



DOWNTOWN

WHAT YOU WILL FIND IN THIS CHAPTER

The community Vision for Downtown, providing the policy framework to support development of Downtown Bellevue as the primary urban center of the Eastside, consistent with countywide and regional plans.

GOAL

THE GREAT PLACE STRATEGY

To be a great place for people, Downtown Bellevue must be viable, livable, memorable, and accessible. As the heart of the Eastside, Downtown Bellevue has cultural, commercial, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places, great public infrastructure, and accessible mobility options.



New dining, business and gathering places are helping to create a lively, vibrant Downtown

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 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 Ave 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.



Downtown area just before Bellevue's 1953 incorporation.

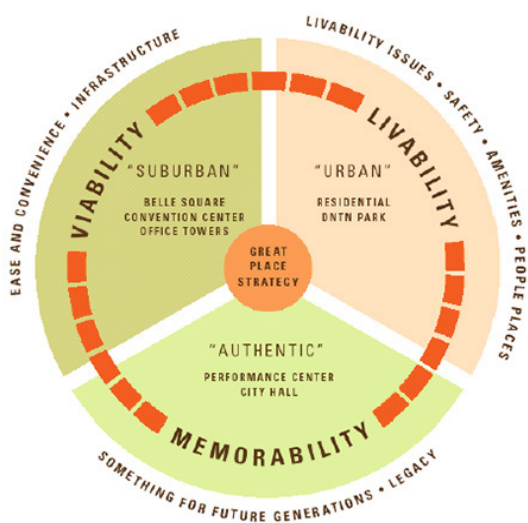
WHAT DOES IT MEAN?

- ▶ Achieving the vision for Downtown as a vibrant, mixed-use center
- ▶ Enhancing the pedestrian environment
- ▶ Improving Downtown as a residential setting
- ▶ Enhancing the identity and character of Downtown neighborhoods

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 here. 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.



Downtowns evolve through a non-linear process

Vitality 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 2017 there were 50,000 jobs and about 14,000 residents housed in Downtown Bellevue. The 2035 forecast is for an additional 22,700 jobs and 8,200 residents, or roughly 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 2040* and King County's Countywide Planning Policies identify Downtown Bellevue as a 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 2017 update of this Plan coincides with several major regional transportation enhancement projects, such as improvements to I-405, I-90, SR 520 (including a new floating bridge) as well as Sound Transit's East Link project. 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.



Bellevue Transit Center, a regional transportation hub

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.



Downtown will continue to be a place to focus jobs and housing

SECTIONS, GOALS & POLICIES

GENERAL GOAL

To become the symbolic and functional heart of the Eastside Region through the continued location of cultural, commercial, 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

- 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.
- S-DT-2.** Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.
- S-DT-3.** Develop Downtown as an aesthetically attractive area.
- 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 S-DT.1 for delineation of Core Area and Perimeter Area).
- S-DT-5.** Organize Downtown to provide complementary functional relationships between various land uses.
- S-DT-6.** Develop Downtown as the Eastside's most concentrated and diverse regional retail district.
- S-DT-7.** Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.
- S-DT-8.** Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure S-DT.1).
- S-DT-9.** Provide bonus incentives (related to permitted density, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.
- S-DT-10.** Require design review to ensure high quality, aesthetically pleasing Downtown development.
- S-DT-11.** Encourage the development of major civic, convention, and cultural uses within Downtown.
- S-DT-12.** Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.
- S-DT-13.** Encourage private participation in development of Downtown community facilities.
- S-DT-14.** Encourage visual and performing arts organizations to



Combining residential and retail in the same building to achieve housing, urban design, and transportation goals

locate Downtown.

- S-DT-15.** Encourage the assembly of land or coordination of development as appropriate to facilitate a quality built environment.
- S-DT-16.** Restrict the location of drive-in and drive-through activities within the Downtown Subarea.

Economics

- S-DT-17.** Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans.
- S-DT-18.1** Promote Downtown as the primary commercial area to provide goods and services to the residents and employees within the district and to residents of surrounding neighborhoods and the Eastside region.
- 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.
- S-DT-19.** Maintain an attractive economic environment to encourage private investment through stable tax rates and a predictable regulatory framework.
- S-DT-20.** Recognize the importance of Downtown's historic resources as identified in the Bellevue Historic and Cultural Resources Survey.



The annual Bellevue Arts Fair draws more than 300,000 people to Downtown each July

Historic Resources

- S-DT-21.** Work with local heritage groups to:
 - Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue;
 - Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance;
 - Develop a contingency plan and prioritization for Downtown's historic resources, which may include voluntary relocation of significant historic structures to Bellevue parks property.

- S-DT-22.** Provide voluntary incentives for the replication or protection of historic facades or other significant design features when redevelopment occurs.
- S-DT-23.** Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.

