent signage, lighting, art interventions, programming and activation, and creative landscaping will help to visibly connect the spaces along the corridor and help with wayfinding. Highlighting cultural icons like the Bellevue Arts Museum will ground spaces and provide opportunities for art and activities to spill out into the corridor. Spaces will be designed to be adaptable, accommodating for a variety of seasonal and permanent uses from art fairs, farmer's markets, and other group events that complement individual journeys through the corridor. Designed to be flexible, the Grand Connection's strength will be in its ability to evolve and grow with the city of Bellevue, remaining an iconic and unique connection that will serve the city for generations to come.

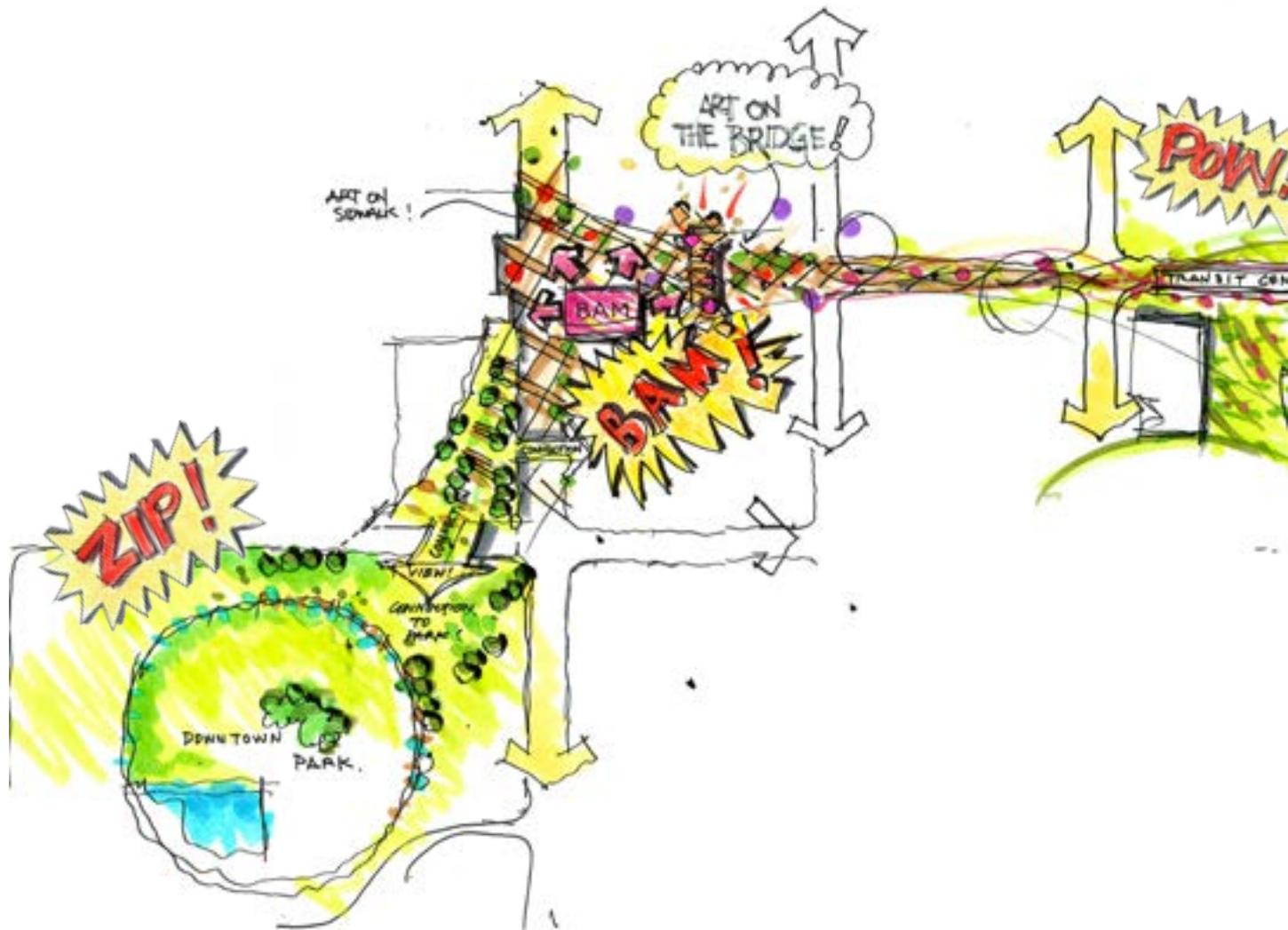




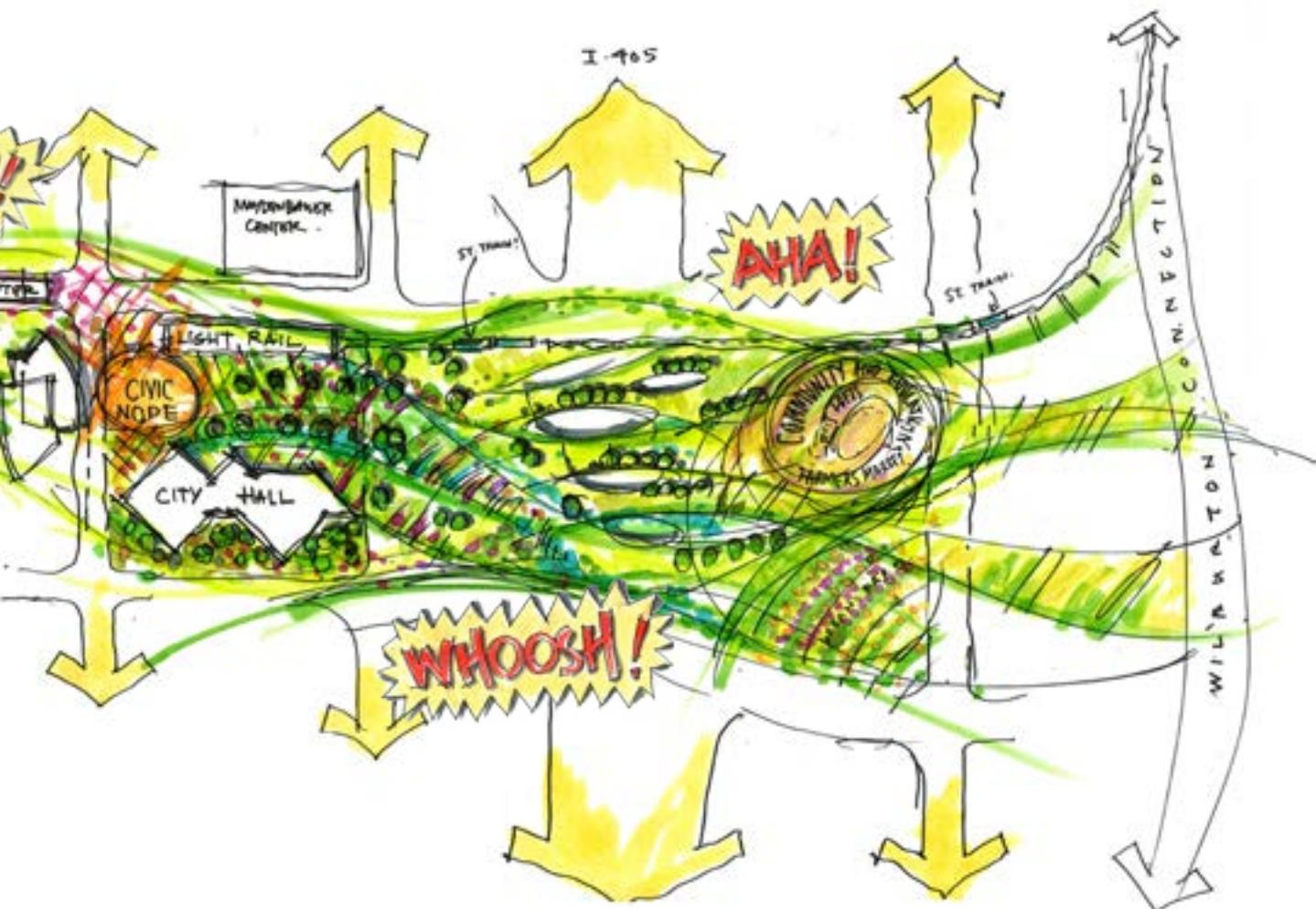
Above: Grand Connection Conceptualization - Team Effort



Above: Nodes Along the Path - Frank Lo



Above: The Grand Connection - Frank Lo





Downtown Park

The connection to the Downtown Park can be improved through opening up the entrance just west of the northeast corner and connecting to the proposed public space across NE 4th Street. This future development includes both elevated and ground level public space, allowing the Pedestrian Corridor to cut through the block either on ground level or above it and across NE 4th Street to the Downtown Park. Similar connections can be made at other areas of the park to create a more porous relationship with the rest of the urban network.



Bellevue Arts Museum

BAM anchors the Pedestrian Corridor and helps manage the bend in the path from NE 6th Street to Bellevue Way. The cultural icon will spill out into both the pedestrian street on NE 6th Street and across the intersection at Bellevue Way. Art and flexible spaces will connect to the museum while drawing people to the area from all directions.



City Hall Plaza

The Transit Center already connects the public to the greater Seattle region, but as a destination and welcoming entrance to the city of Bellevue, it could be improved. The space should be connected more directly to both City Hall and City Center Plaza. This connection should be fluid, flowing through City Hall Park at an angle as pedestrians naturally walk rather than attempting to conform to the urban grid.



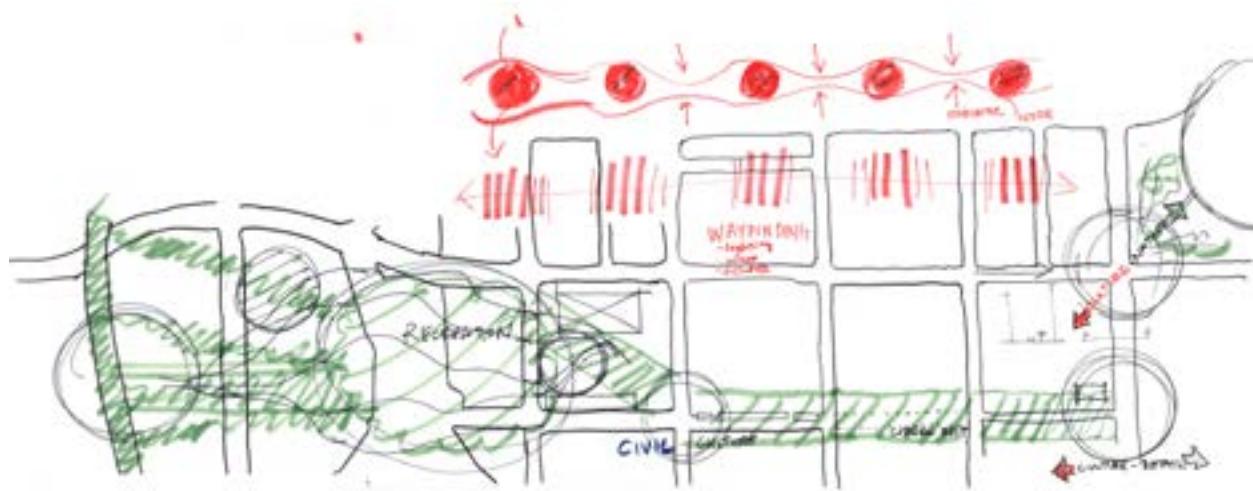
I-405 Lid

As the Grand Connection crosses I-405, pedestrians, bicyclists, and cars must all be considered. Rather than creating one large open space, a series of smaller active spaces can be accessed along interconnected linear parks. This approach allows light to filter down to the interstate below, as well as creating a beacon for those driving along the highway. A community garden can be incorporated as the path approaches the Wilburton Commercial Area and the Eastside Rail Corridor, continuing the relationship to Bellevue's agricultural roots.



Community Center

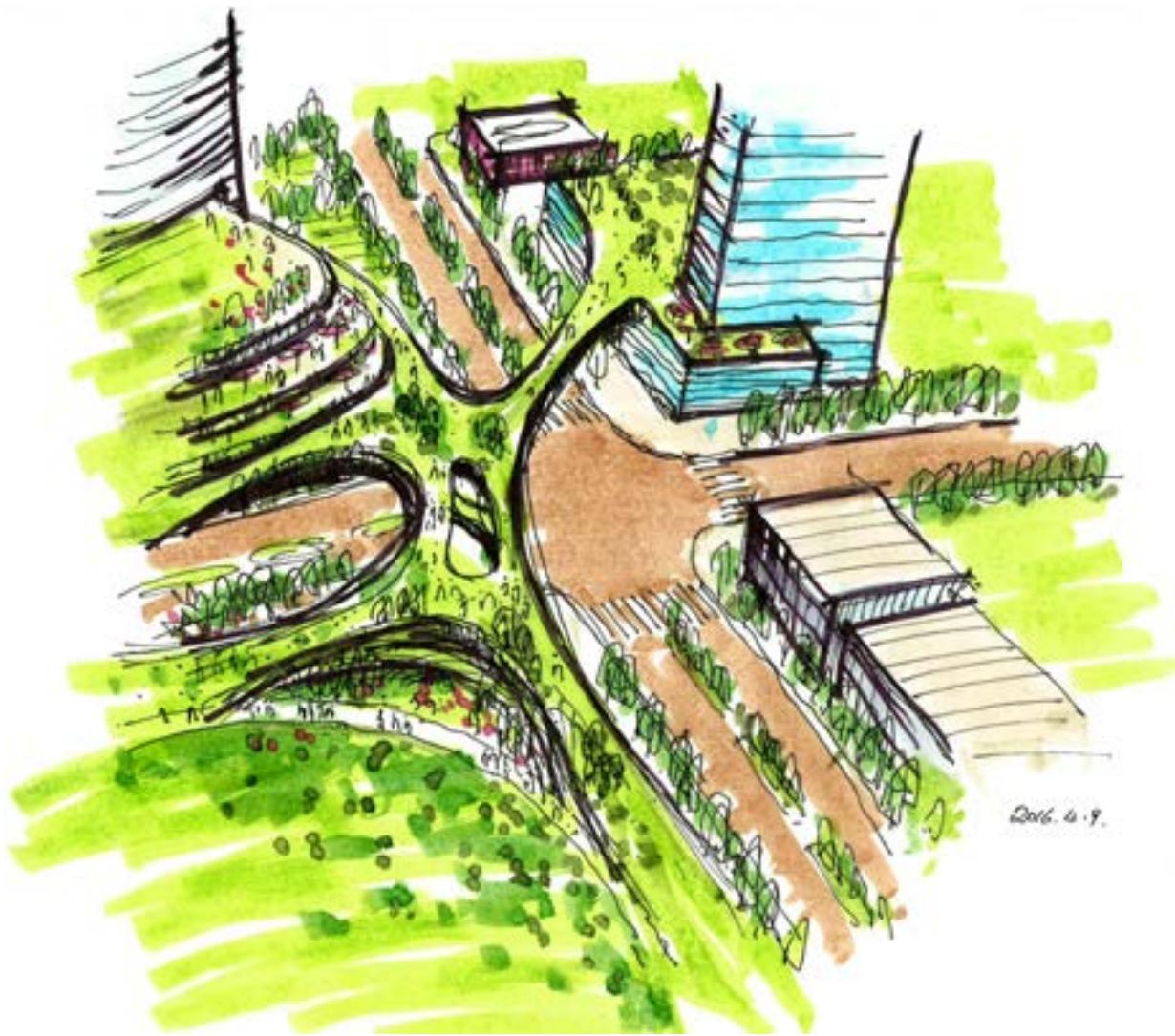
As the corridor crosses the highway, it remains elevated in order to connect with the Eastside Rail Corridor and the other connections to be made along the route. In order to touch down with the neighborhood just east of I-405, a vertically interconnected community center can be provided to ground the pathway. Its roof will be incorporated into the lid itself while the building will be an active connection to the ground below.



Above: Contraction and Opening - Team Effort



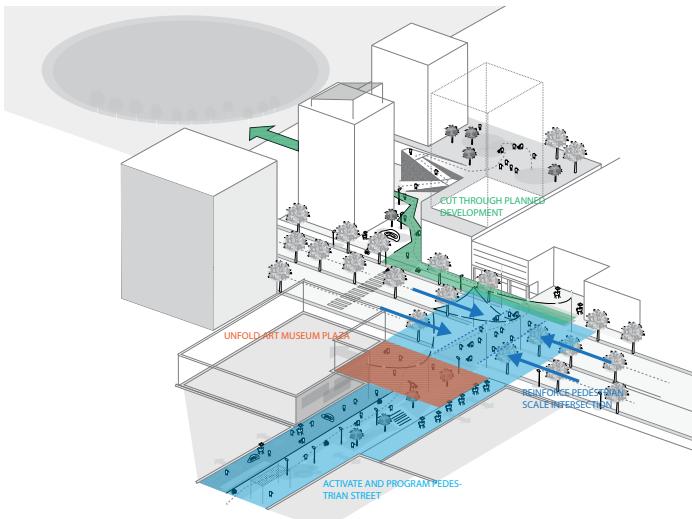
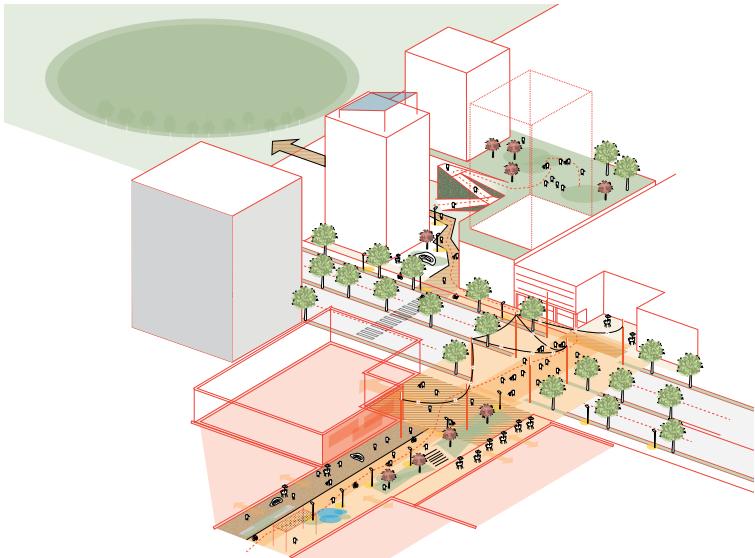
Above: Downtown Bellevue, Current - Team Effort



Above: Connection to Downtown Park at the intersection of NE 4th Street and Bellevue Way - Frank Lo



Above: Pedestrian Corridor, looking east, at Bellevue Arts Museum - Elizabeth de Regt



Top: Pedestrian Corridor, Possibilities - Courtney Ferris
Bottom: Pedestrian Corridor, Options - Courtney Ferris



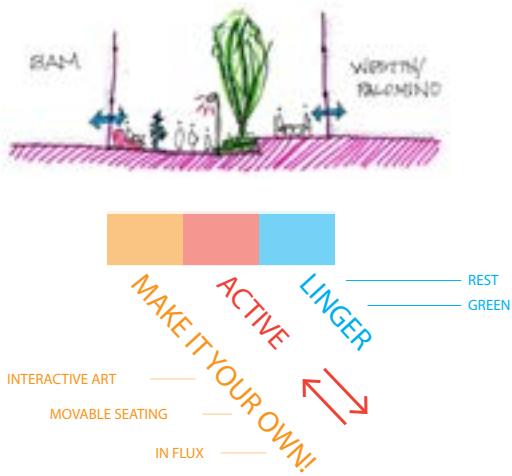
bellevue arts museum plaza

The area adjacent to Bellevue Arts Museum holds significant potential along the corridor to engage people with the arts and nearby retail activity. Strengthening this site through four big moves will help to realize the full potential of this retail and cultural hub.

- *Unfold the Art Museum Plaza* - Bring the activities of the art museum outside and further the reach of the museum to engage residents and users of the route.
- *Reinforce a Pedestrian Scaled Intersection* - Shrink the scale of the intersection to be more human-scaled. Use design elements such as raised crossings, materials, and lights to reinforce that the connection is for people.
- *Cut through Planned Development* - Encourage an active through-way between the buildings of future developments.
- *Activate and Program a Pedestrian Street* - Activation and planned events will bring people to the site, encouraging natural use and stewardship.



Above: Pedestrian Corridor and pedestrian bridge at Bellevue Arts Museum



Above: Pedestrian Corridor, Section - Courtney Ferris



pedestrian corridor

The design of the corridor hinges on creating a vibrant pedestrian and cyclist experience. Creating spaces for people to linger is equally important as creating spaces for people to move through. In addition, creating opportunities for people to make the public space their own through movable furniture, interactive art, and programming, will allow people to participate in their environment.



Above: Grand Connection at Bellevue Arts Museum - Team Effort

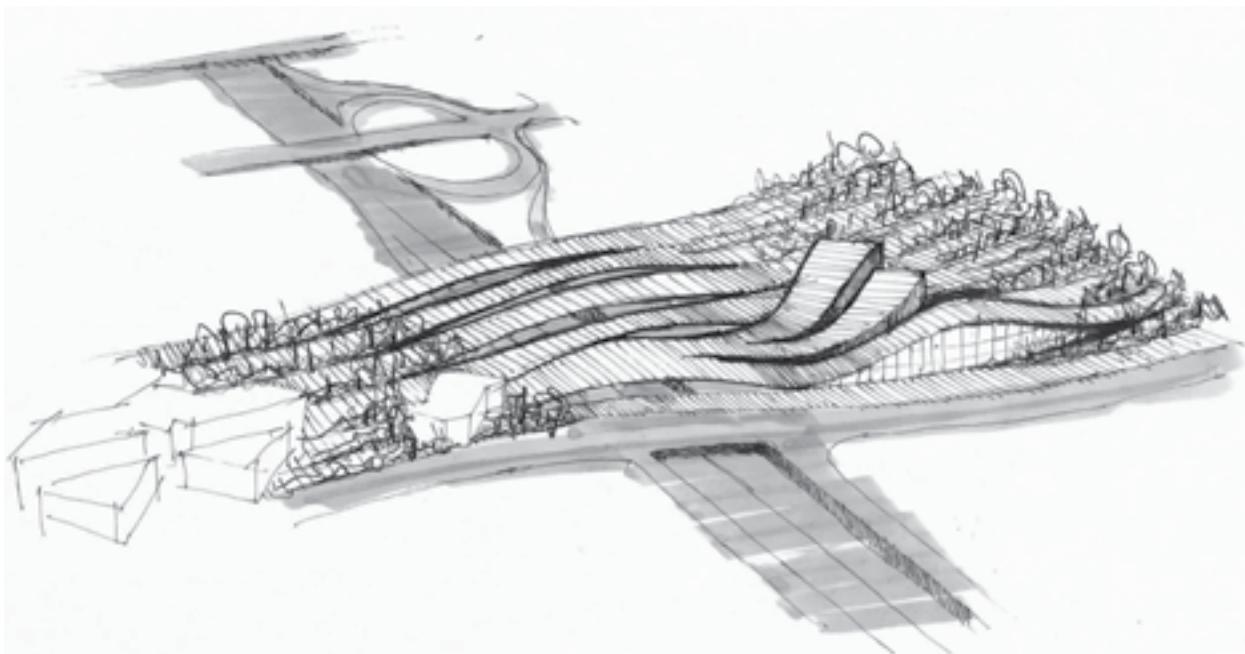


Above: Pedestrian Corridor, looking west, at Bellevue Arts Museum - Elizabeth de Regt

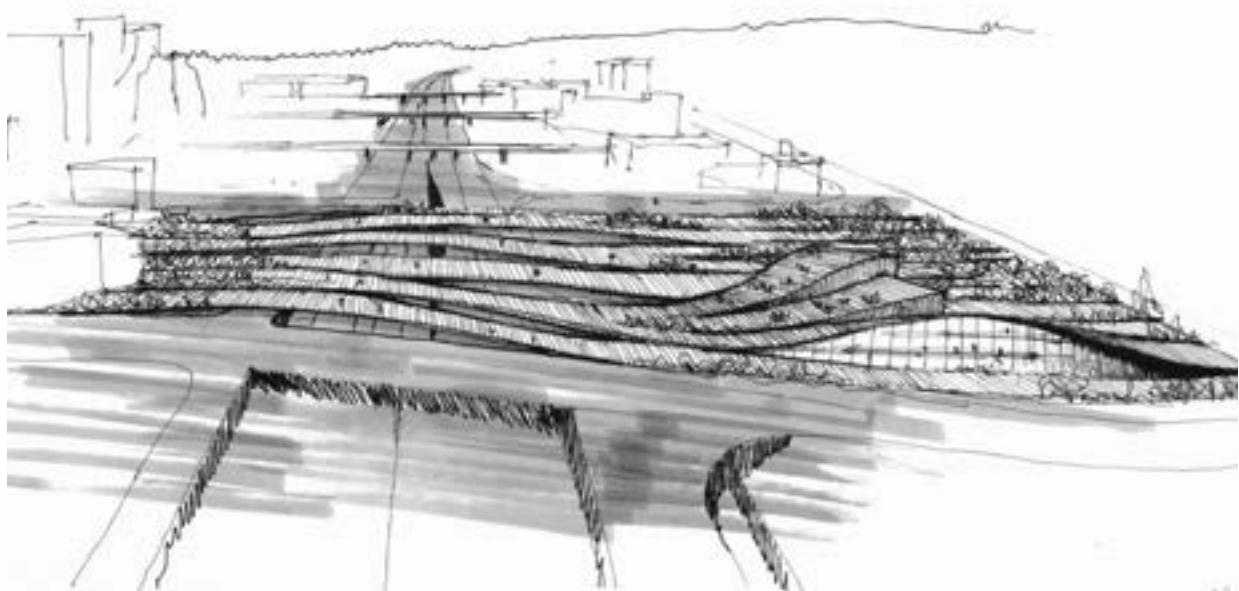


I-405 crossing

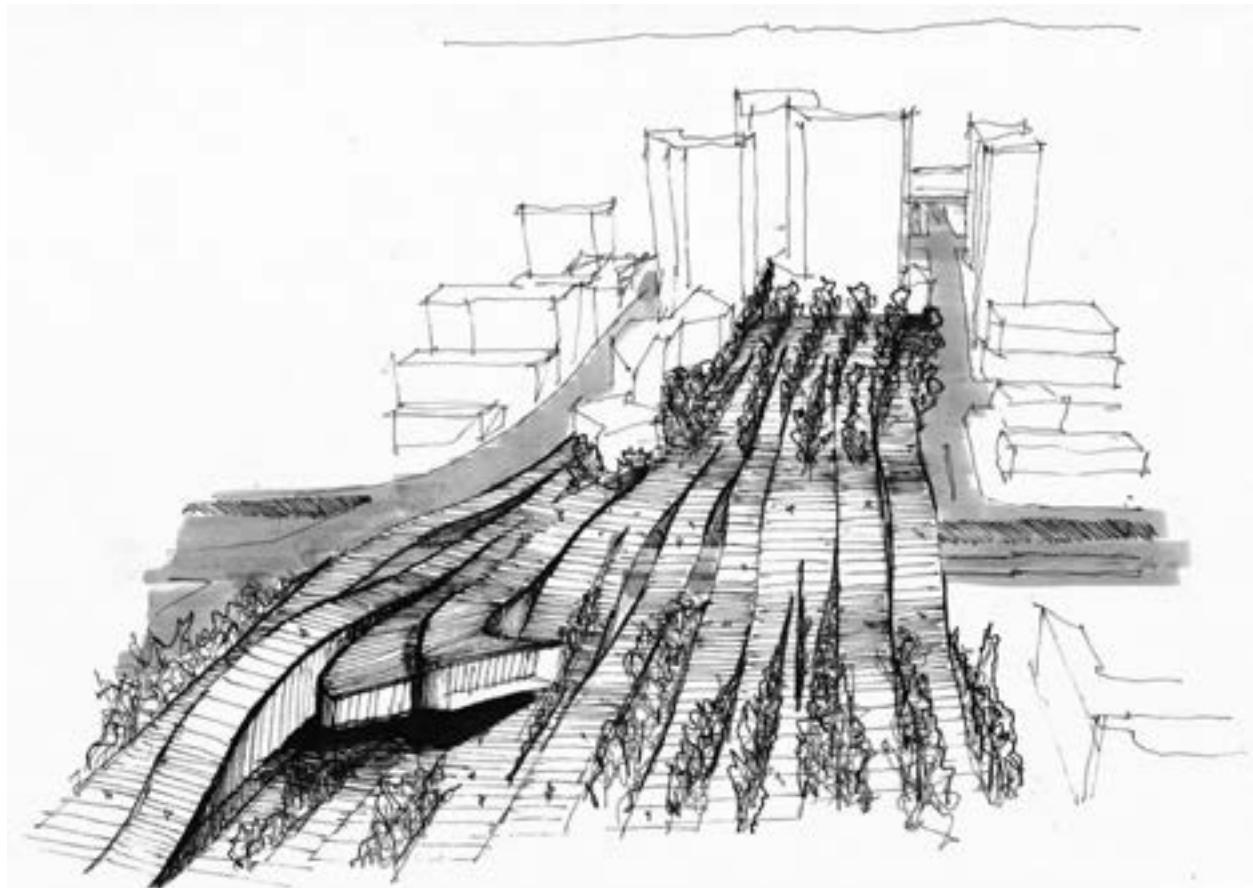
The interconnected elements of the I-405 lid create smaller pockets of active space while allowing light to reach the interstate below. On the east side of the lid, a community center pops up, becoming a public icon while also providing access to ground level and the neighborhood below while allowing the Grand Connection to remain elevated across the interstate and over to the Eastside Rail Corridor.



