DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Kevin McDonald AICP
LOCATION OF PROPOSAL: 10777 Main St.

DESCRIPTION OF PROPOSAL: **Downtown Transportation Plan** - 2017 Annual Amendments to the Comprehensive Plan, including a Work Program and proposed amendments to the Bellevue Comprehensive Plan for purposes of RCW 36.70A.130, assuring that the Plan continues to comply with the requirements of the GMA and including consideration of emerging local and regional needs, changes to state and federal laws, Bellevue's progress towards meeting GMA Goals, and whether the Plan is internally consistent. Amend the Downtown Subarea Plan with transportation and facility-related amendments resulting from the 2013 update of the Downtown Transportation Plan .

FILE NUMBERS: 17-120230 AC **PLANNER:** Nicholas Matz AICP

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on .

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Only persons who submitted written comments before the DNS was issued may appeal the decision. This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-4188.

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Environmental Coordinator

10/12/2017
Date

OTHERS TO RECEIVE THIS DOCUMENT:
☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
☒ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
☒ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
☒ Attorney General ecyolyef@atg.wa.gov
☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

City of Bellevue

2017 Comprehensive Plan Amendments
PO Box 90012 Bellevue Washington 98009 9021

Planning Staff Report

DATE: October 12, 2017

TO: Chair Walters, Bellevue Planning Commissioners

FROM: Nicholas Matz AICP, Senior Planner 425 452-5371
nmatz@bellevuewa.gov

SUBJECT: Downtown Transportation Plan – Downtown Subarea Plan (DTP-DSP) Comprehensive Plan Amendment (17-120230 AC) November 1, 2017 Final Review Public Hearing (LUC 20.30I.A.1.b)

I. PROPOSAL

The Downtown Transportation Plan – Downtown Subarea Plan CPA proposes to amend the Downtown Subarea Plan with transportation and facility-related amendments resulting from the 2013 update of the Downtown Transportation Plan, a functional plan which supports and implements the Comprehensive Plan. Consistent with City Council direction, the Transportation Commission worked through an extensive public engagement process to recommend these amendments to the Downtown Subarea Plan. See Attachment A.

Permit Number:	17-120230 AC
Subarea:	N/A
Address:	Citywide
Applicant(s):	City of Bellevue

II. STAFF RECOMMENDATION

This Transportation Commission recommended proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment and **staff recommends approval of the Comprehensive Plan Amendment to:** Amend the Downtown Subarea Plan with policy amendments that would advance the multimodal mobility strategy articulated in the updated Downtown Transportation Plan.

- ✓ The proposed amendment is **consistent with the Comprehensive Plan** *because it updates the comprehensive policy framework implementing the Downtown Transportation Plan aligned through projects and with transportation-related policy in the Downtown Subarea Plan;*

- ✓ The proposed amendment **addresses the interests and changed needs of the entire city** *because it supports amending the Comprehensive Plan with policies that advance the multimodal mobility strategy articulated in the Downtown Transportation Plan;*

- ✓ The proposed amendment **addresses significantly changed conditions** *because the Transportation Commission's 2013 work on the Downtown Transportation Plan identified areas in the Downtown Subarea Plan (last adopted in 2004) where existing policy language could be amended and where new policy language would be helpful toward advancing a multimodal strategy—first articulated in the DTP update—to enhance mobility and support livability, a consideration not anticipated in the last update (2004) of the Downtown Subarea Plan. The Commission also identified conditions – East Link and the Grand Connection for example, and system-wide updates to Transportation*

Element (2015 CPU), needing citywide policy direction to be addressed in the Downtown Subarea Plan where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole;

- ✓ The proposed amendment **could be suitably developed** under the potential zoning classifications - *this criterion is not applicable to this policy recommendation;*

and

- ✓ The proposed amendment **demonstrates a public benefit** because it *emphasizes a multimodal strategy to provide mobility, to support land use and economic development and to enhance livability.*

III. BACKGROUND

At the direction of City Council, between 2010 and 2013 the Transportation Commission updated the Downtown Transportation Plan (DTP)—

> "…a plan for everyone who wants to get around safely and comfortably in Downtown Bellevue, whether that person is driving a car, riding on a bus, pedaling a bicycle or walking or rolling." The Commission intended its "recommended multimodal mobility strategies provide access for private vehicles and…accommodate the emerging demand for pedestrian, bicycle and transit facilities", anticipating "significant increases in Downtown activity [through 2030] with a comprehensive set of improvements to facilities that will enhance Downtown vitality and economic development, improve sustainability, support livability and public health, and save the world from nuclear annihilation." *(DTP Executive Summary, October 2013).*

The City Council adopted the DTP in October 2013, beginning its implementation in part through funded projects in Downtown and near planned light rail stations that serve Downtown.

The Council—and the reason for this CPA—also directed the Transportation Commission to develop policy recommendations to amend the Downtown Subarea Plan for transportation-related concerns. The Transportation Commission's work was intended in coordination with the Downtown Livability Initiative's focus on land use and urban design code changes, while not making any separate DLI-based policy recommendations.

The Transportation Commission completed its policy recommendations in 2013 after extensive public engagement. Presented with these recommendations in a July 27, 2016 Study Session, the Planning Commission asked the Transportation Commission to "refresh" its 3-year old policy proposals to ensure that current commissioners were fully supportive of recommendations, and that the policy recommendations acknowledged changed circumstances such as planning for the Grand Connection and adoption of the 2015 major Comprehensive Plan Update (CPU).

The Transportation Commission delivered its recommendations, and the City Council on April 17, 2017 initiated a Comprehensive Plan Amendment for Downtown Transportation Plan amendments to the Downtown Subarea Plan.

IV. DECISION CRITERIA

The Decision Criteria for a Comprehensive Plan Amendment are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff recommends **approval** of the proposed amendment. This conclusion is based on the following analysis:

A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or

Not applicable to this proposal.

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

The proposed amendment is consistent with the Comprehensive Plan because it updates the comprehensive policy framework implementing the Downtown Transportation Plan aligned through projects and with transportation-related policy in the Downtown Subarea Plan;. It:

- *Emphasizes a multimodal strategy to provide mobility, to support land use and economic development and to enhance livability;*
- *Introduces Pedestrian–priority streets and Transit-priority streets to join Vehicle-priority streets that are designed and operated to enhance mobility and foster livability;*
- *Utilizes Intelligent Transportation System technology to gain efficiencies;*
- *Advocates for transit service and improve pedestrian and bicycle access to transit;*
- *Extends the Pedestrian Corridor designation to include the block between 110th Avenue NE and 112th Avenue NE, and overlay the Grand Connection with an extent across I-405;*
- *Provides direction for managing curbside uses: parking, taxi stands, loading zones, pick-up/drop-off, and electric vehicle charging stations;*
- *Supports Downtown walk trips and bicycle trips with facilities that meet accessibility, comfort and safety expectations;*
- *Removes transportation projects from the Downtown Subarea Plan as they are now documented in the Comprehensive Transportation Project list that the Council adopted with the 2015 Comprehensive Plan Update.*

TR-2. *Strive to reduce congestion and improve mobility.*

TR-3. *Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies*

TR-16*. Evaluate and facilitate car-sharing and bike sharing programs.*

TR-21*. Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.*

TR-38*. Monitor and implement as appropriate, emerging technologies related to autonomous vehicles and other transportation technologies that are intended to improve mobility, safety, efficiency and people-moving capacity on existing and planned transportation facilities.*

TR-53*. Maintain and enhance safety for all users of the roadway network.*

TR-64*. Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations.*

***TR-67**. Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.*

***TR-68**. Coordinate with private developers and transit providers to integrate transit passenger information and facilities, pedestrian connections and weather protection, and bicycle access and parking into new development and redevelopment.*

***TR-73**. Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.*

***TR-104**. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.*

***TR-116**. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.*

***TR-128**. Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.*

***TR-143**. Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed.*

Growth Management Act

The proposed amendment is consistent with GMA urban growth planning goals encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner; and with transportation planning goals encouraging efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Countywide Planning Policies

The proposed amendment is consistent with the overall intent of the King County Countywide Planning Policies (KCCPP) to provide for a "land use framework for an efficient and effective regional transit system…to provide for locations of mixed-use zoning, infrastructure, and concentrations of services and amenities to accommodate both housing and employment growth…[and for growth] in a manner that reinforces and expands upon a system of existing and planned central places within which concentrated residential communities and economic activities can flourish."

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposed amendment addresses the interests and changed needs of the entire city because it supports the Comprehensive Plan with amended policies that advance the multimodal mobility strategy articulated in the updated Downtown Transportation Plan.

B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of "significantly changed conditions"; and

Significantly changed conditions are defined as: Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications

of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046)*.

The proposed amendment addresses significantly changed conditions in updating the Downtown Subarea Plan to be consistent with the Downtown Transportation Plan, with the latter's integrated focus on enhanced multimodal mobility and support for neighborhood livability in the Downtown. This needs to be addressed for the Downtown to sustain its role as a regional Urban Center. The Subarea Plan's last (2004) Update lacked this.

The Transportation Commission identified what remains valid or needs to go alongside a gap analysis of current Downtown Subarea Plan transportation policies. Commissioners also identified significantly changed conditions—East Link and the Grand Connection, and 2015 system-wide updates to the Transportation Element—to demonstrate evidence of changes related to the pertinent Plan text, where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole.

B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and

N/A.

and

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare because it emphasizes a multimodal strategy to provide mobility, to support land use and economic development and to enhance livability.

V. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on October 12, 2017.

VI. PUBLIC NOTICE AND COMMENT

Notice of the November 1, 2017, Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on October 12, 2017, and included notice sent to parties of record.

Public comment letters received will be provided to the Planning Commission in the desk packet for the November 1 hearing.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of the 2017

amendment to the Bellevue Comprehensive Plan was provided to state agencies on September 18, 2017, for review.

VII. NEXT STEPS

We request you conduct and close the public hearing, study the proposal, and make a recommendation.

VIII. ATTACHMENTS

A. Transportation Commission Downtown Transportation Plan Policy Recommendation
B. SEPA Threshold Determination

Downtown Subarea Plan

Transportation Commission
Final Policy Recommendation (01/23/14), (03/09/17)

GOAL:

The Great Place Strategy

To be a great place for people~~remain competitive in the next generation~~, Downtown Bellevue must be viable, livable, memorable, and accessible.~~ It must become the symbolic as well as functional~~ As the heart of the Eastside, ~~Region through the continued location of~~ Downtown Bellevue has cultural, commercial, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places, ~~and~~ great public infrastructure, and accessible mobility options.

OVERVIEW

A Community's Vision

Between 2001 and 2003, the city worked with Bellevue residents and business interests to strengthen the community's vision for Downtown while focusing on planning issues that face a maturing urban center with many of the basic elements already in place. This second generation of planning addressed solutions for increased transportation demand as well as the character of future Downtown development over the next twenty years.

This document provides the policy framework and list of associated projects to support development of Downtown Bellevue as the primary urban center of the Eastside, consistent with countywide and regional plans. This Subarea Plan is implemented through regulations that guide the scale and character of new development, targeted public investments such as roadway, transit and pedestrian improvements, new parks and public buildings, as well as private-sector investments such as entertainment and cultural attractions that continue to further the vision for Downtown.

Evolution of Downtown Bellevue

Downtown Bellevue has been dramatically transformed over the past century. A ferry landing at Meydenbauer Bay just west of the present Downtown boundary was the early impetus for commercial development of the area. By the early 1900s, a small amount of retail and other services had sprouted on Main Street near the Bay, in the area known today as Old Bellevue.

