

Downtown Subarea Plan

GOAL:

The Great Place Strategy

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

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.



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

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.



Photograph of downtown area just prior to incorporation in 1953.

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



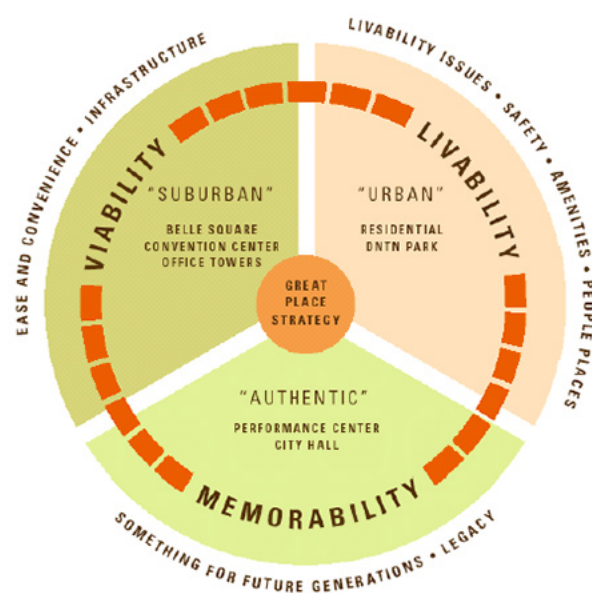
Downtown Park is a regional attraction.

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

Downtowns evolve through a non-linear process.

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, there were 35,000 workers and over 4,000 residents housed in Downtown Bellevue. The 2020 forecast is for an additional 28,000 jobs and 10,000 residents, or roughly three-quarters 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* 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 update of this Plan coincides with several major regional transportation enhancement projects, such as the I-405 and I-90 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.



Downtown Bellevue will continue to be a place to focus job and housing growth.

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.



The city encourages combining residential and retail in the same building to achieve housing, urban design, and transportation goals.

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.



The annual Bellevue Arts and Crafts Fair draws more than 300,000 people to Downtown each summer.

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 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 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.



Density incentives encourage residential development throughout Downtown.



Residential uses are encouraged as part of mixed-use structures.

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.



The pedestrian corridor flows into inviting open public spaces.

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 Streets

The streets in Downtown Bellevue may be placed in a hierarchy based on their connectivity, cross-section, and current and future volume. As the graphic below shows, there are a range of street types in Downtown Bellevue. The pedestrian-bias streets of NE 6th and the portion of Main Street in Old Bellevue are unique in Downtown Bellevue. The NE 6th Street



Downtown Bellevue has a clear hierarchy of streets.

Pedestrian Corridor shifts from west to east from a limited auto-access street, to no auto access, to a transit mall. Old Bellevue has a two-lane Main Street with on-street parking, small retail shops, and high levels of pedestrian activity that provide a

signature look and feel. At the other end of the spectrum are auto-bias streets. They will provide pleasant pedestrian environments, but are intended for current high vehicle volumes, and will be required to serve similar and increasing volumes in the future. Bellevue Way, NE 4th, NE 8th, and 112th Ave NE are examples. The streets in between auto-bias and pedestrian-bias are said to be neutral. They will evolve over time to serve both pedestrians and automobiles in a manner that reinforces the adjacent land uses and travel demands of future development.

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

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

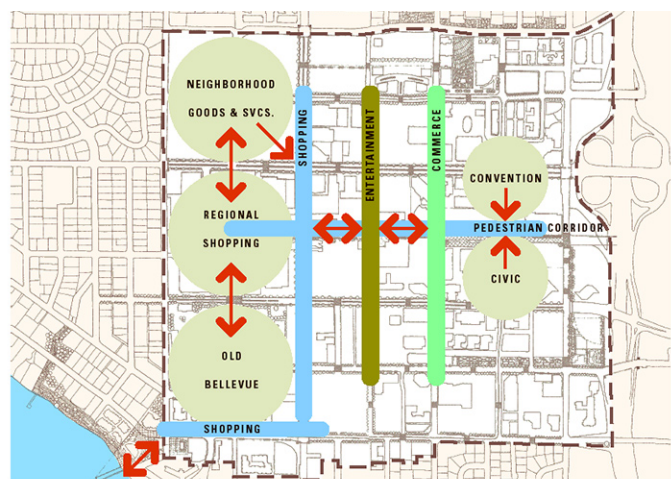


All roadways should promote a safe and attractive environment for motorized and non-motorized users.

