

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5651

AN ORDINANCE relating to the Comprehensive Plan of the City of Bellevue, as required and adopted pursuant to the Growth Management Act of 1990, as amended (Chapter 36.70A RCW); adopting 2005 amendments to the Comprehensive Plan amending the Factoria Subarea Plan and Map, and amending the East Bellevue Transportation Plan.

WHEREAS, the City initiated a Comprehensive Plan Amendment on May 9, 2005, known as the FATS Update CPA, to modify the Factoria Subarea Plan and Map of the Comprehensive Plan and to modify the East Bellevue Transportation Plan of the Comprehensive Plan; and

WHEREAS, the CPA was initiated to implement the recommendations of the Factoria Area Transportation Study (FATS) Update, accepted by the City Council on June 20, 2005; and

WHEREAS, the Planning Commission held a public hearing on November 16, 2005 with regard to such proposed amendment; and

WHEREAS, the Planning Commission recommends that the City Council approve such proposed amendment; and

WHEREAS, the City Council has considered this amendment concurrently with the other 2005 amendments; and

WHEREAS, the City Council finds that the amendments to the Comprehensive Plan contained in this ordinance satisfy the decision criteria established in the Land Use Code for amendments to the Comprehensive Plan; and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act and the City Environmental Procedures Code; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The Factoria Subarea Plan and Map of the Comprehensive Plan is amended as set forth in Attachment PC-1.

0848-ORD
1/12/2006

ORIGINAL

Section 2. The East Bellevue Transportation Plan of the Comprehensive Plan is amended as set forth in Attachment PC-2.

Section 3. This ordinance shall take effect and be in force five days after its passage and legal publication. This ordinance and the Comprehensive Plan shall be available for public inspection in the office of the City Clerk.

Passed by the City Council this 17th day of January, 2006, and signed in authentication of its passage this 17th day of January, 2006.

(SEAL)



Grant Degginger, Mayor

Approved as to form:
Lori M. Riordan, City Attorney



Mary Kate Berens, Deputy City Attorney

Attest:



Myrna L. Basich, City Clerk

Published January 21, 2006

Factoria Subarea Plan

GOALS:

1. To preserve and maintain a natural setting for our residential areas and to manage change in the commercial district to improve its cohesiveness, compatibility, and accessibility to Subarea residents.
2. To create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood in Factoria's commercial core (District 2).

OVERVIEW

Factoria is known for its residential neighborhoods, easy access to the freeways, and shopping at Factoria businesses. Current issues center around the redevelopment of the commercial district while protecting residential neighborhoods, addressing mobility, and improving pedestrian links between commercial and residential areas.

Even before its 1993 annexation, the city worked with Factoria residents and businesses to strengthen the community's transportation vision. Since then, a series of transportation studies and updates have embraced the integration of transportation and urban design to enhance the quality of life in this vital activity center.

This Subarea Plan recognizes that the latest study—the 2005 Factoria Area Transportation Study (FATS) Update—sought to update the Subarea policy framework and list of associated transportation facility projects so as to achieve long-term mobility and safety for transportation system users. This approach challenges the existing suburban land use pattern because, while Factoria has a mix of land uses – housing, offices, retail and services – they are disconnected.

This Subarea Plan also provides a framework for the 2002 Land Use Code amendments that direct redevelopment of the Factoria Mall so that it can accommodate a new, mixed-use focus. The FATS Update provided the necessary determination of transportation system adequacy to accommodate the Mall's expansion. For all of District 2 redevelopment, the Update also addresses the needs of all modes of transportation within the Subarea and provides design guidance for private sector redevelopment.

Redevelopment in Factoria will use FATS Update transportation and urban design strategies adapted into the Subarea Plan and in the East Bellevue Transportation Facilities Plan to create a well-integrated, transit-supportive, pedestrian-oriented, mixed-use urban neighborhood.

History

It is believed that Factoria was once part of the Duwamish Tribal Territory. Evidence of a village/habitation site exists at a location near Mercer Slough. The earliest English-speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming. Edwin Richardson discovered coal in Newcastle in 1863 and prospectors formed the Lake Washington Coal Company which eventually became the Seattle Coal and Transportation Company.

