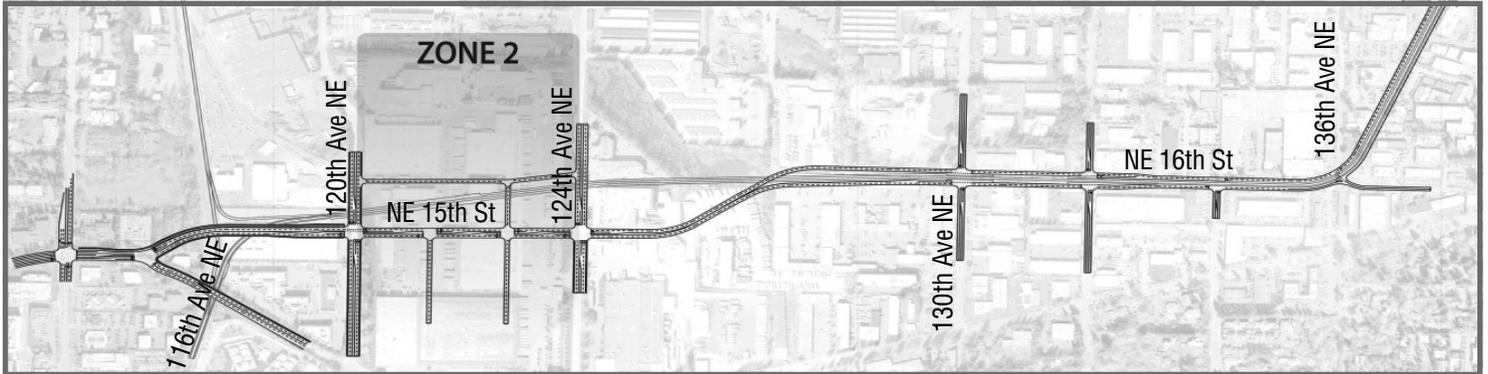


# NE 15th / 16th Street: 116th Avenue NE to NE 20th Street



NE 15th/16th Street:  
116th Avenue NE to  
NE 20th Street

## Segment 1, Zone 2 – 120th Avenue NE to 124th Avenue NE

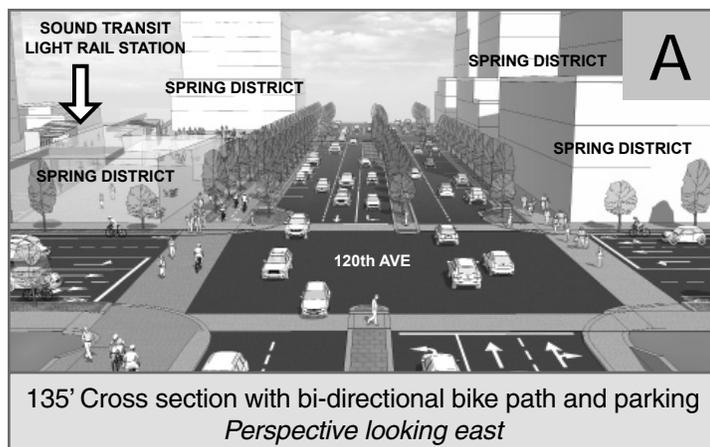


The area in Zone 2 is referred to as the Spring District and is planned to be a large urban district within the Bel-Red Subarea. The Spring District will include a mixture of new office, housing and retail space. By 2030, the area anticipates 3.2 million square feet of new office space, 54,000 square feet of new retail, and 1,000 new multi-family units.

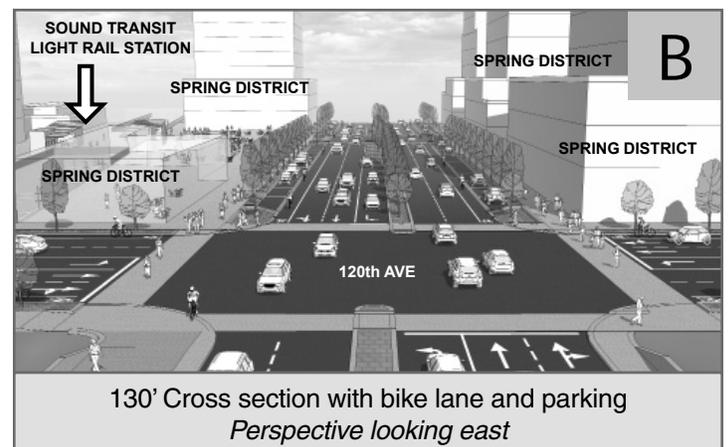
In Zone 2, Sound Transit's light rail alignment runs to the north of NE 15th/16th Street, with initial development largely planned to the south of the

roadway. A below-grade light rail station will also be located north of the NE 15th/16th Street alignment. A plaza area will connect the two transportation facilities.