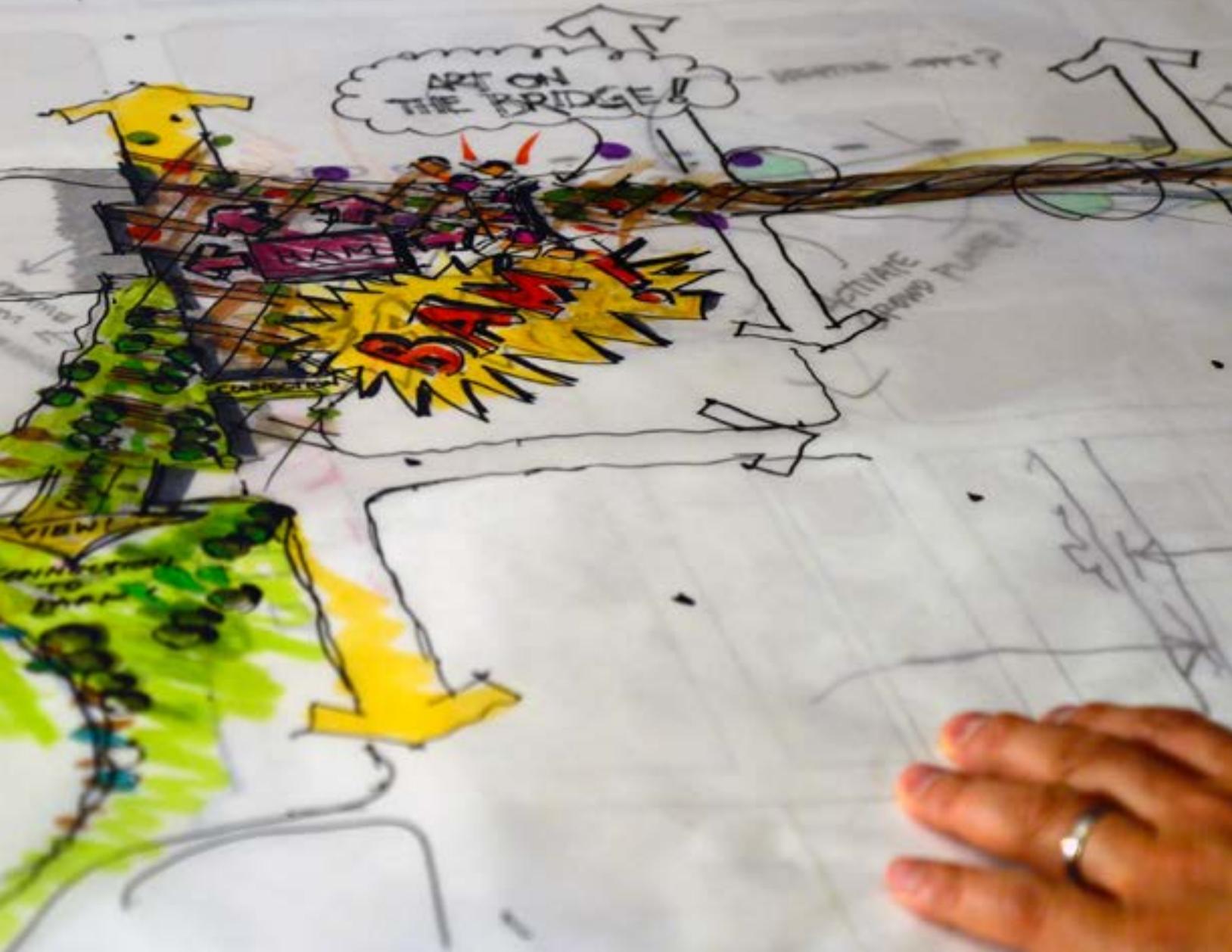
Above: I-405 Lid Concept - Omar Al Hassawi

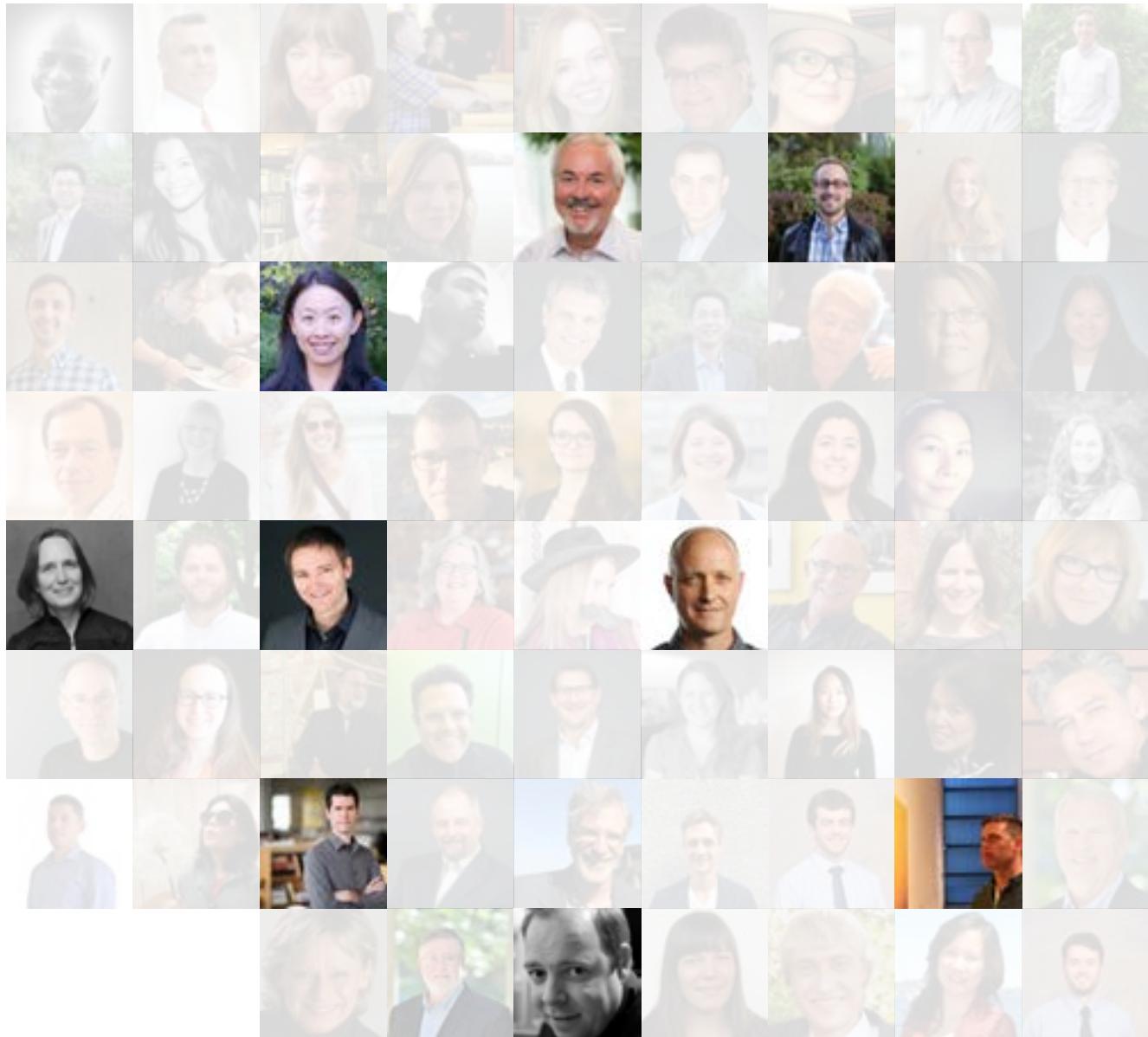


Above: I-405 Lid Looking North - Omar Al Hassawi



Above: I-405 Lid Looking East Towards Downtown - Omar Al Hassawi





Hot Spot

Hot Spot

Lesley Bain - Framework

Mark D'Amato - DCI Engineers

Jim Friesz - Olson Kundig

David Grant - ZGF Architects

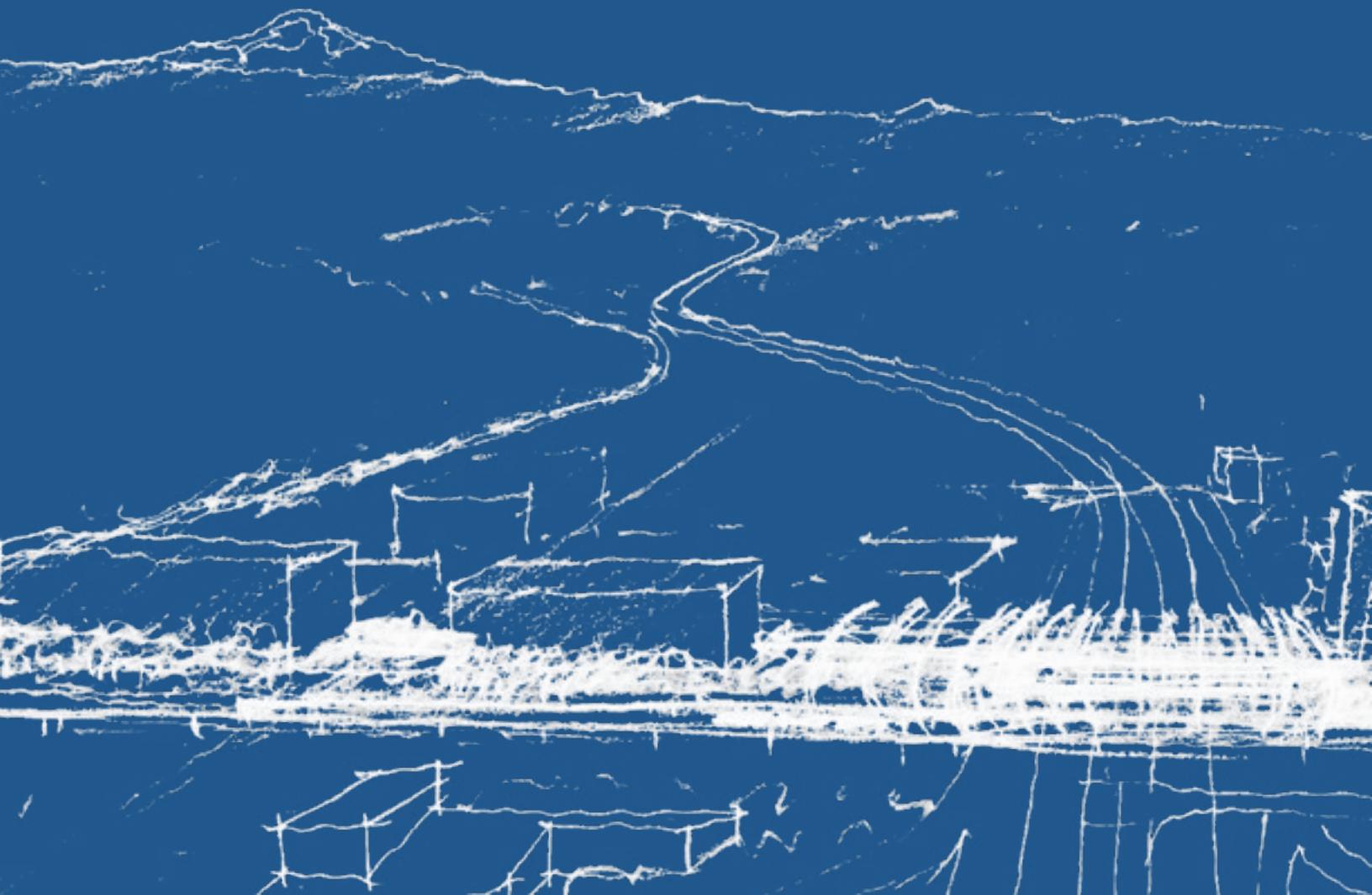
Nick Hons - Bohlin Cywinski Jackson

Scott MacDonald - City of Bellevue

Peter Sherrill - MZA

Mark Taylor - MG2

Jou-Yi Zoe Wang - Su Development



Approach

Team Hot Spot's approach was to transform their segment by creating a space that enhanced movement and mobility while serving as a node of activity during all times of the day. The team developed several alternatives for the segment between 106th Avenue NE and 108th Avenue NE, which included Compass Plaza and the Garden Hill Climb. Focused on the surrounding uses, the team also wanted to re-brand 106th Avenue NE to "Book Street" and 108th Avenue NE to "Commerce Street" to provide more identity to the area and the streets.

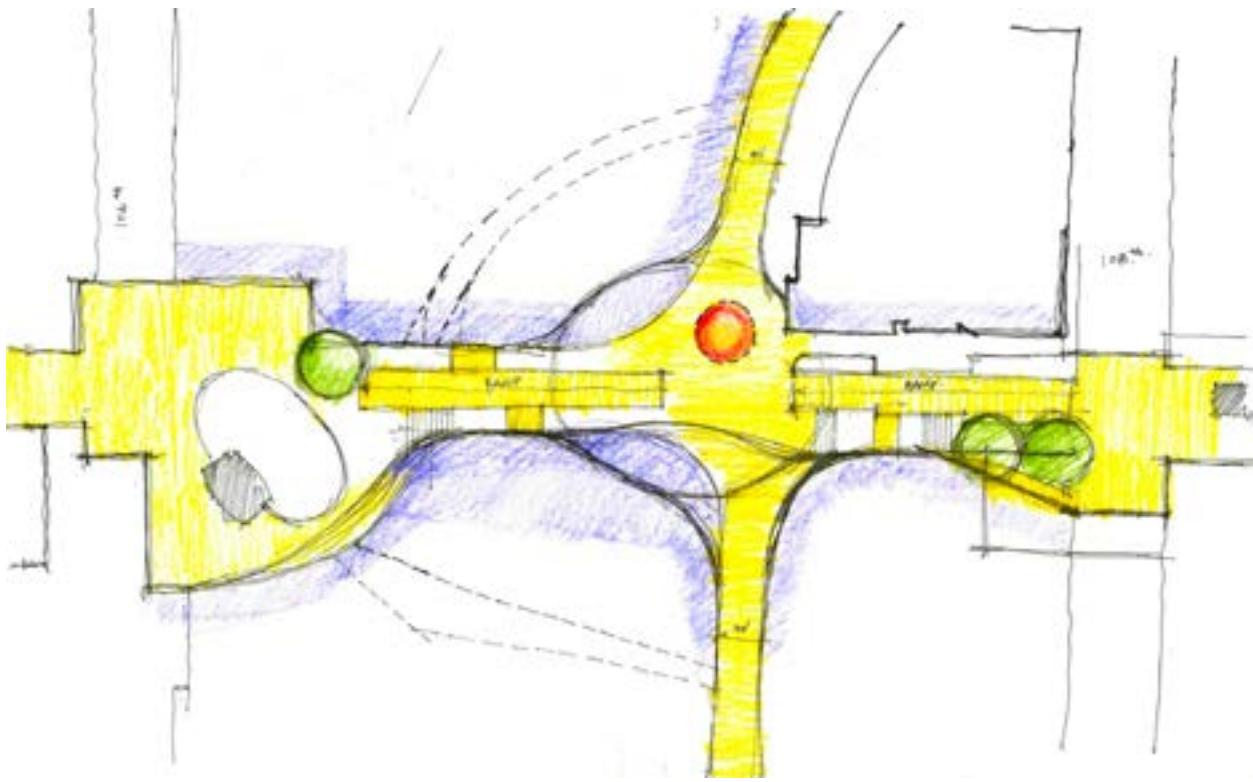
The team capitalized on the grade changes that exist between "Book" and "Commerce" Streets by developing alternatives that created terraced spaces. These terraces would be articulated with a concentration of elements that would promote entertainment and activity during all hours of the day. Spaces were proposed to facilitate performance based art and installations that would radiate warmth and energy. Each alternative proposed a widened route that would create multiple paths for users of all ages and abilities.

With a number of adjacent parcels to this segment likely to be redeveloped in the future, the team saw an opportunity to provide the framework for future development. By creating a space that was active, inviting, and full of energy, future developments would create designs and activity at the ground level that would be supportive of a high energy environment. The edges of the route also create opportunities to establish an art zone that could reflect the many cultures and diversity of Bellevue. These edges, part of the programmed terraces and plateaus, would connect with adjacent alleys between future developments that would create permeability and additional activity that would extend out from the corridor.

Natural elements of lush vegetation and water would draw upon the local ecology of Bellevue, while also establishing a connection with the waterfront that creates the western terminus of the Grand Connection. Water features, such as runnels, would create opportunities to establish that visual connection through the entire route.

To cross I-405 the team pursued a lid option that would create a large green space. This would establish anchoring parks on the east and west ends of downtown and serve as a community asset for the future vision of the Wilburton Commercial Area. This lid would weave between future developments and buildings whose storefronts facing the lid, would create additional activation.

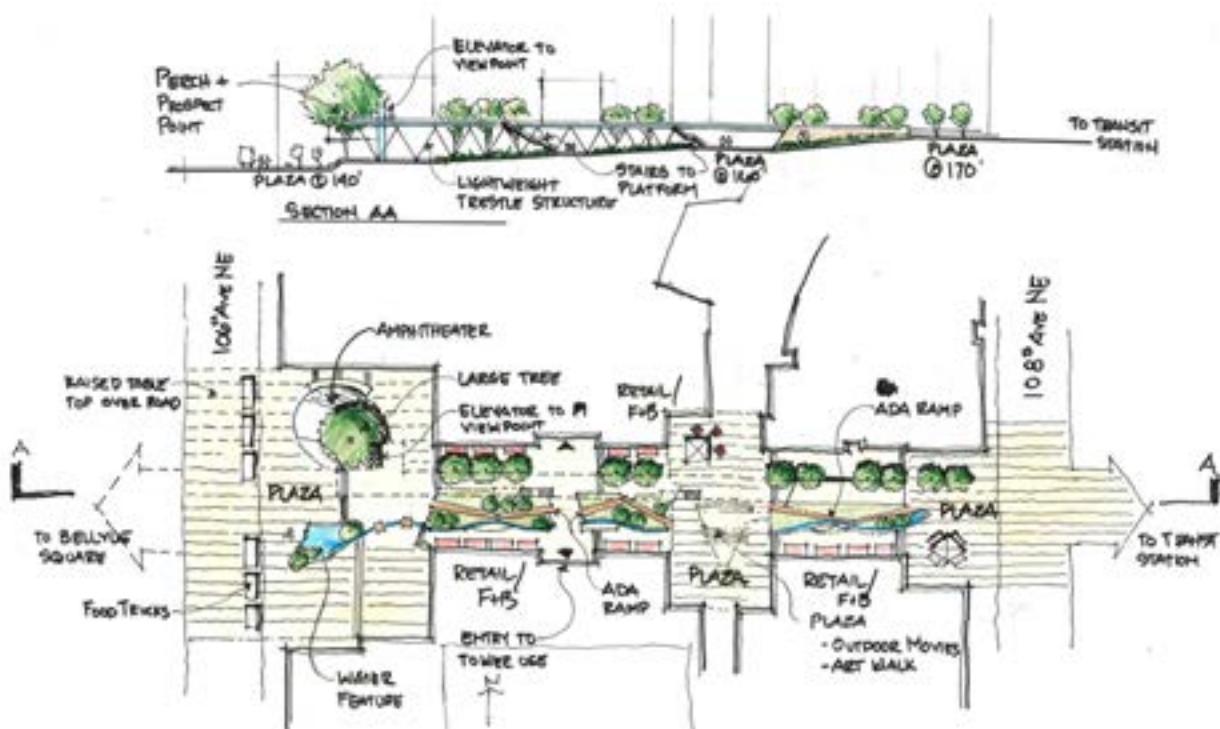
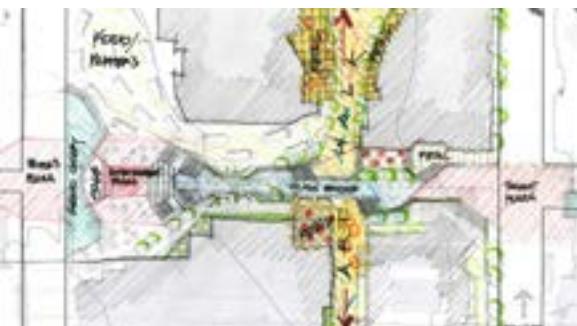
Ultimately the lid would connect to a lawn in the Wilburton Commercial Area that would create a node of green, active space in the center of the community, and create a connection to the future Eastside Rail Corridor. The lid proposal was envisioned with a lightweight canopy structure that would provide an iconic profile and habitable enclosure that would take advantage of the stunning views of Mt. Rainier.

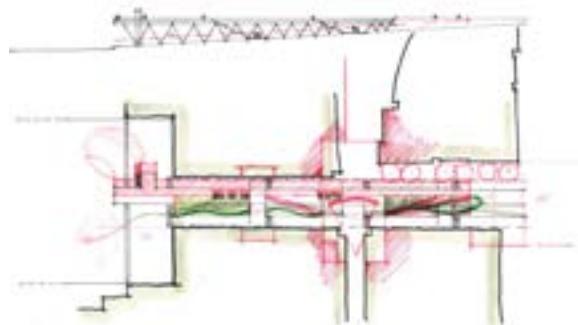


Above: Plan showing a central plaza space and its connection to adjacent access points between developments

Right: Plan depicting a redesigned Compass Plaza, incorporating a new farmer's market, a glass walkway and new opportunities for art and retail store frontage - Peter Sherrill

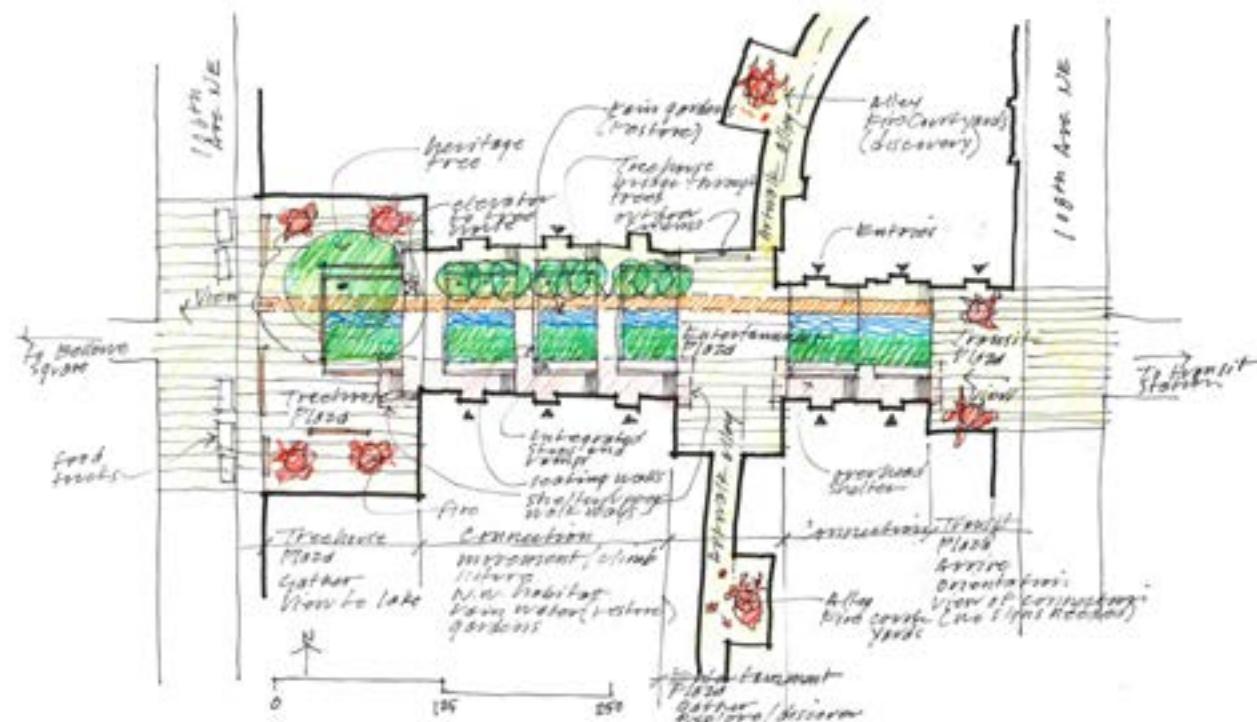
Below: Plan and section showing terraced plaza spaces that would be articulated with water, art, and vegetation. New space for the popular food trucks would be provided at a redesigned Compass Plaza, and an elevated walkway would provide an accessible route and viewing platform - Mark Taylor





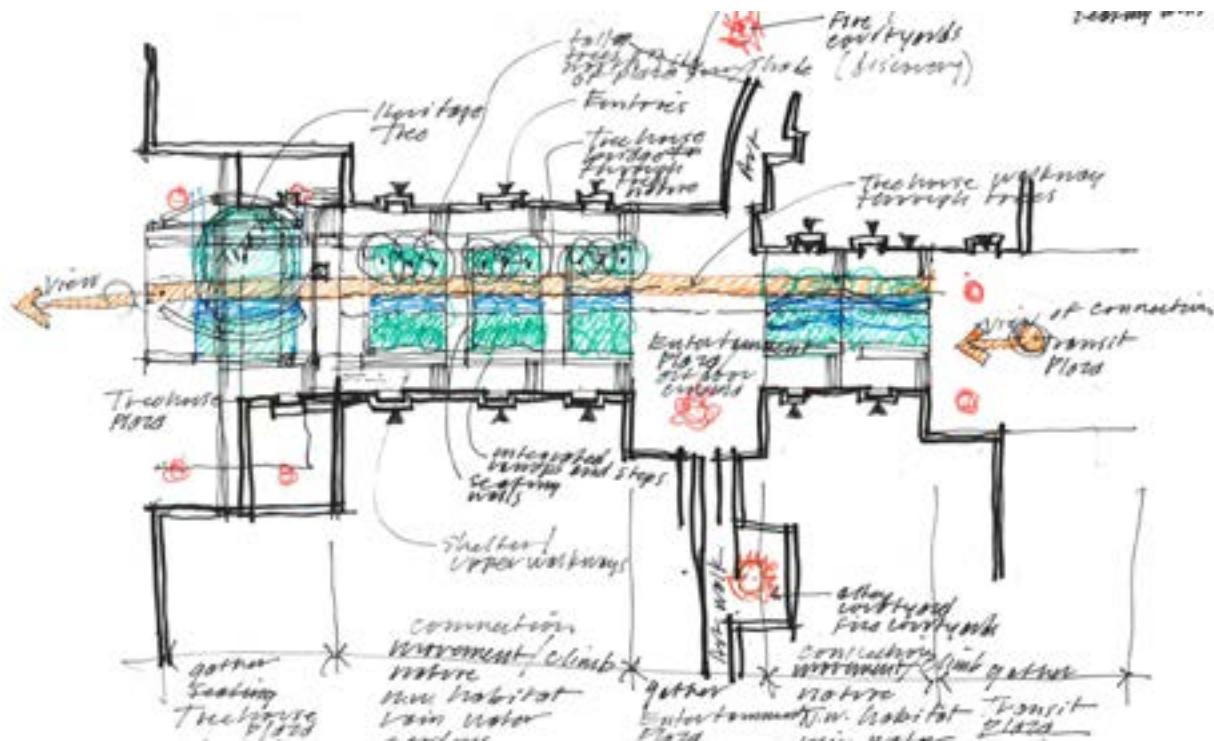
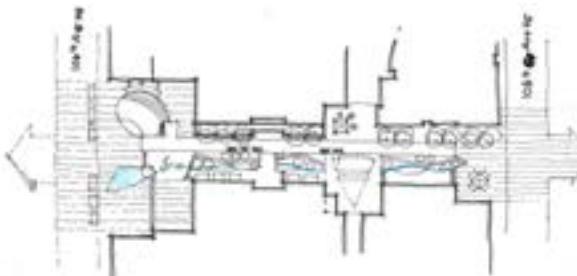
Left: An alternative depicting a viewing platform and central linear greenspace

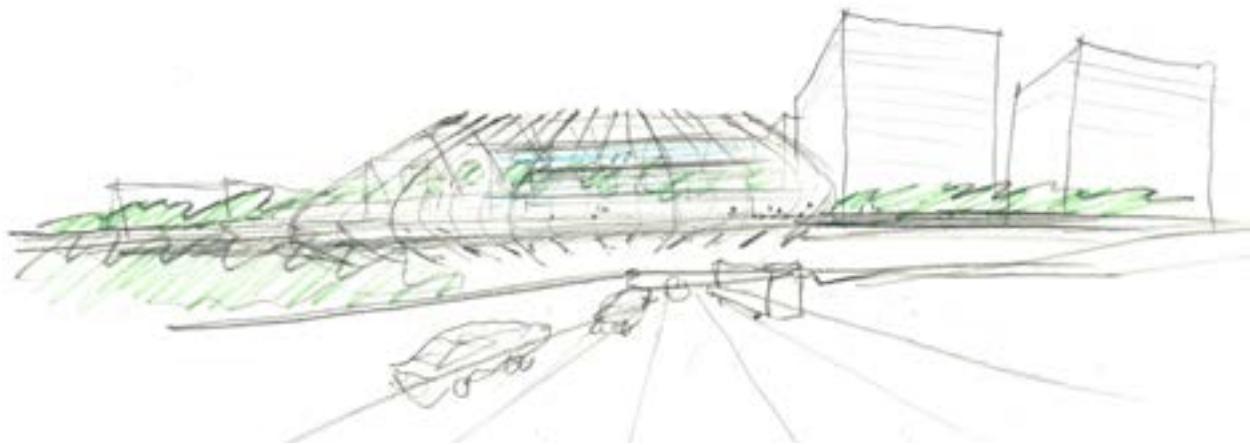
Below: Plan showing a redesigned Compass Plaza with a new entertainment and transit plazas. The central space of the route would include water features and vegetation



Right: Plan depicting an improved Compass Plaza with a new central plaza at the Garden Hill Climb

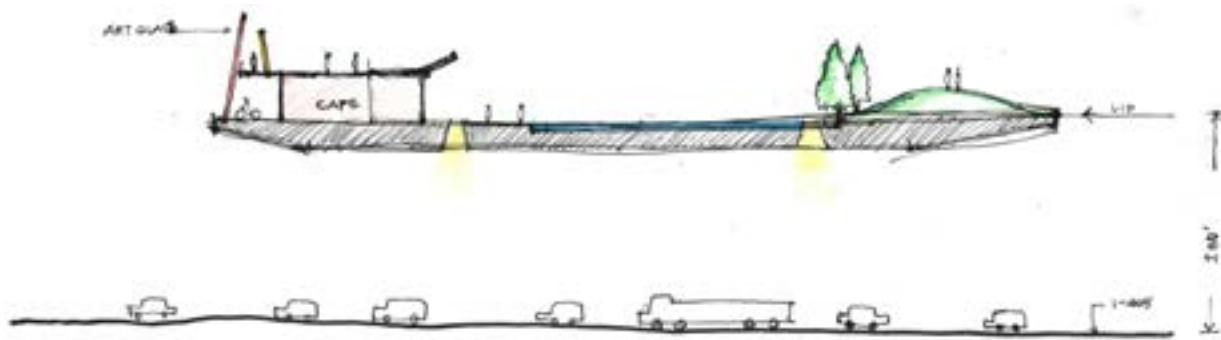
Below: Plan depicting an entertainment plaza and new Compass Plaza enhanced by vegetation, water, and views

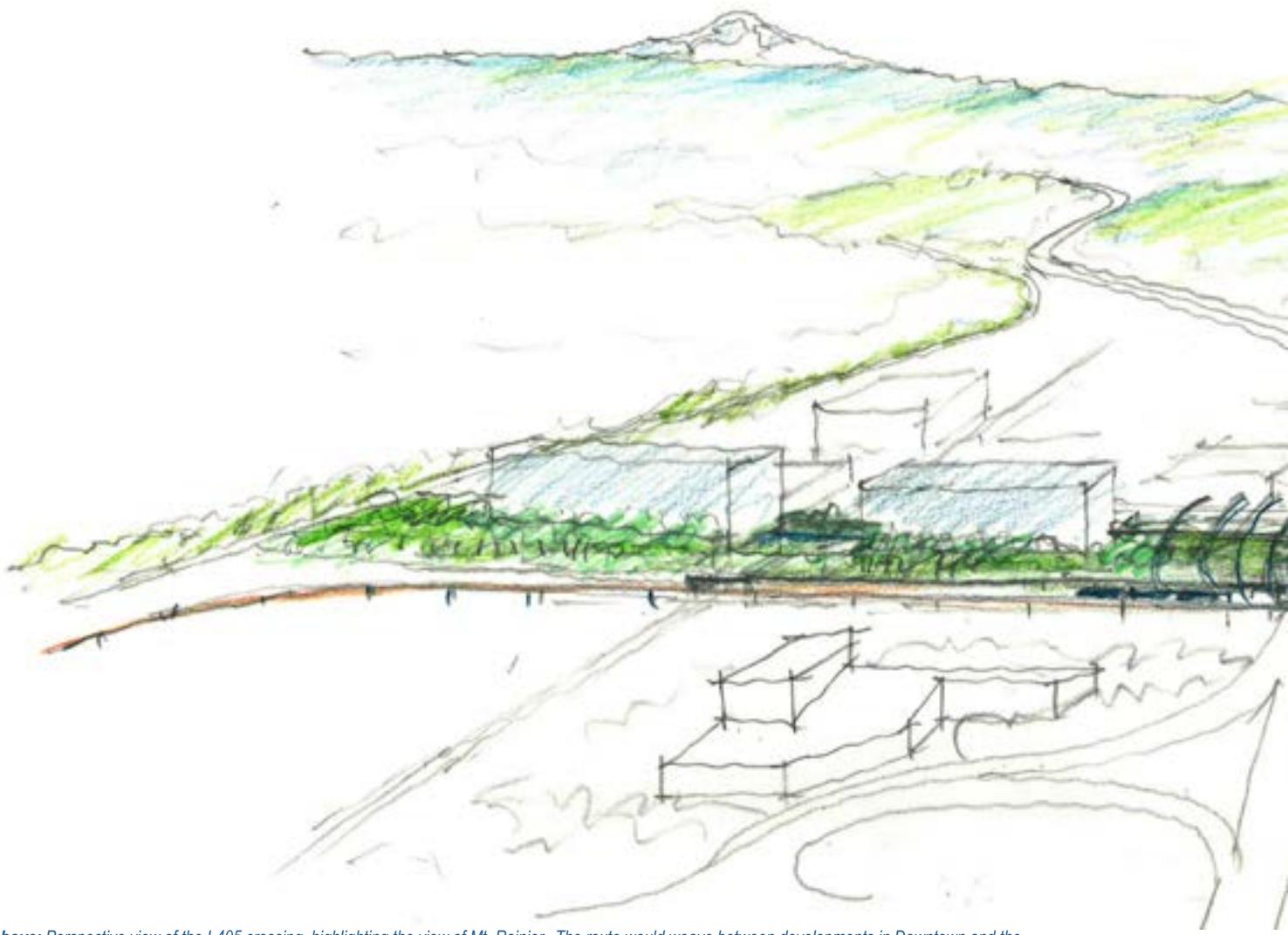




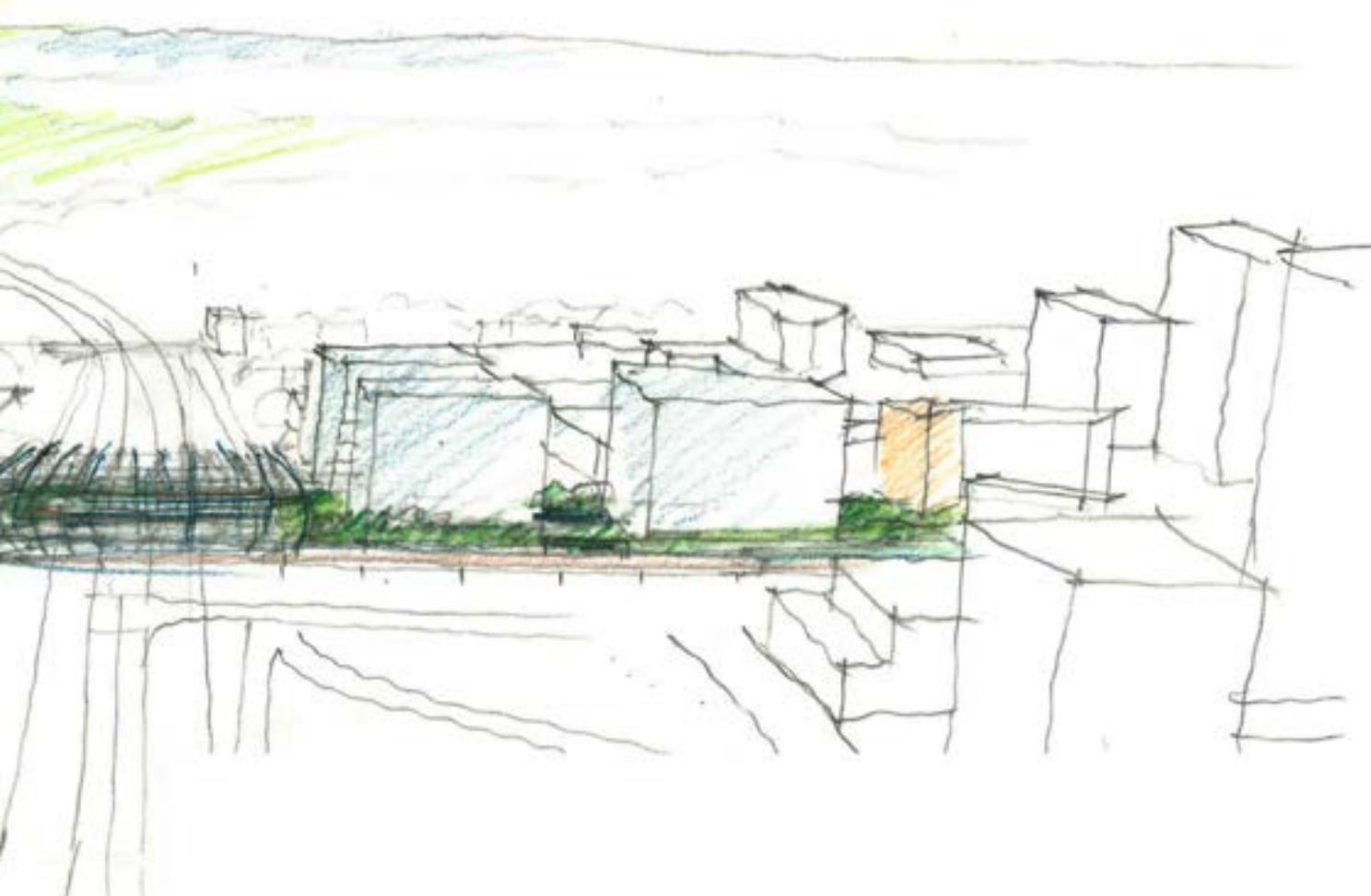
Above: Perspective view of the iconic enclosure above I-405. The enclosure would be constructed of artistic glass. The proposed lid would weave between future developments in Downtown and the Wilburton Commercial Area - Nick Hons