Significant development in Downtown Bellevue awaited completion of the first bridge across Lake Washington in 1940. This growth was stimulated by the removal of the bridge toll in 1949. When Bellevue was incorporated in 1953, Downtown was a cluster of structures along Main Street and Bellevue Square was a modest strip mall. The city's first Planning Commission embraced the idea of planned Downtown growth done in an orderly and efficient manner.

Downtown experienced rapid growth during the 1960s. By the mid-1970s, the area had emerged as a major business center, though much of the development was suburban in nature with acres of surface parking. During this period, the city, jointly with Downtown business interests, launched a series of planning studies focusing on the future of Downtown Bellevue. This was partially in response to a major threat of a competing regional mall planned for the Redmond area. These studies resulted in a major new vision for the area, adopted by the city as the Central Business District Subarea Plan in 1979. It called for Downtown to be the financial and business hub of the community, and the place to concentrate regional retail, major office, residential, hotel and institutional uses.

The 1980s saw an unprecedented level of office construction in King County, and Downtown Bellevue was in a position to receive a major amount of the Eastside's growth. Numerous high-rise office towers were built in Downtown Bellevue, shaping the skyline as well as nearly doubling employment. This period also saw the loss of some of the commercial establishments that functioned as neighborhood retail to the surrounding residences as Downtown became a much more urban place.

During the 1990s, Downtown added signature public open spaces, including the 20-acre Downtown Park and centrally located Compass Plaza. A high-rise office presence emerged around 108th Avenue NE. Major civic projects were constructed, including King County's flagship regional library, the Meydenbauer Convention Center & Theater, and a new building for the Bellevue Arts Museum. Private and public investment has helped to shape the NE 6th Street pedestrian corridor. Downtown housing began to really blossom into a major Downtown land use beginning in the late 1990s, with new multifamily developments springing up throughout the subarea. Regional retail continued to expand with new and exciting uses that are continuing to enliven the Downtown streetscape.

This Subarea Plan now continues with the evolution of the 1979 Plan, as the vision for Downtown Bellevue is strengthened for the next century based on lessons learned and the many successes that have already taken place.

Viability, Livability, Memorability

Downtowns evolve through a dynamic process as shown by the graphic below. This is a non-linear progression in which cities are relatively more viable, livable, or memorable during different stages of their growth. It is a constantly changing response to an array of influences. As Downtown Bellevue enters the 21st century, it sits on the threshold between viable and livable in its evolution.

Viability is about quantity; about creating critical mass. Viability is achieved through large-scale, single-action projects and factors such as freeway interchanges, regional shopping, high-rise zoning, and the addition of jobs.

Livability is about quality; about weaving an urban fabric rich in resources and quality of life. Livable cities provide welcoming places to eat and sources of entertainment. Livable cities develop parks and open space. Truly great cities are also memorable. Memorable cities impart an unforgettable experience from having visited there. Memorable cities have strong, clear identities.

Downtown Bellevue should work to make progress on all three of these dimensions. But at today's point in Downtown Bellevue's evolution, it is important to focus extra attention on graduating to a higher level of livability.

Regional Role

Downtown Bellevue is the hub of activity for the City of Bellevue as well as the greater Eastside, providing office and residential concentrations as well as retail and cultural attractions. Extending from NE 12th Street south to the Main Street area and from 100th Avenue NE to Interstate 405, Downtown covers nearly 410 acres, or two percent of the city's land area.

As of ~~2004~~2013, there were ~~35,000~~46,200 workers and over ~~4,000~~10,500 residents housed in Downtown Bellevue. The ~~2020~~ 2035 forecast is for an additional ~~28~~30,000 jobs and 10,000 residents, or roughly ~~three-quarters~~half of the city's future employment and residential growth. This focus of future development within Downtown takes pressure off existing residential areas within Bellevue.

Planned growth in Downtown Bellevue is an important part of the Central Puget Sound's growth management strategy. The Puget Sound Regional Council's Vision ~~2020~~ 2040 and King County's Countywide Planning Policies identify Downtown Bellevue as an urban center. Downtown Bellevue is a place where growth should be focused if the region is to further growth management goals, such as reducing sprawl and retaining open space.

The ~~2004~~ 2017 update of this Plan coincides with several major regional transportation enhancement projects, such as improvements to ~~the~~ I-405, ~~and~~ I-90, SR 520 (including a new floating bridge) as well as Sound Transit's East Link project. ~~Corridor Programs, the Trans-Lake Washington Project, and Sound Transit's Sound Move Plan, all of which will have major benefits for and impacts on Downtown Bellevue.~~ The relationship between these 20 to 30 year transportation planning efforts have been considered in the development of this Plan due to the important role of regional accessibility in a major commercial employment center like Downtown Bellevue.

Major Focal Points of the Subarea Plan

The future success of Downtown Bellevue rests on first being a livable place and slowly evolving into a truly memorable place. This will be accomplished through a series of coordinated urban design and transportation initiatives.

Downtown Bellevue is beginning to take on the features of a true city center; an exciting place to work, shop, visit, or call home. The focus of urban design within this Plan is to create a series of distinct, mixed-use neighborhoods tied together by a series of "signature streets" and great public infrastructure. Each district will be unique and have the urban amenities to support an active, fulfilling lifestyle and make it a great urban place.

Transportation planning in Bellevue requires multiple approaches to be undertaken simultaneously. The transportation vision is to provide regional access to Downtown via regional roadway and transit systems; mobility between Downtown and other parts of Bellevue; and safe circulation within Downtown for motorized and non-motorized modes as population and employment increase over time.

General

Goal:

To become the symbolic and functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses.

The vision for Downtown Bellevue is a dense, mixed-use urban center that has a high pedestrian orientation and range of complementary land uses. These policies generally reinforce that vision while providing direction covering the entire Downtown Subarea.

Policies

Land Use

POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

POLICY S-DT-2. Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-4. The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown (see Figure A for delineation of Core Area and Perimeter Area).

POLICY S-DT-5. Organize Downtown to provide complementary functional relationships between various land uses.

POLICY S-DT-6. Develop Downtown as the Eastside's most concentrated and diverse regional retail district.

POLICY S-DT-7. Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.

POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure A).

POLICY S-DT-9. Provide bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.

POLICY S-DT-10. Require design review to ensure high quality, aesthetically pleasing Downtown development.

POLICY S-DT-11. Encourage the development of major civic, convention, and cultural uses within Downtown.

POLICY S-DT-12. Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.

POLICY S-DT-13. Encourage private participation in development of Downtown community facilities.

POLICY S-DT-14. Encourage visual and performing arts organizations to locate Downtown.

POLICY S-DT-15. Encourage the assembly of land or coordination of development as appropriate to facilitate a quality built environment.

POLICY S-DT-16. Restrict the location of drive-in and drive-through activities within the Downtown Subarea.

Economics

POLICY S-DT-17. Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans.

POLICY LU-29. Promote Downtown as the primary commercial area to provide local goods and services to the residents and employees within the district and to the residents of surrounding neighborhoods.

POLICY S-DT-18. Strengthen Downtown's role as the Eastside's major business and commercial center and as an important revenue source for the City of Bellevue.

POLICY S-DT-19. Maintain an attractive economic environment to encourage private investment through stable tax rates and a predictable regulatory framework.

Historic Resources

POLICY S-DT-20. Recognize the importance of Downtown's historic resources as identified in the Bellevue Historic and Cultural Resources Survey.

POLICY S-DT-21. Work with local heritage groups to:

1. Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue;
2. Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance;
3. Develop a contingency plan and prioritization for Downtown's historic resources, which may include voluntary relocation of significant historic structures to Bellevue parks property.

POLICY S-DT-22. Provide voluntary incentives for the replication or protection of historic façades or other significant design features when redevelopment occurs.

POLICY S-DT-23. Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.

Residential Development

POLICY S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown.

POLICY LU-30. Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown.

POLICY S-DT-25. Provide for a range of Downtown urban residential types and densities.

POLICY S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes.

POLICY S-DT-27. Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.

POLICY S-DT-28. Work with regional housing organizations such as A Regional Coalition of Housing (ARCH) and the Downtown Action to Save Housing (DASH) to develop additional Downtown residential projects.

Public Safety

As Downtown densities and uses increase over time, it is important to maintain adequate response times for public safety functions. This may be delivered in a number of ways and will be further explored by the city when the need arises.

POLICY S-DT-29. Provide adequate fire and life safety services for the Downtown Subarea as population and employment increase over time.

Utilities

POLICY S-DT-30. Require undergrounding of all utility distribution lines.

POLICY S-DT-31. Where possible, combine utility and transportation rights-of-way into common corridors.

POLICY S-DT-32. Require developer funding for extensions of collection and distribution lines.

POLICY S-DT-33. Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.

POLICY S-DT-34. Utility installations visible in the public right-of-way should be consistent with Downtown design guidelines.

Urban Design

Goal:

To develop a functional and aesthetically pleasing Downtown which creates a livable and highly pedestrian-oriented urban environment that is compatible with adjacent neighborhoods.

Downtown Bellevue has been evolving from the commercial center of a suburban bedroom community into the multi-faceted heart of the Eastside region. To continue this evolution as a great urban place and to remain economically healthy over the coming growth cycles, a number of strategies are needed to take the next step in becoming a livable and memorable place. These

strategies will nurture a sense of place in a series of Downtown neighborhoods. They will recognize the importance of the pedestrian, and establish a high level of significance on the design of buildings and public spaces.

Policies

General Design and Function

Design and function in Downtown Bellevue is guided by policy direction in concert with development standards and design guidelines. These all seek to ensure an aesthetically pleasing urban environment with a high level of pedestrian orientation.

POLICY S-DT-35. Create a pedestrian environment with a sense of activity, enclosure, and protection.

POLICY S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

POLICY S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

~~Hierarchy of~~ Downtown Streets

The streets in Downtown Bellevue ~~may be~~are ~~placed in a hierarchy~~ designed and managed based on their connectivity, cross-section, and current and future traffic and transit volume. ~~As the graphic below shows, there are~~ is ~~a range of street types in Downtown Bellevue.~~ The pedestrian-~~bias~~ priority streets of NE 6th Street and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street Pedestrian Corridor ~~shifts~~ morphs through a series of "rooms" ~~-~~from west to east from a limited auto-access street (street as plaza), to no auto access (garden hill climb), to a transit mall (transit central), and extends to the eastern edge of Downtown with a mix of modes in a new "civic center" segment. Eventually a "Grand Connection" ~~the pedestrian connection~~ will extend across I-405 and link Downtown and Wilburton. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that ~~provide~~ create ~~a~~ the signature look and feel. ~~At the other end of the spectrum are a~~Auto-~~bias~~ priority streets ~~. They will~~ provide a pleasant pedestrian environment~~s~~, but are designed and intended to accommodate large numbers of~~for current high v~~ vehicles ~~volumes, and will be required to serve similar and increasing volumes in~~

~~the future~~. Bellevue Way, NE 4th Street, NE 8th Street, and 112th Ave NE are ~~examples~~the auto-priority streets. Transit priority streets - 108th Avenue NE, Main Street, NE 6th Street, NE 10th Street - are essential components of the frequent transit network and they carry large numbers of passengers on buses, especially during the peak commute hours. ~~The~~ Other and often Downtown streets ~~in between auto- bias and pedestrian- bias~~ are said to be mode- neutral. ~~They~~ These streets ~~will evolve over time to~~ serve ~~both~~ pedestrians, bicycles, transit and automobiles in a manner that reinforces the adjacent land uses, urban design character, and travel demands ~~of future development~~. ~~.~~

Throughout the city, and especially in the Downtown setting, streets are valuable public places. Streets provide mobility, enabling people to travel throughout the city; for whatever purpose, at whatever time of day, and in whatever mode they choose. Downtown streets therefore are dynamic, and often busy places.