Residential Development

- S-DT-24.** Provide density incentives to encourage urban residential development throughout Downtown.
- S-DT-24.1** Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs created in the Downtown.
- S-DT-25.** Provide for a range of Downtown urban residential types and densities.
- S-DT-26.** Encourage residential uses to occur in mixed-use structures or complexes.
- S-DT-27.** Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.
- 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.

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



Density incentives encourage residential development throughout Downtown

Utilities

- S-DT-30.** Require undergrounding of all utility distribution lines.
- S-DT-31.** Where possible, combine utility and transportation rights-of-way into common corridors.
- S-DT-32.** Require developer funding for extensions of collection and distribution lines.
- S-DT-33.** Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.
- 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.



The pedestrian corridor flows into inviting open public spaces

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

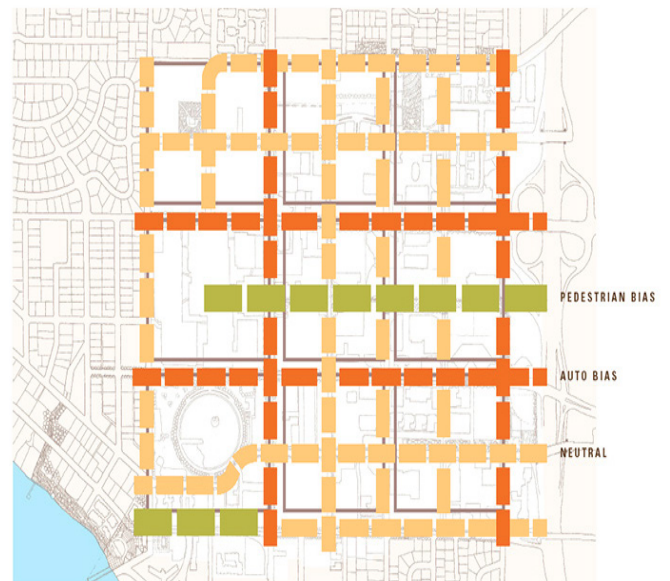
General Design and Function

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.

- S-DT-35.** Create a pedestrian environment with a sense of activity, enclosure, and protection.
- S-DT-36.** Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.
- 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.
- S-DT-38.** Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

Downtown Streets

The streets in Downtown Bellevue are designed and managed based on their connectivity, cross-section, and current and future traffic and transit volumes. The pedestrian 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 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” will extend across I-405 and link Downtown and Willburton. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that create the signature look and feel. Auto priority streets provide a pleasant pedestrian environment, but are designed and intended to accommodate large numbers of vehicles. Bellevue Way, NE 4th Street, NE 8th Street, and 112th Ave NE are the auto priority streets. Transit priority streets--108th Ave NE, Main



Downtown has a clear hierarchy of streets



Vision for Bellevue Way is a Grand Shopping Street

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. Other Downtown streets are said to be mode neutral. These streets serve pedestrians, bicycles, transit and automobiles in a manner that reinforces the adjacent land uses, urban design character, and travel demands.

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.

- S-DT-39.** Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.
- S-DT-39.1** Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.
- 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.
- S-DT-41.** Prioritize vehicular flow in the design and management of auto priority streets.
- S-DT-41.1** Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets.

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. Figure S-DT.1 shows three types of signature streets. Bellevue Way, Main Street in Old Bellevue, and the NE 6th Street portion of the Grand Connection 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 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.

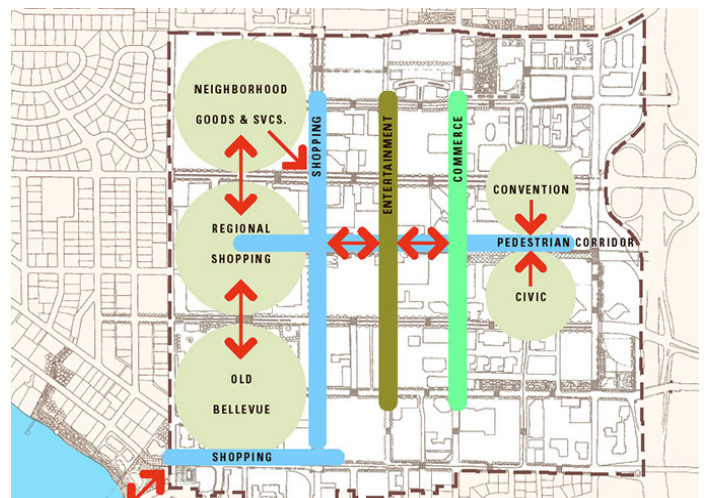
S-DT-42. Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

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.

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.