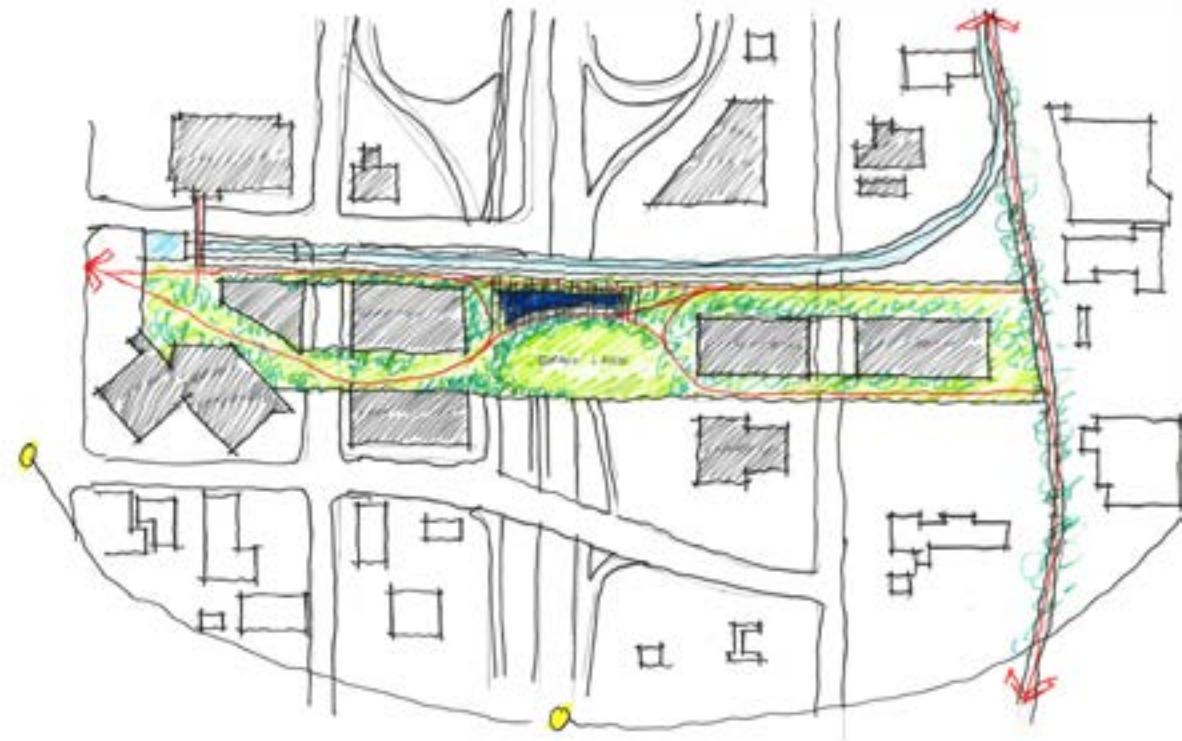
Below: Section cut of the proposed lid showing the active green space and opportunities for commercial and art activity along the route. The structure would have a lightweight profile



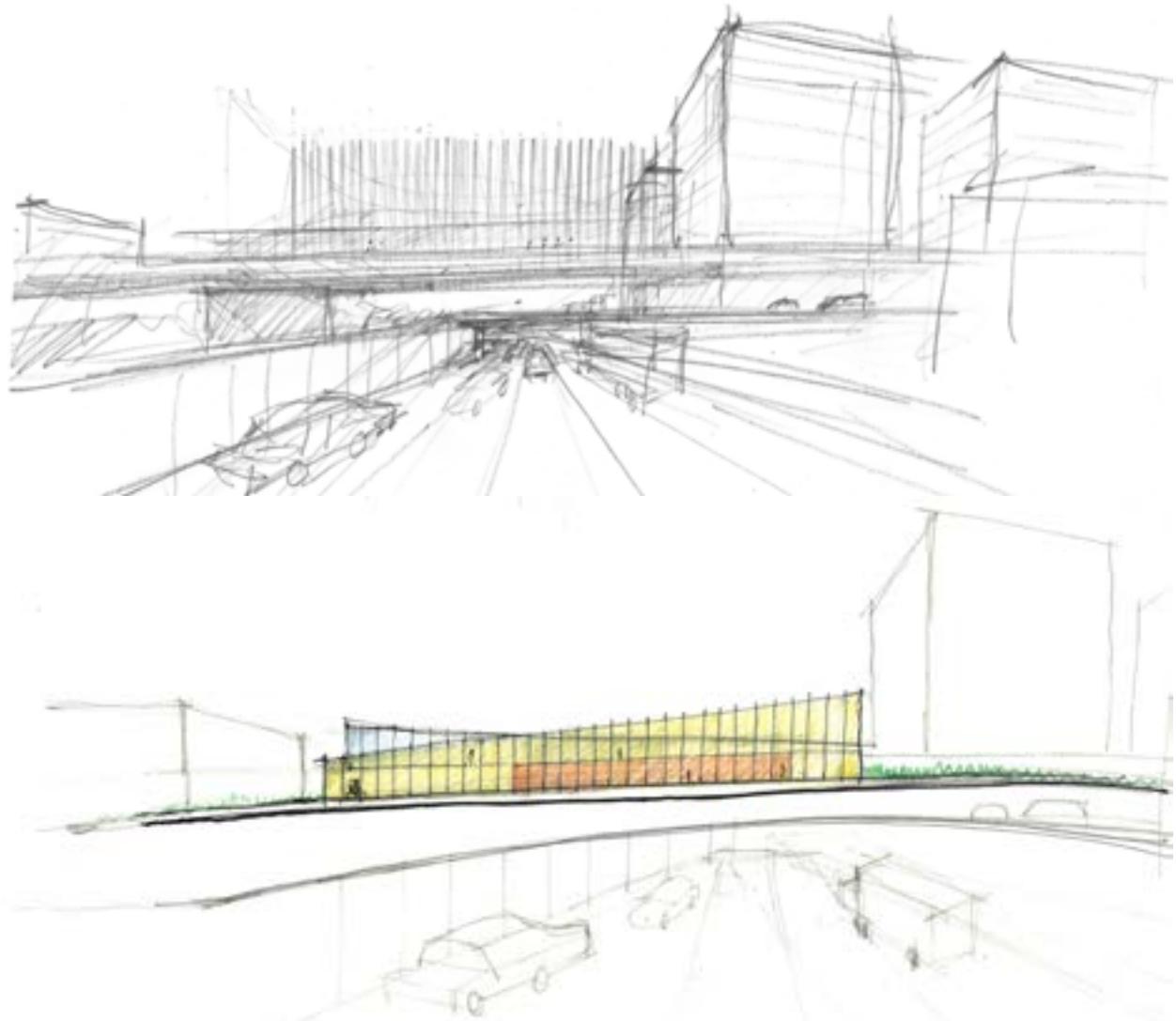


Above: Perspective view of the I-405 crossing, highlighting the view of Mt. Rainier. The route would weave between developments in Downtown and the Wilburton Commercial Area to provide active storefronts. The green spaces would create connected nodes for recreation and art that would connect with the Eastside Rail Corridor - Nick Hons





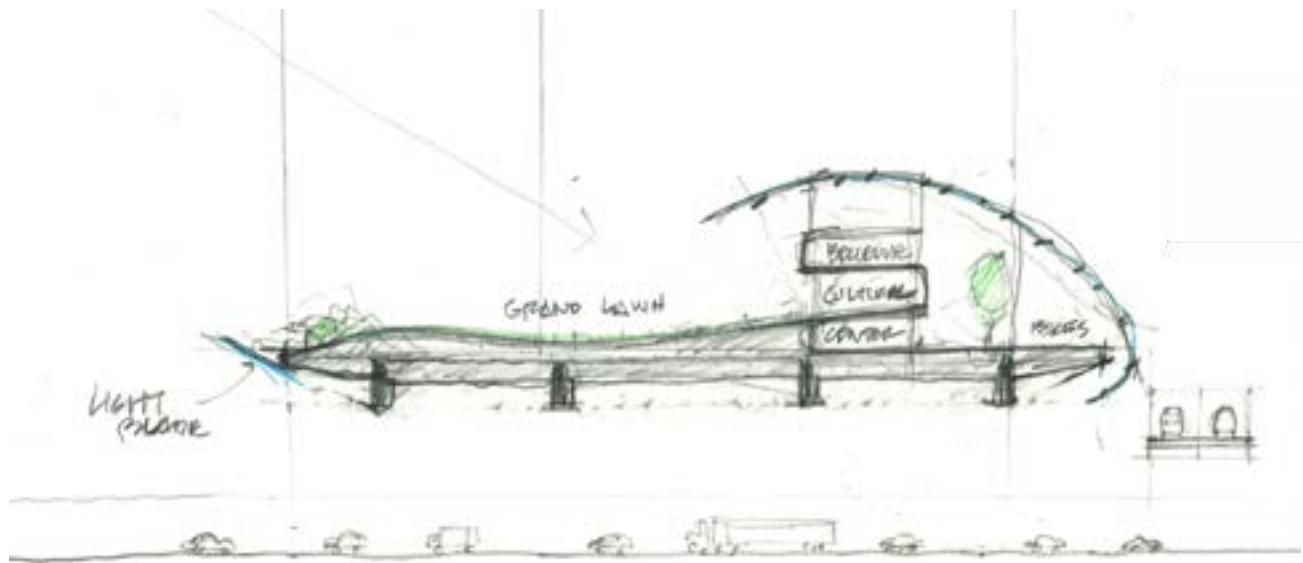
Above: Plan depicting the route, green lawn, and enclosed space of the I-405 lid. The route would diverge around future developments creating opportunities for multiple levels of artistic and commercial activity - Nick Hons



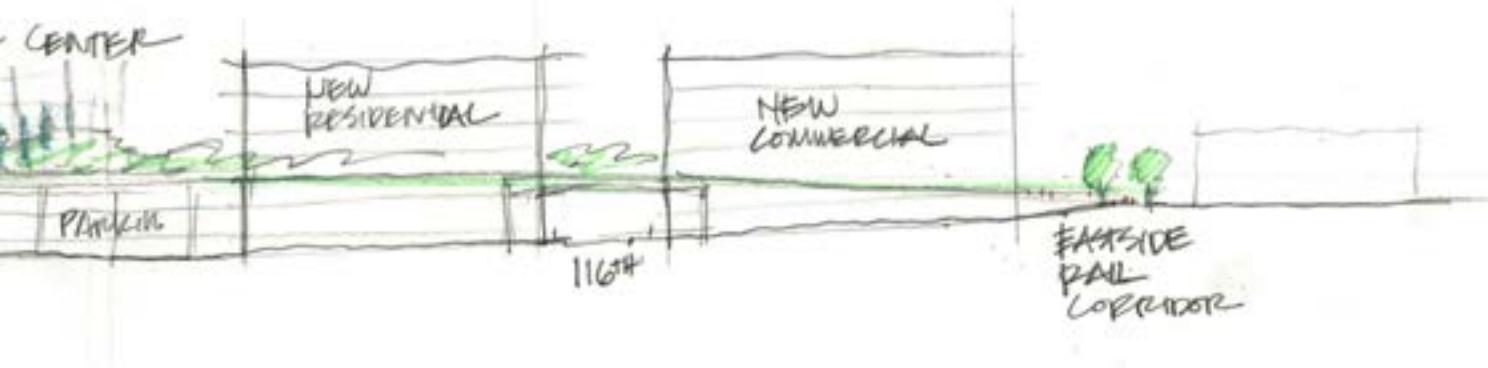
Above: Alternatives for the art glass enclosure concept that would create habitable space on the I-405 crossing - Nick Hons

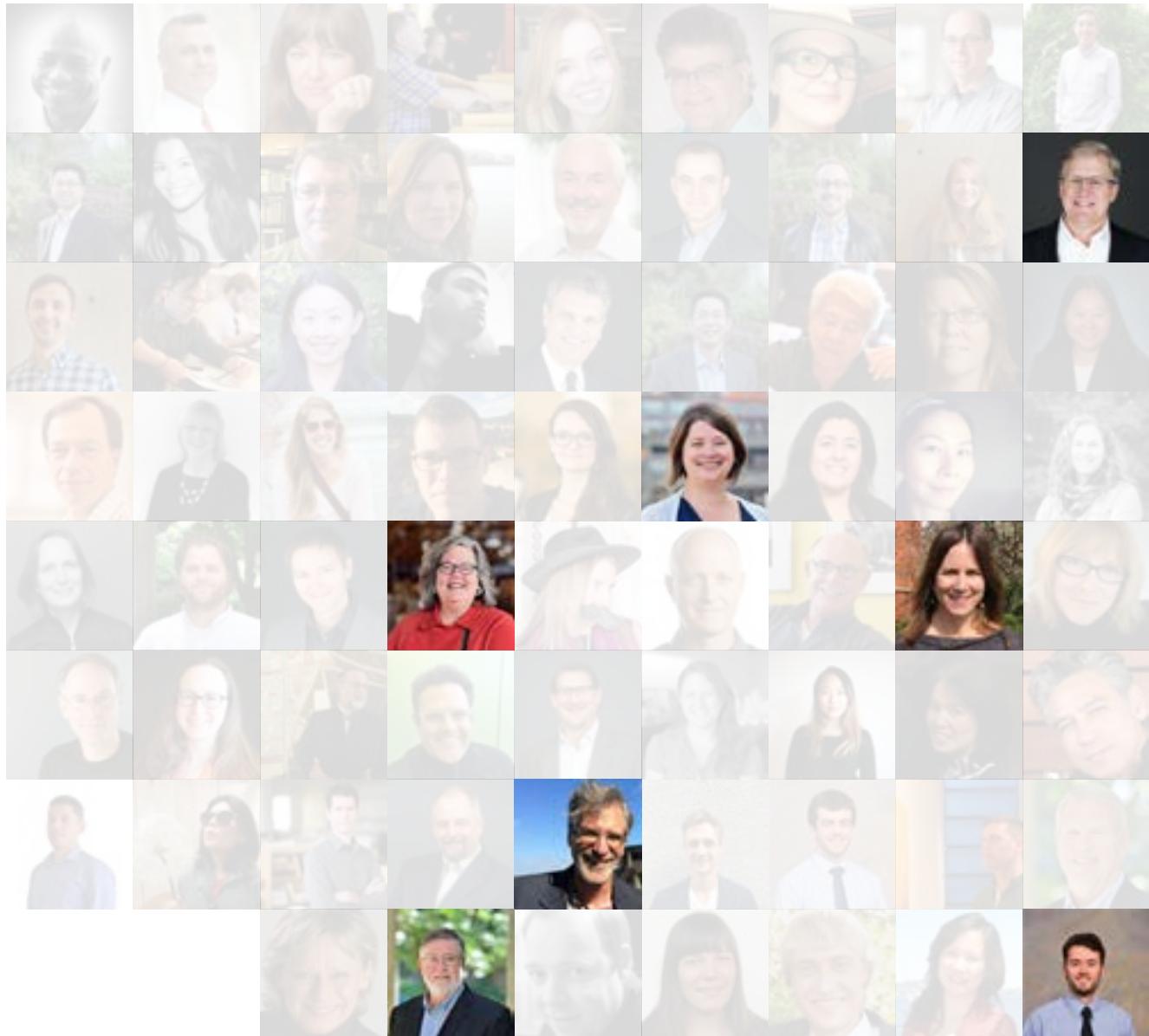


Above: Section showing the I-405 crossing and the Bellevue Cultural Center. New opportunities would be created for residential, office, and commercial space, while provide parking alternatives under the elevated portions of the route - Nick Hons

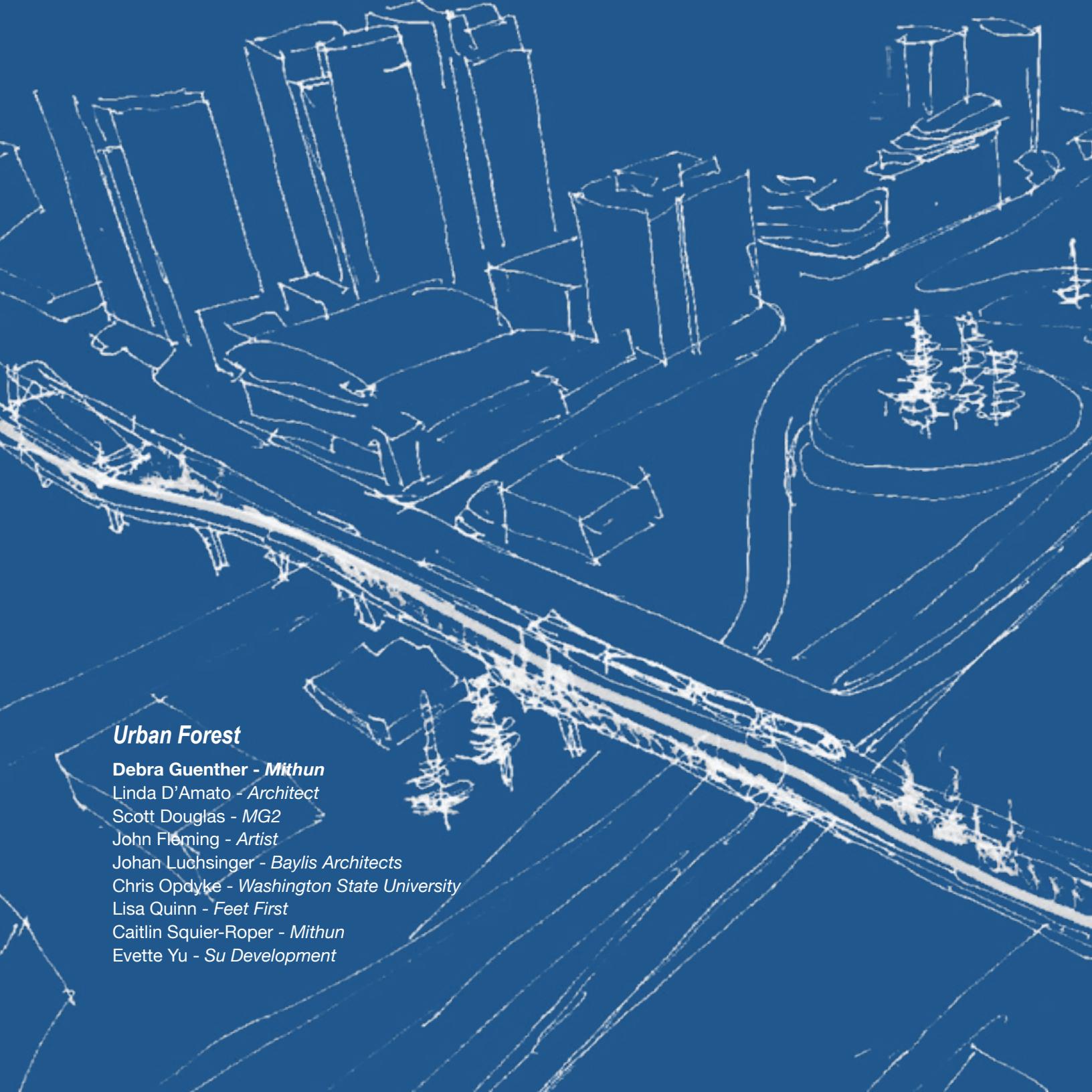


Above: Alternatives showing a fluid form glass enclosure that would incorporate the Bellevue Cultural Center. A Grand Lawn would provide opportunities for recreation, and multiple routes would exist for pedestrians and cyclists - Nick Hons





Urban Forest



Urban Forest

Debra Guenther - *Mithun*

Linda D'Amato - Architect

Scott Douglas - MG2

John Fleming - Artist

Johan Luchsinger - *Baylis Architects*

Chris Opdyke - *Washington State University*

Lisa Quinn - *Feet First*

Caitlin Squier-Roper - *Mithun*

Evette Yu - *Su Development*

Approach

Birds chirping, light flickering through the trees, the fresh smell of soil and plants – the restorative effects of a walk through the forest are possible within the city. Stress reduction and ability to focus are two of many health benefits linked to spending ten minutes in nature each day. As our cities grow more populated, introducing experiences that reflect the characteristics of nature is more than a “nice-to-have” – it’s essential to a high quality of life.

Multiple benefits of nature in the city

There are multiple benefits that can accompany an approach to infuse nature into a city – increased storm water management occurs in healthy soils and greater tree canopy, the city stays cooler on hot days, the forest is a visual landmark and orientation tool, people enjoy spontaneous interactions with butterflies, hummingbirds and other birds that will populate the forest, and people are drawn to unique experiences in the city.

Continuous art armature

Coupled with this urban forest is a continuous art element that shape-shifts from bench to table to sign to pavement to bridge that is conceived to be a platform for artists to explore the history and future of Bellevue as a continuous thread.

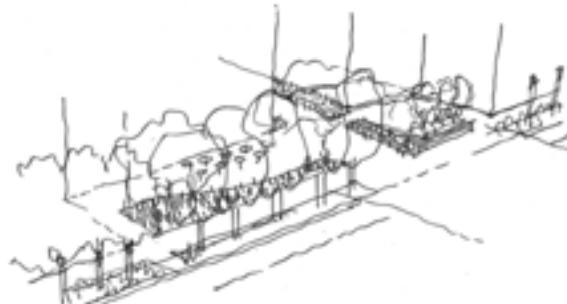
Heighten awareness by contrasting spatial experiences

The existing and future conditions of the study segment between 106th Avenue NE, Compass Plaza and the Transit Center are exaggerated between tight, narrow and

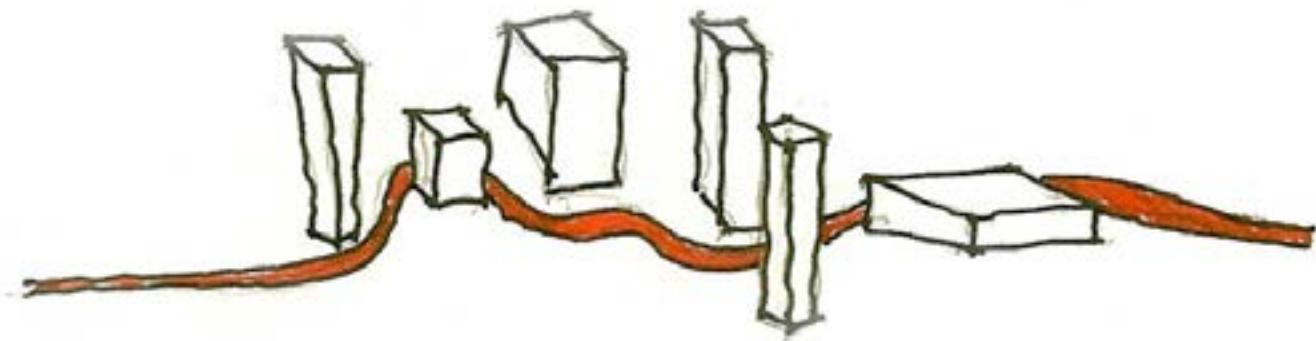
wide, as well as open spaces. The team captured this contrast to heighten the experience of moving through the spaces.

More choices

Providing multiple bike route options for a growing city with expanding transit options was a goal of the team. The team explored adding a route along NE 4th Street for bike commuters that is a comfortable sharing space with traffic. This would be achieved by locating a separated, two-way cycle track along the study segment which will attract a broader range of bikers – families, elders and as studies demonstrate, more women.



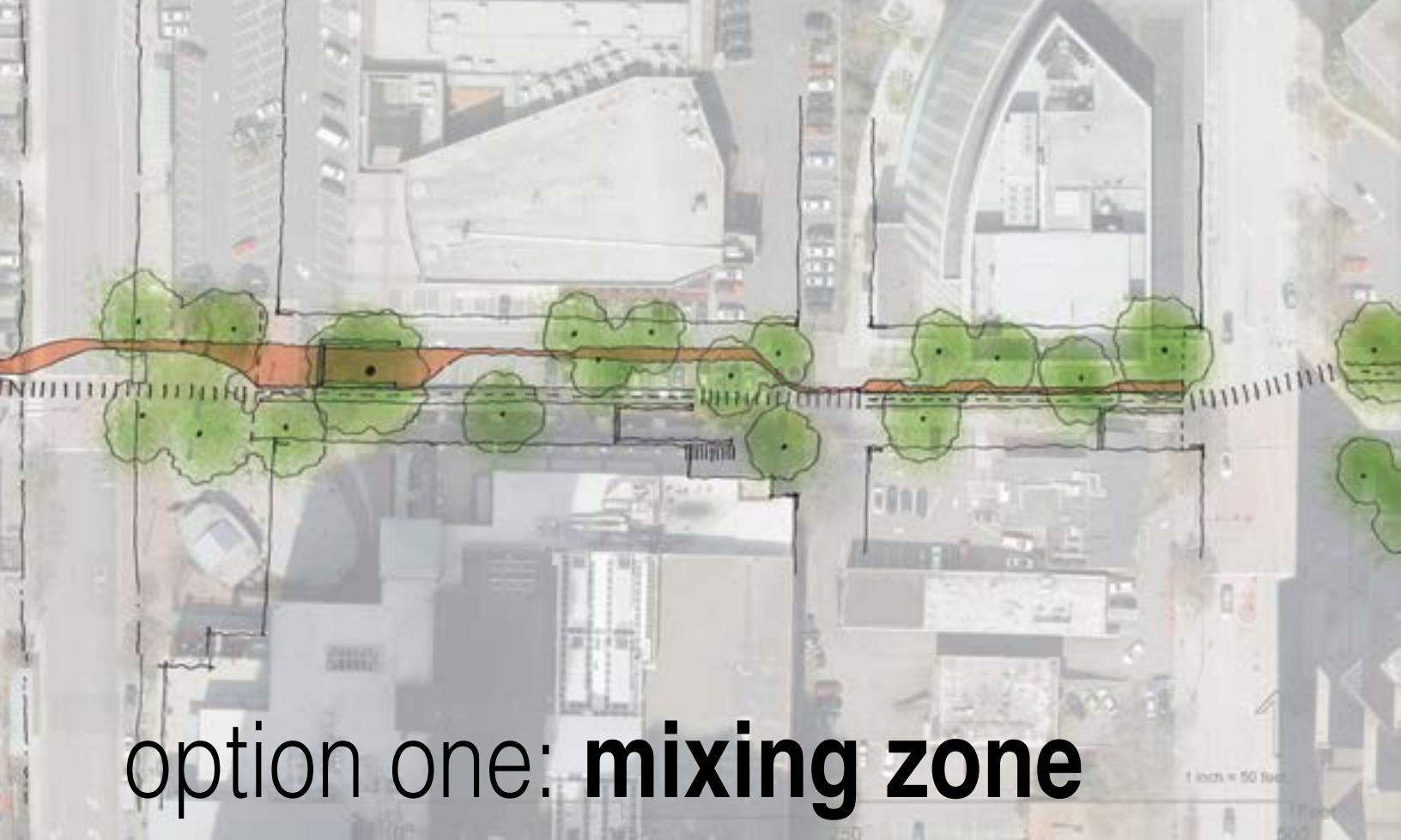
Above: Perspective of improved public space



Above: Art Armature - John Fleming



Above: Art Armature - John Fleming

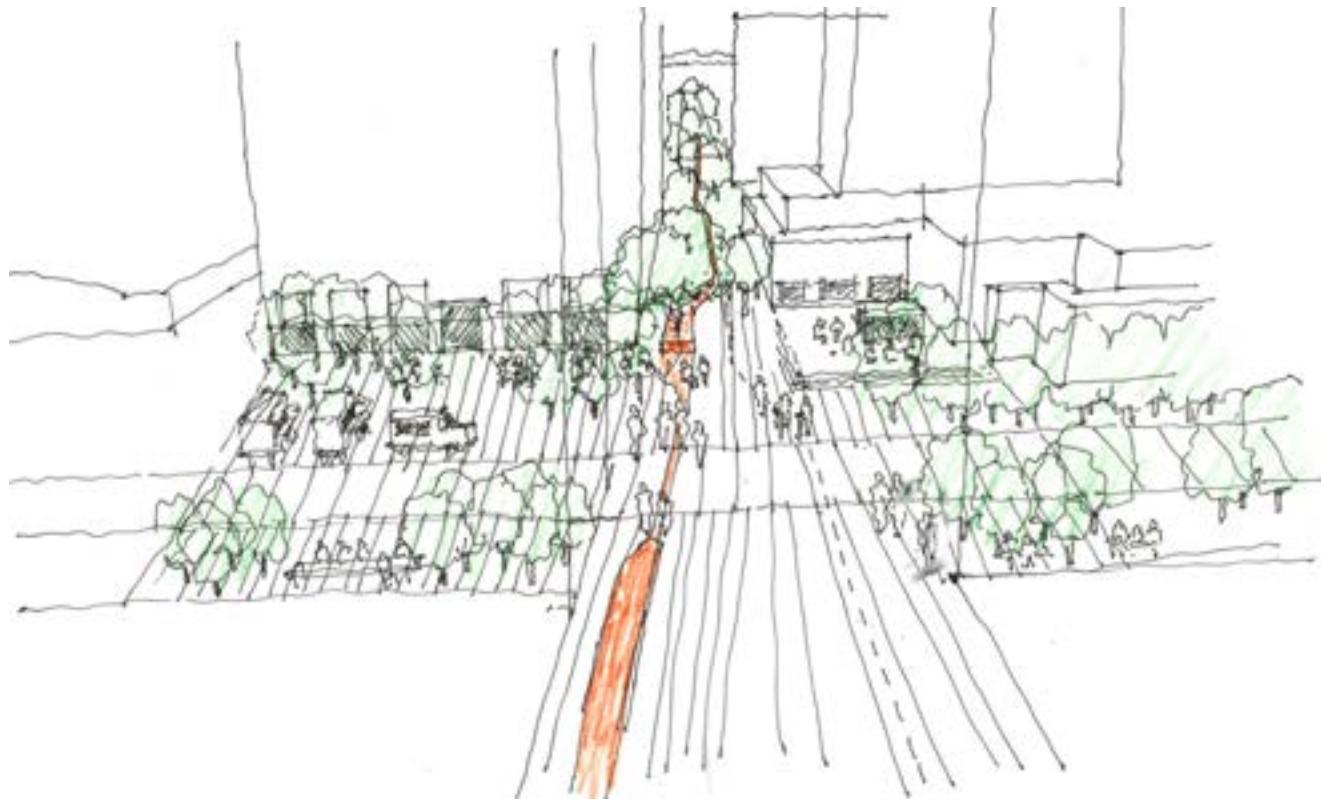


option one: **mixing zone**

The team explored two options for the 106th Ave NE / Compass Plaza space. Retail has been challenged in Compass Plaza and is setback from the street. Both options narrow the proportion of the space between retail and the street and redistribute planned open space requirements to be primarily on the sunny side of the street. The plaza is elongated along the east side of the street where the retail and the sunny plaza both support activity.