Streets are also public spaces where community members gather - to play, to talk, to explore, and more. They are shared spaces that express the character of the community in their design. Streets must be functional and welcoming, safe and beautiful, and enhance community livability.

POLICY S-DT-39. ~~Utilize a hierarchy of streets to guide~~ Design and manage the Downtown streets to ~~right-of-way use in a manner that will~~ provide mobility and to promote a safe, attractive environment ~~for both motorized and non-motorized users~~.

POLICY S-DT- 39.1. Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.

POLICY S-DT-40. Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.

POLICY S-DT-41. ~~Minimize disruption of~~Prioritize vehicular flow in the design and management of ~~on~~ auto-~~bias~~ priority streets.

POLICY S-DT-41.1. Prioritize pedestrian activity, access, safety and comfort in the design and management of pedestrian - priority streets.

POLICY S-DT-41.2. Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit - priority streets~~.~~

Signature Streets

The functional aspect of Downtown Bellevue's streets can be refined around a set of signature themes. The graphic below shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6th Street Pedestrian Corridor are identified as Shopping Streets. The others are 106th Avenue NE as Entertainment Avenue, and 108th

Avenue NE as Downtown's Commerce Avenue. These streets ~~will~~ help tie Downtown together with complementary uses and design elements. All these streets will continue to support multiple uses and modes of travel, with evolving functions and identities~~the unique identities evolving over time~~.

POLICY S-DT-42. Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

POLICY S-DT-43. Encourage new development on Main Street in Old Bellevue to embrace the character of the small-scale, pedestrian-friendly street frontage that has developed there over time.

POLICY S-DT-44. Provide incentives for 106th Avenue NE to develop as Downtown's Entertainment Avenue. This area will include a concentration of shops, cafés, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.

POLICY S-DT-45. Continue to ~~encourage the~~develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private-sector investments

POLICY S-DT-45.1. Implement design components and wayfinding along the NE 6th Street Pedestrian Corridor to create an accessible connection.

POLICY S-DT-46. Provide incentives for Bellevue Way to realize its vision as a Grand Shopping Street, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.

~~Mid-Block Pedestrian Crossings\~~

~~The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system. The precise location and number of these crossings will be determined by the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment. Mid-block crossings would not be appropriate on auto-biased streets, but may be possible on auto-neutral streets and pedestrian-biased streets.~~

POLICY S-DT-47. ~~Reinforce the importance of the pedestrian in Downtown Bellevue with the use of~~Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in c~~. C~~onsideration ~~should be given to the design~~ of adjacent superblocks, ~~consideration of~~ traffic flow, and the intended quality of the pedestrian environment~~ when implementing mid-block crossings~~.

Gateways and Wayfinding

There are a number of ways to express a gateway into Downtown Bellevue. They could incorporate architectural elements, a variety of vegetation, water features, decorative paving, and interpretive or directional signage. Wayfinding is a key element in a maturing, complex Downtown. Wayfinding not only helps people navigate from point A to point B on foot, bicycle or car, but also contributes to the design character of the public realm.

The graphic below shows gateway and identity opportunities for the Downtown Subarea. Major gateway locations for Downtown are on Bellevue Way from the north and south, and on NE 8th from the east and west. Major identity opportunities are shown at Meydenbauer Bay, the Pedestrian Corridor, the ridge along 108th Avenue (the highest point in Downtown, with some of the tallest buildings), the properties directly visible from I-405, and new bridges to be constructed across I-405 at NE 10th Street and NE 2nd Street.

POLICY S-DT-48. Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

POLICY S-DT-49. Enhance the attractiveness of the I-405 right-of-way in accordance with its role as a gateway to the City of Bellevue and the Downtown Subarea.

POLICY S-DT-50. Develop a comprehensive wayfinding system geared for a range of users (i.e. pedestrians, bicyclists, and automobiles). The system should be built around a set of common design elements, but also includes unique components that vary by Downtown neighborhood as appropriate.

Unifying Urban Design Feature

In the coming years, Bellevue will have a number of opportunities to develop a unifying urban design feature or features that will add to Downtown livability and memorability. The evolution of Downtown neighborhoods will present an opportunity to gracefully link a literal and symbolic expression throughout the entire Downtown. An example may be the use of water. Water can be expressed in many ways. There are a number of instances of water already in Downtown. Downtown Park has the canal and waterfall. Many fountains are within the public realm, and many more are within private developments just off the sidewalk.

POLICY S-DT-51. Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

POLICY S-DT-52. Provide incentives to assist developers in implementing a major unifying design feature.

POLICY S-DT-53. Incorporate the unifying design feature in public projects whenever possible.

Downtown Districts

A key piece of the Great Place Strategy that guides this Subarea Plan is development of a series of distinct, mixed-use neighborhoods (or districts) within Downtown that each capitalize on their locations and unique identities. Downtown was originally laid out in a manner that is defined by its street grid and system of 600-foot superblocks. Rather than one homogenous Downtown, the superblocks may be grouped together to form nine districts. Each district has clear boundaries formed by major arterials that extend outside of Downtown. Each district is pedestrian-friendly in size, and easily traversed in a ten-minute walk.

By connecting the center row into a common district as shown in the graphic below, the symbolic and functional center of the Eastside is created. This will be known as Bellevue's City Center District. To the north and south of the City Center are three districts. Some of the districts such as Ashwood and Old Bellevue already have clear identities. The identity of others is not as clear and will evolve over time.

POLICY S-DT-54. Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options

POLICY S-DT-55. Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.

POLICY S-DT-56. Differentiate Downtown Districts through streetscape improvements such as wayfinding elements, gateways, mid-block pedestrian crossings, public art, landscaping and street trees, lighting, and street furniture.

POLICY S-DT-57. Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.

Northwest Village

The Northwest Village District currently provides a wide array of primarily neighborhood-oriented retail and service uses. It is a neighborhood shopping area for both Bellevue and the Points communities of Medina, Clyde Hill, Yarrow Point, and Hunts Point. This district is somewhat isolated from the rest of Downtown. No large-scale development has occurred in this district during the growth cycles of the 1980s and 1990s. The district will evolve over time as it has a significant amount of growth potential. There will need to be public investments for parks and open space. Additional housing will add to the village feel that currently exists in and around the pedestrian-scaled 102nd Avenue NE area. The development of "alleys with addresses" will add to the village feel of the area. With both infill development and large-scale redevelopment this area will evolve into a vibrant urban neighborhood.

POLICY S-DT-58. Create intimacy for the pedestrian through the development of "alleys with addresses." These are small-scale pedestrian frontages accessed off of mid-block connections.

POLICY S-DT-59. Continue to provide neighborhood-oriented retail and service uses for the Northwest Village District as well as for the surrounding neighborhoods both within and outside Downtown.

~~**POLICY S-DT-60.** Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.~~

~~**POLICY S-DT-61.** Examine additional opportunities for on-street parking in the district.~~

~~**POLICY S-DT-62.** Explore opportunities for shared parking, or a park-once district concept for short term parking.~~

POLICY S-DT-63. Develop a neighborhood park in the Northwest Village District.

POLICY S-DT-64. Emphasize the intersection of 102nd Avenue NE and NE 10th Street as a central gathering place for the district.

City Center North

The City Center North District is home to the Bellevue Place mixed-use development. It currently provides the defining character for the district. As it expands with additional uses, such as a large performing arts center, more activity will be centered around the intersection of 106th Avenue NE and NE 10th Street. North of NE 10th Street, multifamily development has recently occurred, and more is planned. There is a great opportunity to develop a high-rise housing row in this district.

POLICY S-DT-65. Encourage the development of high-rise housing along NE 10th Street within this district.

~~**POLICY S-DT-66.** Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th Street to the south.~~

POLICY S-DT-67. Develop a soft or hard open space amenity in the vicinity of 106th Avenue NE and NE 10th Street.

Ashwood

The Ashwood District is defined by the King County Regional Library, Ashwood Park, and the concentration of dense urban housing. The area currently lacks some of the neighborhood-serving uses that are desirable for a Downtown neighborhood such as small grocery and drug

stores, but they are likely to emerge over time. Future improvements to Ashwood Park will also play a large role in the maturation process for this district.

POLICY S-DT-68. Explore opportunities to unite the district by bridging a perceived gap formed by NE 10th Street.

POLICY S-DT-69. Encourage other civic uses to locate in this district, using the King County Library as an anchor.

POLICY S-DT-70. Encourage uses that will bring additional pedestrian activity to the area.

~~**POLICY S-DT-71.** Examine additional opportunities for on-street parking in the district.~~

POLICY S-DT-72. Encourage expansion of the King County Library to the north. Explore a potential partnership to develop appropriate community center facilities as part of the expansion.

~~**POLICY S-DT-73.** Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.~~

POLICY S-DT-74. Encourage ground-level residential units on 109th Avenue NE, 111th Avenue NE, and NE 11th Street.

POLICY S-DT-75. Encourage a unified, high density urban residential community with supporting neighborhood retail and service uses.

POLICY S-DT-76. Limit the amount of office and retail development in the area to take into account the predominantly residential character of the area.

POLICY S-DT-77. Use of Ashwood Park site as an urban park or community facility should work in conjunction with residential uses in the area.

Eastside Center District

The Eastside Center District is comprised of three smaller districts: Bellevue Square, City Center, and the Civic/Convention District. The Eastside Center is within walking distance to all of Downtown's key features. The key to the Eastside Center District is tying it together from east to west along the NE 6th Pedestrian Corridor, and having it become the symbolic and functional heart of the Eastside Region.

POLICY S-DT-78. Capitalize on the relocation of City Hall to Downtown to help nurture a strong civic and convention center presence on the eastern portion of the Eastside Center District.

POLICY S-DT-79. Provide incentives to develop the intersection of 106th Avenue NE and NE 6th Street as a central location for public gatherings.

POLICY S-DT-80. Pedestrian ~~Crossings~~ bridges may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE ~~8th~~ 10th Street, ~~and over~~ NE 4th Street between Bellevue Way and 110th Avenue NE, NE 6th Street between 110th Avenue NE and 112th Avenue NE, and NE 8th Street between Bellevue Way and ~~110th~~ 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.

POLICY S-DT-81. Develop the NE 6th Street Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that ~~add to pedestrian movement and activity~~activate the corridor, and incorporate design components that ensure accessibility.

POLICY S-DT-82. A range of activities shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.

POLICY S-DT-83. Day-time and night-time activities should be encouraged.

POLICY S-DT-84. Encourage pedestrian-oriented post office facilities to be located in this area.

POLICY S-DT-85. Allow uses and development intensity that is supportive of transit and day/night activity.

~~**POLICY S-DT-86.** Discourage use of the eastern portion of this District for large-scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.~~

Old Bellevue

The Old Bellevue District sits above Meydenbauer Bay and proudly displays the roots of Downtown. This area is home to many small shops and Downtown's oldest buildings. This district is also home to the 20-acre Downtown Park. Main Street functions like the traditional "Main Street USA", with low traffic speeds, comfortable sidewalks, and on-street parking — elements that together make this a very safe and enjoyable place to walk.

POLICY S-DT-87. Provide a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay.