S-DT-45. Continue to develop and implement the Grand Connection vision as a major unifying feature for Downtown Bellevue through public- and private-sector investments.

S-DT-45.1 Implement design components and wayfinding along the Grand Connection to create an accessible and



Signature streets tie Districts together

intuitive multimodal connection for users of all abilities.

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.

S-DT-47. Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in consideration of adjacent superblocks, traffic flow, and the intended quality of the pedestrian environment.

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 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.

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.

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



- 1. OLD BELLEVUE, DOWNTOWN PARK
- 2. PEDESTRIAN CORRIDOR, BELLEVUE WAY
- 3. CIVIC CENTER
- 4. I-405 CROSSING, WILBURTON

The Grand Connection Route



Gateway and identity opportunities

Bellevue and the Downtown Subarea.

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

S-DT-50.1 Aggressively pursue the Grand Connection vision for a multimodal crossing of I-405 between Downtown and the Wilburton Commercial Area.

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.

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.

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

S-DT-53. Incorporate the unifying design feature in public projects wherever 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

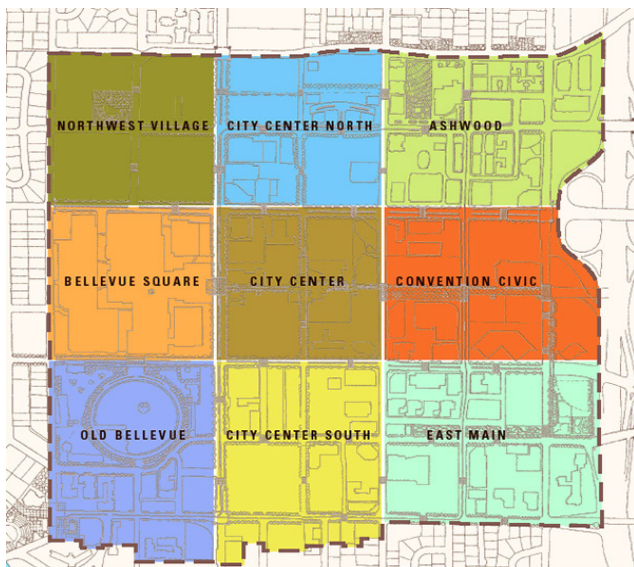


The expression of water is evident in Downtown's many fountains and water features

laid out in a manner that is defined by its street grid and system of 600-foot superblocks. Rather than one homogeneous 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, 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.

- S-DT-54.** Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.
- S-DT-55.** Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.
- 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.
- S-DT-57.** Create pedestrian linkages within and between Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.



Downtown divided into a nine-square grid

Northwest Village

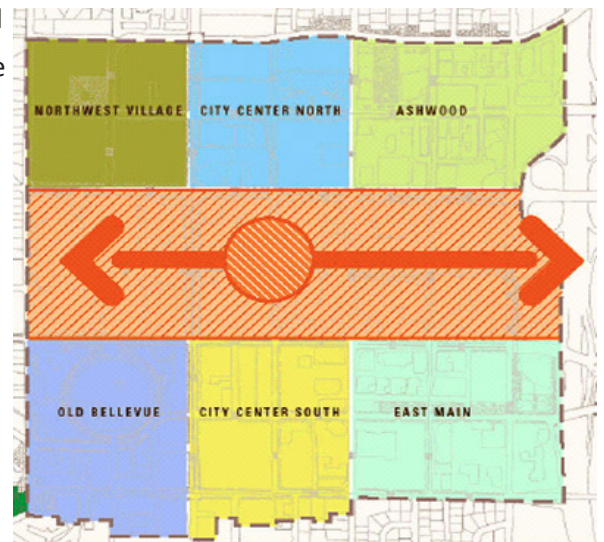
The Northwest Village District currently provides a wide array of primarily neighborhood-oriented retail and service uses. It is a neighborhood shopping area for both Bellevue and the Points communities of Medina, Clyde Hill, Yarrow Point, and Hunts Point. This district is somewhat isolated from the 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.

- S-DT-58.** Create intimacy for the pedestrian through the development of “alleys with addresses.” These are small-scale pedestrian frontages accessed off of through-block connections.
- 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.
- S-DT-60.** Deleted (Ordinance No. 6396)
- S-DT-61.** Deleted (Ordinance No. 6396)
- S-DT-62.** Deleted (Ordinance No. 6396)
- S-DT-63.** Develop a neighborhood park in the Northwest Village District.
- S-DT-64.** Emphasize the intersection of 102nd Avenue Northeast 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



Three center squares are connected to form a single district



Bellevue Place, a major mixed-use development, helps define the character of City Center North



The King County Regional Library is an anchor for the Ashwood District

occurred, and more is planned. There is a great opportunity to develop a high-rise housing row in this district.