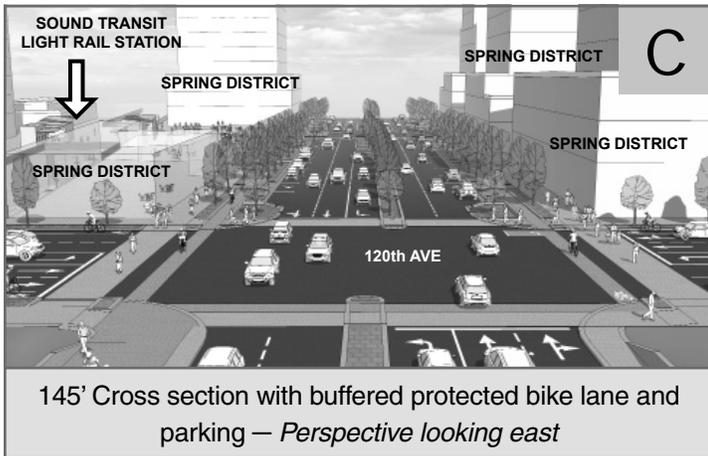
The City has developed several design concepts for Zone 2 that range in cross-section width from 120-145 feet. The design alternatives balance the transportation needs of vehicles with sidewalks, parking, landscaping, and bicycle amenities.



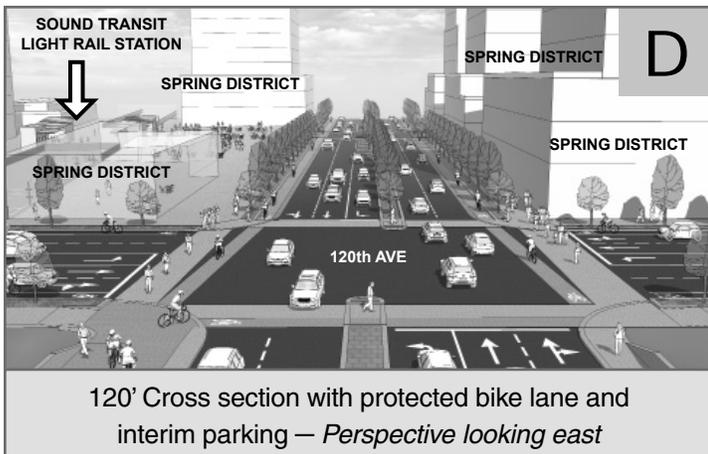
- 11' lanes, 12' turn lane
- 8' median planter
- 10' bi-directional bike path
- 12' sidewalks, 1' curb and gutter, 5' planter buffers
- 10' parking



- 11' lanes, 12' turn lane
- 8' median planter
- 5' bike lane
- 12' sidewalks, 1' curb and gutter, 5' planter buffers
- 10' parking



- 11' lanes, 12' turn lane
- 8' median landscape
- 7.5' protected bike lane
- 12' sidewalks, 1' curb and gutter, 5' planter buffers
- 11' parking/lane



- 11' lanes, 12' turn lane
- 8' median landscape
- 7.5' protected bike lane
- 12' sidewalks, 1' curb and gutter, 5' planter buffers
- 11' parking

**Options for narrowing cross section width**

Section	Full section	Without parking lanes	Without parking lanes and median
A	135'	115'	107'
B	130'	110'	102'
C	145'	125'	117'
D	120'	N/A	112'

**Opportunities:**

- Four travel lanes address capacity, access, and circulation
- Potential on-street parking
- Potential bike facility
- Potential place-making opportunities
- Potential landscaping or green space, including natural drainage practices

**Constraints:**

- Plaza and connection with retained cut light rail station on the north side of the corridor
- Internal street connections
- Transit-oriented development, catalyst development proposal, site development and orientation
- 25 MPH posted speed

**Your input is important to us**

The City is soliciting public input on the preliminary design concepts for the NE 15th/16th Street corridor through the end of 2010. To comment on the design concepts, please review the informational materials and complete a questionnaire.

**For more information**

Visit the project website:  
<http://www.bellevuewa.gov/ne-15th-street-construction.htm>

**Or contact:**

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