POLICY S-DT-88. Encourage redevelopment to maintain some of the historic façade treatments of older buildings in this district.

POLICY S-DT-89. Explore opportunities for shared parking, or a park-once district concept, to improve utilization of the ~~availability of the~~ short term off-street parking supply. ~~for retail and service users~~

POLICY S-DT-90. Establish a heightened presence of Downtown Park as seen from Bellevue Way.

POLICY S-DT-91. Reinforce the unique character of the Old Bellevue area by encouraging residential development, specialty retail, and other development with an emphasis on pedestrian activity.

City Center South

The City Center South District is emerging as a true mixed-use neighborhood. New and exciting restaurant, retail, and residential uses are adding a greater level of activity in this area. The proximity to the Surrey Downs and 108th Avenue Neighborhoods provides an opportunity to have appropriately-scaled transitional uses along the edge of Downtown.

POLICY S-DT-92. Encourage development of neighborhood-serving retail uses.

POLICY S-DT-93. Explore opportunities for "live/ work" spaces in this district.

POLICY S-DT-94. Encourage new development to provide open space amenities that are accessible to the public and function as neighborhood gathering places on the south side of Main Street, between 108th Avenue SE and Bellevue Way SE.

East Main

The East Main District experienced a significant amount of office and residential development in the 1990s, but still lacks a single defining feature. The district has a great deal of potential. Development of a needed open space amenity could provide a focus point and function as a catalyst for additional high-quality development.

POLICY S-DT-95. Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.

POLICY S-DT-96. Take advantage of the topography of the area for views as well as for visibility from I-405.

POLICY S-DT-97. Enhance the transition from this district [South Main] to the adjacent neighborhoods by providing a lineal green open space buffer in the vicinity of the southeast corner of Downtown.

POLICY S-DT-98. Explore opportunities to showcase the historic Sacred Heart Catholic Church on Main Street.

Parks, Recreation & Open Space

Open space provided by both the public and the private sectors is a key component of being a livable city. Throughout Bellevue, open space punctuates, accents, and highlights the fabric of a city. Parks, recreation, and open space amenities within Downtown will function as a system that reinforces the notion of Bellevue as a "city in a park." Some pieces, like the 20-acre Downtown Park, serve a regional need, while others are oriented to a particular neighborhood or district. The character of Downtown's amenities will vary from quiet, contemplative and green, to crowded, high energy and more architectural. The system will be tied together in a planned and deliberate way by creating connections along Downtown's sidewalks and mid-block pedestrian connections.

Downtown Park will continue to be one of Bellevue's finest public assets. It is an important gathering place for people, a venue for special events and a key factor in the developing identity of Downtown. The Park plays a pivotal role in making Downtown an appealing place to live, work and play.

Major new features of the system will be neighborhood parks in the northwest and southeast quadrants of Downtown as well as a visual and physical connection from Downtown Park to Meydenbauer Bay. People naturally gravitate to areas with water to enjoy the aesthetics and unique recreational opportunities. This connection is imperative if Bellevue intends to identify itself as a waterfront city and provides an opportunity to recognize the Meydenbauer Bay's historical significance in the region's development.

Goal:

To provide urban parks, recreation opportunities, and open space within Downtown.

Policies

General

POLICY S-DT-99. Emphasize the street environment as a key component of the Downtown open space network.

POLICY S-DT-100. Encourage active and passive recreational activities to locate throughout Downtown.

POLICY S-DT-101. Provide appropriately scaled parks and open spaces throughout Downtown.

POLICY S-DT-102. Analyze alternative locations and explore potential partnerships to provide community center space and functions for the Downtown Subarea and surrounding neighborhoods.

POLICY S-DT-103. Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use.

POLICY S-DT-104. Require developer contributions for a coordinated system of major and minor public open spaces along the pedestrian corridor and at designated intersections. These could include areas for seating, fountains, courtyards, gardens, places to eat, and public art.

POLICY S-DT-105. Provide a visual and physical connection from Downtown to Meydenbauer Bay that terminates in a significant waterfront presence. The connection will provide unique recreation, retail, and tourism opportunities.

POLICY S-DT-106. Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.

POLICY S-DT-107. Create connections along public sidewalks and mid-block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.

POLICY S-DT-108. Provide a lineal green open space buffer in the vicinity of the southeast corner of Downtown to transition from single family residential uses to higher density residential and commercial uses north of Main Street within Downtown.

~~**POLICY S-DT-109.** Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.~~

POLICY S-DT-110. Continue to preserve significant older trees within the Downtown Subarea.

Downtown Park

POLICY S-DT-111. Develop and operate Downtown Park within the framework of the Council approved Downtown Park master plan.

POLICY S-DT-112. Complete the phased development of Downtown Park, and enhance its visual and functional presence on Bellevue Way.

POLICY S-DT-113. Utilize Downtown Park as the prime location for special events and gatherings throughout the year.

POLICY S-DT-114. Strengthen pedestrian connections between the Downtown Park and ~~other Downtown features, such as~~Meydenbauer Beach Park, Bellevue Square, the NE 6th Street ~~pedestrian~~ Pedestrian ~~c~~Corridor, Bellevue Way, and ~~Main Street~~Old Bellevue~~, and Meydenbauer Bay~~. ~~This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.~~~~Refer to map Figure XX~~.

POLICY S-DT-115. Within density and height limits permitted in the Land Use Code, work with adjoining property owners through the Design Review process to ensure a graceful transition between the Park and future development. The ground level of buildings facing Downtown Park should include pedestrian oriented uses, be visually accessible, and where appropriate, provide pedestrian connections for the general public and for commercial uses that complement the Park. A continuous north-south pathway on private properties separating adjoining development from the Park shall not be required.

Neighborhood Parks

POLICY S-DT-116. Provide an equitable distribution of neighborhood-serving parks and open spaces throughout Downtown. These amenities should include a mix of passive, green open space along with more formalized hardscape areas.

POLICY S-DT-117. Update the Ashwood Park master plan to reflect a contemporary vision for the site that considers some community center functions while retaining significant passive open space use. Explore partnerships for development consistent with the vision.

Edges & Transitions

Downtown Bellevue is unlike many other urban centers in that it is directly adjacent to vibrant single family neighborhoods on three of its four edges (north, west, and south; I-405 lies to the east). The city is committed to protecting these neighborhoods by utilizing traffic and parking management outside Downtown, and defining Perimeter Areas through zoning within Downtown to reduce potential spillover impacts.

Policies

Neighborhood Traffic & Parking Management

~~Existing programs~~ Programs to protect neighborhoods adjacent to Downtown Bellevue from significant adverse transportation impacts will be enhanced and expanded as the need arises. Such programs ~~will~~ include a traffic management program to discourage cut-through traffic and a residential parking zone program to discourage commercial parking in residential areas. Traffic calming measures may be implemented to remedy specific situations.

~~**POLICY S-DT-118.** Protect the residential neighborhoods surrounding Downtown from traffic impacts by monitoring traffic volume levels on residential streets and establishing appropriate traffic control measures with residents' concurrence~~.

~~**POLICY S-DT-119.** Establish residential parking permit programs wherever appropriate in the residential communities surrounding Downtown and enforce parking violations to eliminate parking spillover.~~

Perimeter Areas

POLICY S-DT-120. Provide an equitable distribution of Perimeter Areas along the north, west, and south boundaries of Downtown, based on their potential for protecting surrounding residential neighborhoods.

POLICY S-DT-121. Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to provide stability both within the Downtown Subarea and within surrounding residential neighborhoods.

~~**POLICY S-DT-122.** Require development occurring within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.~~

POLICY S-DT-123. Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.

POLICY S-DT-124. Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.

Linear Buffers

POLICY S-DT-125. Utilize lineal green open space buffers directly outside Downtown (north of NE 12th Street between 106th Place NE and 112th Avenue NE, and in the vicinity of the southeast corner of Downtown) to provide a graceful transition from Downtown to surrounding residential neighborhoods.

Downtown Mobility ~~Transportation & Circulation~~

Goal~~s~~:

To provide a transportation network with options for people to get around on foot, on bicycle, riding transit, or in a private vehicle.

~~**To provide an accessible transportation network for motor vehicle circulation, public transportation, high occupancy vehicles, pedestrian circulation, bicycle circulation, and integrated parking.**~~

To identify and implement the ~~road and transit~~ multimodal transportation system improvements ~~needed~~ to support ~~implement the city's vision for~~ Downtown Bellevue as a dense, mixed-use urban center.

Policies

Downtown Land Use and Transportation Implementation

The Downtown land use forecast for 2035 anticipates approximately 76,300 jobs and 20,500 residents. Attractive Downtown mobility options make it easy for people to get around Downtown. Within Downtown, the planned expansions of NE 2nd Street and 110th Avenue NE provide additional vehicular capacity. Roadway projects outside of Downtown improve overall circulation for vehicles, pedestrians and bicyclists. Regional projects provide better access to points beyond Bellevue for both motorists and transit riders.

Travel demand modeling and Downtown vehicular level of service (LOS) analysis inform decisions regarding roadway capacity projects. The projected average LOS E for vehicles at Downtown intersections in the 2030 "Baseline" scenario is reasonable for a multi-modal mixed use urban setting. LOS D is projected in the 2030 "Build" scenario. This level-of-service outcome indicates that roadway capacity projects beyond those assumed in the model will not be necessary in the 2030 timeframe. Please refer to the Comprehensive Transportation Project List for roadway capacity project descriptions and project maps.

Attractive Downtown mobility options result in levels of transit use, walking and bicycling sufficient to reduce the need to expand vehicular capacity. Modeling projects a 2030 commuter mode share in Downtown Bellevue of 50% single occupant vehicles, 17% high occupancy vehicles, 32% transit and about 1% walk and bicycle. This projection is based on a myriad of assumptions as varied as the price of gas and parking, freeway tolling and transit availability. Changes in these assumptions may result in shifts in the mode share. History bears this out. Between 1990 and 2013, daily traffic volume on arterials in Downtown Bellevue remained nearly constant, while new office buildings and residential towers pierced the skyline and retail occupied a larger footprint. While the number of person trips has increased from about 250,000 in 1990 to 385,000 in 2010, traffic volume has remained constant, and daily transit ridership has increased 8-fold.

Downtown Roadway Access

Downtown Bellevue relies on regional roadway access to prosper from both an economic and cultural standpoint. ~~This requires a significant amount of coordination with other local, state, and federal partners. Improvements to function of the regional roadway system help Downtown vehicle circulation and level of service.~~ Implementation of regional roadway projects that support Downtown Bellevue requires coordination with local, state, and federal partners. ~~Maintaining and enhancing regional roadway access is essential to minimize regional traffic impacts on Bellevue's arterial and local streets.~~

POLICY S-DT-126. ~~Aggressively pursue~~ Pursue and actively participate in local, state, and federal action to ~~implement~~ improve~~d~~ ~~automobile~~ general purpose and high occupancy vehicle (HOV) access to and from ~~the~~ Downtown ~~Subarea from I-405 at NE 6th Street~~.

~~**POLICY S-DT-127.** Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.~~

POLICY S-DT-128. Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeway facilities for regional trips. ~~Arterial streets should not function as alternative routes to freeways. Traffic flow should be managed in accordance with the relevant Subarea Plan policies and should be distributed among arterial streets~~.