- S-DT-65.** Encourage the development of high-rise housing along NE 10th Street within this district.
- S-DT-66.** Deleted (Ordinance No. 6396)
- S-DT-67.** Develop a soft or hard open space amenity in the vicinity of 106th Avenue NNE 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.

- S-DT-68.** Explore opportunities to unite the district by bridging a perceived gap formed by NE 10th Street.
- S-DT-69.** Encourage other civic uses to locate in this district, using the King County Library as an anchor.
- S-DT-70.** Encourage uses that will bring additional pedestrian activity to the area.
- S-DT-71.** Deleted (Ordinance No. 6396)
- 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.
- S-DT-73.** Deleted (Ordinance No. 6396)
- S-DT-74.** Encourage ground-level residential units on 109th Avenue NE, 111th Avenue NE, and NE 11th Street.
- S-DT-75.** Encourage a unified, high density urban residential

community with supporting neighborhood retail and service areas.

- 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.
- 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 Street portion of the Grand Connection, and having it become the symbolic and functional heart of the Eastside Region.

- 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.
- S-DT-79.** Provide incentives to develop the intersection of 106th Avenue NE and NE 6th Street as a central location for public gatherings, and to increase the role of Compass Plaza as an important node along the Grand Connection.
- S-DT-80.** Pedestrian bridges may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 10th Street, NE 4th Street between Bellevue Way and 110th Ave NE, NE 6th Street between 110th Avenue NE and 112th Avenue NE, and NE 8th Street between Bellevue Way and 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.



The Grand Connection Route



Meydenbauer Center helps form the eastern portal of the Eastside Center District

- S-DT-81.** Develop the Grand Connection as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and by incorporating design components that ensure accessibility.
- S-DT-82.** A range of activities shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.
- S-DT-83.** Day-time and night-time activities should be encouraged.
- S-DT-84.** Encourage pedestrian-oriented post office facilities to be located in this area.
- S-DT-85.** Allow uses and development intensity that is supportive of transit and day/night activity.
- S-DT-86.** Deleted (Ordinance No. 6396)

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.

- S-DT-87.** Provide a graceful multimodal connection through the unifying design features of the Grand Connection between Downtown Park, Old Bellevue and Meydenbauer Bay Park.
- S-DT-88.** Encourage redevelopment to maintain some of the historic facade treatments of older buildings in this district.
- S-DT-89.** Explore opportunities for shared parking, or a park-once district concept, to improve utilization of the short-term off-street parking supply.

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

- S-DT-92.** Encourage development of neighborhood-serving retail uses.
- S-DT-93.** Explore opportunities for “live/work” spaces in this district.
- 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.
- S-DT-94.1.** Consider studying a complementary route to the Grand Connection along Main Street to establish better multimodal connections between Downtown and the Wilburton Commercial Area, as well as community resources, and amenities.



Downtown Park should be a visible presence on Bellevue Way

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.

- S-DT-95.** Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.
- S-DT-96.** Take advantage of the topography of the area for views as well as for visibility from I-405.
- 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.
- S-DT-98.** Explore opportunities to showcase the historic Sacred Heart Catholic Church on Main Street.

PARKS, RECREATION AND 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.