POLICY S-DT-41. Minimize disruption of vehicular flow on auto-bias 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 Pedestrian Corridor are identified as *Shopping Streets*. The others are 106th Avenue NE as *Entertainment Avenue*, and 108th Avenue NE as



Signature streets will help tie the Downtown districts together.

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, with 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.



Main Street in Old Bellevue is comprised of small-scale, pedestrian-friendly uses along the street edge.

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 NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue.

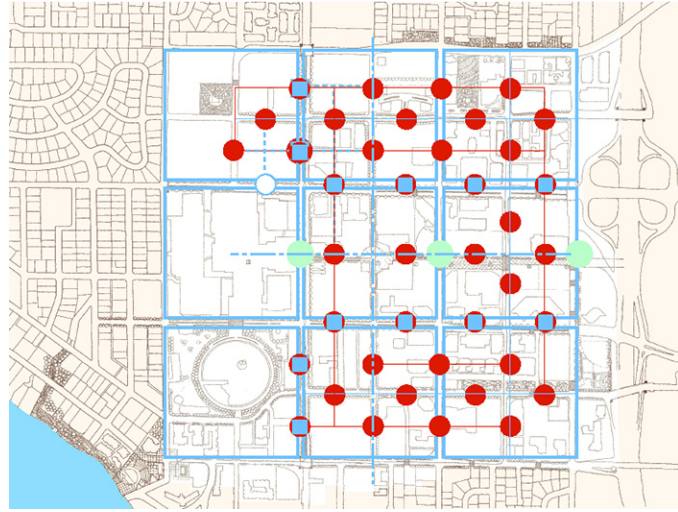
POLICY S-DT-46. Provide incentives for Bellevue Way to realize its vision as a *Grand Shopping Street*, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.



The vision for Bellevue Way is a Grand Shopping Street.

Mid-Block Pedestrian Crossings

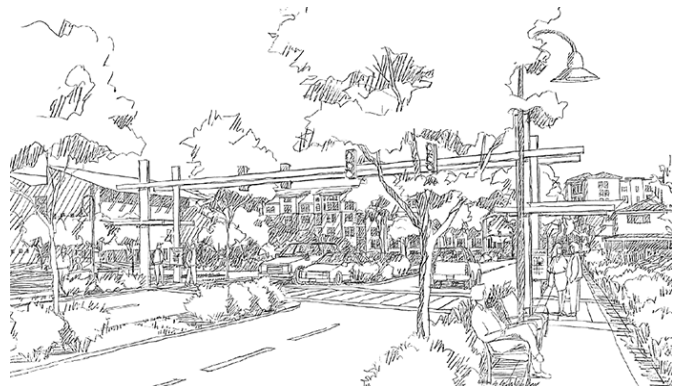
The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system.



Concept for a series of signalized, mid-block pedestrian crossings.

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 a series of signalized mid-block crossings. Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment when implementing mid-block crossings.

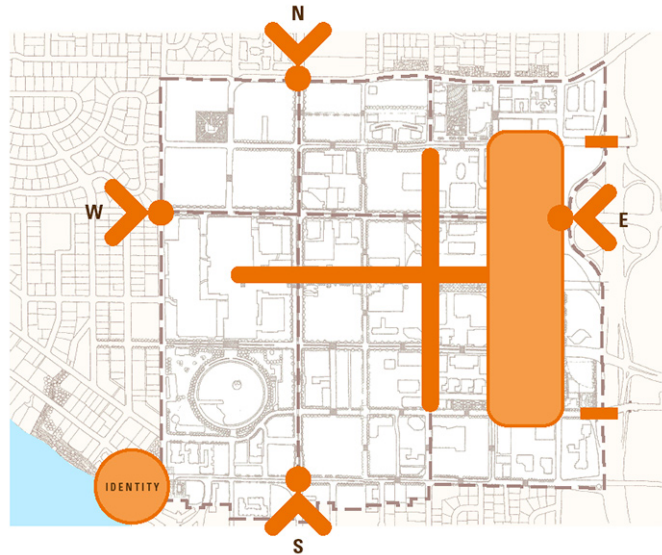


Artist's sketch of possible design treatment of mid-block crossing.

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.



Gateway and identity opportunities.

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.