~~**POLICY S-DT-129.** Emphasize the use of 114th Avenue SE as the primary arterial street between SE 8th and Main Street. Provide direct access from 114th Avenue SE to I-405 through the SE 8th interchange modification so as to minimize traffic impacts on the residential neighborhood south of Downtown.~~

~~Regional and Local~~ Downtown Transit Mobility

~~The 2020 growth forecast for Downtown Bellevue shows a significant increase in transit demand. To meet this demand, a doubling of overall transit frequency will be required to ensure sufficient local and regional service for workers, residents, and visitors. This increase in transit service will result in a quadrupling of transit ridership. High capacity transit is a key component of the long-range vision for Downtown. Achieving high levels of transit ridership to Downtown Bellevue will also depend on a significant expansion of service for local and regional routes and Park and Ride capacity for trips that originate outside the city. These improvements will seek to provide a competitive trip frequency and travel time advantage, as well as locate parking in areas where a significant increase in ridership is expected to originate. Dedicated transit lanes on 108th Avenue NE and the 106th/108th one-way couplet would improve transit service and schedule reliability. Revisions to simplify and speed service within Downtown are recommended to achieve the large increase in transit trips internal to Downtown—30 percent of the total ridership increase. To maintain Downtown mobility, transit should be targeted to connect the~~

~~Bellevue Transit Center, major retail and office areas, and activity areas adjacent to Downtown such as Overlake Hospital.~~

Essential components of Downtown transit service are found both on the bus and along the streets, as described below:

Transit Coverage: Well distributed frequent transit service routes will be accessible within a short walk to an estimated 97% of Downtown residents and employees in 2030 (up from 86% in 2010).

Transit Capacity: While Bellevue does not provide transit service, the City advocates to the transit agencies for incremental enhancements to Downtown transit service to support the projected daily Downtown transit riders.

Transit Speed and Reliability: Using technology and prioritizing streets for transit will help to expeditiously move bus passengers to and through Downtown Bellevue. Speed and reliability improvements along designated transit corridors and at intersections will benefit transit passengers and overall mobility.

Transit Passenger Access, Comfort and Information: Transit passengers are pedestrians or bicyclists before and after their ride on the bus or train. Context-appropriate components for transit stops are implemented by the city, the transit agencies, or incorporated into new projects through development review. Comfortable pedestrian and bicycle access to and from transit stops and light rail stations will enhance ridership.

~~**POLICY S-DT-130.** Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.~~

~~**POLICY S-DT-131.** Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.~~

~~**POLICY S-DT-132.** Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.~~

~~**POLICY S-DT-133.** Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.~~

~~**POLICY S-DT-134.** Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.~~

POLICY S-DT-135. Provide space within or near Downtown for bus layovers and other bus transit facilities needed to support projected levels of transit service~~ and ridership~~. ~~Layover space and other facilities, whether developed within the right-of-way or off-street, must be located and developed in a manner that minimizes impacts on residential areas,~~

~~provides an active pedestrian environment and is consistent with the district character direction in this Plan~~.

POLICY S-DT-135.1 ~~Layover space and other facilities, whether developed within the right-of-way or off-street, must be located~~ Locate and develop~~ed~~ bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while~~in a manner that minimizes~~ minimizing impacts on residential areas and the pedestrian, bicycle and auto environment, ~~provides an active pedestrian environment~~ and ~~is consistent with~~complementing the Downtown district character~~ direction in this Plan~~.

POLICY S-DT-136. Support transit ridership by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop. ~~Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian~~.

~~**POLICY S-DT-137.** Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.~~

~~**POLICY S-DT-138.** Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers.~~

POLICY S-DT-138.1 Advocate to transit agencies to establish a Downtown frequent transit network in accord with the Transit Master Plan that provides transit service routing and stops proximate to Downtown employees and residents and to the Medical Institution District

POLICY S-DT-138.2 Advocate to the transit agencies for incremental enhancements to Downtown transit service to support the projected 2030 daily Downtown transit ridership.

POLICY S-DT-138.3 Implement transit speed and reliability improvements along Downtown transit priority corridors when there is a demonstrated benefit to transit passengers and overall mobility.

POLICY S-DT-138.4 Improve the pedestrian and bicycling environment for access to the two light rail stations that serve Downtown, particularly between the Bellevue Transit Center and the nearby Bellevue Downtown station.

Downtown Roadways

Downtown roadways will be increasingly required to accommodate walking, bicycling, and transit, as well as private vehicles. ~~Maximizing the~~To achieve greater ~~efficiency~~ capacity to

~~move~~ accommodate ~~vehicles and~~ people will require constant adjustments and improvements to traffic~~some significant changes over the next 20 years~~operations because most roadways will not be widened. ~~These include operational changes, including a one-way couplet on 106th and 108th Ave NE, and extensions of NE 2nd and NE 10th Street across I-405 to 116th Ave NE. These changes will help relieve pressure on NE 4th and NE 8th Street in providing east-west access by more equally distributing volumes over the full network.~~Substantial efficiency in traffic operations is achieved through investments in intelligent transportation system (ITS) infrastructure and technology that allow for demand-based adaptive mobility management. Continued ITS improvements will help the City to manage traffic and transit operations, and enhance the pedestrian environment. Improved connections to the regional transportation system and across I-405 can help Downtown traffic circulation. Project concepts, such as a NE 6th Street subterranean arterial and grade-separation of Bellevue Way at major intersections may be analyzed in the future.

On-street parking will be in increasingly high demand for short-term use. Opportunities exist to expand the supply, and parking management may be flexible depending on the time of day, transit use, character and function of the roadway, and the nearby land uses.

POLICY S-DT-139. Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.

POLICY S-DT-140. Improve Downtown circulation and arterial continuity to points ~~beyond~~ east of Downtown with roadway extensions and improvements across I-405, including envisioned extensions of NE 2nd Street and NE 6th Street.

~~**POLICY S-DT-141.** Improve traffic flow within Downtown by creating a one-way couplet consisting of 106th Avenue NE (northbound) and 108th Avenue NE (southbound) between Main Street and NE 12th Street. Provide contraflow transit operations on 108th Ave NE between NE 4th and NE 8th Street.~~

~~**POLICY S-DT-142.** Restrict left turns at mid-block locations and at major intersections where needed to improve traffic operations, safety, and/or capacity.~~

POLICY S-DT-143. Enhance the city's ~~computerized~~ intelligent transportation ~~traffic control~~ system to maximize the ~~operation~~ efficient use of the Downtown streets~~traffic signals in Downtown~~, and to ~~encourage use of transit through~~ improve~~d~~ transit speed and reliability ~~for transit coaches~~.

Mid-Block Access Connections

Mid-block access connections ~~are necessary to~~ function much like alleys in that they provide vehicular access to parking garages and loading/delivery areas ~~access~~ without disrupting traffic flow, transit, walking or bicycling on the ~~major~~ arterial streets. Design

enhancements to mid-block access connections ~~on private property will be~~ are part of the overall Downtown aesthetics, viability, and multimodal mobility ~~of the superblock development, and could create attractive physical environments for the pedestrian while still providing vehicular access~~. Mid-block access connections are ~~should be~~ developed under flexible design standards in keeping with the context and intended function. Development projects will incorporate mid-block access connections for vehicles and/or pedestrians and bicycles as determined through ~~the~~ development review ~~process~~. ~~Traffic flow and capacity constraints on adjacent streets will be important factors. Mid-block connections must be shown to serve a reasonable transportation or planning purpose for serving the developments that contain them; they should not be used as a regulation to create through-grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property.~~ Mid-block access connections are intended for portions of the alignments of 103rd, 105th, ~~and~~ 107th, 109th and 111th Avenues NE, and NE 5th and NE 7th Streets (see Figure B).

POLICY S-DT-144. Provide mid-block access ~~corridors~~ connections within ~~a~~ Downtown superblocks ~~which~~ designed in context to accommodate~~s~~ vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation. ~~Develop specific design concepts and implement them as development occurs in each superbloc~~

Pedestrian Corridor

The NE 6th Street Pedestrian Corridor is a high priority route for both walking and bicycling. Incremental improvements through private developments and public investments will upgrade the Corridor to ~~eventually eliminate narrow passages, steep sections, tight turns, and poor lighting and sightlines. The Pedestrian Corridor will be an increasingly important amenity to new development and will~~ provide exceptional pedestrian access to the light rail station and to the Grand Connection across I-405.

POLICY S-DT-144.1 Develop and implement a concept design to better accommodate accessible travel through appropriate grades and the use of special paving treatments, wayfinding and widening

POLICY S-DT-144.2 Extend the Pedestrian Corridor designation along the sides of NE 6th Street between 110th Avenue NE and 112th Avenue NE to enhance non-motorized access to the light rail station and to the Grand Connection crossing of I-405.

Downtown Transportation Demand Management

Transportation demand management (TDM) ~~strategies require coordination between the city, transit agencies and the private sector, and focus on reducing peak hour, single occupant vehicle (SOV) commute trips~~ reduces the demand side of the mobility equation and provides opportunities to more efficiently use the ~~existing and planned~~ capacity in the transportation system. TDM strategies focus on reducing drive-alone trips, especially at peak hours. Implementation requires coordination between the city, transit agencies and the

private sector, and includes providing information and incentives to encourage commuters and other travelers to try one of the many available mobility options as an alternative to driving alone. The Bellevue Transportation Management Association (TMA) and the programs that it manages promote the use of non-single-occupant vehicle (non-SOV) mobility options for commute trips. Refer to the Transportation Element for policies that address transportation demand management on a citywide basis. Table TR-1 designates targets for non-SOV commute trips. ~~TDM strategies to provide information and incentives will encourage commuters and other travelers to try an SOV alternative for trips to Downtown.~~

~~**POLICY S-DT-145.** Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.~~

~~**POLICY S-DT-146.** Support the Bellevue Downtown Transportation Management Association~~

~~**POLICY S-DT-147.** Support the Downtown Transportation Management Program.~~

POLICY S-DT-148. Minimize drive-alone trips in Downtown ~~SOV commute trips~~ and take steps to increase the proportion of Downtown non-drive-alone commute trips to target levels in Table TR-1 in the Transportation Element, by coordinating with the Bellevue Transportation Management Association, ~~and~~ transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, ~~and rideshare~~ carpooling, vanpooling, bicycling, walking and alternative work schedules ~~incentives, subsidies, and promotional materials to~~ by Downtown ~~employers and~~ employees and residents.

Downtown Off-Street Parking Demand and Utilization

~~The parking situation in~~ Downtown Bellevue has ~~is characterized by~~ an ~~adequate~~ abundant ~~overall~~ supply of off-street parking, supplemented by a ~~with~~limited amount of ~~short-term~~on-street parking ~~in a few areas~~. This situation is dynamic and will change over time ~~with Downtown land use~~. Parking industry standards suggest that when ~~a local area's~~ parking supply ~~(within a 700-foot radius)~~ exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide visitors with convenient ~~access to visitors who require space for~~ short ~~time~~-term ~~periods~~parking. Visitors who arrive by car ~~These~~ help ~~ensuring~~ ensure the economic vitality of the area. When ~~surveys show that the~~ peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to reduce occupancy~~bring peak hour occupancies below the 85 percent criteria~~. More effective management of the parking supply is the first priority.~~, and if management steps do not lower the utilization rate to under 85 percent, then strategic additions to the parking supply may be warranted.~~ The first management approach

~~should be~~is to shift ~~as many~~ commuters ~~as possible~~ toward transit and other ~~alternative modes~~mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. O~~Ano~~ther ~~needed~~ management actions ~~is to~~could improve information and signage to direct visiting motorists to the available public parking supply, and to charge for the use of a public parking space. If management does not lower the utilization rate to under 85 percent, then additions to the parking supply may be warranted. Strategies to supplement the parking supply for short term use~~rs, where warranted,~~ may include creating more on-street parking, cooperating with private property owners to develop ~~more~~ shared use of existing spaces, or as a last resort, constructing public parking structures ~~at critical locations~~. ~~Another needed management action is to improve signage to direct visiting motorists to the available public parking supply.~~

POLICY S-DT-149. Establish parking requirements specific to the range of uses intended for the Downtown Subarea.