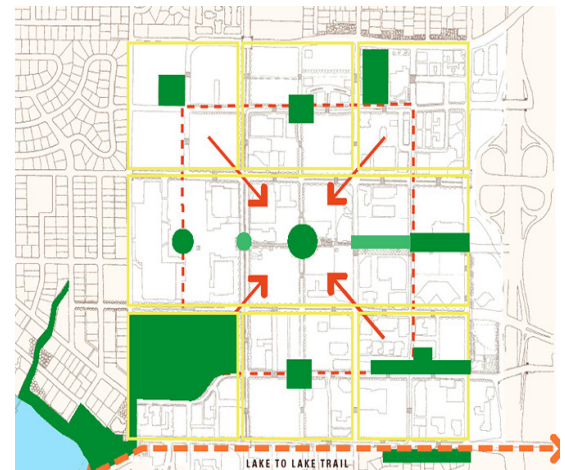
PARKS, RECREATION AND OPEN SPACE GOAL

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

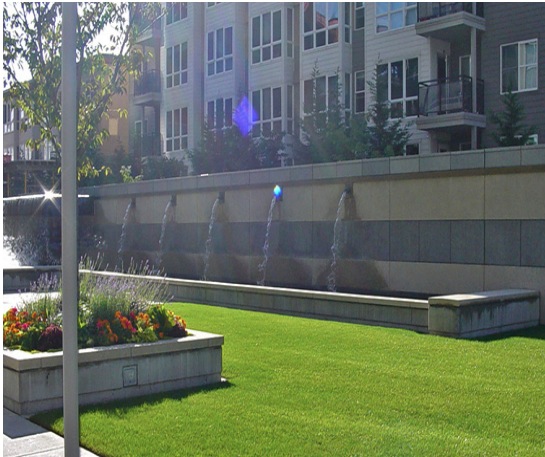
Policies

General

- S-DT-99.** Emphasize the street environment as a key component of the Downtown open space network.
- S-DT-100.** Encourage active and passive recreational activities to locate throughout Downtown.
- S-DT-101.** Provide appropriately scaled parks and open spaces throughout Downtown.
- S-DT-102.** Analyze alternative locations and explore potential partnerships to provide community center space and functions for the Downtown Subarea and surrounding neighborhoods.
- 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.
- S-DT-104.** Require developer contributions for a coordinated system of major and minor public open spaces along the pedestrian corridor and at designated



Concept for Downtown parks and open space network



Both public and private open spaces help make Downtown a livable place



The proposed open space network will provide both visual and physical connections between Downtown and beautiful Meydenbauer Bay

intersections. These could include areas for seating, fountains, courtyards, gardens, places to eat, and public art.

- 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.
 - S-DT-106.** Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.
 - S-DT-107.** Create connections along public sidewalks and through -block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.
 - S-DT-108.** Provide a lineal green 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.
 - S-DT-109.** Deleted (Ordinance No. 6396)
 - S-DT-110.** Continue to preserve significant older trees within the Downtown Subarea.
- Downtown Park***
- S-DT-111.** Develop and operate Downtown Park within the framework of the Council approved Downtown Park master plan.
 - S-DT-112.** Complete the phased development of Downtown Park, and enhance its visual and functional presence on Bellevue Way.
 - S-DT-113.** Utilize Downtown Park as the prime location for special events and gatherings throughout the year.
 - S-DT-114.** Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park,

Bellevue Square, the NE 6th Street Pedestrian Corridor, Bellevue Way, and Old Bellevue.

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.

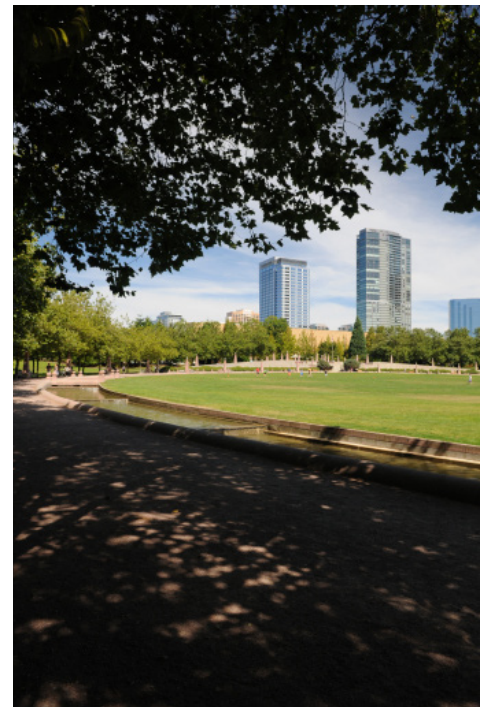
Neighborhood Parks

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.

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 AND 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.



Downtown Park is a regional attraction

POLICIES

Neighborhood Traffic and Parking Management

Programs to protect neighborhoods adjacent to Downtown Bellevue from significant adverse transportation impacts will be enhanced and expanded as the need arises. Such programs 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.

S-DT-118. Deleted (Ordinance No. 6396)

S-DT-119. Deleted (Ordinance No. 6396)

Perimeter Areas

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.

S-DT-121. Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.

S-DT-122. Deleted (Ordinance No. 6396)

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.

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

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 GOALS

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

To identify and implement the multimodal transportation improvements to support Downtown Bellevue as a dense, mixed-use urban center.

POLICIES

Downtown Land Use and Transportation Implementation

The Downtown land use forecast for 2035 anticipated 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



Traffic control measures may be used to reduce spillover impacts

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.



Linear buffers, complete with art and landscaping, help define and protect surrounding neighborhoods

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 access to prosper both from an economic and cultural standpoint. Implementation of regional roadway projects that support Downtown Bellevue requires coordination with local, state, and federal partners.

S-DT-126. Pursue and actively participate in local, state, and federal action to improve general purpose and high occupancy vehicle (HOV) access to and from Downtown.

S-DT-127. Deleted (Ordinance No. 6396)

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.

S-DT-129. Deleted (Ordinance No. 6396)

Regional and Local Downtown Transit Mobility

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 provide abundant access that is 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 on transit priority streets for will help to expeditiously move bus passengers to and through Downtown Bellevue. Speed and reliability improvements along designated transit riority streets 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.



All modes have successful access.