Option One: Mixing Zone

All visual clues support the pedestrian in this option – raised speed table, food trucks, paving texture, detailed visual interest – and plenty of flexible space for programs and events as well as mobile furnishings that can be moved where people are most comfortable sitting, where the retail and the sunny plaza both support activity.



Opposite Page: Plan of Mixing Zone between 106th Avenue NE and 108th Avenue NE - Debra Guenther
Above: Perspective of Mixing Zone looking east - Debra Guenther

The Passage Space

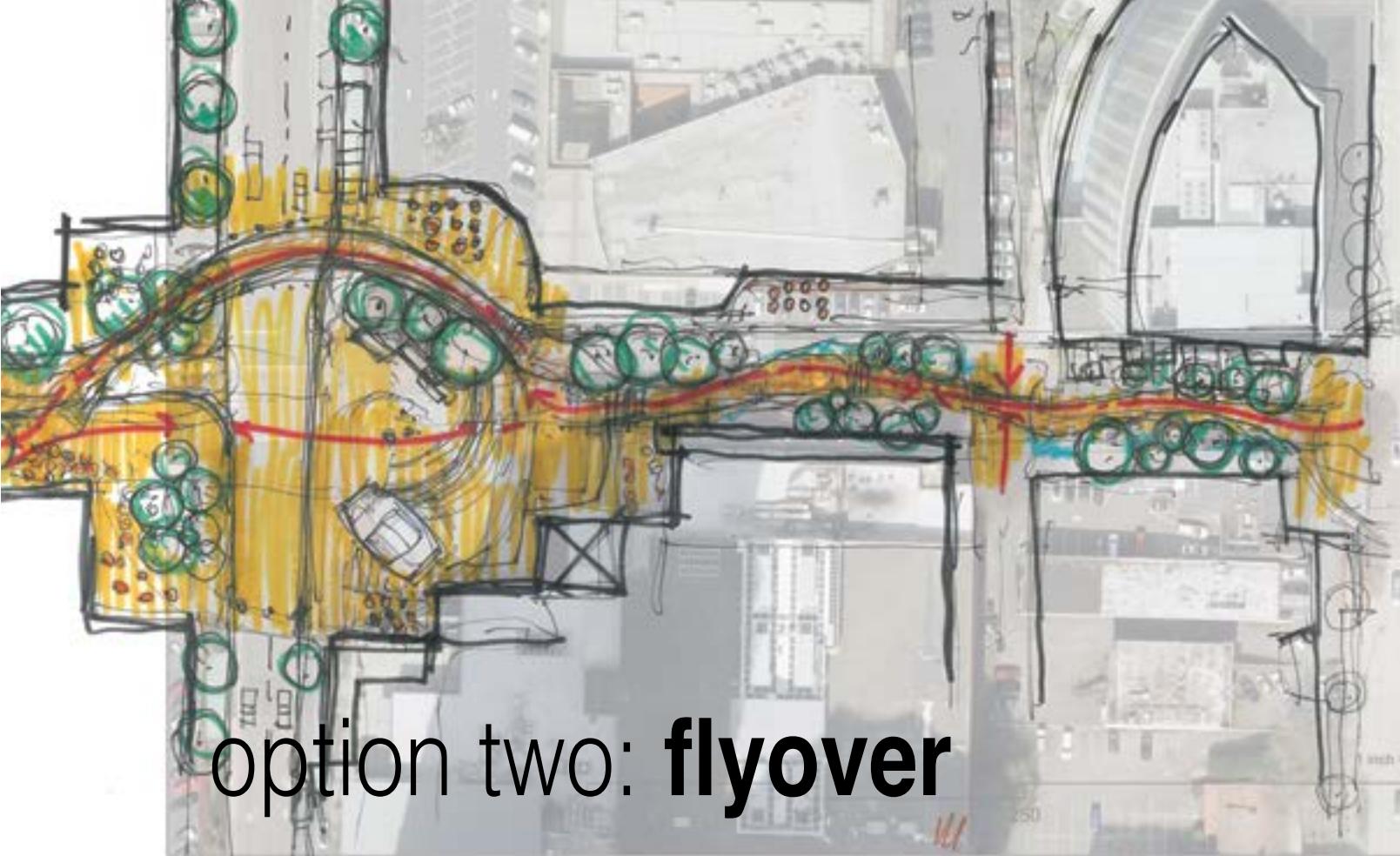
The passage space could be a space for children's play, a space for water play or a space for dining. The team respected the challenges small businesses have along a pedestrian route and encouraged a design that could adapt from interim uses such as children's play spaces and water play to spaces for dining in the future as the downtown population increases and provides the critical mass for success.



Top: Section of Passage Space - Debra Guenther

Bottom: Perspective Looking East of Passage Space - Debra Guenther

Opposite Page: Plan of Flyover at 106th Avenue NE - Johan Luchsinger

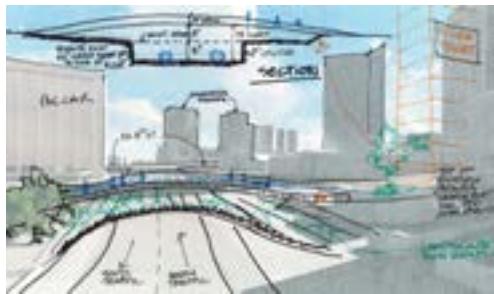


option two: flyover

Option Two: Flyover

An active and continuous walking experience was the motivation for exploring this option. It would create a new piece of infrastructure that would avoid the traffic conflicts of 106th Avenue NE while creating a fluid pedestrian experience.

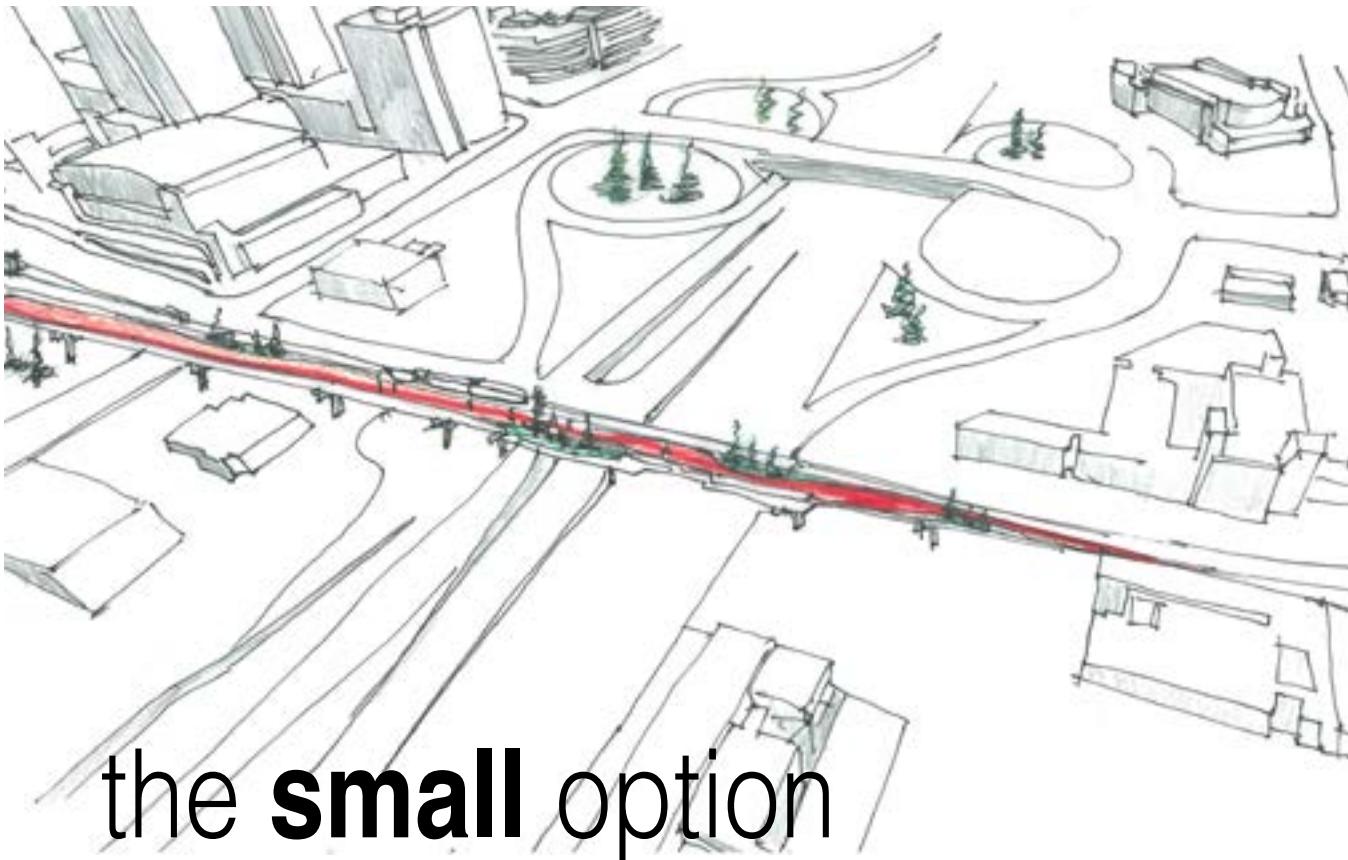
The flyover would create a graceful gesture that would cross 106th Avenue NE and form a continuous pedestrian experience along the Pedestrian Corridor. The flyover would create a node and a gateway for Compass Plaza and a key element of the Pedestrian Corridor.



Above: Aerial Perspective of 106th Avenue NE Flyover - Johan Luchsinger

Far Left: Section Perspective Looking North along 106th Avenue NE - Johan Luchsinger / Scott Douglas

Near Left: Aerial looking east along the Pedestrian Corridor - Johan Luchsinger / Scott Douglas



the small option

Above: the SMALL Option of the crossing over I-405 - Johan Luchsinger

The Grand Connection over Interstate 405 will connect to the region by connecting to the Eastside Rail Corridor and create a major new open space for the community. The team explored big, small and hybrid options.

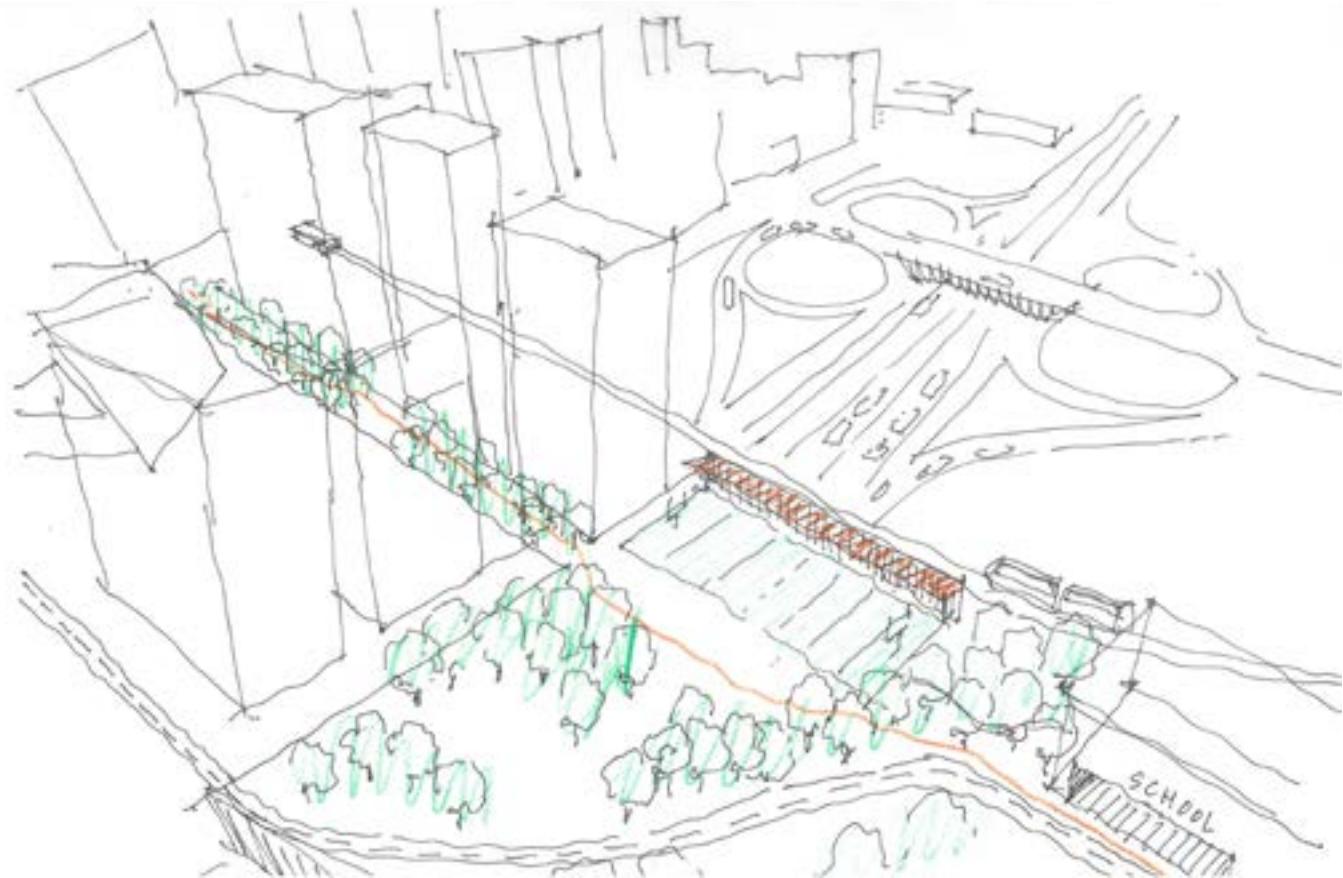
The SMALL option is a graceful pedestrian bridge that provides the direct link between the transit hub and rail corridor with tremendous views and experiences along the route. The open space is located at grade within the Wilburton Commercial Area.



the **big** option

The BIG option creates a legacy for future generations by capturing valuable urban space over the highway and connecting to the street grid across the full block from NE 6th Street to NE 4th Street. A full size football field and a new school are featured in this space. The adjacent neighborhood in Wilburton is a walkable street grid of 200' square and includes a green storm-water street at the low point to capture street runoff from the neighborhood and recharge the slough where a former tributary was located.

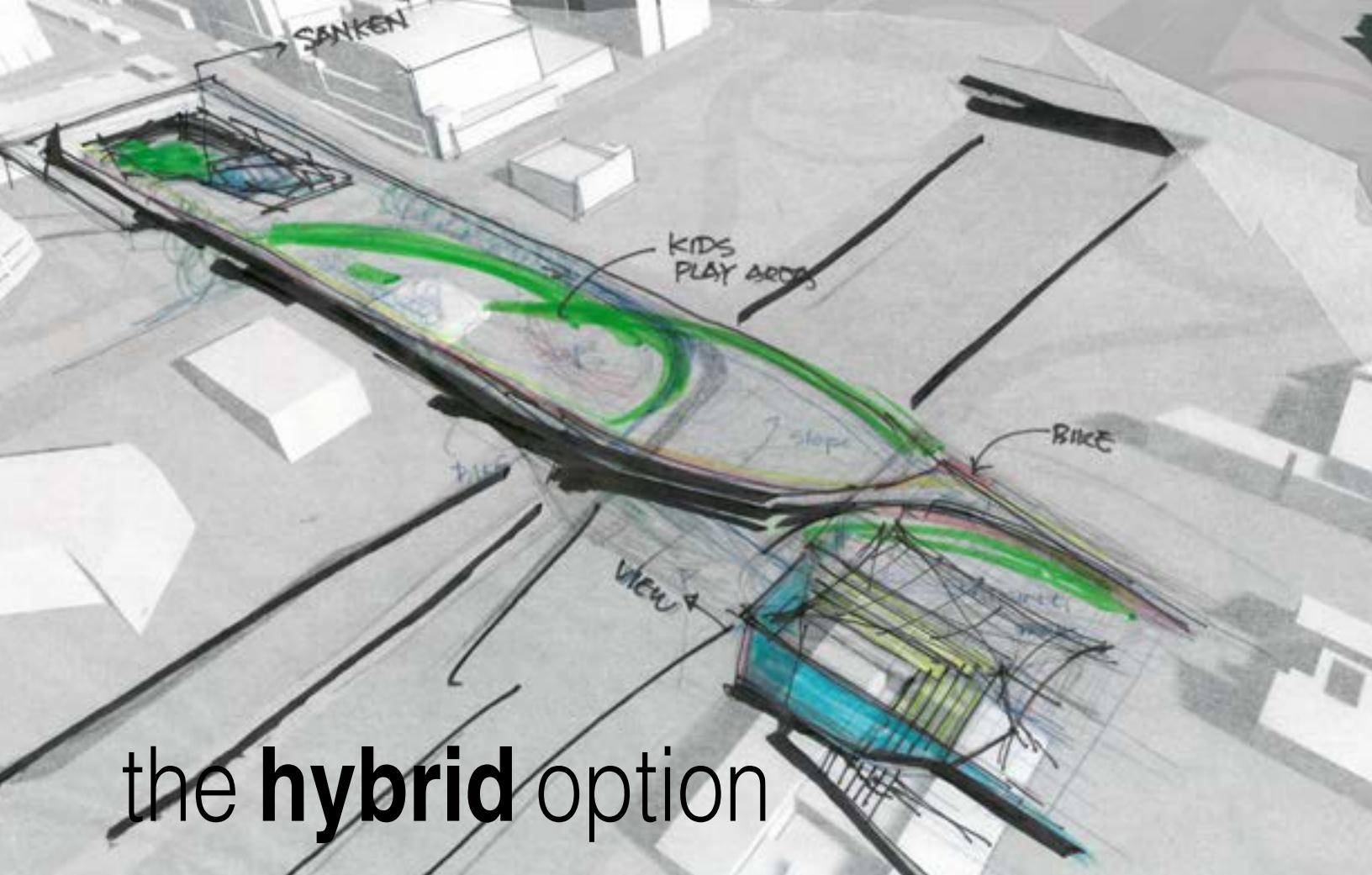
The HYBRID option (page 98) is a multi-level experience connecting people above and below with a generous open space lidding the interstate. It would provide programming elements that would satisfy the needs of users of all ages and abilities.



Opposite Page: the BIG Option Plan crossing over I-405 - Debra Guenther

Above: the BIG Option Perspective - Debra Guenther

the hybrid option



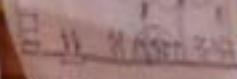
Above: the Hybrid Option Perspective crossing I-405 - Evette Yu

Below: the Hybrid Option Section - Evette Yu

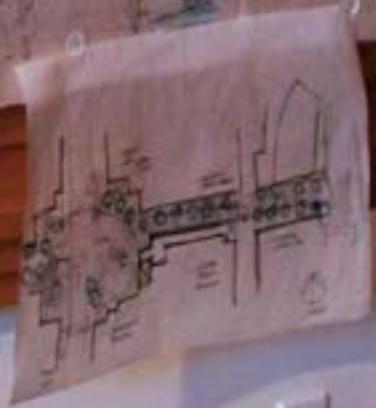
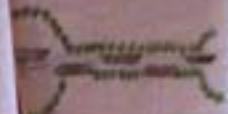


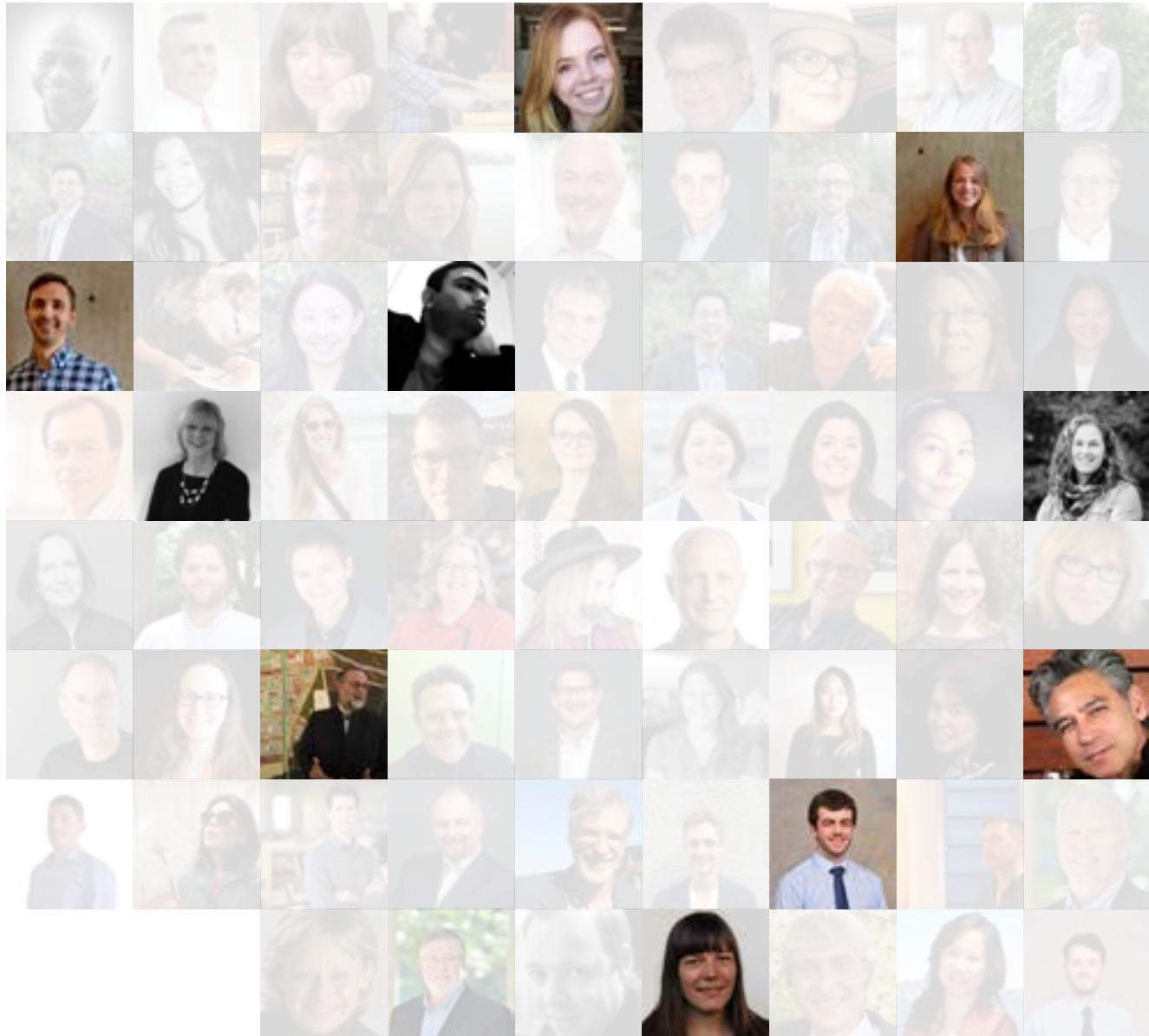


SHIP



BRIDGE





Team Z

Team Z

Vikram Prakash- University of Washington

Sarah Bergmann - *Pollinator Pathway*

Paul Bilger - *Allied 8*

Zoe Brown - *Bohlin Cywinski Jackson*

Katie Cote - *Allied 8*

Amit Ittyerah - *University of Washington*

Mario Madayag - *MARIO MADAYAG*

Sally Nichols - *City of Bellevue*

Matthew Staley - *Washington State University*

Sarah Zamler - *Allied8*

Approach

Team Z's approach was conceptual and unconstrained, based on an assumed prosperous future for the City of Bellevue. The team saw a future where Bellevue is economically thriving and ethnically diverse. The city is a technological leader that is also ecologically motivated. Bellevue's success will lead to added businesses and housing density, while attracting cultural, ethnic, and economic diversity. The team acknowledged this assumed future will pose significant ecological challenges.

Growth, we assumed, would give Bellevue the opportunity to consolidate its identity around a 'signature street.' The team imagined this street to be culturally diverse, ecologically distinct, and technological. Team Z imagined a street on par with some of the world's great signature streets: Barcelona's Las Ramblas; the Las Vegas Strip; the Champs-Elysees, and others. These places are beautiful, chaotic, inspiring, and emblematic of their cities. But, along with these the team drew inspiration from one of the most dynamic 'streets' of the world, the Maeklong Railway Market in Bangkok, where the pathway of a commuter train also transforms into a market kinetically. From Maeklong the team inspired to think of a street not as a noun but as a verb - where life happens and the street itself is in constant transformation.

First, the street profile will be narrowed to create a more intimate thoroughfare reserved for pedestrians. Space between existing setback buildings and the street would be filled-in with small vendor kiosks, play areas, and places to meet, creating flexible space that can adapt to changing tastes and needs.

Above and around the signature street will span the Urban Transformer, a super structure able to adapt on demand to activity needs at the surface level, while supporting

a thriving ecosystem above, and moving passenger gondolas from end to end. The Urban Transformer will provide the space for small-scale commerce, meeting and performance space, plays areas, people watching, and more.

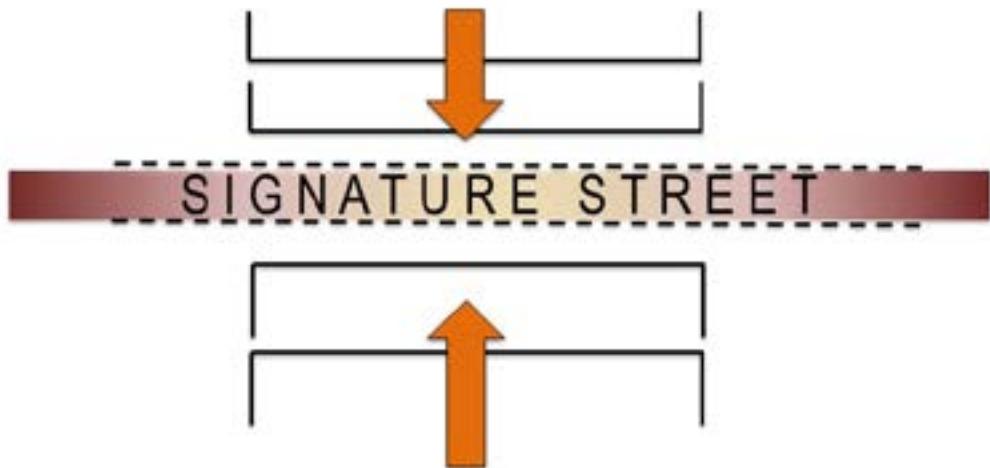
An ecosystem supporting Pacific Northwest species will be established at various levels of the Urban Transformer, both above and at surface level. This life line will address the loss of habitat in the urban area and provide a continuous connection for plants and pollinators through the city and across I-405. This "ecosystem sex-corridor" is a place of reproduction and regeneration and its soils and biomass will provide ecosystem services like air and water filtration. The ecological sex corridor is important to preserving the local ecology, one of Bellevue's greatest assets.

This signature street, with its Urban Transformer and ecological sex corridor, is a place open to all. It is a place for young and old to come and play. Its price of entry is a sliding scale: for many it is free people watching and a stroll; while some will buy a ticket on the gondola and snack on street food; and others will dine at fine restaurants or visit night clubs. All the while, the daily activities of ecosystem regeneration continue above.