POLICY S-DT-150. Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

POLICY S-DT-151. Encourage the joint use of parking and permit the limitation of parking supply.

POLICY S-DT-152. Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.

~~**POLICY S-DT-153.** Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.~~

POLICY S-DT-154. Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.

POLICY S-DT-155. Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.

POLICY S-DT-156. Investigate allowing Downtown developers to pay a fee into ~~a "pool"~~ an account in lieu of providing parking on-site. ~~Pooled~~ Parking account funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code

amendments would be required to provide for the collection and administration of a fee in lieu of parking program.

POLICY S-DT-157. Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

Downtown Curbside Uses: On-Street Parking; Taxi Stands; Electric Vehicle Charging Stations

On-Street Parking

On-street parking supports businesses and residents with convenient short-term parking opportunities for customers and visitors. This is particularly true in Ashwood, Northwest Bellevue, and Old Bellevue neighborhoods where handy off-street parking is limited. A parking evaluation conducted in 2013 determined that some permanent or off-peak parking spaces could be added to the inventory. ~~Figure XX is a map of the 2013 on-street parking inventory and potential future parking supply.~~

Pay-for-Parking

A Downtown pay-for-parking program would utilize electronic pay stations where drivers pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds ~~what is needed for~~ enforcement and maintenance costs would be invested in Downtown streetscape improvements.

Curbside Parcel/Freight Loading/Unloading

Within Downtown, large-scale loading/unloading typically occurs within on-site locations that are designed and designated for that purpose. Smaller deliveries may occur randomly curbside or from the center turn lane. Through development review, the design and location of on-site loading docks and circulation and curbside loading zones can help ensure an expeditious loading process.

Curbside Passenger Pick-Up/Drop-Off

Part of the unscripted urbanism of a vibrant mixed-use urban center is the transfer of pedestrians between vehicles and the sidewalks. While there is no specific "best practice" guidance for managing this activity, active loading or unloading is typically accommodated in designated curbside areas. Through development review or repurposing curbside parking, pick-up/drop-off space may be designated.

Taxi Stands

Taxi stands are typically established at major attractions such as hotels, convention venues, shopping/entertainment centers, and transit/light rail stations. Taxi stands work as a first-come, first-served queue, with the taxicab at the front of the line serving the first passenger to arrive, then each taxicab behind it moves ahead. Currently there are no designated on-street taxi stands in Downtown Bellevue. Off-street taxi stands are incorporated at major

hotels. Temporary taxi-stand use of the curbside may be desirable during evenings and weekends to support nearby entertainment venues.

Electric Vehicle Charging Stations

Transportation sources contribute significantly to the greenhouse gas (GHG) emissions in Bellevue. Hybrid and electric vehicle technology can reduce GHG emissions. Electric vehicle charging stations are installed within downtown Bellevue buildings for the use of tenants. Public curbside electric vehicle charging stations support the general use of electric vehicles and may be installed in a designated curbside space in a manner similar to an electronic pay station.

POLICY S-DT-157.1. Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety

POLICY S-DT-157.2. Explore adding temporary on-street parking spaces for use during off-peak hours.

POLICY S-DT-157.3. Develop a proposal to implement a pay for on-street parking program.

POLICY S-DT-157.4. Integrate on-site loading space and/or create designated curbside loading space through development review.

POLICY S-DT-157.5. Integrate time-limited curbside space for passenger pick-up and drop-off through development review.

POLICY S-DT-157.6. Designate permanent or off-peak curbside taxi stands in high-demand locations.

POLICY S-DT-157.7. Allow restricted use of designated on-street parking spaces for electric vehicle charging stations

Downtown Pedestrian ~~and Bicycle~~ Facilities

Walking should be the easiest way to get around in Downtown Bellevue. Walking is an increasingly important element of economic vitality, Downtown livability, and personal health. Pedestrians need places to walk that are safe and accessible, comfortable and convenient. New facilities will augment decades of improvements to the pedestrian environment through public and private investments. In Downtown Bellevue, ~~'s~~ 600-foot long superblocks present both challenges and opportunities for a safe, fine-grained and cohesive pedestrian ~~and bicycle movement~~ environment.

~~These transportation modes are addressed in detail in the Pedestrian and Bicycle Transportation Plan. In accordance with the Plan, private development and public capital investments will enhance the environment for pedestrians and bicyclists.~~Breaking down the walk trip into its essential components defines the nature of specific enhancements to

benefit walking: intersections and crosswalks designed to accommodate increasing numbers of pedestrians; mid-block crossings to facilitate pedestrian crossings of arterials between signalized intersections; sidewalks and curbside landscaping that form the fundamental pedestrian infrastructure, and through-block connections that provide walkable corridors through Downtown superblocks. The Downtown urban environment and the anticipated pedestrian demand dictate a context-sensitive design approach for each type of pedestrian facility.

Intersections~~/Crosswalks~~

Three types of Downtown ~~crosswalks~~ intersections are intended to fit the needs of pedestrians: Standard ~~Crosswalks~~ Intersections; Enhanced ~~Crosswalks~~ Intersections; and Exceptional ~~Crosswalks~~ Intersections. ~~Refer to crosswalk map, Figure XX.~~ Standard ~~crosswalks~~ intersections have ~~consist of~~ two parallel white bars that are spaced 8-feet apart and a pedestrian actuated signal that provides both audible and countdown indicators. The standard design may not be suitable at all intersections due to the high volume of pedestrians, the urban design character, or the traffic conditions. At such locations the features of either Enhanced or Exceptional ~~crosswalks~~ intersections are integrated. Enhanced ~~crosswalks~~ intersections are used where there are high numbers of pedestrians or vehicles, or both, and where streetscape improvements can be carried through the intersection. Enhanced ~~crosswalks~~ intersections are wider than Standard with special paving or striping, include neighborhood wayfinding and weather protection at corners, and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas. ~~Crosswalks~~ Intersections that merit "exceptional" treatment are along the Pedestrian Corridor and in Old Bellevue. Exceptional ~~crosswalks~~ intersections may include a pedestrian scramble signal phase, raised crossings, and significant/landmark wayfinding such as the popular kiosks that are located throughout Downtown. Exceptional ~~crosswalk~~ intersections design features incorporated in the crossing of 110th Avenue NE at NE 6th Street will create a near-seamless connection between the Transit Center and the light rail station.

Mid-Block Crossings

Mid-block crossings may include signalization, median islands, and pedestrian bridges. While each mid-block location is a potential candidate for a crossing, a number of higher priority mid-block crossing locations are identified for near-term implementation subject to design and traffic analysis. Most mid-block crossings are intended to be "at-grade". In consideration of traffic volume, street width, and potential impacts to vehicle travel time of an at-grade crossing, any new mid-block crossing on NE 4th Street and NE 8th Street between Bellevue Way and 112th Avenue NE, and on Bellevue Way between NE 4th Street and NE 10th Street may be designed as a grade-separated facility.

Sidewalks/Curbside Landscaping

Sidewalks provide the fundamental infrastructure for pedestrian mobility and incorporate streetscape features that enhance livability. The Downtown Land Use Code prescribes the width of sidewalks and the landscaping treatment adjacent to the street. Along some streets a continuous landscape planter with street trees along the curbside edge of the sidewalk is installed where pedestrians need a buffer from traffic. This type of treatment is popular with pedestrians and it is a healthier growing environment for street trees.

Through-Block Connections

Through-block connections break up the Downtown superblocks by providing walkways between or sometimes through buildings. The Land Use Code requires that through-block connections be implemented as part of new development. The design of through-block connections should include public access wayfinding, utilize commonly recognizable paving material or inlays, and incorporate accessibility according to ADA standards.

POLICY S-DT-158. Provide for ~~Provide for the needs of bicycles and pedestrians in the design and construction~~ sidewalks and landscaping in accordance with Land Use Code standards ~~and with the sidewalk and landscaping plan shown on Figure XXof new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate~~.

POLICY S-DT-159. ~~Enhance the mobility of pedestrians and bicyclists Downtown by improving~~ Provide for ~~signals and~~ intersections that incorporate "standard", "enhanced" or "exceptional" design components ~~in accordance with crosswalk types shown on Figure XXat intersections and mid-block locations~~.

~~**POLICY S-DT-160.** Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.~~

POLICY S-DT-161. Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as to the east across I-405 ~~to the east~~.

POLICY S-DT-162. Provide for ~~pedestrian~~ through-block pedestrian connections ~~through superblocks that help~~to create a ~~finer-grained~~well-connected and accessible pedestrian network.

~~**POLICY S-DT-163.** Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling~~

~~**POLICY S-DT-164.** Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.~~

POLICY S-DT-162.1 Provide mid-block crossings designed to meet the pedestrian needs and the context at specified locations.

Downtown Bicycle Mobility

Bicycling as an attractive mobility option for all ages and abilities depends on a comprehensive network of on-street and off-street bicycle facilities, wayfinding, sidewalk bike racks, bike corrals and long-term, secured commuter parking. Bicycle facilities provide an important mobility option within Downtown and to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Rail Corridor Trail.

Bicycle facilities are designed to accommodate the need and reflect the context. Dedicated on-street bicycle facilities may include traditional bicycle lanes, and buffered or protected bicycle lanes. Shared roadway lanes are typically wide outside lanes and may be marked with "sharrow" lane markings and signage to indicate that bicycles and motor vehicles share the space. Off-street bicycle facilities are separated from motorized use and are typically shared with pedestrians. Wayfinding may accompany any bicycle facility type. At signalized intersections, clearly marked detectors in the roadway advise bicyclists where to position their bicycles to trigger the signal.

POLICY S-DT-163. Designate and enhance bicycle routes through Downtown to create a ~~more~~ pleasant and safe environment for bicycling for people of all ages and abilities.

POLICY S-DT-164. Encourage the developers, ~~and~~ owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters ~~long-term bicycle parking and storage for employees and~~ as well as short-term bicycle parking for visitors.

POLICY S-DT-164.1 Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Rail Corridor Trail.

POLICY S-DT-164.2 Install public end-of-ride bicycle facilities such as bicycle racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need.

Land Use ~~Transportation~~ Implementation

~~**POLICY S-DT-165.** Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C.~~

~~**POLICY S-DT-166.** Aggressively work with King County Metro, Sound Transit, the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan where they have~~

~~jurisdiction. The highest priority items in the Plan are state projects on I-405, including modifications to the NE 4th and NE 8th Street interchanges, construction of the NE 6th Street interchange, construction of new I-405/SR-520 access at NE 2nd and NE 10th Streets via collector/distributor lanes, and the widening of I-405 with general purpose and HOV lanes. The city will work to maintain design flexibility and to minimize inconveniences, economic disruption and other construction-related impacts.~~

~~**POLICY S-DT-167.** Annually review the progress of improvement projects and phasing.~~

~~**POLICY S-DT-168.** Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.~~

~~**POLICY S-DT-169.** Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.~~

POLICY S-DT-170. The Downtown Future Land Use Plan Map (Figure A) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.