S-DT-130. Deleted (Ordinance No. 6396)

S-DT-131. Deleted (Ordinance No. 6396)

S-DT-132. Deleted (Ordinance No. 6396)

S-DT-133. Deleted (Ordinance No. 6396)

S-DT-134. Deleted (Ordinance No. 6396)

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.

S-DT.135.1 Locate and develop bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while minimizing impacts on residential areas, businesses and the pedestrian, bicycle and auto environment, complementing the Downtown district character.

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.

S-DT-137. Deleted (Ordinance No. 6396)

S-DT-138. Deleted (Ordinance No. 6396)

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.

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.

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.

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.



Transferring between modes at the Transit Center

Downtown Roadways

Downtown roadways will be increasingly required to accommodate walking, bicycling, and transit, as well as private vehicles. To achieve greater capacity to accommodate people will require constant adjustments and improvements to traffic operations because most roadways will not be widened. Substantial efficiency in traffic operations is achieved through investments in intelligent transportation system (ITS) infrastructure and technology that allow for demand-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 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 nearby land uses.

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.

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

S-DT-141. Deleted (Ordinance No. 6396)

S-DT-142. Deleted (Ordinance No. 6396)

S-DT-143. Enhance the city's intelligent transportation system to

maximize the efficient use of the Downtown streets, and to improve transit speed and reliability.

Mid-Block Access Connections

Mid-block access connections function much like alleys in that they provide vehicular access to parking garages and loading/delivery areas without disrupting traffic flow, transit, walking or bicycling on the arterial streets. Design enhancements to mid-block access connections are part of the overall Downtown aesthetics, viability and multimodal mobility.

Mid-block access connections are 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 development review. Mid-block access connections are intended for portions of the alignments of 103rd, 105th, 107th, 109th and 111th Avenues NE, and NE 5th and NE 7th Streets.



Odd-numbered streets offer opportunities for pleasant pedestrian and vehicular movement

S-DT-144. Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.

Grand Connection

The Grand Connection is a high priority route for multimodal transportation, including people walking, riding a bicycle or using other compatible mobility options. The focus on various modes will vary along the route, with the pedestrian experience and pedestrian safety being of primary importance. Incremental improvements through private developments and public investments will upgrade the Grand Connection to provide exceptional pedestrian access to transit stations and multimodal connections across I-405.

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.

S-DT-144.2 Apply the Grand Connection designation between Meydenbauer Bay Park and the Eastside Rail Corridor Trail to improve multimodal access to parks, public spaces, transit stations, businesses, and residential uses.

S-DT-144.3 Periodically review the performance and use of the Grand Connection based on the stage of implementation and a set of established measures of success.

Downtown Transportation Demand Management

Transportation demand management (TDM) reduces the demand side of the mobility equation and provides opportunities to more efficiently use the 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 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.



Mid-block access connections function like alleys for vehicles, with pedestrian and bicycle access

S-DT-145. Deleted (Ordinance No. 6396)

S-DT-146. Deleted (Ordinance No. 6396)

S-DT-147. Deleted (Ordinance No. 6396)



Pedestrian Corridor ramp to Transit Center

S-DT-148. Minimize drive-alone trips in Downtown 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, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and alternative work schedules by Downtown employees and residents.

Downtown Off-Street Parking Demand and Utilization

Downtown Bellevue has an abundant supply of off-street parking, supplemented by a limited amount of on-street parking. This situation is dynamic and will change over time. Parking industry standards suggest that when parking supply exceeds 85 percent occupancy in the peak parking demand hour, the supply is constrained and does not provide visitors with convenient short-term parking. Visitors who arrive by car help ensure the economic vitality of the area. When peak hour parking occupancy routinely exceeds 85 percent, a variety of strategies may be implemented to reduce occupancy. More effective management of the parking supply is the first priority.

The first management approach is to shift commuters toward transit and other mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Other management actions 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 may include creating more on-street parking, cooperating with private property owners to develop shared use of existing spaces, or as a last resort,

constructing public parking structures.

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

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

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

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.

S-DT-153. Deleted (Ordinance No. 6396)

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

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.

S-DT-156. Investigate allowing Downtown developers to pay a fee into an account in lieu of providing parking on-site. 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



Pick-up and drop-off of people and goods in the curbside loading zone.

parking program.

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.

Pay-for-Parking

The city should consider studying a Downtown pay-for-parking program that 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 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.

Vehicle Queues for Taxis and other For-Hire Vehicles

Queues for taxis and other for-hire vehicles are typically established at major attractions such as hotels, convention venues, shopping/entertainment centers, and transit/light rail stations. These work as a first-come, first-served queue, with the vehicle at the front of the queue serving the first passenger to arrive, then each vehicle behind it moves ahead. Currently there are no designated on-street vehicle queues in Downtown Bellevue. Off-street vehicle queues may be incorporated at major hotels. Temporary use of the curbside for vehicle queues 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.