The gradient suggests that a level bridge can easily be built over the highway, connecting downtown to the re-visioned Wilburton Commercial Area. To make this connection into a place that has charm and not just a nuisance, we propose that a signature, multipurpose, transforming acoustical barrier be built around it. But rather than the typical aesthetic bridges, we think that one of the hats of the famous fashion designer, Alexander McQueen, can serve as a great model for a distinctive profile.

urban transformer

the street that constantly changes



Above: The future where the identity of a prosperous Bellevue will be consolidated around a 'signature street' - Vikram Prakash



Above Precedent: The team was inspired by the kinetic and chaotic experience of the Las Vegas strip - Image Credit: James Brandon



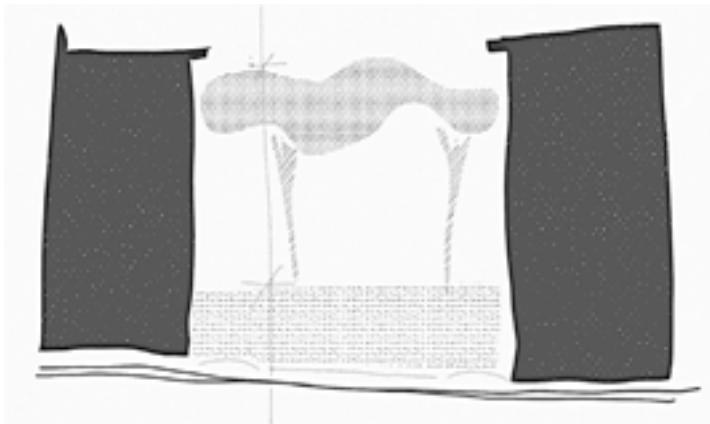
Above Precedent: The signature street will be a day and night destination, with as much visual interest in the dark as in the light, akin to Japan's Ginza District - Image Credit: Food Sake Tokyo



Above Precedent: As Parisians gather and recreate along the Champs-Elysees, residents and visitors will be drawn by the cultural activity and grand vistas of Bellevue's signature street - Image Credit: Colleen's Paris



Above: Concept sketch of gondola system and ecological canopy above - Amit Ittyerah



Above: The Signature Street will be ecologically distinct with an "ecological sex corridor" providing a canopy above with an economically and ethnically diverse cultural area below - Vikram Prakash



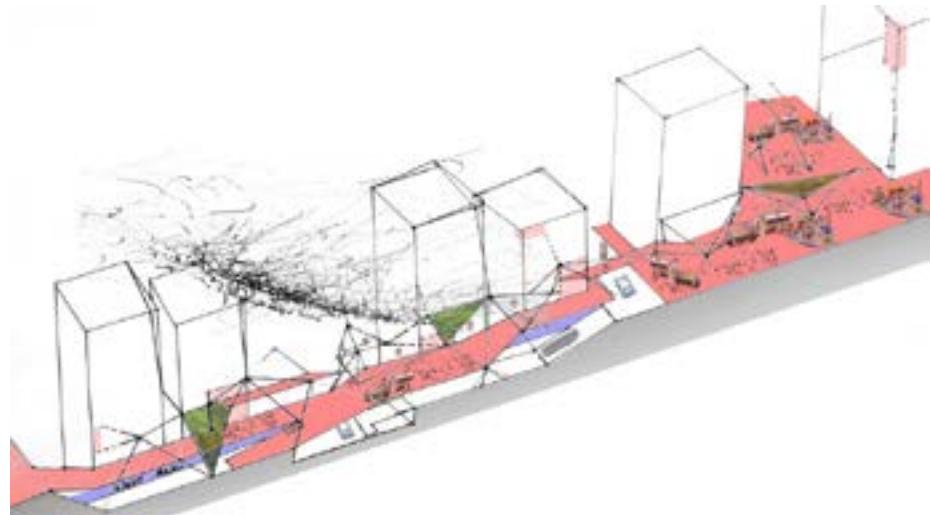
Above Precedent: The team envisioned flexible and adaptable space opportunities for social gatherings and recreation. Above is the Story Pod, a portable library designed by Atelier Kastelic Buffy - Image Credit: Shai Gil



Above Precedent: The "shape-shifter" installation designed by Hassell Melbourne is a model for adaptable and transformable space to be located beneath the Urban Transformer - Image Credit: Bonnie Savage



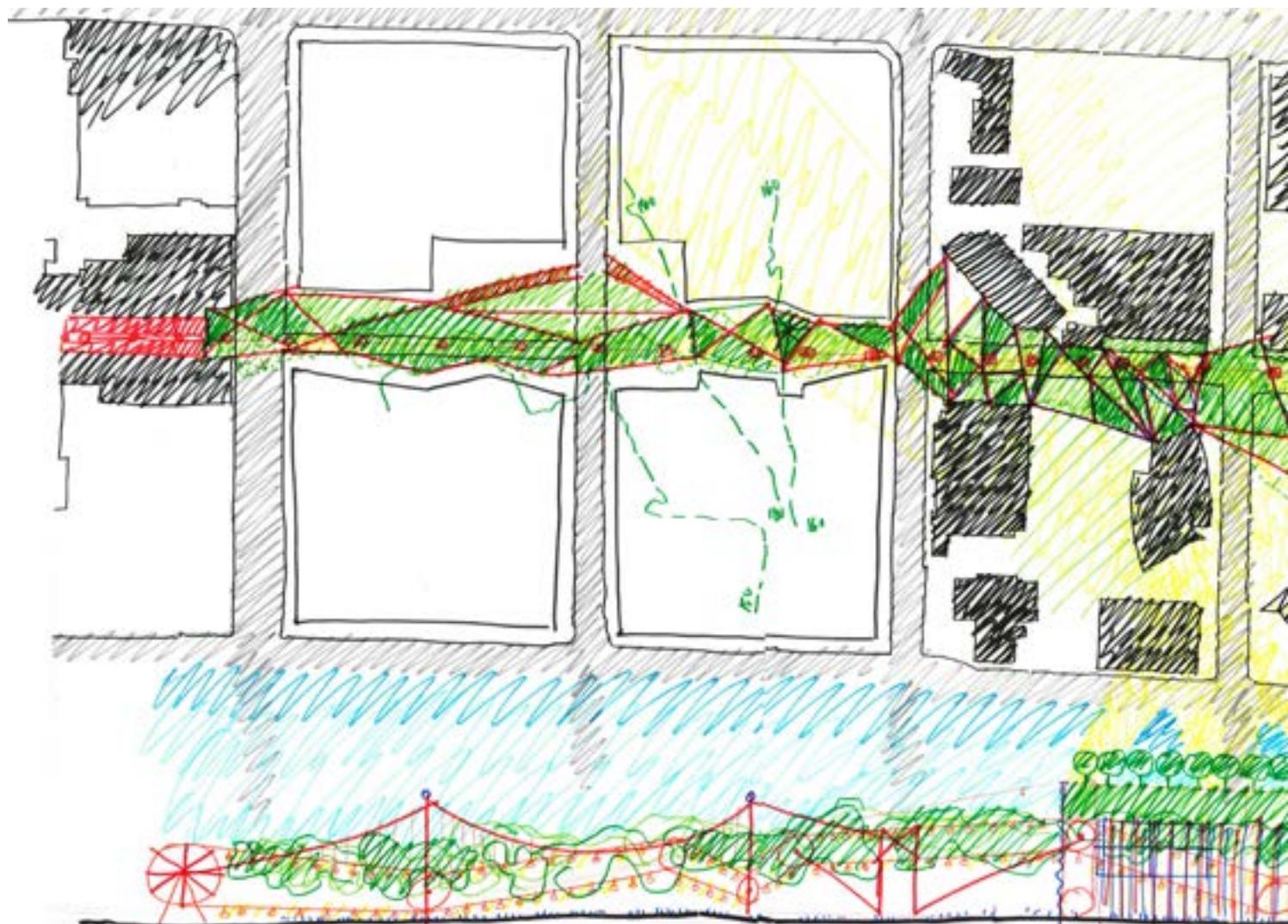
Above Precedent: The team's primary inspiration came from the Thailand Train Market, from which the team derived the concept of a street as verb - "transformer" - rather than a noun - Image Credit: Rapison Swangphon



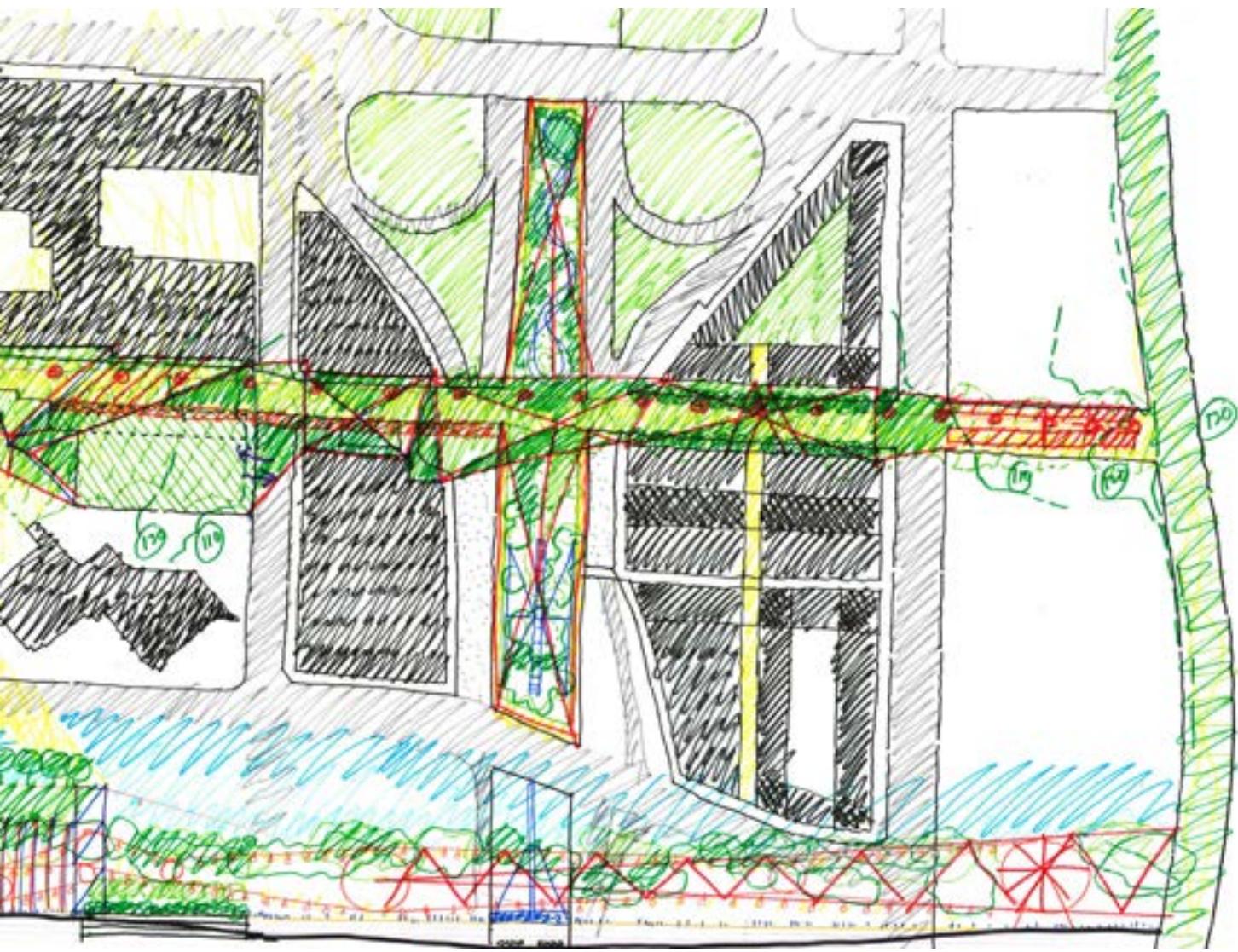
Above: Concept sketch of the Urban Transformer, including the interwoven ecosystem sex corridor above and cultural spaces below - Amit Ittyerah



Above: Concept sketch of the Urban Transformer superstructure - Amit Ittyerah

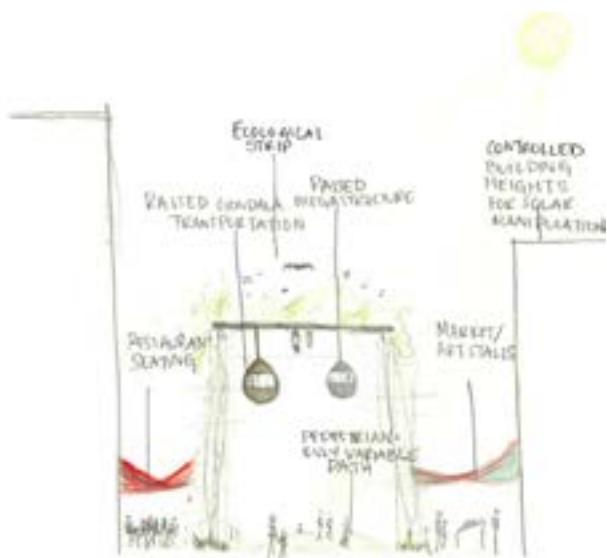


Above: A master plan of the Urban Transformer concept - Mario Madayag

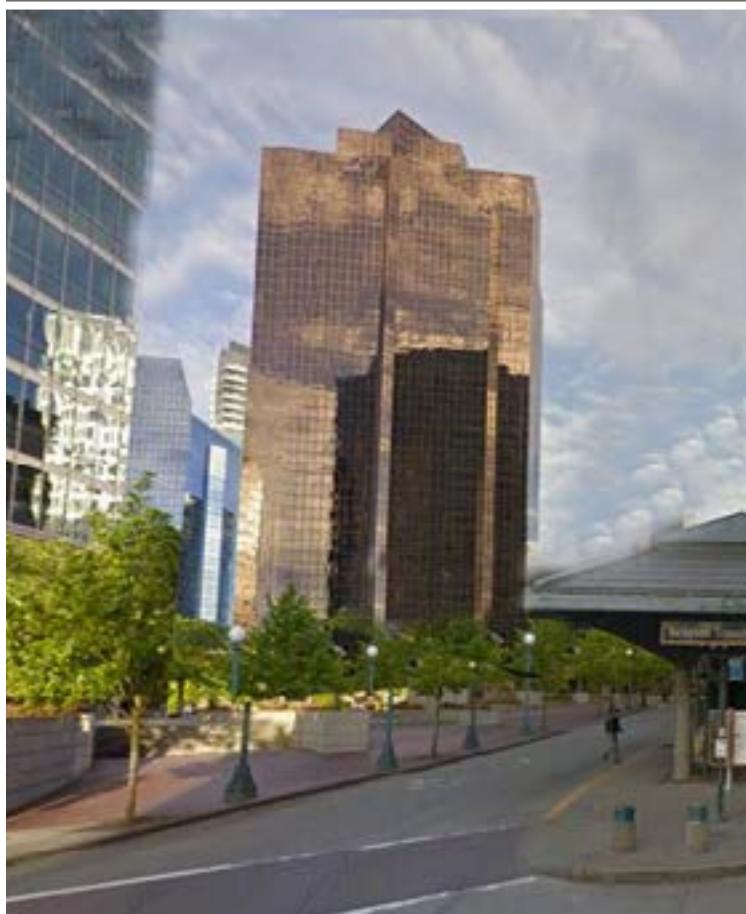




Above: Concept for a gondola pod



Above: Concept section for the gondola and ecology system - Zoe Brown

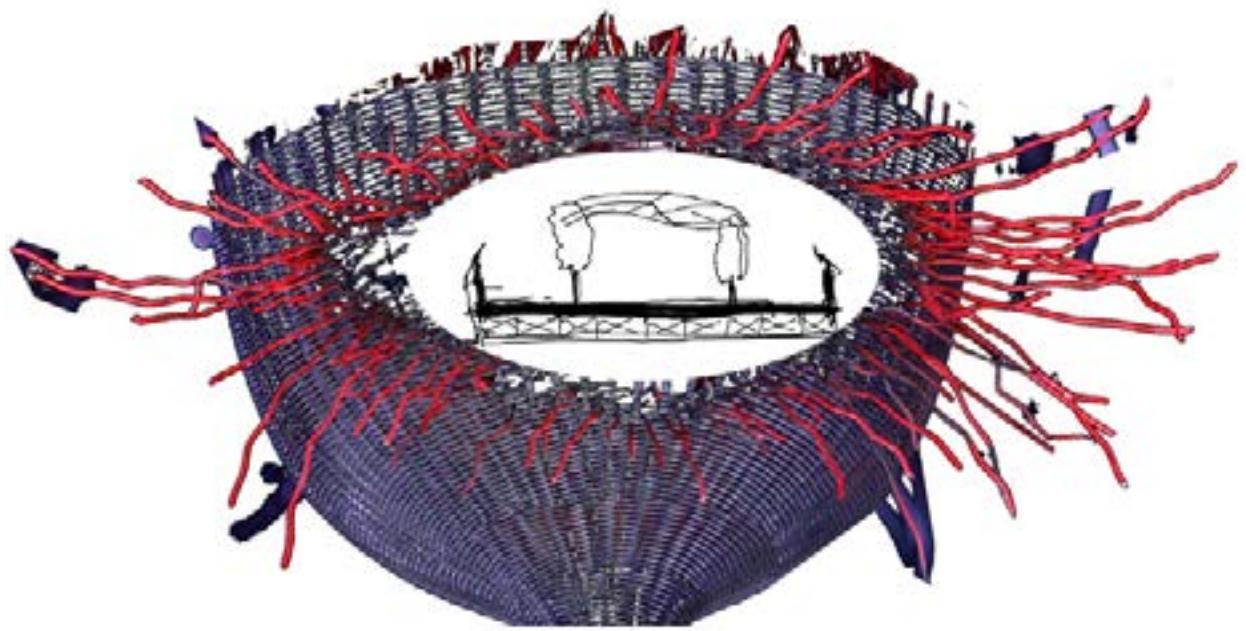




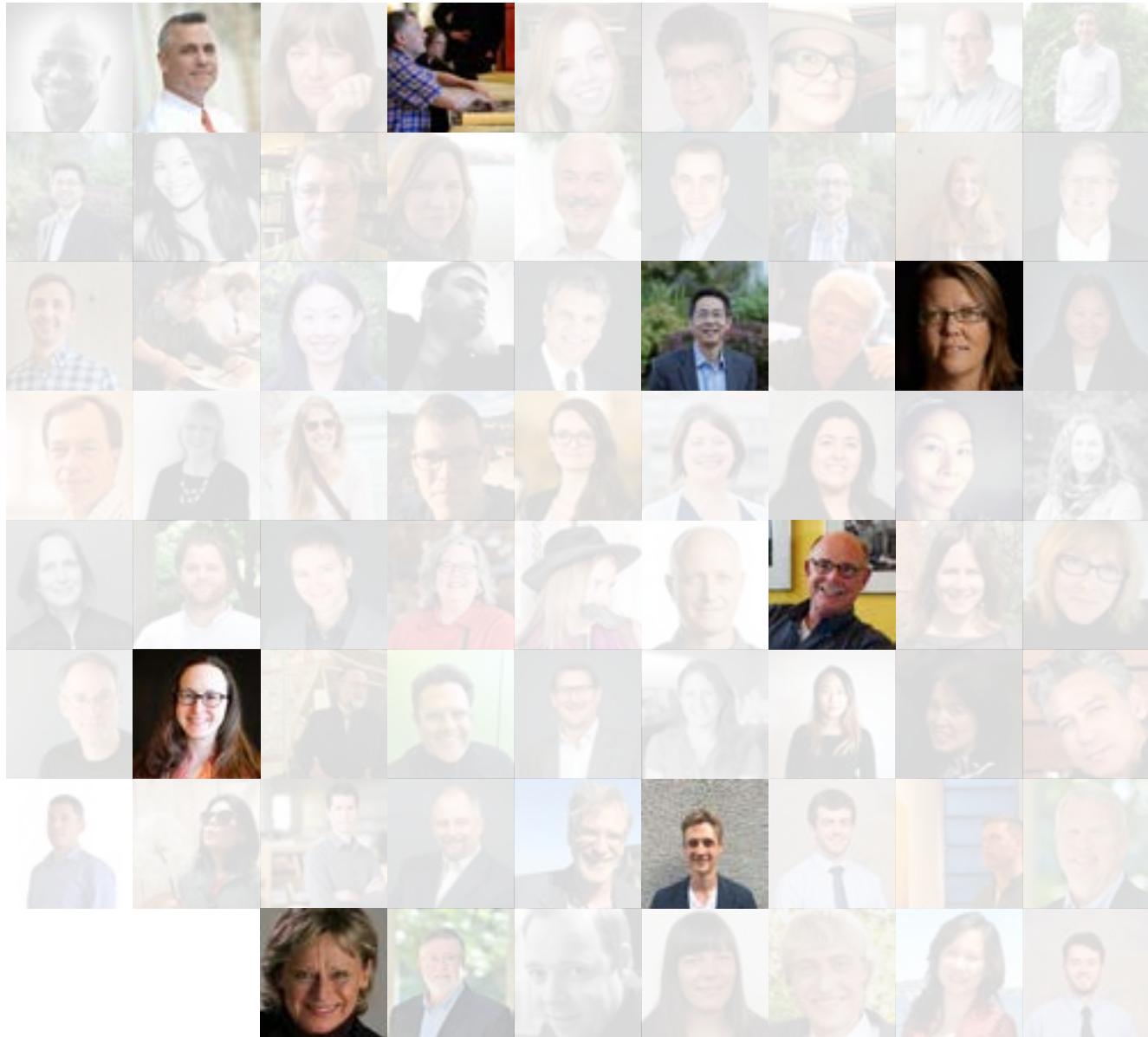
Above: Before and after - Downtown Bellevue will come alive with technology, culture, and day to night activity - Paul Bilger



Above: The signature street showing a lively market place with the gondola system and ecosystem network above - Katie Cote / Sarah Zamler



Above: To make the bridge spanning I-405 into a charming place rather than a nuisance, the team proposed a signature, multipurpose, transforming acoustical barrier to be built around it. This concept for a distinctive profile is modeled after a hat designed by Philip Treacy for the famous fashion designer, Alexander McQueen - Vikram Prakash



Team Lid

Team Lid

Bob Swain- Robert Edson Swain Architects

Jim Burk - Su Development

Deborah Eddy - King County

Heather Karch - ZGF Architects

Jared Milne - Washington State University

Kirsten Murray - Olson Kundig

Jeffrey Utterback - Port of Seattle

Ming Zhang - MZA



Approach

Team Lid approached the challenge of the Grand Connection with a series of bold, yet pragmatic ideas that would enhance opportunities for commerce, culture, and pedestrians while mitigating the impacts and conflicts of necessary automobile transportation. The team identified key challenges early in the process, such as Bellevue Way creating a fractured pedestrian experience, the need to consolidate transit services into a single location, and to improve overall connectivity throughout Downtown and to the Eastside Rail Corridor.

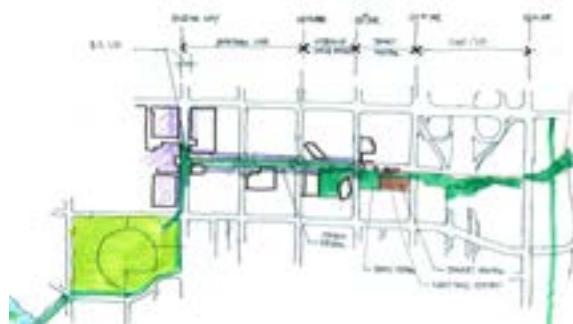
The team envisioned the route through Downtown as a series of zones. From Bellevue Way to 108th Avenue NE the team established a pedestrian zone. From 108th Avenue NE to 110th Avenue NE the team envisioned a mixing zone of cars and pedestrians. From 110th Avenue NE to 112th Avenue NE the team established a consolidated transit center of the existing buses and future light rail service, opening new opportunities for commerce and pedestrian activity between 108th Avenue NE and 110th Avenue NE. Lastly, the I-405 lid sought to bridge the divide created by the interstate and connect the two neighborhoods while also providing a sense of place.

The team was assigned the segment between Downtown Park and 108th Avenue NE, and created a bold vision of submerging traffic on Bellevue Way, just south of the Bellevue Arts Museum. As an important node of commerce and culture, the intersection of NE 6th Street and Bellevue Way would become a true plaza and space for pedestrian activity with the separation of automobile traffic. It would breakdown the barrier created by Bellevue Way and open up civic and public space for art, retail, festivals, and play. It would be a place where commerce and culture could come together around a pedestrian oriented environment.

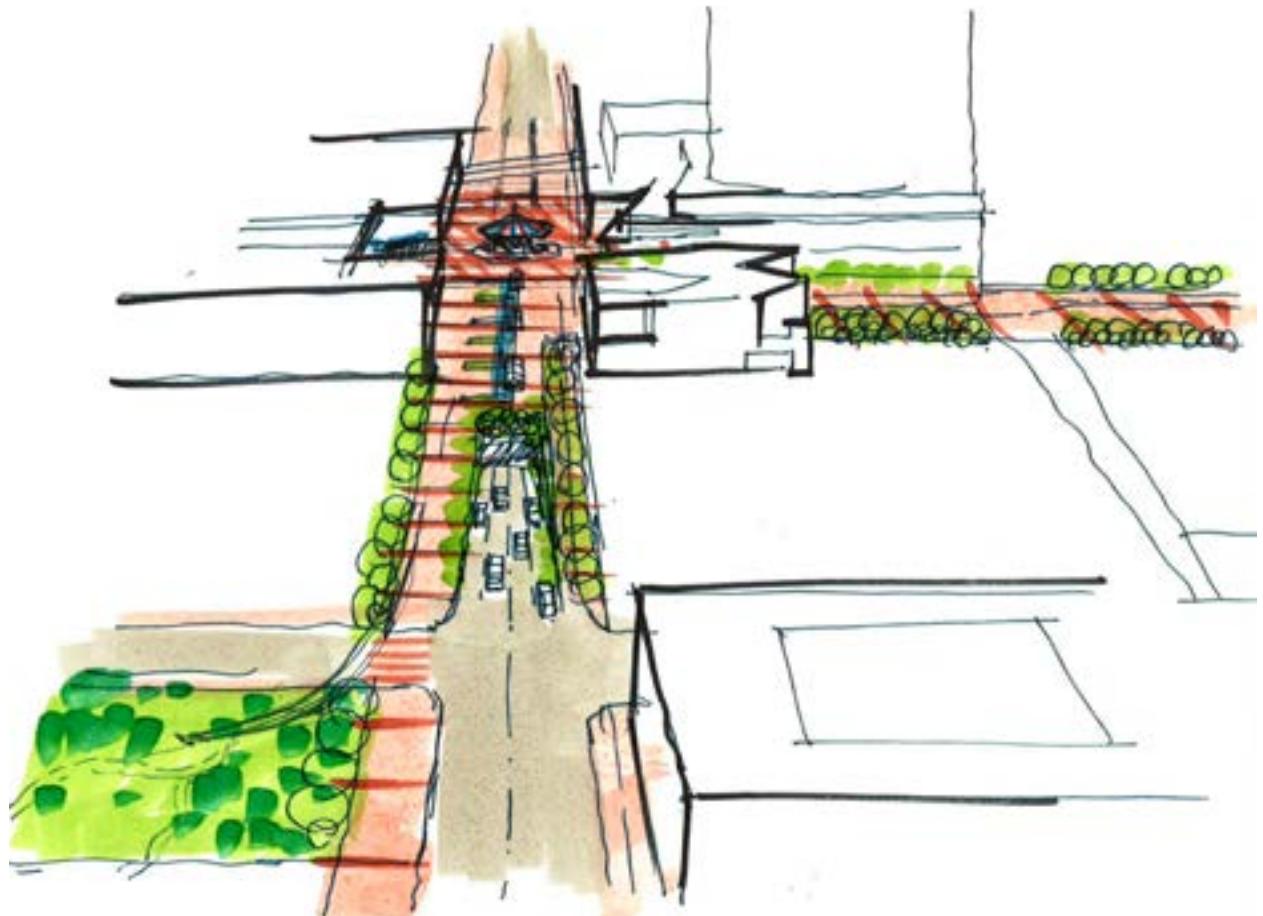
Maintaining pragmatism, the team envisioned the submerged segment of Bellevue Way connecting with surrounding developments. This would create opportunities to access parking garages, and necessary service elements to the surrounding developments while avoiding conflicts in the newly created pedestrian environment.

Near City Hall, the team proposed a consolidated transit center, where both bus and light rail would provide service within a single block. This would benefit the users of the system by offering seamless transitions between the two systems, while creating new opportunities on the former Transit Center site for commercial and cultural activity.

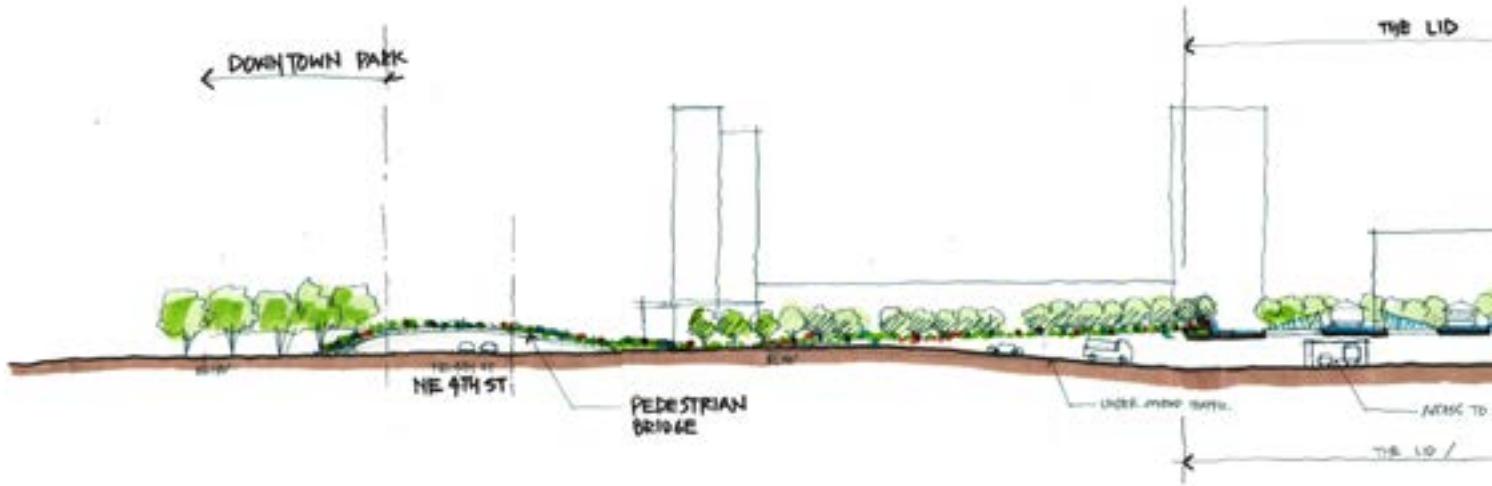
The consolidated transit operations could also create a launch point for the I-405 lid that would then meander its way across 112th Avenue NE and over the interstate. The lid element is envisioned as a place for recreation and parks, concealing the sounds and sights of the interstate. Additional places for recreation would be created east of I-405 as the route approaches the Eastside Rail Corridor. It would ultimately create a network of green and recreational spaces and serve as a place, a connection, and a community asset for the future vision of the Wilburton Commercial Area.