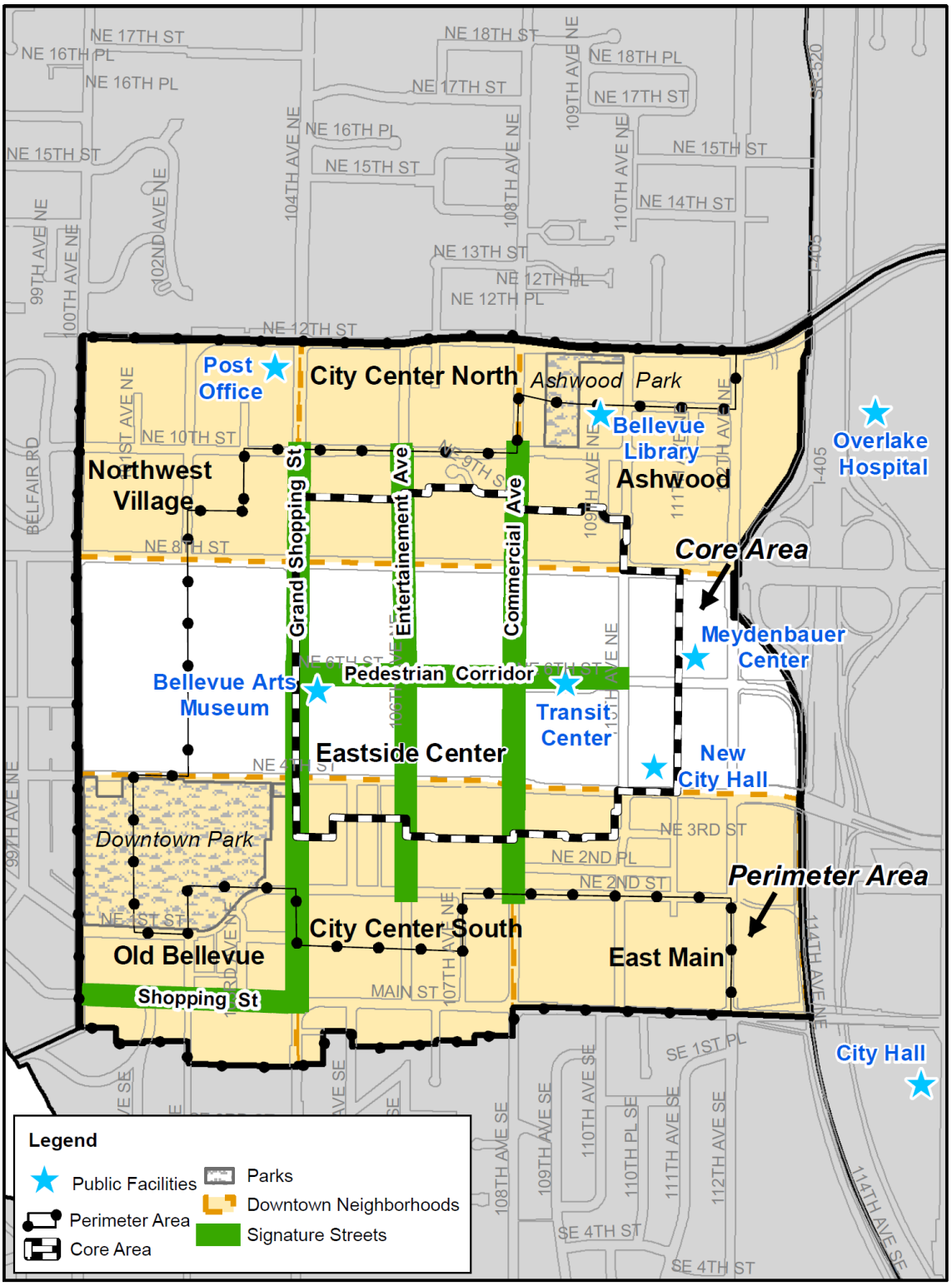

FIGURE A

Downtown Future Land Use Plan

N

[Update map to correct for City Hall and to add East Link, add Group Health, extend Pedestrian Corridor, extend NE 10th Street, overlay Grand Connection, remove Post Office name, etc.]