S-DT-157.1 Create curbside zones for on-street parking.

S-DT-157.2 Add on-street parking spaces in travel lanes for use during off-peak hours.

S-DT-157.3 Deleted (Ordinance No. 6707)



Electric vehicle charging station

S-DT-157.4 Deleted (Ordinance No. 6707)

S-DT-157.5 Deleted (Ordinance No. 6707)

S-DT-157.6 Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

S-DT-157.7 Deleted (Ordinance No. 6707)



Mixing of pedestrians, bicycles, and busses

Downtown Pedestrian Facilities

Walkings 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, 600-foot long superblocks present both challenges and opportunities for a safe, fine-grained and cohesive pedestrian environment.

These transportation modes are addressed in detail in the [Pedestrian and Bicycle Transportation Plan](#). In accordance with that 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

Three types of Downtown intersections are intended to fit the needs of pedestrians: Standard Intersections; Enhanced Intersections; and Exceptional Intersections. Standard intersections have 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 intersections are integrated. Enhanced 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 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. Intersections that merit “exceptional” treatment are along the Pedestrian Corridor and in Old Bellevue. Exceptional 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 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



Signalized mid-block crossing



Curbside landscaping as buffer

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 connection

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 new development provide through-block connections in each superblock, except as in Old Bellevue as noted. 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.

S-DT-158. Provide for sidewalks and landscaping in accordance with Land Use Code standards.

S-DT-159. Provide for intersections that incorporate “standard”, “enhanced” or “exceptional” design components.

S-DT-160. Deleted (Ordinance No. 6396)

S-DT-161. Provide safe and convenient pedestrian linkages to

adjacent neighborhoods to the north, south and west of Downtown, as well to the east across I-405 on the Grand Connection.

S-DT-162. Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.

S-DT-162.1 Provide mid-block crossings designed to meet the pedestrian needs and 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.

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



Bicycle wayfinding Downtown

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

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 Corridor Trail.

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

Land Use Implementation

S-DT-165. Deleted (Ordinance No. 6396)

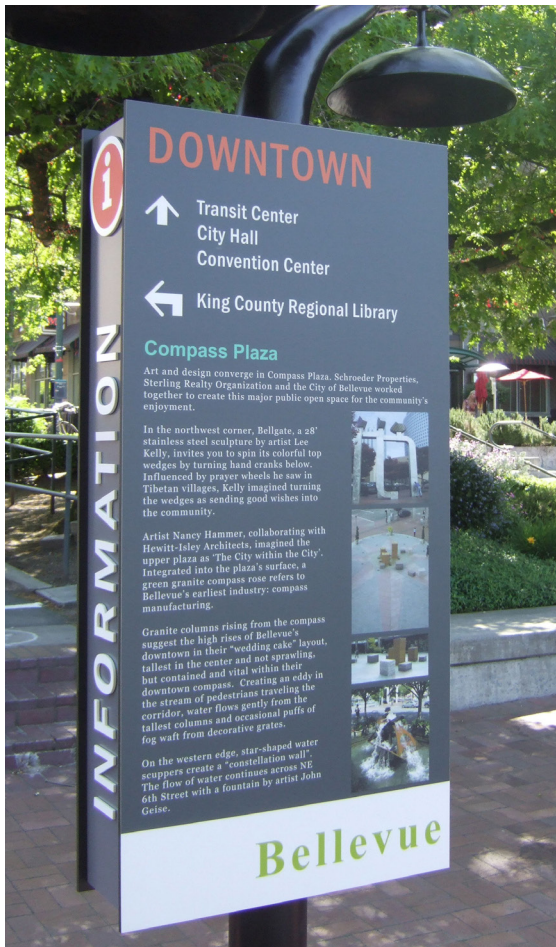
S-DT-166. Deleted (Ordinance No. 6396)

S-DT-167. Deleted (Ordinance No. 6396)

S-DT-168. Deleted (Ordinance No. 6396)

S-DT-169. Deleted (Ordinance No. 6396)

S-DT-170. The Downtown Future Land Use Plan Map (Figure S-DT.1) 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.