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

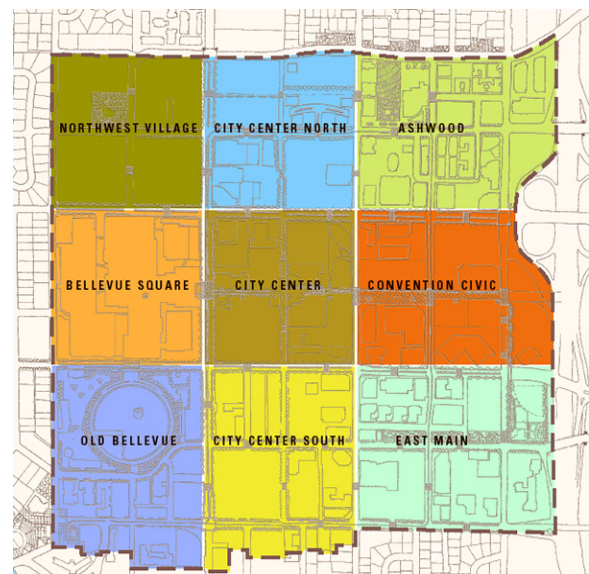
POLICY S-DT-51. Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

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



Downtown divided into a nine-square grid.

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.

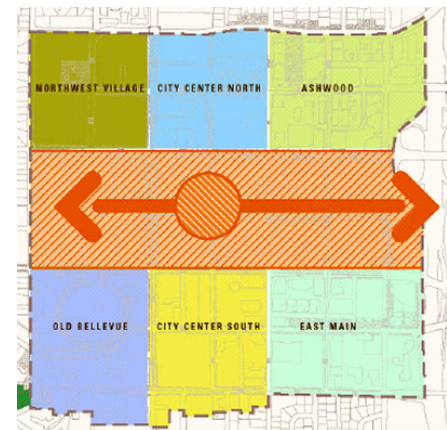
By connecting the center row into a common district as shown in the graphic below, the symbolic and functional center of the Eastside is created. This will be known as Bellevue's City Center District. To the north and south of the City Center are three districts. Some of the districts such as Ashwood 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 areas outside Downtown.



Three center squares are connected to form a single district.

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.



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

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.



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

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.



Meydenbauer Center helps form the eastern portal 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 may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 8th Street, and over NE 4th and NE 8th Streets between Bellevue Way and 110th 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 Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.

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 the availability of the short-term parking supply for retail and service users.

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



Downtown Park should be a visible presence on 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.

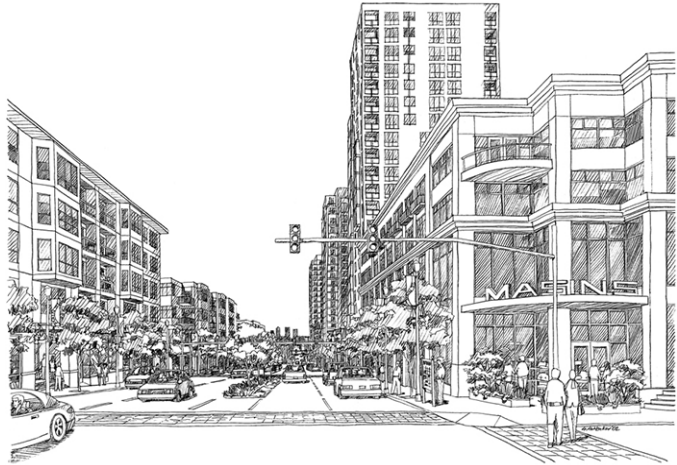
City Center South

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.



Artist's sketch of the view looking west on Main Street compatible with the vision for the district.

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.



Concept for a new neighborhood park in the vicinity of NE 2nd Place.

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.

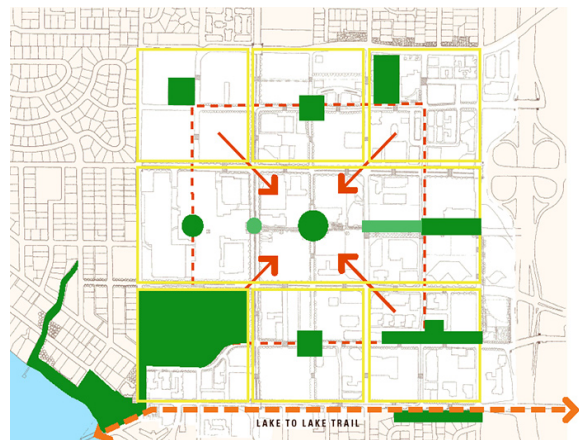
Parks, Recreation & Open Space

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.