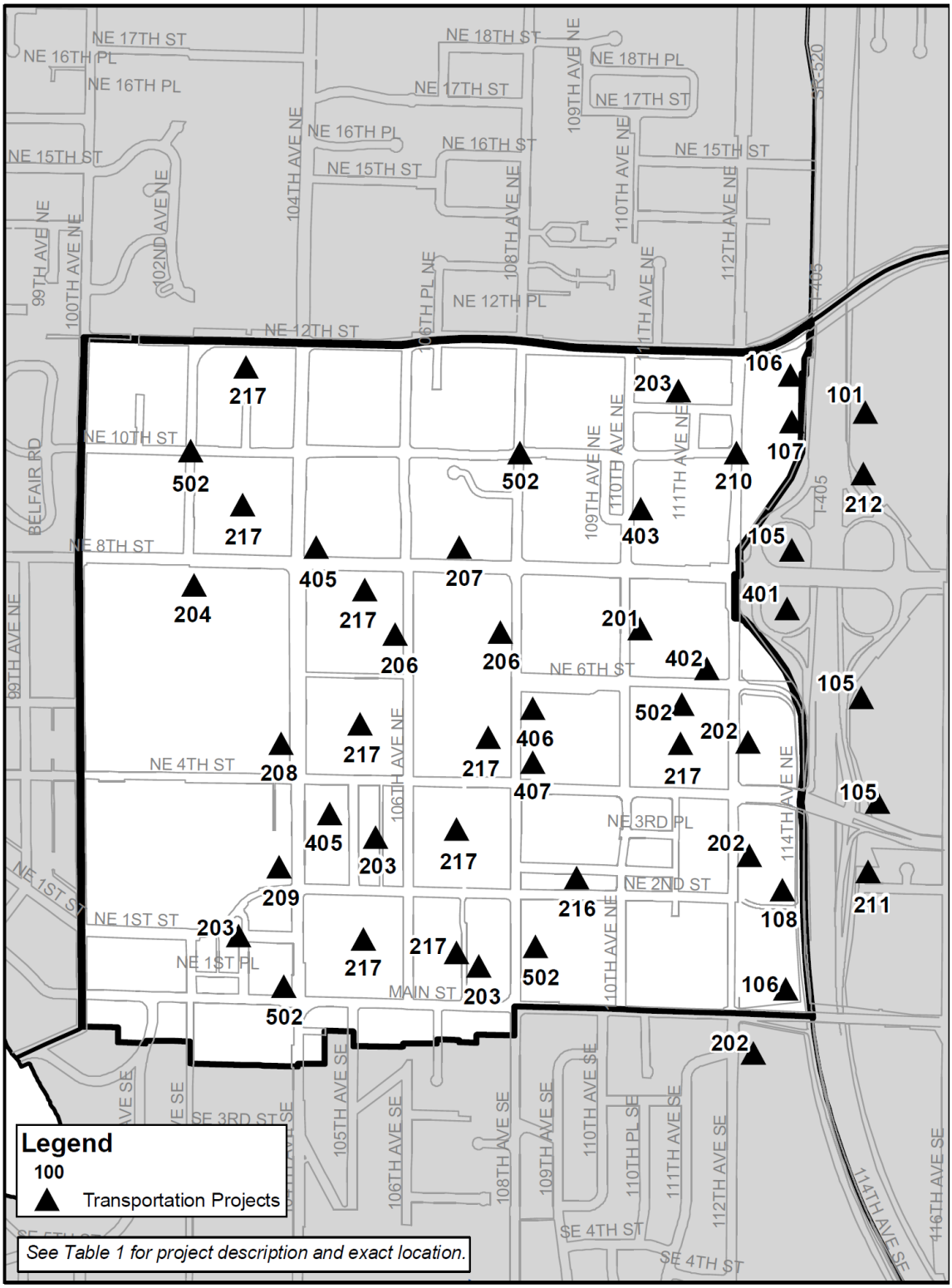

FIGURE B

Downtown Transportation Map

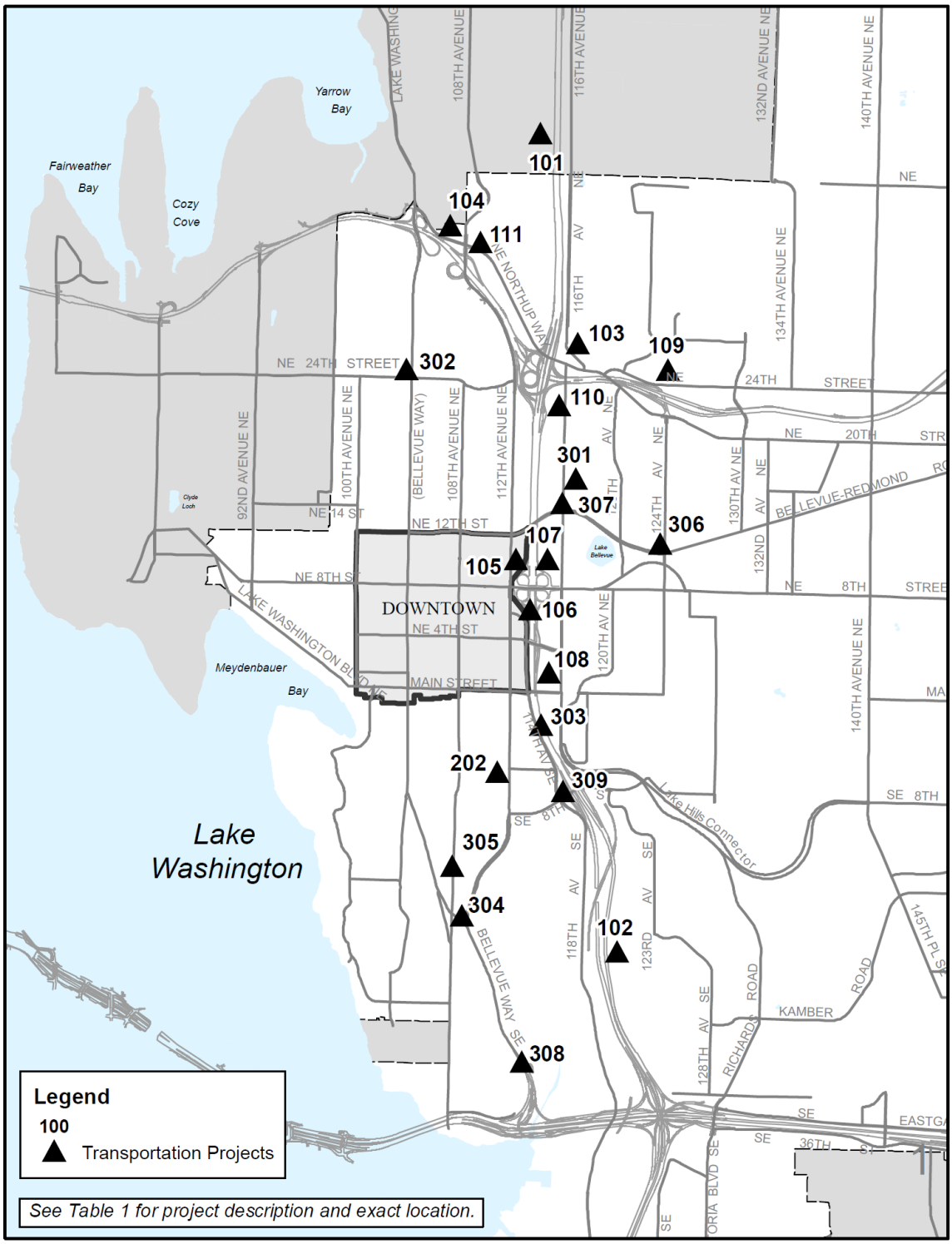

FIGURE C

Outside Downtown Transportation Map

N

Table 1
Downtown Plan Project List

Project Number	Project Location/Description
~~Freeways~~	
~~101~~	~~**I-405 from NE 8th Street to NE 70th Street**~~ ~~Construct an HOV lane and one or more additional lanes (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study.~~
~~102~~	~~**I-405 from SE 8th Street to I-90**~~ ~~Construct an HOV lane and one or more additional lanes (general purpose, HOV and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study.~~
~~103~~	~~**I-405 at Northup Way and 116th Avenue NE**~~ ~~Construct a northbound on-ramp and a southbound off-ramp connecting the intersection of 116th NE and Northup Way with I-405.~~
~~104~~	~~**SR-520 at Bellevue Way NE**~~ ~~Construct an eastbound on-ramp to SR-520 from Bellevue Way NE.~~
~~105~~	~~**I-405 at NE 4th, NE 6th and NE 8th Street**~~ ~~Construct freeway interchange and access improvements between I-405 and Downtown Bellevue in the vicinity of NE 4th, 6th and 8th. Principal features of the improvements are:~~ ~~a. A new 4-lane HOV ramp on NE 6th between 112th NE and I-405, connecting to a new HOV interchange at NE 6th and I-405 to serve transit, carpools and vanpools. Cul-de-sac 114th NE at NE 6th.~~ ~~b. Widen NE 8th from 110th NE to just east of 116th NE; with intersection improvements at NE 8th/112th NE and NE 8th/116th NE.~~ ~~c. Widen NE 4th overpass for an additional eastbound lane; remove HOV restrictions.~~ ~~d. Widen NE 6th to five lanes between 110th and 112th NE.~~ ~~e. Widen I-405 from Main Street to NE 12th to accommodate the HOV/ Transit interchange at NE 6th and design the interchange modification to allow for an additional travel lane in each direction.~~
~~106~~	~~**I-405**~~ ~~Add two general purpose lanes on I-405 in each direction north of NE 10th and south of NE 2nd, with one additional lane in each direction between these streets.~~
~~107~~	~~**I-405**~~ ~~Add new I-405/SR-520 access at NE 10th via collector-distributor lanes from and to the north.~~
~~108~~	~~**I-405**~~ ~~Add new I-405 access at NE 2nd via collector-distributor lanes from and to the south.~~

~~**109** **SR-520/124th Avenue NE**~~
~~Create a new full interchange at SR-520 near 124th NE.~~

~~**110** **I-405/116th Avenue NE**~~
~~Provide new ramps to/from 116th NE/Northup Way.~~

~~**111** **SR-520/Bellevue Way**~~
~~Add eastbound off-ramp from SR-520 to 108th NE/112th NE at Bellevue Way.~~

~~Roadways(Downtown)~~

~~**201** **110th Avenue NE from NE 4th Street to NE 9th Street**~~
~~Widen this section from three lanes to four or five lanes, including traffic signal at NE 6th.~~

~~**202** **112th Avenue SE/NE from SE 8th Street to NE 12th Street**~~
~~Widen this section to provide additional turn lanes at all intersections. This widening would provide the following:~~
~~a. Left-turn lanes on 112th at SE 4th, SE 6th, NE 2nd, NE 6th and NE 10th.~~
~~b. Dual left-turn lanes on 112th NE at NE 8th.~~
~~c. Northbound to eastbound right-turn lanes on 112th NE at NE 4th.~~

~~**203** **103rd Avenue NE/105th Avenue NE/107th Avenue NE/NE 11th Street**~~
~~Reconstruct the following sections within Downtown to meet city design standards (i.e., sidewalks, lane width, etc.):~~
~~a. 103rd NE between Main and NE 1st.~~
~~b. 105th NE between NE 2nd and NE 4th.~~
~~c. 107th NE between Main and NE 2nd.~~
~~d. NE 11th between 110th NE and 112th NE.~~

~~**204** **Downtown**~~
~~Restrict left turns on major arterials to signalized intersections.~~

~~**205** **Downtown**~~
~~Ongoing optimization of traffic signals on major arterials.~~

~~**206** **106th & 108th Avenue NE**~~
~~Implement a one-way couplet (106th NE northbound and 108th NE southbound) between Main and NE 12th.~~

~~**207** **NE 8th Street**~~
~~Add one westbound lane on NE 8th St between 105th NE and 108th NE (while preserving the large sequoia).~~

~~**207.5** **NE 8th Street / Bellevue Way**~~
~~Add new southbound to westbound right turn lane.~~

~~**208** **NE 4th Street / Bellevue Way**~~
~~Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way.~~

~~**209** **NE 2nd Street / Bellevue Way**~~
~~Add new southbound left-turn lane on westbound NE 2nd. Add new northbound to eastbound right turn lane on Bellevue Way. Add new southbound to eastbound dual left turn lanes on Bellevue Way.~~

~~210~~ ~~**NE 10th Street / 112th Avenue NE**~~
~~Configure the intersection for one left-turn only, one thru-lane and one thru/ right-turn for each approach with the extension of NE 10th.~~

~~211~~ ~~**NE 2nd Street**~~
~~Extend NE 2nd Street from 112th NE across I-405 to 116th NE, including intersection improvements at 112th NE and 116th NE. Add new dual dula southbound to eastbound left turn lanes on 112th at NE 2nd.~~

~~212~~ ~~**NE 10th Street**~~
~~Extend NE 10th Street from 112th NE across I-405 to 116th NE. Development related road & access improvements.~~

~~213~~ ~~**106th Avenue NE from Main Street to NE 12th Street**~~
~~Widen this section from 4 to 5 lanes.~~

~~214~~ ~~**108th Avenue NE from NE 8th Street to NE 12th Street**~~
~~Widen this section from 4 to 5 lanes.~~

~~215~~ ~~**108th Avenue NE from Main Street to NE 4th Street**~~
~~Widen this section from 4 to 5 lanes.~~

~~216~~ ~~**NE 2nd Street from Bellevue Way to 112th Avenue NE**~~
~~Widen this section from 3 or 4 to 5 lanes.~~

~~217~~ ~~**Portions of the 103rd, 105th, and 107th Avenue, and NE 5th and NE 7th Street alignments**~~
~~Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.~~

~~Roadways (outside of Downtown)~~

~~301~~ ~~**116th Avenue NE from NE 12th Street to Northup Way**~~
~~Widen this section from 3 lanes to 5 lanes.~~

~~302~~ ~~**NE 24th Street at Bellevue Way**~~
~~Provide a westbound to northbound right-turn lane and prohibit north to west and south to east turning movements during the p.m. peak period on Bellevue Way NE.~~

~~303~~ ~~**114th Avenue SE from Main Street to SE 8th Street**~~
~~Widen this section from 2 to 3 lanes and provide an additional southbound lane on 114th Avenue SE at the SE 8th Street intersection, in coordination with I-405 widening.~~

~~304~~ ~~**112th Avenue SE/Bellevue Way Intersection**~~
~~Extend the northbound right-turn lane and rechannelize the intersection to favor traffic flow to 112th Avenue SE.~~

~~305~~ ~~**108th Avenue SE between Main Street and Bellevue Way**~~
~~Provide traffic control measures on 108th SE to discourage through traffic on this street. Specific measures should be developed through a neighborhood traffic control program involving residents of that area.~~

~~306~~ ~~**124th Avenue NE at Bel-Red Road**~~
~~Provide northbound to westbound and southbound to eastbound left-turn lanes (as proposed in the Bel-Red Subarea Plan).~~

~~**307** **NE 12th Street/116th Avenue NE Intersection**~~
~~Provide a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes.~~

~~**308** **Bellevue Way SE 30th Street to I-90**~~
~~Provide additional southbound and northbound thru-lanes when a traffic signal is installed at the SE 30th Street/Bellevue Way intersection.~~

~~**309** **SE 8th Street at 114th Avenue SE/118th Avenue SE**~~
~~Provide HOV and other traffic improvements.~~

~~Transit~~

~~**401** **Downtown**~~
~~Construct the transit facilities within Downtown needed to support the projected level of transit service and ridership consistent with the Downtown Implementation Plan.~~

~~**402** **NE 6th Street between 112th Avenue NE and I-405**~~
~~Construct a new transit center.~~

~~**403** **Downtown**~~
~~Provide a transit circulator for access to restaurants, shopping, parking and places of employment throughout Downtown and possibly to adjacent activity areas.~~

~~**404** **Region**~~
~~Construct new park-and-ride lots specifically aimed at providing transit service to Downtown Bellevue.~~

~~**405** **Downtown**~~
~~Improve transit stop facilities and amenities for transit riders.~~

~~**406** **108th Avenue NE**~~
~~Add a northbound contraflow curb lane for buses only between NE 4th and NE 8th.~~

~~**407** **108th Avenue NE**~~
~~Add a southbound curb lane for buses only between NE 10th and Main.~~

Parking

501 **Downtown**
Allow on-site parking requirements for new buildings to be met by off-site parking facilities. Such facilities should be strategically located to reduce traffic congestion.

502 **Downtown**
Facilitate the construction of garages for short-term parking (if, following study, such facilities are determined to be the most appropriate option to address to short-term parking problems.

503 **Downtown**
Implement a parking guidance system to more efficiently utilize the Downtown parking supply.

Pedestrian & Bicycle Facilities

~~**601** **Downtown**~~
~~Improve pedestrian facilities by completing a network of sidewalks in Downtown where they are missing, providing connections from surrounding neighborhoods,~~

~~enhancing pedestrian signals and crosswalks, and removing obstacles on sidewalks. The interim sidewalk width where they are currently missing should be at least 8 feet.~~

~~602~~ ~~**Downtown**~~
~~Develop policies and standards which can be used to identify and evaluate appropriate locations for mid-block pedestrian crossings. Provide mid-block pedestrian crossings with a signal as a need arises.~~

~~603~~ ~~**Downtown**~~

~~Designate bicycle routes through Downtown, as shown on the Pedestrian and Bicycle Transportation Plan, and including routes on Main (as part of the Lake-to-Lake Trail), on or adjacent to NE 6th from Bellevue Way to 114th NE, 100th NE, 106th NE from Main to NE 10th, 108th NE, 112th NE, 114th NE south of NE 6th, and Bellevue Way north and south of Downtown.~~

604 **Downtown**
Implement provisions to encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage and showers/lockers for employees and short-term bicycle parking for visitors.

Parks and Open Space

701 **Downtown**
Complete development of Downtown Park in accordance with adopted Master Plan.

702 **Downtown**
Improve Ashwood Park with guidance from an updated master planning process when funding becomes available.

703 **Downtown**
Acquire land and develop a neighborhood park in the Northwest Village District.

704 **Downtown**
Acquire land and develop a neighborhood park in the East Main District.

705 **Downtown**
Develop a graceful connection from Downtown to Meydenbauer Bay.

706 **Downtown**
Acquire land and development a linear green buffer on the south side of Main Street between 112th SE and 110th SE.

Gateways & Wayfinding

801 **Downtown**
Implement a phased Downtown wayfinding system for pedestrians, bicycles, and automobiles that reinforces city identity as well as unique characteristics of Downtown neighborhoods as appropriate.

802 **Downtown**
Develop gateways into Downtown at identified locations through private development and public investment.

Municipal Buildings

901 **Downtown**
Relocate civic functions to a Downtown campus.