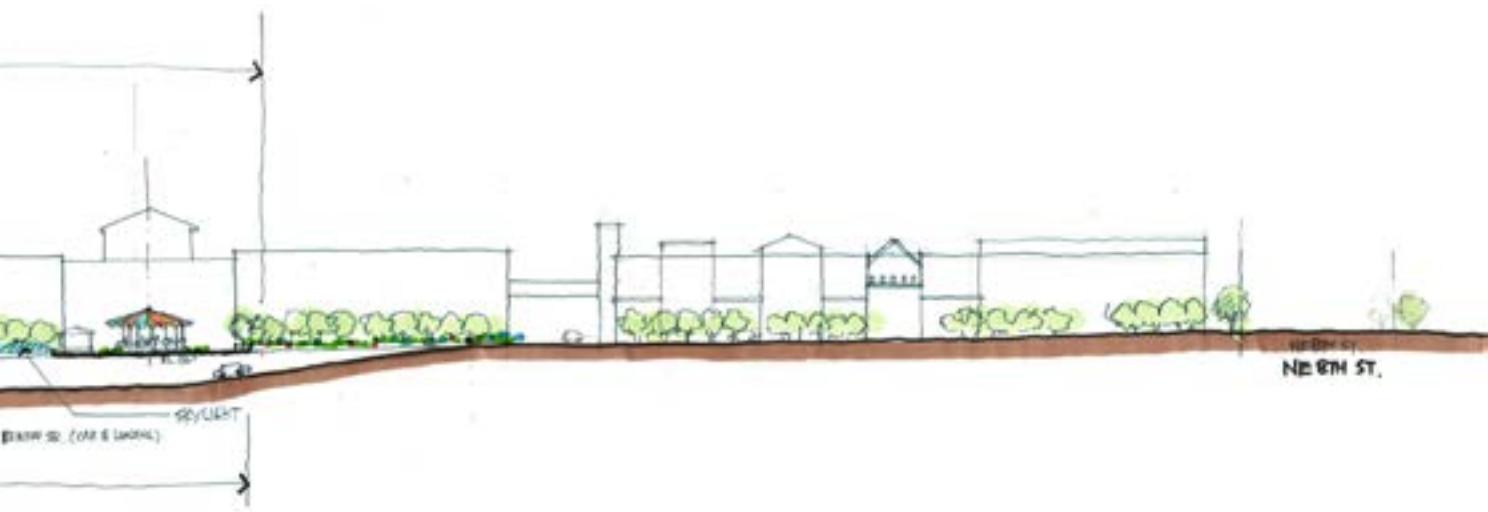
Above: Plan showing the entire Grand Connection route and the different segments created

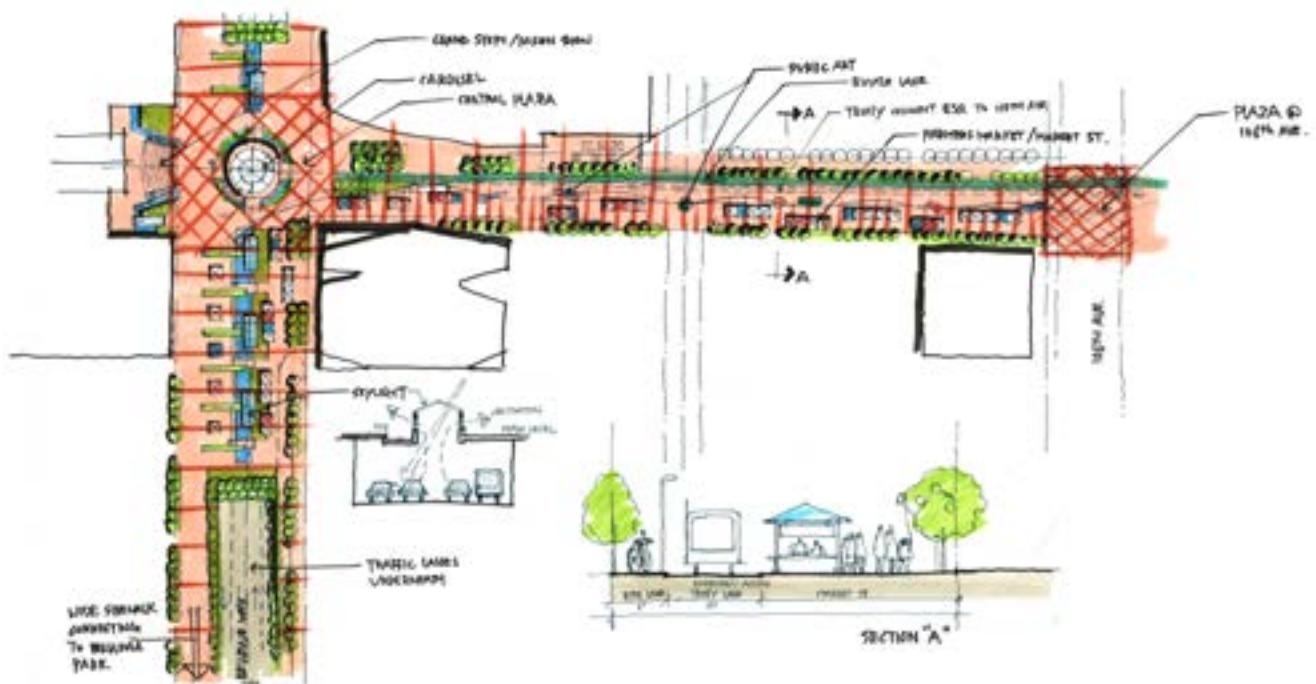


Above: A perspective view looking north of the partially submerged Bellevue Way travel lanes, creating a public plaza above - Ming Zhang



Above: Section cut facing west, showing the submerged portion of Bellevue Way, connection to the Downtown Park, and the plaza space at NE 6th Street above
- Ming Zhang

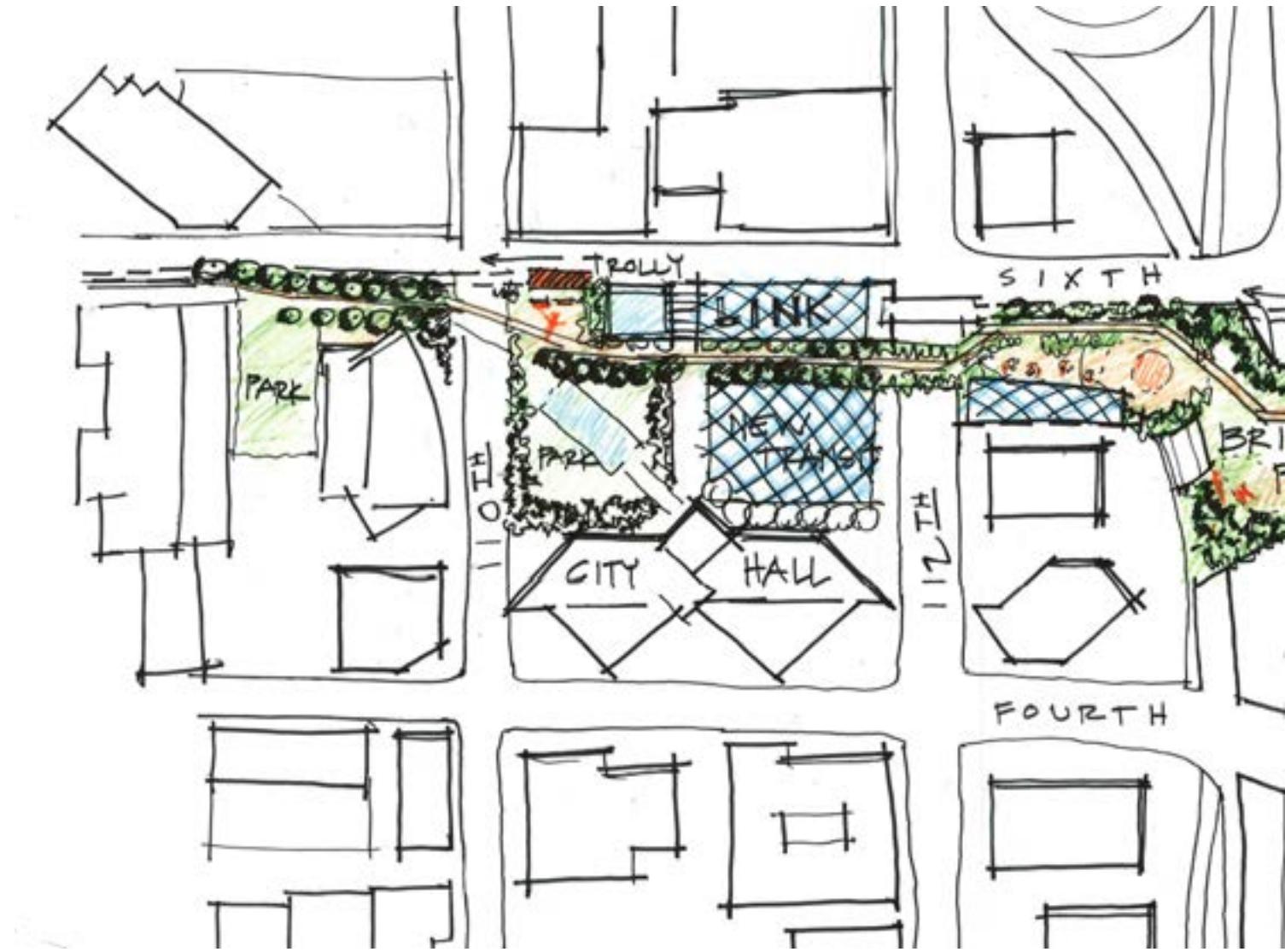




Above: Plans and sections showing the redesigned NE 6th Street and segment of Bellevue Way with submerged travel lanes - Ming Zhang



Above: Perspective facing west of the widened Pedestrian Corridor and the public plaza that would be created by the submerged Bellevue Way traffic
- Ming Zhang



Above: Plan showing the route of the I-405 lid and its interface with Downtown Bellevue





4K_Art

4K_Art

Susan Jones- atelier Jones

Uwe Bergk - SRG

Heidi Bullinga - ZGF Architects

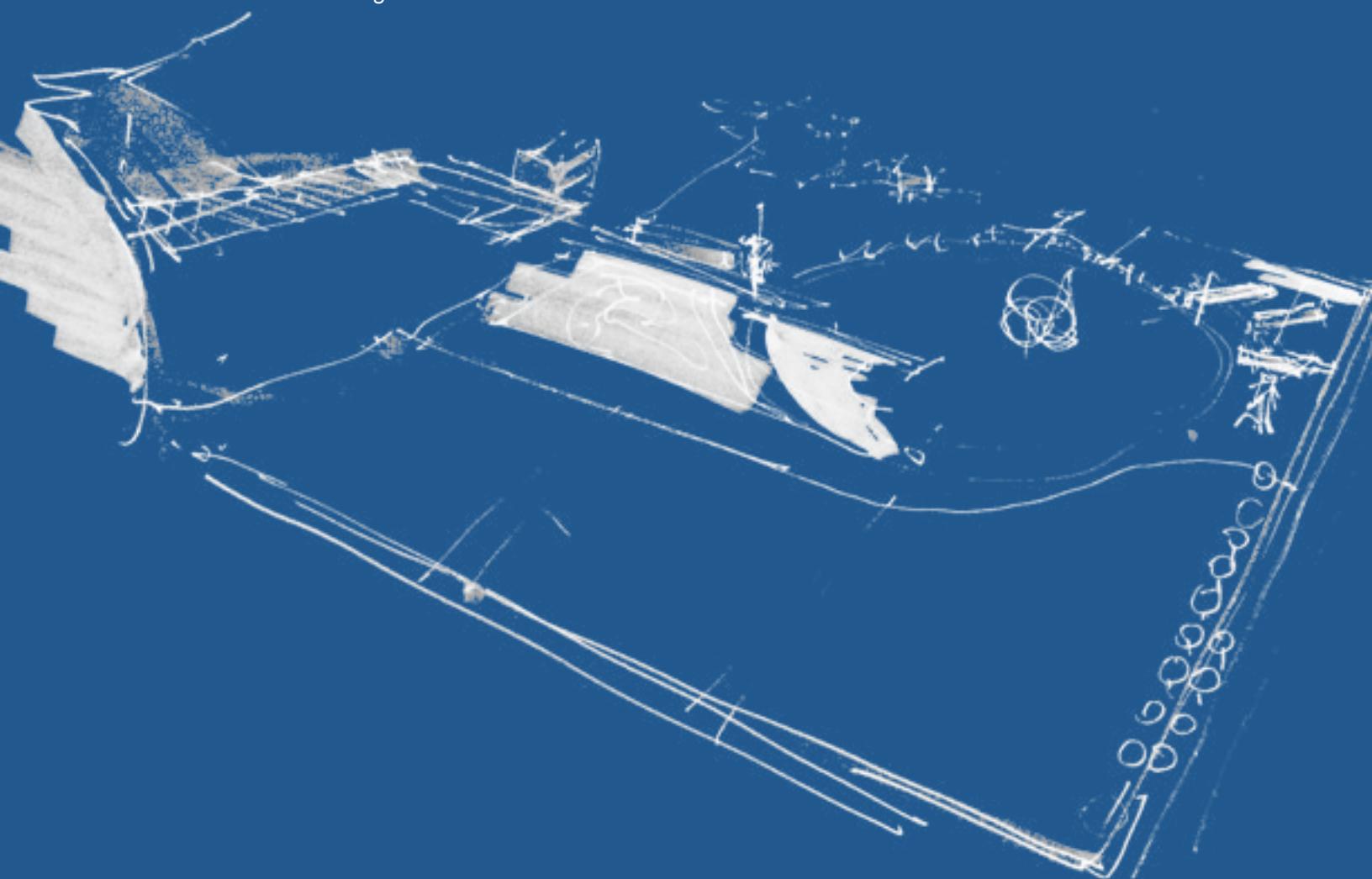
Matt Hutchins - Cast Architecture

Kevin Marx - MG2

John Su - *Su Development*

Nick Whipple - *City of Bellevue*

Lei Wu - *CSL Consulting*



Approach

The focus of 4K_Art's approach was to reconnect the city to the water, its park system, and the arts. Despite Bellevue's proximity to Meydenbauer Bay and Lake Washington, most who live and work in the city do not experience the waterfront, and are not embraced by the Downtown Park. The team sought to bring the water into the city and reconnect downtown with the waterfront with significant changes to the Downtown Park and routes to the waterfront. Additionally, the team wanted to make art a primary focus and consistent element through the route, using the unique design of Bellevue Arts Museum as an abstracted art element that could be repeated along the route. Using these strategies, the goal is to make the water, art, and parks more accessible and more visible to the city.

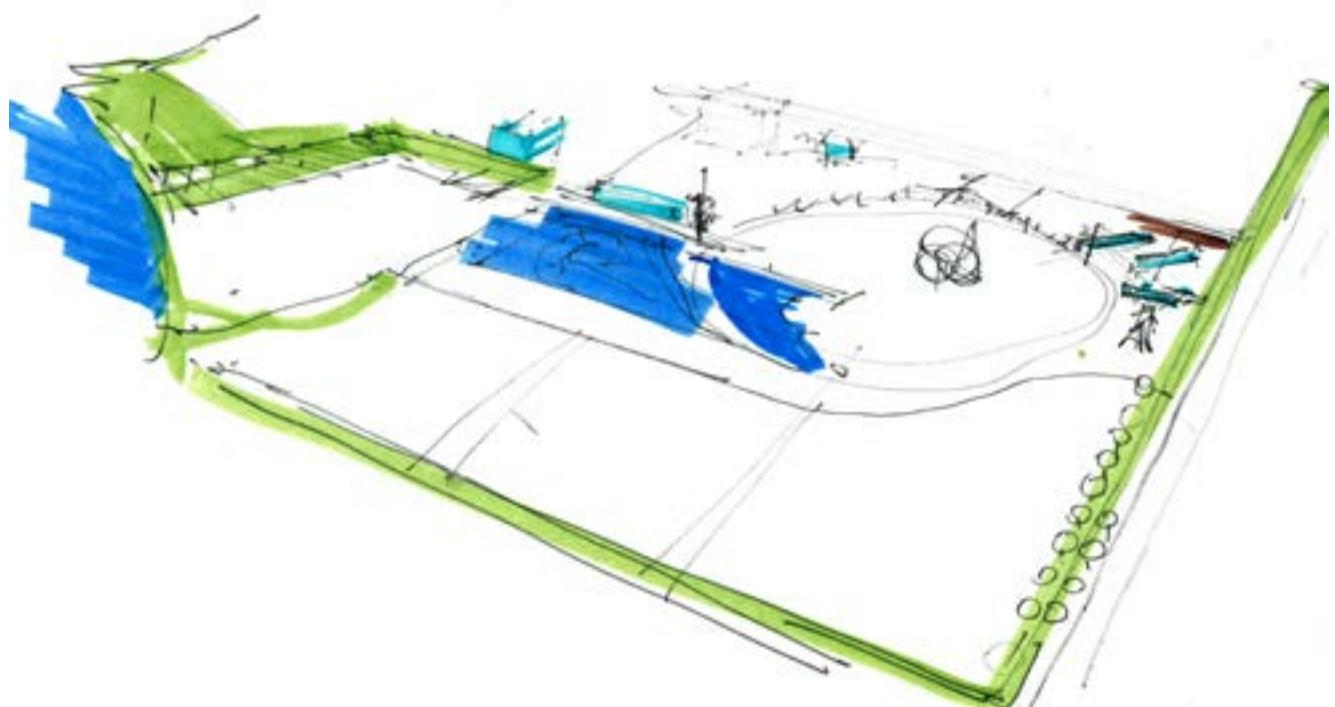
With a great park anchoring the team's segment between Meydenbauer Bay and the Downtown Park, 4K_Art sought to open up the park at NE 4th Street and Bellevue Way, and to better connect it to the future Meydenbauer Bay Park and the waterfront. The first strategy was to apply a series of woonerfs between the waterfront and the park to create a more amenable pedestrian environment, slowing automobiles, and ensuring that the route was comfortable and slow enough for pedestrian movement and activity. The woonerfs would serve as a connecting element between the two city assets.

To reconnect the Downtown Park to the city, the team proposed a dramatic modification to the eastern perimeter of the park. The team proposed to create a large plaza that would make the park, in its entirety, more visible from downtown, establishing a physical and visual connection. The team used Chicago's Millennium Park as inspiration, drawing upon its large scaled art elements to create an interactive and engaging public space. Similar to

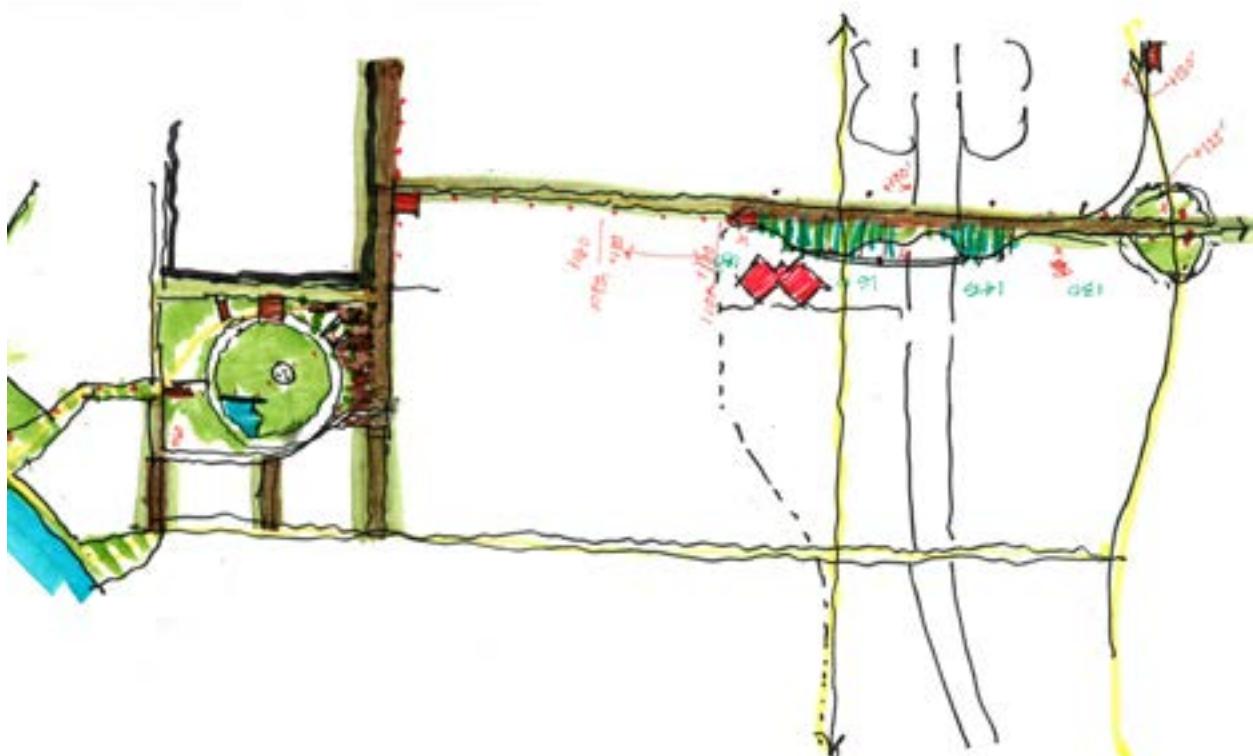
Millennium Park's sculptural installation, The Bean, the team pursued art strategies that were large in scale and engaging with the intent of creating an "Art Porch" on the prominent Bellevue Way. The large-scale art would place an emphasis on the importance of the park and create a greater sense of place.

To further activate the "Art Porch" the team proposed adding cafes, shelters, and a high canopy of trees to create a welcoming and inviting place that is highly visible. To activate the interior of the park, the team proposed playfields that would be supportive of the surrounding community. Restaurants were also considered along the periphery that could serve as gateways and additional activation.

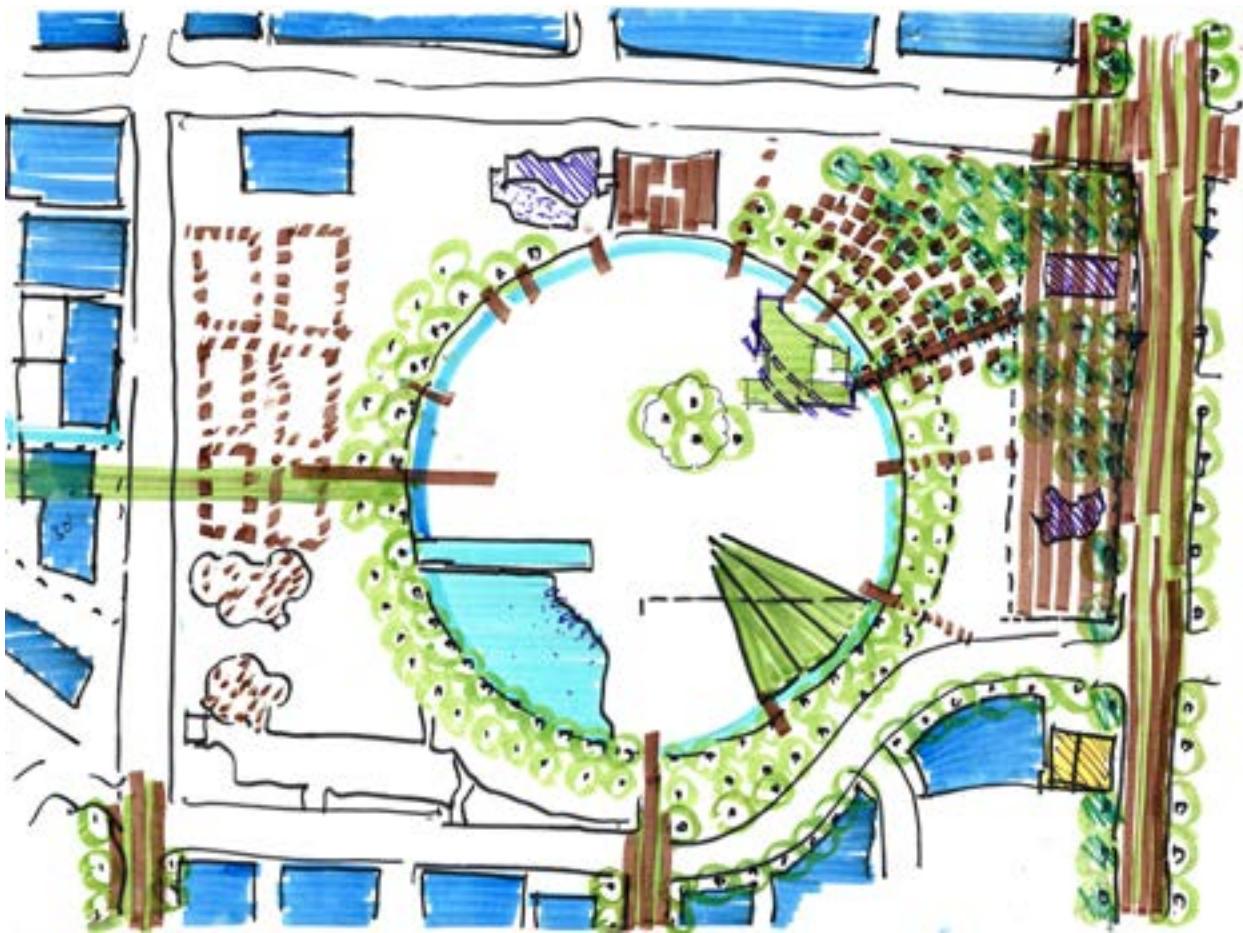
The segment across I-405 maintained the similar focus of art, water, and parks to create a place for people. Active green space would provide opportunities for recreation and continue the element of parks and the natural environment through the city. The connection across I-405 would also offer opportunities for a public market or other feature that would create a place for people in addition to serving as a connection. The team incorporated a glass structural element that would be responsive to weather conditions and provide shelter to ensure that the connection was usable in all seasons and types of weather.



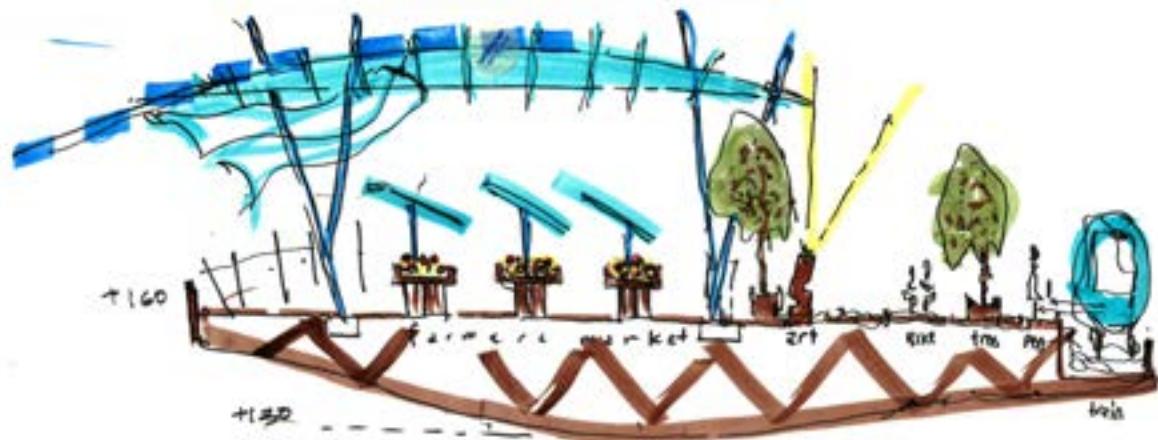
Above: Conceptual sketch of the connection between the waterfront, Meydenbauer Bay Park and the Downtown Park - Matt Hutchins



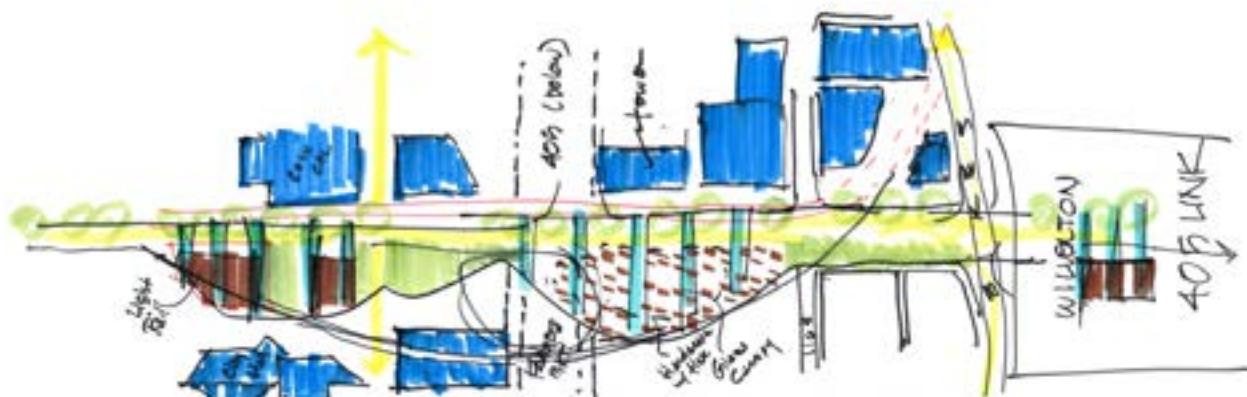
Above: Conceptual sketch of the route, connectivity to Downtown Park, the I-405 crossing, and its interface to create a larger public space at the Eastside Rail Corridor



Above: Plan showing the improvements to the Downtown Park. The east side of the park would include a large public plaza that would open the park to the city. Playfields were proposed for the interior of the park to increase activation and value to the surrounding residents. Woonerfs would connect the park to Old Bellevue and Meydenbauer Bay to create a more pedestrian friendly environment



Above: Section through the proposed I-405 crossing that would include a glass sculptural canopy to ensure usability of the space in all seasons. Art, trails, and vegetation would create additional public space. The proposed connection would align with the future light rail line to create a single structure



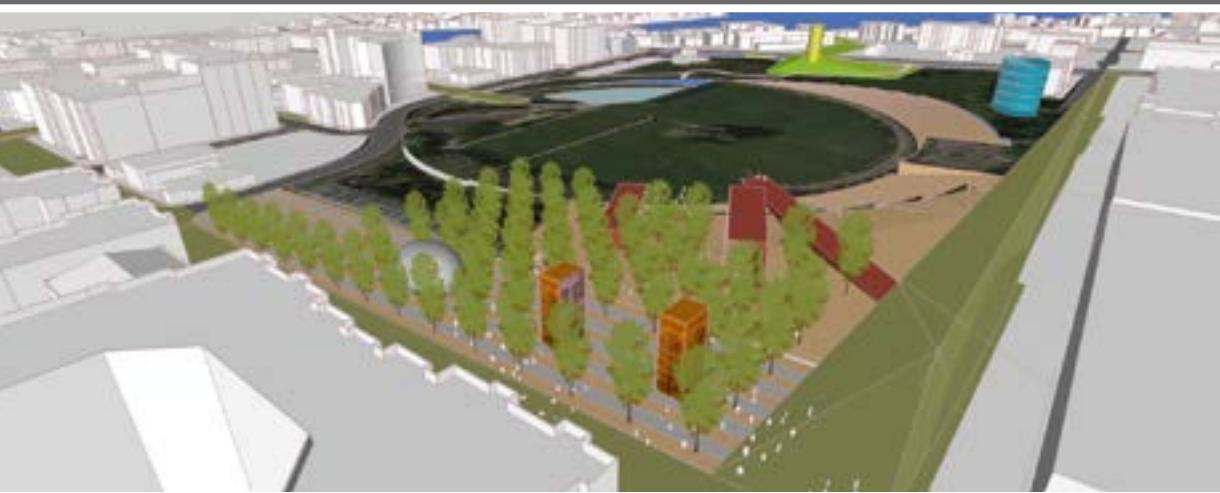
Above: A plan showing the I-405 crossing and its variable width to create different public spaces



Above: Perspective looking towards Downtown of the I-405 crossing and the connection of water, green elements, and transportation - Heidi Bullinga



Above: Perspective of the proposed Downtown Park improvements and connectivity to Meydenbauer Bay - Matt Hutchins / Kevin Marx

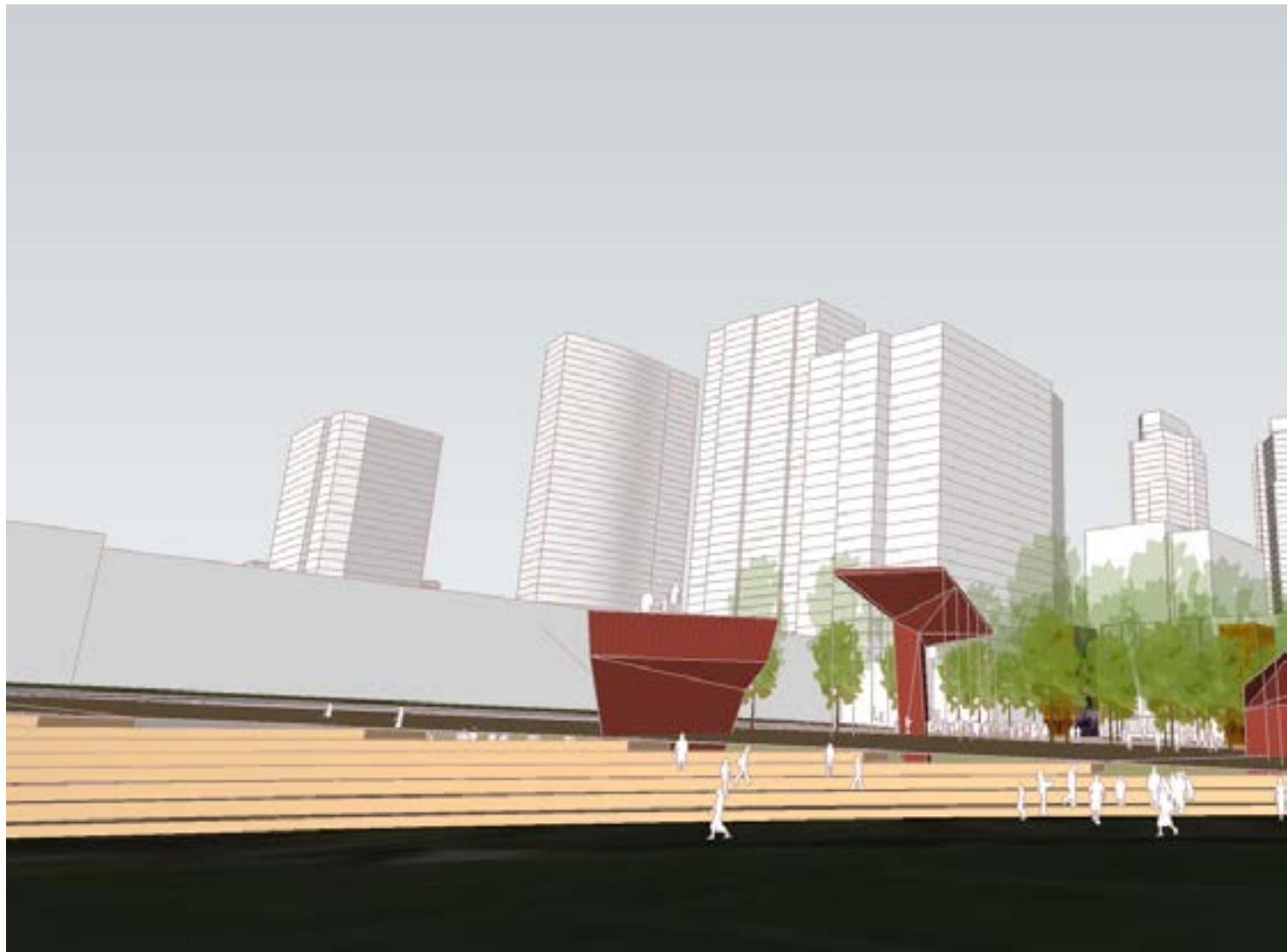


Above: Perspective of the northeast corner of the Downtown Park at Bellevue Way and NE 4th Street. The proposal would include large-scale art activation and improved vegetation that would increase accessibility and visibility of the park to downtown Bellevue - Matt Hutchins / Kevin Marx

art porch



Above: Street level perspective of the improved corner of the Downtown Park with sculptural elements and additional vegetation - Matt Hutchins / Kevin Marx





Left: View of the improved northeast corner of the Downtown Park from the park interior. The city skyline would offer a dramatic backdrop to the large-scale art installations, shelters, and cafes that would activate the space - Matt Hutchins / Kevin Marx

The Public Open House



FORUM

The Open House



Above: Public engagement map installed by Balmori Associates



Above: Open house attendees view the charrette visioning results

Following the charrette activities, the City of Bellevue and Bellevue Arts Museum hosted a public open house at the museum. The open house presented an opportunity for residents, stakeholders, and the design community to view the results of the charrette, and obtain their first insight into the possibilities of the Grand Connection.