Concept for Downtown parks and open space network.

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.



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

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.



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

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

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

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 Downtown Park and other Downtown features, such as Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, Main Street, 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.

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 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.



Traffic control measures may be used to reduce spillover impacts.

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 from Downtown.

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.



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

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.

Transportation & Circulation

GOALS:

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

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

POLICIES

Regional Roadway Access

Downtown Bellevue relies on regional access to prosper from both an economic and cultural standpoint. This requires a significant amount of coordination with other local, state, and federal partners. Maintaining adequate regional accessibility is also essential in minimizing impacts on Bellevue's arterial and local streets.

POLICY S-DT-126. Aggressively pursue local, state, and federal action to implement improved automobile 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. 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 Transit

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



Bellevue works with transit providers to improve connections between Downtown, urban centers and neighborhoods.

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.

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 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-136. 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.

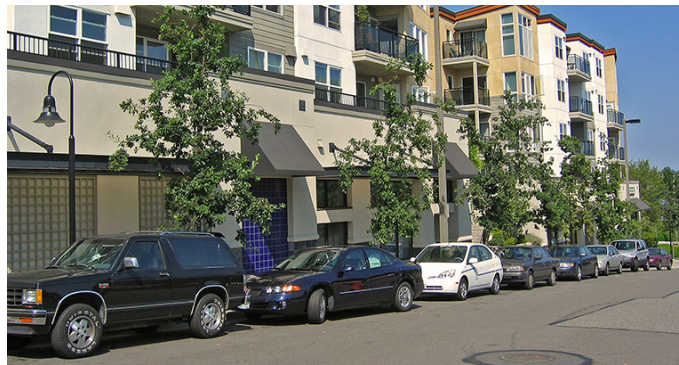
POLICY S-DT-137. Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.

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.

Downtown Roadways

Maximizing the efficiency of our Downtown roadway network will require some significant changes over the next 20 years. 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.



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

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 Downtown by extending NE 2nd and NE 10th Streets across I-405.

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.

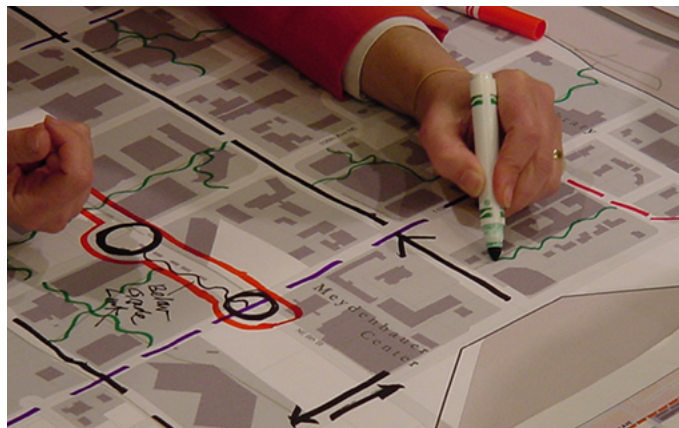
POLICY S-DT-142. Restrict left turns at mid-block locations and at major intersections where needed to improve traffic operations, safety, and/or capacity.

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

Mid-Block Connections

Mid-block connections are necessary to provide parking garage and loading/delivery access without disrupting traffic flow on the major arterial streets. These mid-block connections on private property will be part of the overall design, viability, and pedestrian friendliness of the superblock development, and could create attractive physical environments for the pedestrian while still providing vehicular access.

Mid-block connections should be developed under flexible design standards. 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 city 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 connections create attractive pedestrian environments and improve traffic flow.

Mid-block connections are recommended for portions of the 103rd, 105th, and 107th Avenue, and NE 5th and NE 7th Street alignments (see Figure B). Development projects will incorporate mid-block connections for vehicles and/or pedestrians as determined through the development review process.

POLICY S-DT-144. 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.

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. 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 Downtown SOV commute trips by coordinating with the Bellevue TMA and transit agencies to provide transit and rideshare incentives, subsidies, and promotional materials to Downtown employers and employees.

Parking Demand and Utilization

The parking situation in Downtown Bellevue is characterized by an adequate overall supply of parking, with limited short-term 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 convenient access to visitors who require space for short time periods. These are the most important users for ensuring 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 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 to shift as many commuters as possible to transit and other alternative modes through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces. Strategies to supplement the parking supply for short term users, 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.