During the 1890s, loggers cut large stands of timber on land now known as Woodridge Hill, Richards Valley, Greenwich Crest, Mockingbird Hill, Monthaven, Newport Shores, and the commercial area of Factoria. Somerset Hill forests remained intact for several decades. Logging continued to be important into the 1920s.

Apparently, around the turn of the 20th century, the area known as Mercer Landing was proposed as a port serving railroad and manufacturing plants.

This area, destined to become the town of Factoria, was promoted as an industrial center with coal smoke “belching from hundreds of smokestacks.” Promoters expected at least 20 plants, in addition to the existing Factoria Stove and Range Co., to locate there. But some 15 years after the promoter’s pitch, only the Factoria School had been built and the proposed industrial town of Factoria never got off the ground. The present day Factoria Mall is located on the original Factoria property.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current residential and commercial development.

Much of the area was planned and developed under the jurisdiction of King County.

Newport Shores and Somerset annexed into Bellevue during the 1960s and 1970s. The Factoria commercial area annexed in 1993.

Factoria is an area of about 2,100 acres bounded by I-90 on the north and Lake Washington on the west. The southern boundary forms an oblong crescent around Newport Hills. The Subarea contains just over 3,400 single-family dwelling units and about 1,300 multifamily units. There are 11 million square feet of commercial space, including offices employing over 7,500 people, making Factoria a busy urban area.

In District 1, (1,800 acres) there are about 71 acres of vacant land all of which is planned as single-family use. Approximately 40 acres are classified as protected wetlands, as defined by the Bellevue Land Use Code (Section 20.50.044). In

District 2, (282 acres) 6.7 acres remain vacant. Of those, 1.5 acres are planned for multifamily use, and 5.2 acres for office use.

The policies in the Factoria Subarea Plan guide the continued development and redevelopment of the Subarea. The Plan includes a section of design policies for the commercial area.

General Land Use

POLICIES

POLICY S-FA-1. Maintain land uses as depicted on the Land Use Plan.

POLICY S-FA-2. Protect single family neighborhoods from encroachment by more intense uses.

POLICY S-FA-3. Maintain land use densities that will not create vehicular congestion that exceeds adopted level of service standards.

POLICY S-FA-4. Encourage infill development and redevelopment in a manner that is compatible with surrounding uses and meets adopted design guidelines.

POLICY S-FA-5. Encourage any redevelopment to include parks, landscaping, and pedestrian access.

POLICY S-FA-6. Retain the single-family land use designation on all school property.

POLICY S-FA-7. Restrict all future office expansion to districts shown on the Land Use Plan (Figure S-FA.1).

Critical Areas

In Factoria, as elsewhere, the city recognizes the importance of preserving the natural environment for wildlife habitat, stormwater management, as well as the aesthetic value to the community.

Controlling storm water runoff will help to prevent additional erosion of stream beds, downstream flooding and siltation. Specific areas of concern include the west side of Monthaven, Sunset Ravine, Mercer Slough, the Coal Creek watershed, and the siltation zone at its mouth.

POLICIES

POLICY S-FA-8. Protect and enhance the capability of Sunset Creek, Richards Creek, Coal Creek, and their tributaries to support fisheries and water related wildlife.

POLICY S-FA-9. Retain and enhance vegetation on steep slopes, within wetland areas, and along stream corridors in order to control erosion, reduce landslide hazard and to protect the natural drainage system.

POLICY S-FA-10. Encourage the use of a variety of site development options to conserve the natural land features in wetlands or steep slopes.

Residential

GOAL:

To increase housing opportunities in Factoria commercial areas.

POLICIES

The Community Business zoning along the east side of Factoria Boulevard allows for housing to be developed over ground-floor commercial uses. This represents an opportunity to increase the supply of housing without encroaching on existing residential areas. The FATS Update recommends mixing housing and commercial uses in the same building as a method to help reduce vehicle use.