The open house featured a display and viewing room for the public. Teams crafted presentation boards and also included some of their best original ideas and sketches as part of the display, providing a museum and artifact quality to the display tables. The displays provided insight to the public on their ideas as well as the process of each team.

The City's selected design consultant, Balmori Associates, was also in attendance for the public open house and used the opportunity to obtain initial public feedback for the project. Balmori Associates installed a six foot by twelve foot map that allowed the public to place color coded tabs on the route indicating potential improvements, existing favorite elements, and areas that may be dangerous to pedestrians and cyclists. The popularity of the engagement map was so great that a second version was installed at Bellevue City Hall. To date, hundreds of responses and comments have been posted to the map.

Following a short reception and introduction, each team was allotted time for a brief presentation of their work. This allowed the public to better understand the concepts that were generated and the thought processes behind them. Brief question and answer sessions were provided following each presentation, illuminating challenges and priorities around pedestrian and cyclist safety, and the inclusion of local art and commercial activity.

Keynote Speech

Author and urbanist Charles Montgomery provided a keynote speech following the team presentations. His book *Happy City: Transforming Our Lives Through Urban Design* raised the important issue of building happiness into our cities and its effects on livability, placemaking, and urban character. Through his book, and his consultancy practice, Montgomery explores the link between the way we design our cities and how it influences our interactions with one another and the built environment, ultimately influencing our mood and perception of the places we live.

The focus of his keynote was how to build happiness into our cities, and how the Grand Connection can advance that ideal. Montgomery, who is from Vancouver, British Columbia, was familiar with Bellevue and opened his speech with a recollection of his first visit to the city and its dramatic transformation since that visit. He followed this recollection with an exercise that encouraged the open house attendees to engage in a brief introduction with one another as strangers, ultimately reflecting on the positive experience that these small interactions can provide in day to day life.

Montgomery's talk turned to the importance of walkability and livability and how it impacts and influences a city's users, consumers, and contributors. The Grand Connection, an effort to improve placemaking and walkability for Bellevue, presents an opportunity to capture the many benefits Montgomery discussed, such as improved mental and physical well-being, improved economics, and a greater sense of place that rewards all who participate in the urban environment. The speech provided an air of excitement to close out the event, as well as offerings of advice and commentary on a path forward for the city.



Above: Author and urbanist Charles Montgomery provides the keynote address to participants and the public



Above: Teams presented their charrette results to the public and stakeholders

Post Charrette

Following the charrette the City and Museum launched a website to exhibit the work of the participants as well as provide project updates as the vision advances forward (www.bellevuegrandconnection.com). In its first 60 days thousands of viewers from over 20 countries and nearly 175 cities have viewed the results of the Grand Connection Visioning Charrette. As part of the website, an online engagement map, similar to the map displayed at the open house, was provided to solicit additional feedback on the project.

The City of Bellevue also exhibited the work, as well as the large format public engagement map, in the City Hall concourse, ultimately generating additional excitement and conversation around the project and the bold visions crafted during the charrette. Additionally, the charrette was a featured element to the Walkable Washington Symposium, sponsored by Feet First, and hosted at Bellevue City Hall. The charrette results were exhibited as part of a walkshop and provided visual representation of the potential of the project.

Work from the charrette has also been included in media coverage of the project, including *Puget Sound Business Journal*, *King 5, 425 Business*, and *The Daily Journal of Commerce*.

The charrette has continued to serve as a reference point for the bold vision of the project and the exciting collaboration of the design community. All of which was made possible by the enthusiasm and ingenuity generated by the immensely talented charrette participants.

Comments

Comments or questions may be directed to Bradley Calvert, at the City of Bellevue (bcalvert@bellevuewa.gov).

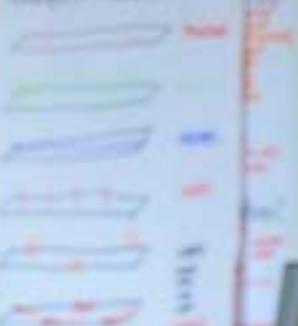




Participant Bios



Design for Success





Linda Abe
Su Development

Linda is responsible for supporting land acquisition, forward planning, visioning, entitlement, and managing all design consultant teams. Since joining Su Development, Linda has completed several mixed use residential apartment projects in Downtown Bellevue, ranging in size from 74 to 400 units. She is a member of the Bellevue Downtown Association Land Use committee and actively engages in City of Bellevue downtown initiatives that seek to improve downtown livability.

Prior to joining Su Development, Linda spent 10 years as a Senior Urban Planner/Designer for EDAW (AECOM), a global land planning, landscape and environmental firm. She was responsible for leading design and consultant teams in the development of mixed use town centers, new community residential master plans, and urban redevelopment projects. Linda earned her master's degree in Urban Planning from the University of California - Los Angeles and her Bachelor of Architecture from Washington State University.



Omar Dhia Al-Hassawi - LEED GA
Washington State University

Omar Al-Hassawi is a faculty member at WSU School of Design and Construction. His pedagogy focuses on influencing change in the AEC industry through training future architects to properly design spaces that "positively contribute to" rather than "become a burden" to the context and environment they are a part of. In his classes, students rationalize their design decisions using computational analysis from the early stages of the design process to capitalize, showcase, and educate users on the natural resources available in the context their designs are developed for. His teaching methods have been essential in assisting students create design concepts for WSU's entry to the U.S. Department of Energy Solar Decathlon 2017 competition. The Grand Connection design charrette was a great opportunity to share his approach with participants and to expose them to the design issues WSU faculty and students are addressing.

Omar is concurrently completing his Ph.D. studies at Arizona State University Herberger Institute for Design and the Arts and is focusing on advancing performance of passive systems that can be incorporated to building designs by architects prior to considering the implementation of active systems designed by engineers. During the years that preceded the start of his Ph.D. journey, Omar practiced architecture across the Middle East for seven years and was involved in the design of key projects in the region such as the Capital Market Authority Tower in Riyadh, Saudi Arabia and the Saudi Arabian Embassy in Amman, Jordan.



Maria Auyeung
Su Development

Maria is an Interior Designer, born and raised in Seattle, Washington. She earned an Associate of Applied Arts from the Art Institute of Seattle. Since graduating, Maria has had over eight years of professional experience in the fields of single-family residents, restaurants, commercial, aviation interiors, and mixed-use high rise buildings. Since being at Su Development, Maria wears many hats, from participating in the early developments of programming the concept of a new building, to understanding permitting documents and designing the interior space of the project. The most fulfilling aspect of Maria's experience with interiors is seeing the initial pile of material samples with scribbled sketches blossom into a beautiful and livable space. Ultimately, the reward of seeing her clients' satisfaction is Maria's biggest accomplishment.

The Grand Connection Visioning Charrette was a first experience for Maria. She was eager to participate, knowing that the City of Bellevue is going to develop "The Grand Connection." She is looking forward to what the future hold and what the city ultimately will decide to do with all of the ideas that were generated through the charrette.



Lesley Bain - FAIA
Framework - Cultural Placemakers

Lesley is a passionate and successful advocate for quality urban life. An architect and urban designer, she has a rich experience on projects with multi-disciplinary teams, complicated contexts, and significant public participation. As an architect, her focus is on multi-family residential and buildings that contribute to strengthening communities. She has developed a particular expertise in public space and placemaking, with multiple projects at Seattle Center and throughout Seattle's center city neighborhoods. Lesley was lead author of *Living Streets: Strategies for Crafting Public Space*, published by John Wiley & Sons in 2012.

Lesley has been an invited expert to work with communities across the country through the American Architectural Foundation's Sustainable Design Academy, the American Institute of Architects' Sustainable Design Assistance Team, and the City Manager's Design Institute. Lesley has been an invited participant abroad in A World Championship of Gameful Architecture in Witten, Germany; and speaker at the European League of Institutes of Art in Glasgow, Scotland.



Uwe Bergk - AIA / IIDA
SRG Partnership

Uwe believes in integrated design solutions; where space is shaped by the seamless integration of architecture, interior design, lighting design and sustainable practices. Architecture and design is about sensually interacting with the environment. It is the art of creating spaces, combining functional and safety aspects, the client's vision, the environment and individual inspirations.

The best design has a transformational impact and is a work of art in itself. Uwe's passion for design and his extensive background in architecture and commercial design, he was able to develop compelling and innovative design solutions for a variety of commercial and public clients, including Salt Lake CC, Grays Harbor College, SPSCC, University of Washington, Port of Seattle (SeaTac Airport), and REI.

The City of Bellevue is on the verge of becoming a 21st century urban community with increased density and new residents living and working in the center of Bellevue. The Grand Connection is an exciting and far reaching opportunity for the city and the region east of Lake Washington.



Sarah Bergmann
The Pollinator Pathway

Sarah Bergmann's work crosses ecology, design thinking, systems, culture, and planning. She is the founder of The Pollinator Pathway, a design project that responds to humanity as an influential global ecosystem. Bergmann is the winner of the Betty Bowen Award and the Stranger Genius Award. Her work has been praised by NPR, Popular Science, KUOW, and GOOD. The Pollinator Pathway has been exhibited at the Seattle Art Museum and the Olympic Sculpture Park. Bergmann lectures frequently to design and culture audiences, including at the University of Washington, the Henry Art Gallery, the Seattle Art Museum, Stanford, and TEDx.



Brian Brand - AIA / NCARB
Baylis Architects

Brian graduated from Fresno State University in 1970 and has practiced architecture for 46 years. Brian joined Baylis Architects, a Bellevue based architectural firm. He has been an owner of the firm since 1978. Brian sees architecture as an important part of the urban fabric, enriching our lives and creating special places. Brian's passion for his work and his intuitive approach to design make him a valuable leader at Baylis Architects and in our community. He emphasizes quality architecture and pays close attention to details. He has a hands-on approach to his work. Brian involves himself in each project from site selection through completion, believing that architecture, designed to fit its environment and utilizing timeless design principles, will endure.

Brian has designed projects ranging from large corporate offices and mid and high-rise mixed-use buildings, to custom homes - both new construction and remodeling projects. With the intuition to help identify a client's dreams and desires, Brian has become skilled in client relations, as well as a model of client service and a strong work ethic. During his 44 years with the firm, Brian's projects have received many design awards and have been published locally and nationally.

Brian has been involved with community service throughout his career. Brian has been active with AIA Seattle, serving on many committees over the years and two terms on the Board of Directors. Baylis Architects has been a member of the Bellevue Downtown Association (BDA) for 40 years and Brian has been a board member for over 15 years, serving as the BDA Chair in 2012. Brian currently serves on the BDA Executive Committee.



Mark C. Brennan - RA / LEED AP
City of Bellevue

Mark C. Brennan is an Associate Land Use Planner for the City of Bellevue's Development Services Department. Mark is a registered architect and a LEED Accredited Professional (LEED AP). Mark has over twenty five years of experience designing K-12 schools, retail, and corporate office projects for both domestic and international clients. Mark was a member of the design team for the Key Tower building on 108th Avenue NE in Bellevue, and he participated in the "Great Ideas for a Great Place" Downtown Bellevue Design Charrette held in 2005.



Zoe Brown
Bohlin Cywinski Jackson

Zoe is an intern with Bohlin Cywinski Jackson and in her final year at the University of Texas. As an emerging professional, Zoe is deeply focused on sustainability as well as innovative and impactful design. She is driven by her deep attachment to the outdoors and nature and the desire to breach the line that divides interior and exterior architecture.

As a native Texan, and a prospective resident of the Pacific Northwest, Zoe found it exciting to engage in the shaping of the future of Bellevue. The charrette was an opportunity to blend creativity and logic in hopes of realizing a more inventive solution for the pedestrian realm. Capitalizing on the regions mild climate creates new opportunities of blending exterior and interior spaces.

Bellevue's interest in improving multi-modal transportation options, while creating an engaging and interactive urban environment through the charrette visioning, proved to be an opportunity that Zoe could not pass on. The Grand Connection has the potential to improve sustainable building practices, improve public health, and promote social engagement and other societal improvements.



Cath Brunner
4Culture

Cath Brunner directs Public Art 4Culture in Seattle, Washington, bringing over 25 years of experience as a built environment innovator. Cath specializes in managing large-scale integrated public art projects. In collaboration with an 8 member Advisory Committee and partners in the Departments of Natural Resources and Parks, Transportation, and Executive Services, Cath guides the annual strategic plan and investment in public art for King County's 1% for Art fund. She serves as the art project manager for some of the region's largest public works such as the Brightwater treatment system.

In addition to managing King County's public artwork, 4Culture maintains a consulting practice with government agencies and private developers throughout the region. Clients include the Port of Seattle, Bellevue, Edmonds, Federal Way, Kenmore, Kent, Maple Valley and Shoreline; Richmond BC; Wright Runstad and Company, Opus Northwest, and Touchstone/USAA Real Estate Company. Cath participated as an art master planner for 2010 Olympic waterfront developments at South East False Creek in Vancouver and the Richmond Oval.

Participating in the Grand Connection Visioning Charrette gave Cath and her team a chance to illustrate the important role that public artwork, artists' perspectives and cultural facilities like the Bellevue Arts Museum play in designing forward-thinking, memorable, human-focused cities.



Heidi Bullinga - AIA / LEED AP
ZGF Architects

Heidi Bullinga is an architect and urban designer with over 23 years of experience with projects of various scales and scopes in both the private and public sector. She specializes in projects involving mixed-use, multi-story buildings; cultural institutions, and inter-modal transport hubs. She has a strong sense of initiative and communication skills which allowed her to confront challenges and bring them to a successful outcome. She has taught design studios and participated on juries focused on urban design issues, including the extension of the 7 train to the West Side of Manhattan, alternatives for trans-Hudson train connections, and the development of inter-modal stations with Columbia University, the New York Institute of Technology, Pratt Institute, and the New School. With ZGF in Seattle, she has worked on a mixed-use high-rise with advanced sustainability features, transit-oriented development for the Mount Baker Station area, two light rail stations for the UCSD campus, and an innovation district in Auckland.

In her free time, she likes to learn more about the world by biking, hiking, and walking. She has biked extensively through the five boroughs of New York, across the state of Iowa, through northern France, and around the Puget Sound Area. Her father and brother instilled her with a love of hiking through trips to National Parks in the west that led her to trek across the Alps, and eventually, to the summit of Mount Rainier with her husband. In daily life, she appreciated the curated storefront windows, small gathering spaces, and carefully tended - or even wildly overgrown- gardens encountered while walking through cities. As an extension of those observations of city life, she seeks to infuse her planning work with more opportunities for citizens to participate in this cultivation of their home habitat.



Gabee Cho - AIA
ZGF Architects

Gabee is an architectural designer with over two years of experience working on mixed-use and higher education projects ranging from urban-scale planning and design strategies for Lennar Urban's redevelopment of the San Francisco Shipyard to Washington State University's Digital Classroom Building, a campus resource sited at a prominent nexus. She has been involved in all phases of projects from schematic design through construction administration, and specializes in early conceptual development.

Gabee's design philosophy focuses on human perception and behavior in the built environment, and she has studied architecture's psychological impact on living systems. She has delivered projects for a wide variety of user groups, and is particularly interested in creating environments that serve children and the elderly.

Gabee holds a Bachelor of Science degree in Design and Architecture from the University of Nebraska-Lincoln as well as a Master of Architecture degree from Washington University in St. Louis. She currently serving as a member of NAIOP's Developing Leaders Group and Programs Committee and the Young Professionals of Seattle's Professional Development Group, and volunteers as an ACE Mentor.



Arlan Collins - RA
CollinsWoerman

Arlan Collins is one of two founding principals at CollinsWoerman; a market leading collaborative architecture, planning and design firm founded on integration, innovation and a commitment to create extraordinary value for its clients and communities. Under Collins' and partner Mark Woerman's guidance, the firm plans and designs about \$1 billion a year in construction value, specializing in seven marketplaces: Commercial, Healthcare, Mixed-Use/Residential, Interior Architecture and Design, Science and Technology, Planning, and Sustainability.

Arlan is recognized within the construction industry as an innovator in his approach to client services and in managing the regulatory and community review process. He has successfully represented many Northwest clients in public hearings for environmental rulings, rezones, variances and building code negotiations, and is a regular speaker and panels/symposium participant on the advantages of a holistic outlook on real estate opportunities and the economics required for implementation.

CollinsWoerman, formerly headquartered in Bellevue, has been working in and with the City for the past 25 years and continues to be a proponent of authentic and identifiable architecture and culture there.



Katie Cote - AICP
Allied8

Katie is a land use planner with a background in ecological studies, affordable housing, and growth management regulation. She is a lifelong resident of the northwest, and has been influenced by her travels in Europe and Latin America. Katie works with Allied8, an interdisciplinary team with strong core expertise in architectural design and urban planning. Allied8 works to create beautiful places where all are welcome where the choices of today contribute to a thriving tomorrow.

As a planner, Katie advises a variety of public and private sector clients on policy, code revisions, and development permitting. Katie applies a deep knowledge of land use regulation and long range planning, from the earliest stages of feasibility, to detailed environmental review, and ultimately issuance of adopted policies or permits. Katie's projects include: the adaptive reuse development, Columbia Abbey Apartments in Columbia City, Seattle; Land Use Compliance and Permitting for Cascade Water Alliance at Lake Tapps; Kittitas County Shoreline Master Program Update; City and Borough of Juneau historic preservation planner; and the *We Create White Center Neighborhood Plan* (2007).

Katie was excited to participate in the charrette because of the opportunity to conceive an iconic, urban place that would be open and used by people of all ages, ethnicities, abilities, and interests.



Mark D'Amato - SEAW / SEFW / MASCE / BDA
DCI Engineers

Mark is a practicing structural engineer in Washington State for 38 years. He has lived on the Eastside since 1975, split between Bellevue and Kirkland. He currently lives in Downtown Bellevue with his wife, enjoying the benefits of "closeness" that downtown living can offer. As a structural engineer, he had the opportunity to work with several creative developers and design many significant structures in Downtown Bellevue. He was also a participant in the City's 2004 Charrette which focused on the livability of Downtown.

Over the past decade he has watched the Downtown population swell, creating a stronger need to connect Downtown and Wilburton. It would create feasible opportunities to expand neighborhoods while providing a footpath for residents and workers, making walking and biking more commonplace. He and his wife are both pedestrians and have a personal interest in developing more diverse means to enter and exit downtown. The Grand Connection will serve as much as a gateway out as a gateway in, creating new opportunities for pedestrians to feel comfortable walking on the Eastside.



Andrew DeFlorio
Baylis Architects

Andrew has always had an interest in the profound affect that the built environment can have on a city and its people. Thoughtful architecture and urban planning that engages its residents through walkability, accessibility, and shared spaces can foster deep connection to people and place, inspire a sense of community, and bring cohesiveness and vitality to a city that will last for generations. Convenience and well-designed pedestrian flow encourage community participation and memorable experiences while access to green spaces provide a much needed respite to the frenetic energy of modern life. Andrew's upbringing in Chicago, and living in Seattle have allowed him to experience thoughtful urban planning in a variety of settings.

At Baylis Architects, Andrew's focus has been on program based, mixed-use architecture where efficient flow between the different functions and nodes of a building are crucial to its success as a multi-use space. Andrew is excited about the opportunity to take this same attention to detail and project it onto the macro scale of the city. Bellevue has a wonderful variety of commercial, business and residential buildings as well as Downtown Park, Bellevue Square, and Bellevue Arts Museum, among other assets. A vibrant city is a connected city. Andrew sees great potential in Bellevue as the city endeavors to create the infrastructure and thoughtfully designed spaces that will bridge the residential and business communities, connecting the people to all of the opportunities and experiences that are available in Bellevue.



Scott Douglas - RA
MG2

Throughout his career, Scott Douglas has worked in many facets of architecture and real estate, ranging from development to design and construction. His deep understanding of the owner's perspective enables him to anticipate clients' needs and find solutions that streamline the process and help get projects to market smarter, better, and faster.

As a market leader for multi-family residential and other commercial projects, Scott works every day to develop new relationships and strengthen existing ones by finding fresh ways to address complex challenges. Whether he is creating efficiencies in jurisdiction review or code evaluation, Scott is constantly looking for opportunities to provide value to clients where it counts the most.

Scott uses a stock market analogy when describing his interest in the Grand Connection project. In his opinion, Seattle has long represented the region's most expensive, yet lucrative stock in which to invest. Bellevue in comparison, has historically been viewed more as a growth stock with tremendous opportunity for future gains.

With help from the City of Bellevue's recent proactive design initiatives, today that growth stock is starting to realize its full potential within the marketplace. Scott forecasts the Grand Connection yielding significant dividends to Bellevue by serving as a catalyst that will energize both the city's public and private sectors.



Deborah Eddy King County

Deborah Eddy, presently a consultant in public policy and public affairs, is serving as a time-limited program manager for the King County Council on the Eastside Rail Corridor. Her charge is to encourage full development of this major public asset, ensuring not only recreational use but also utility, mobility, and transit uses that support housing and economic development adjacent to the corridor.

Deborah has been active in government and civic affairs for over 30 years, including stints in the Washington State Legislature and Kirkland City Council. From 1999-2004, she was executive director of the Sound Cities Association. She has served on many nonprofit boards, including the Municipal Research and Services Center, Pacific Northwest Economic Region, Puget Sound Regional Council's Transportation Policy Board, and the Washington Coalition for Open Government. Deborah received her law degree from the University of North Carolina and an undergraduate degree in journalism and public relations from West Virginia University.



Courtney Ferris - Associate AIA *Toole Design Group*

Courtney is a planner and urban designer with Toole Design Group, working to develop safe and connected active transportation options for communities. Her experience has spanned both public and private sectors and her work is often driven by an interest in how we can design better cities through fostering more meaningful community engagement and participation in the design process.

Courtney is also a contributing editor for *Gray Magazine*. She writes about Pacific Northwest design, culture, and architecture and has interviewed multiple talented designers on their contributions to our region's built environment, including James Corner, Maya Lin, and Craig Dykers.

A strong believer in the value of 'big vision' projects, Courtney and her team are currently working to develop a concept similar to the Bellevue Grand Connection, the Portland Green Loop - a 6 mile linear park and active transportation corridor in Portland, Oregon. An opportunity awarded through the LoopPDX Design Competition, Courtney and her team will work to further refine their concepts and develop an event centered on engaging Portland with the Green Loop's potential.

Courtney sees the Bellevue Grand Connection as an incredible opportunity for Bellevue to re-imagine the potential of their city streets and public spaces. She sees the project as one that will not only promote a more walkable and bike-able Bellevue, but also act as a catalyst for downtown - strengthening economic development, connecting neighborhoods, and establishing a strong relationship with the waterfront.



John Fleming - LEED AP *Artist and Architect*

John's artwork is well known throughout the West. These projects include the Grass Blades, Memory Tree, and Redmond's Erratic in Washington; High Desert Spiral in Bend, Oregon; Willow Grove in Jackson Hole, Wyoming; and Gift of Rain in Denver, Colorado. With each project I explore the special qualities of a site's culture, history, and geology. With the Grand Connection I hope to continue the process of exploration.



Trent Fleming *Ellumus*

Trent has developed notable consumer packaging and brand development projects for Gillette, General Electric, Black & Decker, Corning Glass, Sylvania, Sun Beam, Ryobi, Cabot Corporation, and Liberty Mutual. Trent's branding projects have included designing gas pumping units and corporate applications for oil companies, banking institutions, as well as the Apple R&D Campus in Cupertino, California; Disney World in Orlando, Florida; Euro Disney in Paris; and Universal CityWalk in Los Angeles and Orlando. His branding work has also included the largest convention center in North America - McCormick Place and two of the tallest buildings in the western United States; First Interstate World Center (now US Bank Tower) and The Gas Company Tower.

Trent created the immensely popular and successful retail and entertainment projects Power Plant Live in Baltimore, Maryland; Atlantic City Walk in Atlantic City, New Jersey; Shekou Sea World, China; Shenzhen Vanke, Chendu 24 City, Kunming Shuncheng, and the Shenzhen Book Mall.



Jim Friesz - AIA / LEED AP *Olson Kundig*

Jim Friesz joined Olson Kundig in 1993 and became an associate of the firm in 2007. Jim has worked extensively on the firm's institutional projects, including the new Tacoma Museum Hub Gallery and multiple buildings and a master plan at Heritage University. He has also managed several of the firm's urban projects, including 1111 E. Pike and Art Stable. His current work includes Foss Waterway Seaport and a new mixed-use development in Walla Walla.

In addition to his design work, Jim is active in AIA advocacy as a member of the AIA Seattle Viaduct Task Force and AIA Seattle Central Waterfront Task Force.



David Grant - PLA / ASLA / LEED AP *ZGF Architects*

David Grant is a licensed Landscape Architect and Urban Designer at ZGF Architects, with 22 years of professional experience focusing on the design of the public realm within a strong urban context. David's interest in how urban public spaces can foster our interaction with the natural world informs his design philosophy and work. The relevance of his design solutions arises from the engagement of stakeholders to develop a context and design character reflective of the public his work serves. His thoughtful, ecologically conscious design, plantings, and methods minimize environmental impact while revealing the richness of regionally inspired landscapes.

David grew up in Bellevue and, in the decades since, has witnessed the City's evolution into a cosmopolitan center for innovation and technology. His participation in its growth includes work at the Bellevue Regional Library, City Center Plaza, Civica Commons, and the BelRed Corridor Urban Design Plan. He is currently designing a landscape in Bellevue's Downtown, for a high-rise mixed-use residential development with Su Development.

David received his Bachelor of Science in Landscape Architecture from Washington State University and a Certificate of Therapeutic Garden Design from the University of Washington. He is a LEED Accredited Professional and a member of the American Society of Landscape Architects.



Debra Guenther - FASLA / LEED BD + C
Mithun

Deb is dedicated to co-creating public space that is both beautiful and sustainable for future generations. As a partner and landscape architect at Mithun, Deb's work on diverse projects for public, private, and non-profit clients allows her to make strategic connections and form productive partnerships. Recognized for her early work on the value of ecosystem services and landscape performance, she was awarded the American Society of Landscape Architect's (ASLA) President's Medal in 2010. She serves as a board member for the Landscape Architecture Foundation, advancing sustainable research and scholarship and for Eco-districts, working on a new model of urban regeneration for neighborhoods using the lens of resilience, climate change, and equity.

Deb is a former Seattle Arts Commissioner, a member of the Downtown Seattle public space activation committee, and a regular speaker at conferences such as Greenbuild, Living Future, Greater and Greener Urban Parks, and the Urban Land Institute. Her recent work includes the Louisiana Children's Museum in City Park, New Orleans; the Sun Valley Eco-district Redevelopment Plan in Denver, and retrofitting public spaces for a technology firm in California.



Jay Hamlin
Former Bellevue Planning Commissioner

Jay has been a Bellevue resident for over 30 years. His family moved to the Woodridge neighborhood in Bellevue in 1972 where he attended and graduated from Newport High School. Jay lived in Seattle and Kirkland before returning to the Somerset neighborhood in 1985 and then to Wilburton in 2012.

Jay graduated from the University of Washington (BA Urban Planning) and holds a Program Management Certificate from University of Denver and an Urban Design Certificate from Simon Fraser University (Vancouver, BC).

Jay worked in forecasting and project management roles in telecommunications at Pacific Northwest Bell and US West for 18 years, as a Program Manager/Director at Microsoft for 15 years and currently works at Avanade, a Seattle-based global software consulting company as a Group Manager in Cloud Analytics.

Jay has been a Neighborhood Association President, served on The Little School Board of Trustees from 1997-2000, and served two terms as a Bellevue Planning Commissioner from 2008 - 2015. He was co-chair of the Eastgate/I-90 Land Use & Transportation Citizen Advisory Committee 2010 - 2012. He is currently a Board Member on the Washington State Association Boundary Review Board for King County in which he was appointed by the Mayors of King County in 2015.

Jay is married with two grown sons, one in San Francisco and the other in Kent, WA, a step son in Vancouver, BC and one awesome grandson.



Nick Hons - RA
Bohlin Cywinski Jackson

Nick joined Bohlin Cywinski Jackson in 2008 bringing an enthusiasm for design, a strong interest in the technical nature of construction, and a fundamental belief in building sustainably. He constantly and energetically strives, through a rigorous design process, for design at the highest level. He has worked on a diverse range of projects from custom homes to a large corporate headquarters.

Interest in the Grand Connection began while working with the City of Bellevue to re-imagine NE 6th Street between Bellevue Way and 105th Avenue NE, as a place where pedestrian experience is given priority. The work on this block, strongly influenced by the artist presence of the Bellevue Arts Museum, is seen as a catalyst for future development along the pedestrian corridor. As much as anything, a city is defined by the quality of its public spaces, both building and urban spaces, and the opportunity to dramatically improve an already thriving city is embodied in the Grand Connection.

Born in Oregon, Nick graduated from the University of Oregon in 2003. Prior to joining Bohlin Cywinski Jackson, Nick worked at Thomas Hacker Architects in Portland, and McKinney Architects in Austin, Texas. Before returning to the northwest, he traveled extensively in Europe, studying architecture and urban environments.



Maria Lau Hui - AIA / LEED AP / NCARB
Su Development

Maria Lau Hui is a licensed architect and LEED Accredited Professional with a broad range of experience in academic, commercial/residential, and religious building typologies. She has a keen eye for design, an in depth understanding of building infrastructure, and is greatly committed to volunteerism, sustainability, and education. Maria is a member of NCARB and AIA, and she serves as a mentor in the AIA Laddering Program. In addition, Maria is an Art Commissioner in the City of Bellevue. In the past, she has also volunteered with Seattle Architectural Foundation and had reviewed proposals for Living Future unConferences.

Maria's continuous passion for architecture has been fueled and enhanced by her global exposure, having grown up in Hong Kong, studied at both Columbia University and the University of Illinois at Urbana-Champaign, and informed by her travel ventures to various parts of the world. To her, the Grand Connection is a great dynamic real life scenario that explores the granular relationships of people to people, people to urban construct, and people to policy making. She looks forward to the continuation of the project's dialogue and seeing its fruition.

Currently, Maria is working for Su Development, where she drives the development of the building process. Her mission is to make the world a better place, one building at a time.



Katie Hunt - AIA Associate
SRG Partnership

Katie is fueled by curiosity and inspired by the unexpected. With a background in textile design and architecture, Katie is highly attuned to how the human body perceives materials, inhabits space, and informs design. She joined SRG three years ago in that time has seen the completion of the Whatcom Community College Student Fitness Center, been part of the construction of the innovative new Federal Way High School, and engaged in designing the state-of-the-art Seattle Police Department North Police Precinct. She is currently beginning predesign efforts for a Student Wellness Center at South Seattle College.

An eternal optimist, Katie relishes team work and problem solving. She is actively involved with many local architectural organizations including the ACE Mentorship Program, Design in Public, and the AIA Honor Awards Planning Committee. A graduate of the University of Washington's Architecture Program, she also continues to be involved in master's studio reviews and panel discussions.

One thing Katie believes is imperative to design on all scales is an unbridled enthusiasm for creative thought and a willingness to entertain the "What if..." The Grand Connection is exciting because it has the potential to radically transform what Bellevue takes advantage of its urban infrastructure and engages with its natural surroundings. It is not only a chance to set the tone of future development in the downtown core, but also an opportunity to put the Park back in the "City in a Park."



Matt Hutchins - AIA
CAST Architecture

Matt founded CAST Architecture 16 years ago. In addition to being an award winning residential architect, he has been an advocate for combining high density development, transit and active open space to make the greater city life more vibrant. He has been involved in a number of public charrettes for the Seattle Waterfront, Seattle Center, and for community gardens and parks. The opportunity to highlight improved public open space, raise civic engagement and facilitate multi-modal connectivity is a much needed step to shape Bellevue's future urban life and identity.

CAST is also a leader in urban agriculture facilities, and an expert in the cottage development within single family zoning. Matt is working with the City of Seattle as part of the Housing Affordable and Livability Agenda effort on one of the Community Focus Group boards. As a firm believer in the power of pro bono service, Matt donates 5 percent of his time annually to community service non-profits.

Matt is a registered architect in the State of Washington. He received a Master of Architecture from Arizona State University and a Bachelor of Environmental Design from the University of Colorado. He has been a national Design Advocate for the 1+, an advocate group for pro bono design, and is certified by Social Economic Environmental Design (S.E.E.D) professional by the Public Interest Design Institute.