Appropriately placed on-street parking can benefit adjacent residential and commercial uses.

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” in lieu of providing parking on-site. Pooled 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.

Pedestrian and Bicycle

Downtown Bellevue’s 600-foot long superblocks present both challenges and opportunities for safe and cohesive pedestrian and bicycle movement. 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.

POLICY S-DT-158. Provide for the needs of bicycles and pedestrians in the design and construction of 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.



The Pedestrian Corridor provides a safe, convenient connection through Downtown Bellevue.

POLICY S-DT-159. Enhance the mobility of pedestrians and bicyclists Downtown by improving signals and crosswalks at 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 across I-405 to the east.

POLICY S-DT-162. Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.

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



Street trees and landscaping, together with active sidewalk-oriented uses, enhance the pedestrian experience.

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.

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.

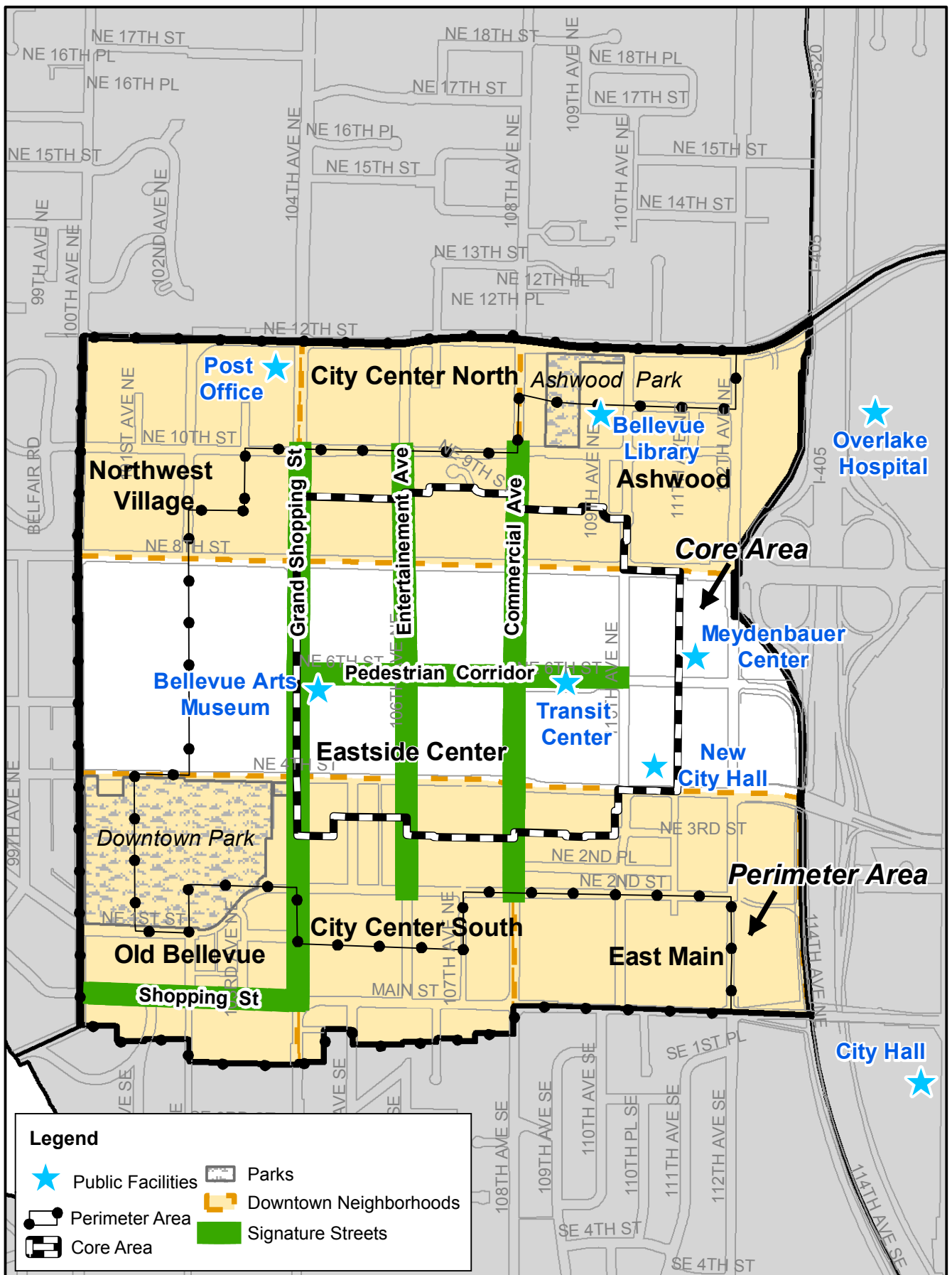


FIGURE A
Downtown Future Land Use Plan



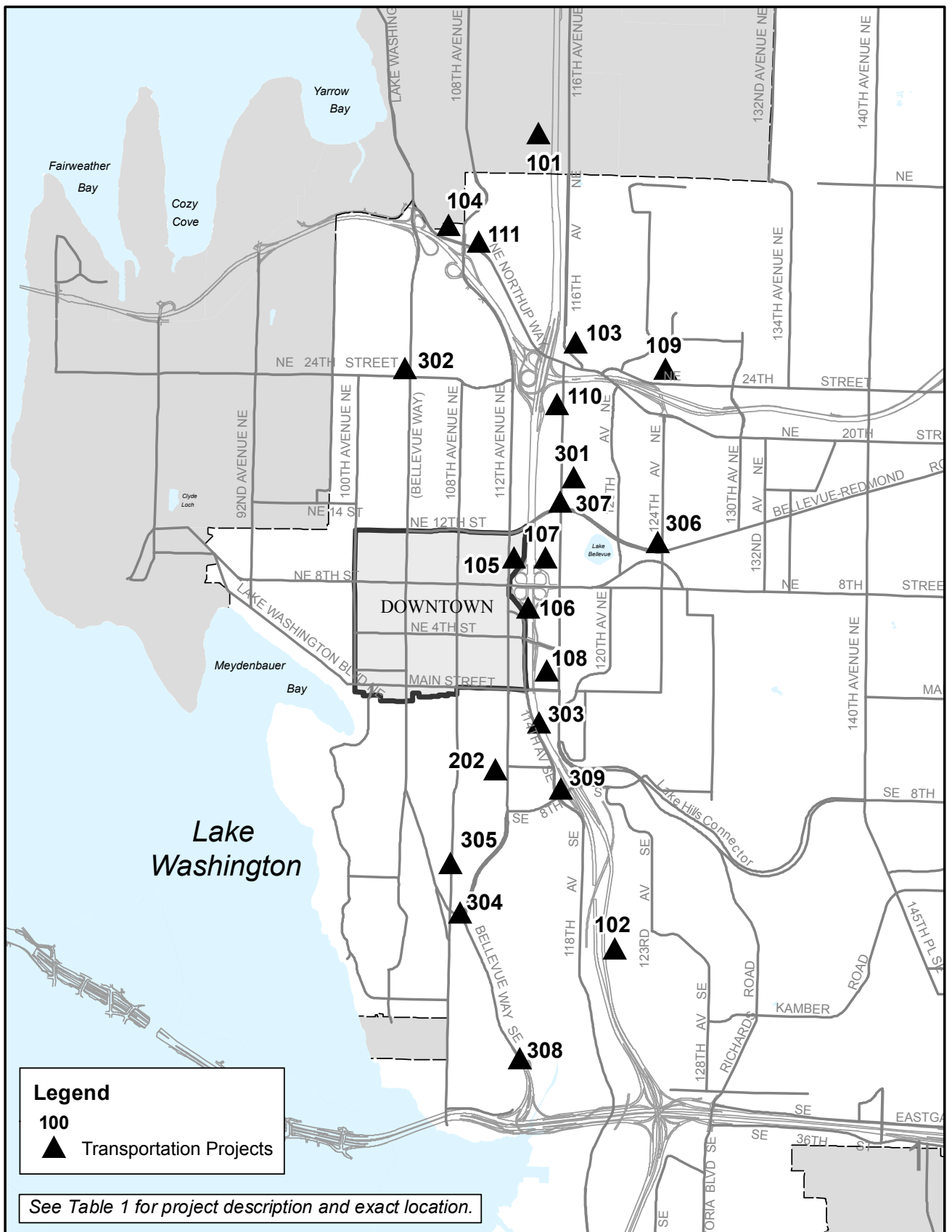


FIGURE C
Outside Downtown Transportation Map



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/Northrup 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 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.

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