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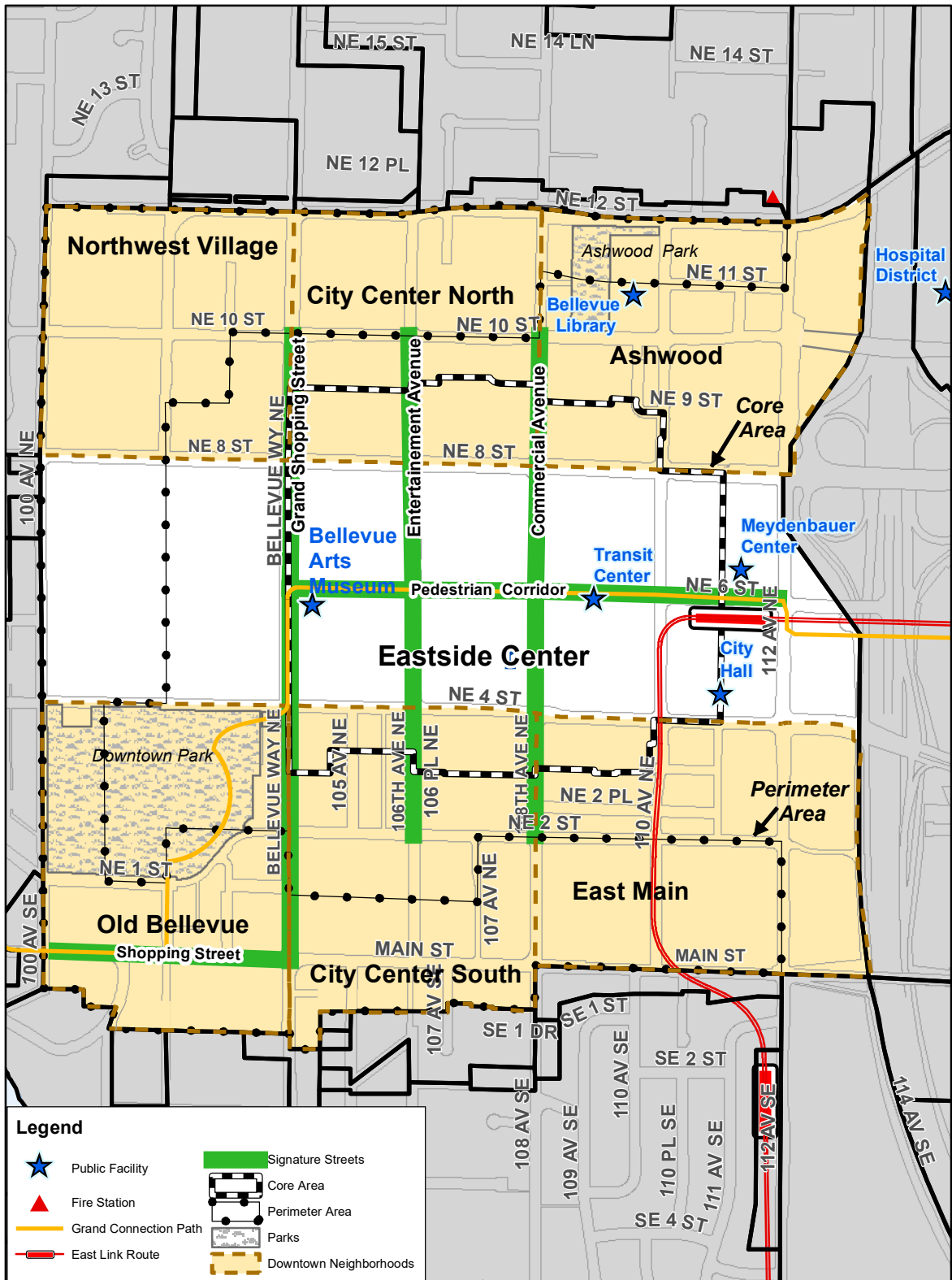


Figure S-DT.1
Downtown Future Land Use Plan



Table 1
Downtown Plan Project List

Project Number	Project Location/Description
	Parking
501	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	Facilitate the construction of garages for short-term parking (if, following study, such facilities are determined to be the most appropriate option to address short-term parking problems)
503	Implement a parking guidance system to more efficiently utilize the Downtown parking supply.
	Pedestrian and Bicycle Facilities
604	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	Complete development of Downtown Park in accordance with adopted Master Plan
702	Improve Ashwood Park with guidance from an updated master planning process when funding becomes available.
703	Acquire land and develop a neighborhood park in the Northwest Village District.
704	Acquire land and develop a neighborhood park in the East Main District.
705	Develop a graceful connection from Downtown to Meydenbauer Bay.
706	Acquire land and develop a linear green buffer on the south side of Main Street between 112th Avenue SE and 110th Avenue SE.
	Gateways and Wayfinding
801	Implement a phased Downtown wayfinding system for pedestrians, bicycles, and automobiles that reinforces a city identity as well as unique characteristics of Downtown neighborhoods as appropriate.
802	Develop gateways into Downtown at identified locations through private development and public investment.
	Municipal Buildings
901	Relocate civic functions to a Downtown campus.