POLICY S-FA-11. Encourage mixed-use residential and commercial development within community level retail districts.

Parks, Recreation, and Open Space

GOAL:

To encourage development of parks and open space linkages by using acquisition and dedication of existing public rights-of-way as shown on the Pedestrian and Bicycle Transportation Plan maps and the Parks and Open Space System Plan.

POLICIES

POLICY S-FA-12. Continue to acquire and develop parks, community facilities, and trail systems.

Transportation

GOALS:

1. To enhance multi-modal mobility for Factoria residents, employees, and shoppers and for those traveling within and through the Factoria commercial area.
2. To maintain and improve the appearance of arterial streets in the Subarea.

POLICIES

General Transportation

Transportation planning was conducted in 1992 for the unincorporated Factoria area as part of the East Bellevue Transportation Study. After the area annexed to Bellevue in 1993, the City initiated a detailed study of the transportation infrastructure. The 1996 Factoria Area Transportation Study (FATS) report addressed existing conditions and deficiencies and recommended projects to accommodate travel demand. A FATS Update, completed in 2005, addressed the needs of all modes of transportation within the area, and provided design guidance for private sector redevelopment.

FATS Update traffic modeling for 2030 shows that most Factoria intersections will continue to function within adopted level of service standards. A few transportation system projects would help maintain long-term mobility, including enhancing transit service and improving intersection operations at Coal Creek Parkway/I-405, Factoria Boulevard/I-90, and SE 38th Street/Factoria Boulevard.

For the Factoria Subarea, the adopted vehicle level of service (LOS) is E+ (*LOS E+ is characterized in the Comprehensive Plan as: Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.*) In the absence of transit service improvements, two intersections are projected to fall below the adopted LOS – Coal Creek Parkway at I-405, and Factoria Boulevard at I-90. Aside from accommodating traffic, Factoria's arterials should be maintained with litter pickup, plant pruning, and street repairs. In addition, street improvements such as street trees, sidewalks, and other pedestrian amenities should be used to improve the arterial's appearance.

POLICY S-FA-13. Plan for the long-range transportation facility needs in the Factoria Subarea through an integrated, multi-modal transportation system. .

POLICY S-FA-14. Implement the Factoria Area Transportation Study (FATS) Update transportation and urban design recommendations.

POLICY S-FA-15. Discourage traffic from office and retail commercial development from spilling over onto residential streets.

POLICY S-FA-16. Establish and implement a street tree plan and planting program for Factoria emphasizing arterial streets and buffering high intensity land use.

POLICY S-FA-17. Require new development and encourage existing development to plant and maintain street trees in accordance with a Factoria Subarea street tree plan.

POLICY S-FA-18. Provide and improve visual and pedestrian access to Sunset Creek, Richards Creek, Coal Creek, and Mercer Slough from pathways and access points.

POLICY S-FA-19. Encourage neighborhood groups to help with maintenance in coordination with City work crews.

Pedestrian and Bicycle

The Pedestrian and Bicycle Transportation Plan provides the guidance for improving the mobility and safety for everyone who uses the non-motorized transportation system, both the public system and the pathways that are on private property.

POLICY S-FA-20. Encourage the development of mid-block pedestrian connections.

POLICY S-FA-21. Provide a network of sidewalks, footpaths, and trails with interconnections to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.

POLICY S-FA-22. Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system .

POLICY S-FA-23. Provide public access from Newport Shores to Newcastle Beach Park for bicycles and pedestrians only.

Utilities

POLICIES

POLICY S-FA-24. Encourage the undergrounding of utility distribution lines in areas of new development and redevelopment.

POLICY S-FA-25. Provide screened and maintained space for storage and collection of recyclables in commercial and multi-family developments.

Planning District Guidelines

POLICIES

District 1

General Land Use

POLICY S-FA-26. Permit multifamily development west of Monthaven at densities designated on the Land Use Plan (Figure S-FA.1) provided that the multifamily development does not have primary vehicular access through the Monthaven neighborhood.