Amit Ittyerah
University of Washington

Amit Ittyerah is an architect, artist, theorist, and “urbanizer” who works in India and America on architecture and urbanism. He has worked in several award winning international firms and boutique practices. He has received several awards for competitions which include professional, conceptual, and academic projects. His interests include architecture, urbanism, theory, design, art, media studies, globalization, and “de-localization.” He is currently working on theories of urbanization along highway corridors at the University of Washington. Amit also runs his private critical practice, DE-s, where he works on projects ranging among residential, civic, and global scales.

Amit holds a Bachelor of Architecture, Master of Architecture, and an M.S.H.T.



Drew Jepsen
Washington State University

Drew is currently a Masters student studying architecture at Washington State University in Pullman, WA. As a student and intern, he has worked on single-family, community service, industrial, and public projects in Washington, California, Arizona, and Montana. As an aspiring architect, he strives to discover simple and elegant solutions to design problems rather than pursuing needless complexity. Going forward, Drew is interested in pursuing architecture that first and foremost serves people, both in for-profit and pro-bono design work.



Susan Jones - FAIA / LEED BD + C
atelierjones

Susan Jones is a practicing architect and founder of *atelierjones*; an architecture, urban design, and ecodesign firm. Founded in 2003 in Seattle, the firm's award winning work brings design, research, and community engagement to research and build beauty and resilience into our buildings and cities. Ever researching new sustainable strategies, the firm has done groundbreaking work with cross-laminated-timber (CLT). *Atelierjones* recently completed the first CLT structure permitting in Seattle in June 2015; a multi-story house using CLT as structure and interior finish material, and the Bellevue First Congregational Church, using CLT as a 40' high, interior non-structural wall, completed in March 2016. Both are two of the first CLT structures completed in the United States.

Susan earned her B.A. from Stanford in Philosophy, and her MArch from the Harvard GSD. Susan has been a visiting professor and critic at numerous universities, and is Affiliate Associate Professor of Architecture at the University of Washington. She became a Fellow of the AIA in 2010, and has been working with architects since she was sixteen.



Michelle Kang
atelierjones

Michelle Kang is a native New Yorker, born and raised in the suburban borough of Staten Island. Commuting daily by bus, ferry, and subway to high school taught her the importance of good public transit and efficient city planning. Michelle received her Bachelor's of Urban Studies from Barnard College and Master's of Architecture from the University of Washington. She currently works at *atelierjones*, a small, innovative firm that is at the cutting-edge research of Cross-Laminated Timber (CLT). She recently completed work on the Bellevue First Congregational Church, a former office building turned into a sacred space with the first installations of CLT in Washington state. As an avid volleyball player, she looks forward to having more active greenspaces in Bellevue.



Heather Karch - AIA / LEED BD+C
ZGF Architects

Heather Karch is an architect at ZGF Architects with experience in both the Portland and Seattle offices. For more than a decade, her professional experience has included all project phases and multiple project types including office, healthcare, high-rise residential, and institutional. Those include AIA COTE winner Federal Center South Building 1202 for the U.S. General Services Administration, Seattle Children's Hospital Building Hope Expansion, Stadium Place, and numerous corporate office projects for Boeing. Heather is currently working on a high-rise mixed use residential development in Bellevue with Su Development. Heather received her Bachelor of Architecture from Ball State University with a minor in Sustainable Land Systems.

Heather has been a member of ZGF's Project Performance team, an in-house resource group dedicated to the planning and design of highly sustainable, integrated solutions that have minimal impact on the environment. Her interest in equity issues led to her involvement in ZGF's Diversity and Inclusion Advisory Group. She has previously volunteered as an ACE Mentor, AIA Seattle COTE co-chair, and with AIA Seattle Women in Design Committee.



Stan Laegreid - AIA
MG2

Stan Laegreid's extensive travel and constant thirst for knowledge have established him as one of the most educated and experienced professionals in international design. He is a true leader in retail mixed-use development, with experience in creating intricate and iconic retail and entertainment projects on six continents.

With a unique ability to skillfully hand draw concepts, Stan creates complex development solutions, rapidly adapting to clients' needs and visions. Stan's interest lies in designing environments where people want to spend time and that reflect both the developer's vision and the dynamics of culture and community. With more than 30 years of experience, clients value Stan's forward-thinking mentality and his expertise on global development, market, and social trends.

He takes particular interest in the aspirations of Bellevue's proposed Grand Connection because it falls so closely to the Olmsted Brother's model of conceiving cities as an urban garden necklace of continuous linkages of natural green space and urban arterial boulevards so conceived as to make the backbone of a city one seamless landscaped experience. Seattle was the beneficiary of their direct planning concepts, which left a legacy to the city with moments in too many ways to quantify.



Frank Lo - AIA / LEED AP / CDP
MZA

With over two decades of experience, Frank has completed numerous master planning projects ranging from urban mixed-use centers to new town center developments around the world. With his deep knowledge of how each market component functions in a mixed-use project, Frank develops design solutions that create lively environments for people to live, work, and play.

Frank firmly believes the best design solution often comes from understanding his clients' vision. Frank's active and collaborative style with clients and teammates keeps everyone engaged in the design process and ultimately results in better designs. With the combination of his diverse project experience and his innovative design approach, Frank works closely with his clients to ensure they reach their goals, both aesthetically and financially.

Frank received his Bachelor of Architecture from Washington State University and is a registered architect in Washington State. He is also fluent in Cantonese and English.



Johan Luchsinger - AIA *Baylis Architects*

A senior associate with Baylis Architects, Johan has been with the firm for 33 years. Johan is an experienced designer and project manager, working effectively with team members by recognizing their strengths. He has received numerous design awards for both residential and commercial projects, and is an unselfish teacher, designer, and manager.

Johan has dedicated his professional career to the arts, bringing a high level of design to his architectural projects. With an educational background in design, sculpture and graphic design, Johan is committed to exploring the possibilities of architecture as art that complements the environment in which it lies. Taking a strong philosophical approach to each project, Johan pays close attention to the smallest of details and clearly communicates all concerns to his clients.

Johan has worked in downtown Bellevue for the past 33 years and is very interested in the evolution of the downtown from a suburban, bedroom community into a "stand along" urban city with a strong central core.



Scott MacDonald *City of Bellevue*

Scott MacDonald is an urban planner and arts professional currently working for the City of Bellevue. His work is primarily focused on public art and urban design. He has a background in art, landscape architecture, permaculture, and the making of things. Prior to working at Bellevue and a year spent traveling, Scott received his Master of Landscape Architecture from the

Rhode Island School of Design where he focused his studies on the experience of landscape and urban environments from the perspective of a transit user. Scott remains highly interested in how people move through a city, how our brains understand space, and how we can use design to stimulate our imagination, influence perception, and shape experience. In his time away from work, Scott visits art shows, dances wherever he can, and goes outside and into the wilderness as much as possible.



Mario Madayag - RA *MARIO MADAYAG*

MARIO MADAYAG is a multi-disciplinary architectural-artist hybrid collaborative practice that engages in a number of diverse design and art activities including architecture, master planning, urban design, and public art. Projects of public interest include transportation, infrastructure, and public open space. Mario collaborates with large teams working closely with local architects, engineers, other design professionals, and stakeholders.

After studying at the California Polytechnic State University School of Architecture and Environmental Design and The Royal Danish Academy of Fine Arts, as well as extensive professional experience completing with Pritzker Prize winner Richard Meier, Mario established his own practice in Auckland, New Zealand in 1999.

With over thirty-five years of national and international professional experience, Mario has extensive experience across a broad range of project types and disciplines. His qualifications are as licensed architect, master planner and urban designer, and award winning public artist and educator. His architecture, master planning and urban design for the Britomart Transport Centre was a BusinessWeek and Architectural Record Awards Winner. Mario lives and works in the Seattle region and New Zealand.

Mario's interest in the Grand Connection is in its urban design potential and ambition, public interest and social impact, including transportation, infrastructure, housing and public open space, and opportunity to create a sense of place.



Ralph Martin *Art2Architecture*

As a graduate from the University of Arizona, Ralph specializes in architectural programming, and modern era responsive design in total harmony with the natural environment on an organic, sustainable manner to always be a good neighbor and a good steward of the environment.

Light, air, space, color, texture & sustainability are fundamental Human Rights to achieve a life of enlightenment, harmony, productivity & longevity. Ralph's philosophy of "Lean | Dream | Green" is a distillation of his education, career, and hunger for that harmony.

LEAN is to do more with less via a proactive precise design evolution that is subliminal in resolution, editing, and budget friendly. Analytical rigor, and thorough examination from "The Big Idea" to the granular level custom details are one of my specialties. DREAM is to have the courage to challenge the status quo by dreaming big, by fluidity of thinking, by asking "why, and what if..." plus not only solving problems, but taking absolute joy in making the spaces, and places the client is dreaming of come true. GREEN is about Architecture harmoniously in concert with Mother Nature while providing stewardship for our natural resources. Holistic sustainable design which seamlessly galvanizes Landscape Architecture, Architecture, and Interior Design as one.

As an Architect, Designer, Interiors and Technology enthusiast, Ralph creates places & spaces that engage humanity while respecting Mother Nature. His motto of "learning from the past, building for today & planning for tomorrow" is deeply infused within every project challenge that he gladly pursues in my design adventures & solutions.



Kevin Marx - LEED AP MG2

Kevin strives to be on the cutting edge of design, always seeking to add value in innovative ways for his clients. With more than 15 years in the industry, Kevin has established himself on an international scale when it comes to commercial mixed-use developments.

His expertise lies in the conceptual and schematic design of commercial shopping centers, hotel and residential towers, office buildings, and specialty retail. Kevin provides the next level of service, facilitating an open dialogue to engage both clients and consultants throughout the design process. As a best practice, he designs environmentally responsible buildings that enhance the natural environment they occupy.

Kevin's interest for the Grand Connection stems from his desire to create an urban background for city dwellers. He sees the project as an opportunity to provide open park space for those living downtown.



Robert Miller - FAIA / LEED AP *Bohlin Cywinski Jackson*

Robert is a romantic Modernist, valuing the reaction of nature against artificiality, of simplicity against pompous display, and careful balance of sentiment and reason.

His long interests include social issues, alternative construction, renewable energy, and industrial design are reflected in his holistic approach to architecture. He believes strongly that thoughtful innovation and integration are the future of successful sustainable design.

Robert is determined that ample budgets do not exempt a project from optimizing the use of resources nor do modest budgets relieve one of the responsibilities for excellence in design and sustainability.



Jared Milne
Washington State University

Jared's interest in design grew out of his upbringing. As the son of a construction worker, pursuing architecture seemed like a great way to combine areas he was interested in and exposed to from an early age. These interests include carpentry, math, art, and creative problem solving.

Jared graduated from Washington State University in May of 2016 with a B.S. in Architecture. He will be returning to WSU to pursue a Masters of Architecture and is expecting to graduate in May of 2017. Jared will be seeking to return to Western Washington with the intent of working in the Seattle area. While taking the appropriate steps towards licensure, he also wants to be engaged in sustainable design (both passive and active), community work, and gain hands-on involvement in construction.

Jared was very grateful to have the opportunity to participate in the Grand Connection Visioning Charette. While at times it was intimidating to be in the same room as many successful professionals, it served as an amazing learning opportunity. The ideas and depth of knowledge that everyone contributed brought forth design solutions that could truly benefit the City of Bellevue.



Ron Mitchell - AIA / NCARB
MG2

Having designed resorts and hotels in more than 30 countries, Ron Mitchell knows how critical the first 60 seconds of a hotel experience are. That first impression sets the tone and establishes a sense of place; it can make the difference between creating a loyal returning guest or a one-time visitor.

Throughout his career, Ron has worked closely with some of the top brands in the industry, directing the design, planning, and project management for five-star properties, boutique hotels, and luxury resorts around the world. As the hospitality market leader for MG2, Ron captures the story each client wishes to tell through their site, architectural design, and guest experiences. His work reflects an expertise in creating spaces that are not only memorable for guests, but also highly reflective of the needs of hotel owners and operators.

Ron views the Grand Connection as a profound opportunity to help elevate the quality and character of a community where many of MG2's employees live and play. The forward-thinking concept of creating a thread that connects Bellevue from the water to the other side of I-405 will no doubt shape the city for generations to come.



Kirsten R. Murray - FAIA
Olson Kundig

A principal and owner of Olson Kundig, Kirsten Murray works across a broad range of project types including arts and cultural design, mixed-use and private residential design, adaptive reuse, workplace, and urban design. She has collaborated on projects that have received National AIA Honor Awards and AIA Housing Awards, including Outpost, Tye River Cabin, and two-mixed use projects; Art Stable and 1111 E. Pike.

An architect deeply engaged with issues of site and context, Kirsten's project work has been published in a variety of magazines and books including The New York Times, Architectural Digest, Interior Design, and Architectural Record. She serves on the Board of Trustees for the University of Washington's Henry Art Gallery where she is the secretary of the Executive Committee.



Vikramaditya Prakash - RA / IIA
University of Washington

Dr. Vikramaditya Prakash is an architect, an architectural historian and an urban theorist. He works on issues of post-colonial history and theory, modernism, global history and fashion.

His books include *Chandigarh's Le Corbusier: The Struggle for Modernity in Post-colonial India, A Global History of Architecture* (with Francis DK Ching and Mark Jarzombek), *Colonial Modernities: Building Dwelling and Architecture in British India Ceylon* (with Peter Scriven, co-eds), and *The Architecture of Shyamal Sharma*. He is a Series Editor of *Sustainable Design Solutions from the Pacific Northwest and Modernism in India. A Global History* is widely used as a textbook and being translated into five languages. He is currently working on *Deruralization: The Modernist City in the Age of Globalization* (Routledge: 2015).

Vikram has served as Associate Dean and Chair at the University of Washington. Currently, he is the Director of the Chandigarh Urban Lab, and founding board member of GAHTC - the Global Architecture History Teaching Collaborative.

Vikram grew up in Chandigarh, India. He lives in Seattle with his wife and three children. He loves poetry, and is a dance and theater enthusiast. Fashion and architecture is his newest passion. An internet start-up is part of his entrepreneurial past.



Sally Promer Nichols - PLA / LEED BD + C
City of Bellevue

Sally Nichols is a Senior Land Use Planner at the City of Bellevue where she is the project manager for design reviews of complex urban development projects, primarily located in the emerging Bellevue downtown. She is also heavily involved with the realization and implementation of City design initiatives. Sally holds a Master's degree in Landscape Architecture from Harvard University and Bachelor's degree in Landscape Architecture and Planning from the University of Washington. Prior to becoming a planner, she was a licensed landscape architect in private practice in Seattle, New York City, and San Francisco working on large commercial projects. She has also taught undergraduate design courses and studios in the Landscape Architecture Department at the University of Washington, was a college lecturer, and the long-term Chair of the City of Redmond Design Review Board.

In her current role as a planner for the City of Bellevue, Sally is tasked with guiding new development to create a vibrant, livable Downtown. The Grand Connection will add a valuable piece of pedestrian-oriented connective tissue through the City that can have tremendous influence locally and regionally.



Chris Opdyke
Washington State University

Chris is a fourth year student at Washington State University and preparing to enter graduate school to earn a Master's in architecture. He has used his academic career to learn and cultivate his understanding of architecture and the built environment. His current exploration in the field will establish the foundation and direction that he wishes to pursue in the professional realm.

Beginning the summer of 2016 Chris will be interning with MG2 in Seattle, with the desire to better expand his knowledge of architecture and establish a path for the coming years.

To Chris, the Grand Connection Visioning Charette was an opportunity to experience an environment where architecture was being developed in a way that would improve the livability of Bellevue. The charrette provided the unique opportunity to work with professionals and develop new ideas. These ideas have an opportunity to influence and encourage walkability and sustainability strategies that would reinvigorate downtown Bellevue, creating a unique character that the city can be proud of.



Kelly Pejak 4Culture

Kelly Pajek is a senior project manager for public art at 4Culture. Kelly's portfolio includes King County partners Parks, Water & Land Resources, and King County Water Taxi as well as consulting projects with private developers and public agencies. Kelly believes in the power and personality artists bring to successful civic landscapes. Kelly has 19 years of experience in the field.

She considers herself a public art, jack of all trades following her beginnings at the NYC Metropolitan Transportation Authority Arts for Transit program and shift to civic public art with Fort Worth Public Art, NYC Department of Cultural Affairs Percent for Art and the City of Seattle Office of Arts & Culture Public Art program.

Kelly is excited about the Grand Connection and how it connects to the larger context to King County. It offers the opportunity to be a major hub that connects surrounding cities, unifying the region. Through an interconnection of various experiences for pedestrians, cyclists, and public transit users from Bellevue and surrounding communities, will help to create an active community on a human scale and can be an example of a successful livable city.



Marianeth Becerril Pedraza Washington State University

Marianeth is a fourth year architecture student at Washington State University. In 2013, during her second year as an undergraduate, she had the honor of being chosen as outstanding sophomore in architectural studies. In 2016 she received the Miller-Hull Excellence in Design scholarship. Marianeth is also pursuing a minor in arts at Washington State University. She is interested in art and its relationship to space. Her interest in architecture comes from the experience of living in improvised dwelling as a child. From this experience she was able to understand the importance of dignifying architecture and the versatility in design. After graduating from Washington State University, she will continue with her education as a graduate student in architecture.

The Grand Connection charrette was an interesting approach to solving an urban problem by integrating art, architecture, and urban planning. Also, the Grand Connection was an opportunity to work with other professionals toward the goal of providing a linkage between both sides of the I-405 freeway that currently divides the City of Bellevue. The idea of designing a space that could serve as a destination presented an opportunity to use creativity, innovation, and community in an integral design. The fast pace of the charrette allowed for fluency of innovative ideas within the group.



Lisa Quinn Feet First

For over twenty years, Lisa Quinn has been successful at providing marketing and management of transportation programs for businesses, non-governmental organizations, colleges, and universities.

Since 2008, Lisa has been the Executive Director of Feet First, the only non-profit working across the state to promote walkable communities and increase the number of people walking. Prior to Lisa's work at Feet First, she was the Rideshare Program Manager for San Luis Obispo Council of Governments. She worked in Vancouver, Canada as the Program Manager for Better Environmentally Sound Transportation. While at the University of Washington, she managed the marketing and program development of the U-PASS.

Lisa has served as a board member for Washington State Ridesharing Organizations, Bike Works, and the Alliance for Biking and Walking. Currently, she sits on the board for Historic South Downtown. She is a mentor for America Walks national Walking College, which is designed to support peer learning community.

Lisa attended San Jose State University and holds a Bachelor of Science in Advertising with a concentration in Sociology and Environmental Studies.



Elizabeth de Regt - LEED Green Associate ZGF Architects

Elizabeth is an architect with over two years of experience in the design of a wide range of corporate office, mixed-use, and healthcare projects for clients such as the State of Washington, The Children's Hospital of Philadelphia, and Rice University. Her passion lies at the intersection of architecture and urban design, and she specializes in placemaking in the public realm. Elizabeth is particularly interested in streetscape design, benefiting the public, and creating unique experiences within the urban fabric while minimizing the need for cars. Her design philosophy has been informed by her experiences living in the Netherlands, Boston, and San Antonio, among other cities, which has provided her with a unique perspective to approaching pedestrian boulevards and the integration of pedestrians and cyclists into the urban network.

Elizabeth received a Bachelor of Science in Art and Design from the Massachusetts Institute of Technology and a Master of Architecture from the University of Texas at Austin. She is a member of the American Institute of Architects and a LEED Green Associate. As an Eastside native, she has witnessed the region's growth over the years and looks forward to contributing to its development and refining its future.



Peter Sherrill - LEED AP MZA

Peter is a great combination of creativity and technical savvy. Peter has significant professional experience and has accepted a variety of responsibilities in his career. He has been the lead designer for a broad range of project types around the world including retail, commercial, residential, hospitality, and government. Peter's conceptualization, communication, and technical abilities are complemented by his ability to deliver under pressure. He is always involved in challenging design problems and is enthusiastic about finding solutions. His attention to aesthetics, materials, details, and systems integration make him one of the most sought-after designers on the MZA team.

Peter received his Bachelor of Science in Architectural Studies from Southern Illinois University and a Master of Architecture from the University of Illinois.



Mitch Smith - AIA / LEED AP MG2

Mitch Smith intimately understands how businesses evolve over time and what it takes to create a successful transformation. Early in his architecture career, Mitch joined MG2 as the firm's 18th employee and rose from a project manager to the role of CEO and chairman of the MG2 board of directors.

If the first phase of Mitch's career focused on honing the craft of architecture, the second phase has been dedicated to perfecting the business of architecture at MG2 and enabling the firm's successful growth. Mitch believes in the importance of setting a clear vision, but he also believes that a vision can't become a reality without the right people, the right strategies, and the right commitment to execution.

Mitch applies his forward-thinking mindset to shaping MG2's strategic direction and continually building the firm's design and service capabilities, passionately fostering an environment in which talented professionals can do their best work for clients.

Having sat on the Bellevue Art Museum's Board of Trustees since 2013, and recently serving as the board's vice president, Mitch feels a strong affinity for Bellevue. For more than two decades MG2 called Bellevue home, and the firm is proud to play a continued active role in shaping the city.

With a burgeoning downtown, Mitch recognizes the potential the Grand Connection has to serve as an urban conduit, bringing a dynamic connection between public and private spaces within Bellevue's metropolitan core. The community, private businesses and important public institutions will all benefit immensely from the integration of a collective culture and elevated experience in the heart of the city.



Matthew Staley *Washington State University*

Matthew is an architecture student at Washington State University who graduated with a B.S. Architecture Degree in 2016. He plans to receive his Master's of Architecture in 2017, after which he would like to return to his hometown of Juneau, Alaska to complete his IDP. Matthew's architectural interests include passive green design, innovative construction methods, and building in rural locations. He is thankful for the opportunity to participate in the Grand Connection Visioning Charette, and believes that the Grand Connection presents the opportunity to create a signature street for Bellevue that is ecologically rich and attracts people from diverse backgrounds.



Xiaoli Liu Stoyanov - AIA / LEED AP *Ellumus*

Xiaoli has 28 years of experience with a diverse international and domestic architectural portfolio that range from feasibility studies and master planning through the overall design and construction phases.

Xiaoli leads a dynamic team of talented architects, planners, interior designers, and branding and graphics specialists. Xiaoli has also assembled a supporting team of professional consultants that include civil, geotechnical, landscape, lighting, structural, MEP, and sustainable design who are guided by a well known advisory board with leadership experience in land acquisition and entitlement, financing, development strategy, and implementation, as well as in leasing and property management in residential and commercial real estate development in the Greater Seattle area.

Xiaoli helped craft the guiding principles at Ellumus, that domestic and international projects be initiated with the maximum understanding of client goals, the nature of the project, the regulations and restrictions of local jurisdictions, and all other external factors that could affect the project's overall success.

"Client needs and challenges are our motivation for innovation."



Robert Edson Swain *Robert Edson Swain Architects*

Robert Edson Swain has been lead Architect on more than 500 projects ranging in scale from a new city master plan in China and an interior for a private Boeing jet, to commercial buildings and private residences.

Robert's designs pursue magic while remaining gratifyingly practical, developed with sincere respect for place and user. He engages his clients and team in a joyful process to achieve deeply pleasing conclusions. Innovation is consistent yet always practical, and his designs have always been environmentally respectful, long before Green Design was fashionable.

Mr. Swain's diverse portfolio includes: city planning projects in Ningguo and Huabei, cities in Anhui China, as well as winning a global competition for the design of a new city in Shandong China - Lang Ya City - a 100 square kilometer coastal zone for industry and tourism.

Mr. Swain currently serves, and has served, on various corporate and non-profit boards: President-Emeritus of the Board, Pratt Fine Arts Center, Seattle, WA; Advisory Council, Bellevue Arts Museum, Bellevue, WA; Rhodes Architectural Stone, Seattle, WA, as a longtime trustee of the Conway School of Landscape Design in Conway, MA; and a trustee of McKinnon's Neck Conservation Trust in Nova Scotia, Canada.



Mark Taylor - LEED AP MG2

For more than 20 years Mark Taylor has dedicated his career to working on retail focused mixed-use destination, providing design leadership on a wide-range of international and domestic projects. He aims to create vibrant spaces that seamlessly engage people, businesses and community. In addition to ground-up retail environments, Mark has a depth of experience in repositioning buildings, enjoying the opportunities

He is passionate about working directly with clients to craft the overall story of a building, and he strives to identify sustainable design solutions. Mark's worldly experience allows him to deftly navigate cultural sensitivities, facilitating effective communication with key stakeholders, jurisdictional agencies and community members.

Mark is interested in the Grand Connection because of the unique opportunity the City of Bellevue has to create a city that is currently so dependent on vehicles into an environment for pedestrians. This project can be the catalyst that changes people's minds about urban environments.



Genevieve Tremblay *Cornish College of the Arts*

Genevieve Tremblay is an artist, designer, educator, public scholar and entrepreneur. As a member of the Design faculty at Cornish, she works with advanced design students to address complex integrated design challenges and steward their development of theoretical, research driven capstone projects. She contributed to the development of the Interior Architecture curriculum for a Bachelor of Fine Arts major at Cornish College of the Arts (pending NASAD approval). The new IA major adds new layers of inquiry-based study and practice, and providing a path for design students to think critically, and develop social and environmental approaches to design.

In her additional role as Resident Research Fellow, she is leading the development of a new college elective program that moves beyond disciplinary boundaries. Her professional work includes award-winning design and art direction, as well as her generative work as artist and independent curator. She is adept at catalyzing community through the design process, raising the level of discussion in the public forum and making connections that nurture her community's evolving identity and cultural infrastructure. Since 2002, she has received more than thirty local and national grants for school-based programs integrating art, design and technology in the Seattle and Bellevue School Districts and has received project funding from 4Culture, Gates Center for Technology Education, SAPPI: Ideas that Matter, AGIA, The National Endowment for the Arts, The Seattle Public Library, and the Rockefeller, Benton, and Ford Foundations for her work at the convergence of design, culture, education, and technology. Genevieve received her MFA from Massachusetts College of Art in 1990 and received her BFA from Carnegie Mellon University in 1984.



Jeffrey Utterback - RA / ULI / NAIOP *Port of Seattle*

Jeffrey is the Director, Real Estate and Economic Development at the Port of Seattle. He leads the Real Estate Development and Planning group of all major real estate planning and development projects, and evaluates the development potential of Port real estate holdings, serving as both an internal source and driving force for development of the portfolio.

Prior to joining the Port, Utterback served as the Senior Managing Director at Kennedy Wilson, a global real estate investment and services company, where he was responsible for Pacific Northwest operations. His responsibilities included oversight of construction management, property management, accounting, in addition to supervising the generation of new business, acquisitions, and development opportunities.

Jeffrey earned both a bachelor's degree in architecture and a master's degree in business administration from the University of Texas at Austin. He continues to maintain his registered architect license in California and Texas. He is a member of the Downtown Seattle Association and the Bellevue Chamber of Commerce. He was a former member of the Board of the Mexic-Art Museum and the American School of Warsaw.

Jeffrey and his wife Ania live in Bellevue with their three children.



Rob Valenti - AIA
Valenti Architecture

Rob Valenti is a licensed architect in private practice in Washington State. In addition to guiding his clients to achieve beautiful and effective design for their homes and businesses, he is deeply interested in the continued evolution of a humane, sustainable, and architecturally ambitious Puget Sound region. Rob earned a Bachelor of Arts from Grinnell College with a focus on urban history, and a Master of Architecture from the University of Kansas where he participated in the highly-regarded design-build Studio 804, as well as an urban design studio in Sienna, Italy. His many personal interests include geology, history, and travel, but his twin sons feel his talents should be channeled into open a restaurant called "3P" for pancakes, pizza, and paella.



Jou-Yi Zoe Wang - AIA / NCARB / LEED AP
Su Development

Jou-Yi Zoe Wang is an architect, currently practicing with Su Development in Bellevue, Washington. Prior to joining Su Development in 2015, she worked with ZGF Architects beginning in 2002. With over ten years of architectural practice in various project types with different scales, she is intrigued by all aspects of project phases. Jou-Yi is passionate about versatile design solutions, and has always believed in comprehensive project delivery built upon a holistic understanding of the project program, physical built environment, building tectonics, sustainable approaches, and superior cost and schedule management.

Born and raised in Taiwan, Jou-Yi received her Bachelor degree in civil engineering. The diverse fields of engineering set a solid foundation for her later graduate school studies in architecture and urban design. She has great interest in art, literature, and philosophy in addition to the built environment and design. The fusion of oriental and western thinking, as well as the balance between art and engineering provides a framework for her design.

As a strong believer in walkable cities, the participation in the Grand Connection Visioning Charrette was a memorable experience for Jou-Yi. In her opinion, the ideas generated from the design charrette reflected how important pedestrian friendly streets could activate urban spaces. The Grand Connection shall not be limited to just one extended pedestrian corridor in the city, rather it could serve as a high level planning concept to knit the fabric of the city together.



Nick Whipple
City of Bellevue

Nick is a Bellevue city planner with the Neighborhood Development team and is responsible for reviewing a broad range of development proposals throughout the city. In addition to providing development review, Nick has been assisting the Planning and Community Development Department with the Downtown Livability Initiative through providing open space research, analysis, and drafting of design guidelines. His education and experience have deepened his appreciation for great design and creating places that are vibrant, attractive, and sustainable.

Nick studied Urban and Regional Planning at Eastern Washington University and is affiliated with the American Planning Association. He is passionate about access to affordable housing and transportation options, urban design, and walkable communities which are supported by a comprehensive system of open spaces.



Lei Wu - AICP / PE
CSL Consulting

Lei Wu is a certified planner by the American Planning Association and licensed professional engineer in the State of Washington. Lei has been working in the transportation planning and engineering field for 19 years. She is fascinated by the role of the transportation system in the evolution of land use pattern and lifestyle trends. The Grand Connection project offers an excellent opportunity to connect many fun places in the community and advocate healthy and active lifestyles while promoting art, local commerce, and economic development. In Lei's view, this project will further enhance the City of Bellevue's reputation as a City in the Park. Lei Wu and her husband, Hua Wang, live in the City of Bellevue with their two daughters. Lei aspires to contribute to a better transportation and land use environment for her family.



Sarah Zamler
Allied8

Sarah is an architectural designer in Seattle. She grew up in metropolitan Detroit and received her Bachelor of Architecture with a minor in Sustainability from the University of Michigan in 2014. Her professional interests include natural methods of sustainability, the cultural value of historic structures, and urban densification.

Sarah works with Allied8, and was drawn to the firm for their commitment to design that supports environmental health, social and economic equity, and vibrant communities. At Allied8 she has contributed to projects such as a 14-unit apartment building in the City of Shoreline, a 13-unit apartment building in Greenwood, and several single family residential projects.

Sarah was excited to participate in the Grand Connection Visioning Charrette due to her passion for place-based design and community supported urban growth.



Ming Zhang - FAIA
MZA

Ming offers a special talent and creativity in the design of high imagery projects. That talent, combined with his special ability to address each client's specific needs and respect for culture and context, earns him a distinguished reputation as a world class designer and he was elevated to the American Institute of Architects (AIA) College of Fellows in 2014. With over 25 years of architectural experience in the United States, Asia, and the Middle East, Ming's design and planning experience encompasses a broad range of project types including mixed-use, retail, hospitality, high-rise office and residential, high-tech campus, and public spaces.

Ming has received numerous honors and awards - including the 2008 Top 10 Emerging Designers as featured in the Urban Land Institute (ULI) Magazine, the 2006 Top 20 Most Influential Designers in China Landmark Award from the Chinese Research Center for Urban Development and Environment, and the 2004 Asian American "Living Pioneer" by the NW Asian Weekly Foundation. His influence has literally created a new image for major cities throughout China and the U.S.

Ming received his Bachelor of Architecture from Hefei University of Technology in China, and his Master of Architecture from the Illinois Institute of Technology. He is fluent in Mandarin and English.

From April 7th to April 9th of 2016 over 70 architects, artists, engineers, and planners gathered to generate ideas for Bellevue's Grand Connection project. The charrette celebrated Bellevue Arts Museum's landmark exhibit *Louis Kahn: The Power of Architecture* while creating concepts and ideas for new public space and mobility in Bellevue.

This book documents the results of the three day charrette and the exciting and transformational opportunities of art, design, and the public realm.



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www.bellevuegrandconnection.com
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