Community Design

The stand of trees along the ridge of the slope provides an important visual buffer for the residents of Monthaven. Multifamily development should provide a vegetative buffer that includes protection of existing significant trees between the multifamily use and single-family residences. The buffer should be augmented as necessary to provide sufficient screening.

POLICY S-FA-27. Provide landscape buffers between any multifamily development west of Monthaven and existing single-family residences.

District 2

POLICY S-FA-28. Establish design standards for the Factoria commercial area.

District 2 is surrounded by other neighborhoods and serves as a commercial, employment and high-density residential activity center south of I-90.

The FATS Update recommends transportation and urban design strategies to create a well-integrated, transit supportive, pedestrian oriented, mixed-use neighborhood in Factoria's commercial core.

- Well-integrated: Factoria has a wide variety of land uses – employment, retail, single family and multi-family housing, schools – but in many cases these are separated by long distances, busy roads, and steep topography. Geographic separation discourages walking and transit use, as does an uncomfortable pedestrian environment. The FATS Update recommends guidelines for private redevelopment and identifies public pedestrian projects that together will help to form a more cohesive Factoria neighborhood.

- **Transit-supportive:** Factoria has a high level of transit service and use. Transit use may increase if riders find it easy and comfortable to walk between transit stops and the buildings. As properties redevelop, the FATS Update recommends locating those buildings closer to the street and providing direct pedestrian connections between the sidewalk and the primary building entrance.
- **Pedestrian-oriented:** The ability to walk-around comfortably within Factoria is essential to help create a neighborhood feel. Private site redevelopment that incorporates FATS-recommended design guidelines, combined with public sidewalk and street-crossing projects will help make it easier to get around without a car.
- **Mixed-use:** Mixed-use structures are those that contain a number of different uses, stacked vertically. Adopted zoning allows for a mixing of uses across much of Factoria's commercial area. For instance, housing may be constructed atop retail uses. The FATS Update encourages greater utilization of this mixed-use potential.

To help achieve the vibrant neighborhood envisioned for Factoria, the FATS Update recommends implementing policies that acknowledge the critical link between land use and transportation. The community envisions a network of walkways and design elements connecting the retail uses to residential neighborhoods and other community activity centers.

General Land Use

In 2002, the City Council adopted a Land Use Code Amendment that allowed 51,000 square feet of new retail and 685 residential units on the Factoria Mall site, plus an additional 100,000 square feet of retail development, contingent upon a determination of adequate transportation system capacity through a FATS Update. The FATS Update provides the necessary determination of transportation system adequacy to accommodate the Mall expansion.

POLICY S-FA-29. Utilize vegetation, sensitive site planning and superior building design to integrate multifamily and commercial development with nearby single-family neighborhoods.

POLICY S-FA-30. Allow Factoria Mall redevelopment to include an additional 100,000 square feet of commercial space beyond that provided for in the 2002 Land Use Code Amendments, per the FATS Update.

Park, Recreation, and Open Space

POLICY S-FA-31. Provide for open space and recreation needs of residents, workers, and shoppers.

POLICY S-FA-32. Create a series of open spaces and gathering places with visual and walking connections along Factoria Boulevard.

POLICY S-FA-33. Orient open spaces to take advantage of sunshine and territorial views.

POLICY S-FA-34. Provide seating, weather protection, special paving, shade trees, and landscaping.

Utilities

POLICY S-FA-35. Minimize disruptive effects of utility construction on property owners, motorists, and pedestrians.

Critical Areas

POLICY S-FA-36. Minimize erosion damage on slopes to protect downslope properties and stream beds.

Transportation

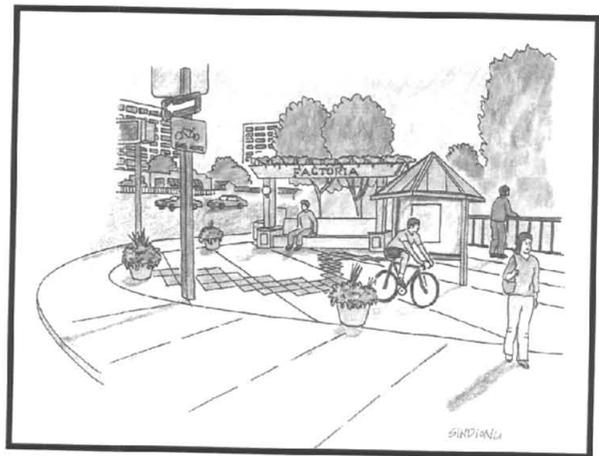
Transportation recommendations in the FATS Update emphasize multi-modal mobility to guide future public infrastructure investments.

POLICY S-FA-37. Encourage interjurisdictional cooperation among the City of Bellevue, the State, Metro, and Sound Transit on transportation concerns.

POLICY S-FA-38. Ensure that development is conditioned to satisfy future right-of-way, financing, and development standards as identified by the City of Bellevue.

Pedestrian and Bicycle

Pedestrian and bicycle system connectivity, as identified in the Pedestrian and Bicycle Transportation Plan (1999), is interrupted by gaps in the planned system. Pedestrian access to transit, employment and retail/services is constrained by inadequate non-motorized facilities on public and private land. The FATS Update identifies improvements to sidewalks, crosswalks, paths, and private walkways that will help fill gaps and increase accessibility.



POLICY S-FA-39. Enhance connectivity and accessibility for pedestrians and bicyclists throughout the Factoria area.

Transit

Improving transit facilities and services is important to help residents, shoppers, and employees get around Factoria without a car. Investments in transit, together with pedestrian amenities will support Factoria livability and may reduce the long-term need to expand arterial capacity.

Amenities such as passenger shelters and trash receptacles create a more pleasant environment for transit riders. To serve increasing numbers of transit passengers over time, it may be necessary to enhance facilities. A recommended Factoria Station transit center on Factoria Boulevard near SE 38th Street would provide for convenient transit access and transfers for the many thousands of employees, residents and shoppers within a mile of this site.



Each day, regional buses pass by Factoria on I-90 and I-405 without providing service to Factoria. Transit freeway stations on I-90 and I-405 with pedestrian connections to the surface streets could capture this transit service for Factoria commuters.

POLICY S-FA-40. Coordinate with Metro to provide passenger shelters, where warranted, at bus stops on Factoria Boulevard.

POLICY S-FA-41. Work with Metro and adjacent property owners to develop a Factoria Station transit center at a location on Factoria Boulevard that is convenient to employees, residents and shoppers.

POLICY S-FA-42. Work with Metro and Sound Transit to develop freeway stations on I-90 and I-405 to serve Factoria employees, residents and shoppers.

Roadways

A number of new projects were identified in the FATS Update to improve traffic safety and traffic flow on arterials and to enhance access to the adjacent private parcels and to freeways. These recommended projects are catalogued and mapped in the East Bellevue Transportation Plan.

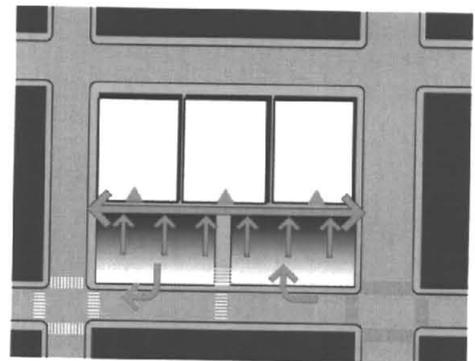
POLICY S-FA-43. Maintain the adopted vehicular level of service on Factoria arterials, utilizing FATS Update recommended roadway projects.

Circulation and site access

Multiple driveways and limited connections between sites exacerbate vehicular congestion and conflicts with pedestrians. Each driveway onto an arterial creates a site for potential vehicular/pedestrian conflicts. From both a traffic safety and pedestrian safety standpoint, the fewer driveways along an arterial, the better. Many parcels along Factoria Boulevard have more than one driveway. This pattern was developed when automobile mobility was considered one of the most important objectives. The resulting proliferation of driveways has resulted in just the opposite effect, congestion on the arterial that links all the businesses. With increased land development and better transit service, there are more pedestrians using the sidewalks. At each driveway, a motorist must watch for both pedestrians and other automobiles, but sometimes one or the other is missed, resulting in an accident.

The FATS Update recommends a long-term strategy to reduce the number of driveways and to enhance circulation along the commercial corridor. This strategy involves two parts: consolidating driveway access points; and providing greater circulation between parcels.

As redevelopment occurs, or as city projects improve adjacent arterials, a parcel with multiple driveway would be required to consolidate access points. Further, when opportunities arise, the city could encourage adjacent property owners to combine and share driveways. An important part of this strategy involves creating off-street connections between parcels so that a customer, whether in a vehicle or on foot, could move along the corridor to patronize different businesses, without having to enter the arterial. Driveway design that incorporates traffic calming would keep arterial bypass traffic to a minimum and create a pleasant pedestrian environment.



This photograph of the multiple curb cuts on a portion of Factoria Boulevard, north of SE 38th Street, illustrates the dominance of the automobile. The diagram at right suggests multiple consolidating curb cut access points (red) and installing pedestrian connections (blue) between the three businesses and the sidewalk.

POLICY S-FA-44. Consolidate curb cuts/driveways as redevelopment occurs or when public arterial improvements are planned.

POLICY S-FA-45. Encourage adjacent parcels to develop shared driveways to reduce the overall numbers of driveways along the arterial.

POLICY S-FA-46. Provide non-arterial pedestrian and vehicular circulation both between and within commercial parcels.

Boulevards

Factoria Boulevard is designated as a “Boulevard” in the Urban Design Element. Both within the right-of-way and on adjacent private development, a boulevard incorporates design features such as gateways, street trees, colorful plantings, landscaped medians, special lighting, separated and wider sidewalks, prominent crosswalk paving, seating, special signs, and public art.

POLICY S-FA-47. Establish Factoria Boulevard arterial streetscape standards for tree planting, pedestrian lighting, sidewalks, crosswalks, and other urban design elements to be applied when private property redevelops or public projects are implemented.

Gateways

Visitors arriving at Factoria use three major routes: south on Factoria Boulevard at I-90, north on Factoria Boulevard at Coal Creek Parkway, or north on 124th Ave SE. at Coal Creek Parkway. Gateway designs for these entry points into Factoria should be provided to mark the transition into this special neighborhood and reinforce the Factoria identity. Street tree plantings; pedestrian scale lights, public art, district identification signs and banner poles; landmark features and wayfinding devices; and building placement should be considered at each of these “gateways”. A gateway can be dramatic and obvious, sometimes including non-commercial signs, art, structures, and unique lighting. It can also be subtle, using signs, a change in plant material or paving surface.



As drivers approach the Factoria area from the south (left photograph) or from the north (right photograph), urban design elements can be provided to mark the arrival into the Factoria area. These "gateway" features can reinforce the image of Factoria as a neighborhood. The arrival into Factoria can be marked using special banners on light poles, landscape features, buildings and other elements.

POLICY S-FA-48. Establish gateway design standards and guidelines to create a welcoming experience for pedestrians and motorists at the Factoria entry points on Factoria Boulevard. Apply these standards when private property redevelops and when public projects are implemented.

POLICY S-FA-49. In partnership with adjacent property owners, take incremental steps to create mixed-use gateways and urban focal points at the following intersections along Factoria Boulevard:

- SE 37th Place / Loehmann's Plaza entrance;
- SE 38th Street;
- SE 40th Lane / Factoria Mall entrance; and
- SE 41st Place

Incorporate infrastructure improvements and implement design guidelines that will enhance pedestrian crossings (respecting the significant traffic volumes and multiple turning movements at these intersections), improve transit amenities, and develop an active building frontage along Factoria Boulevard with direct pedestrian routes to retail storefronts from the public sidewalk and weather protection for pedestrians.

Community Design – Factoria Boulevard

In 2002, the City Council adopted zoning and design guidelines specifically applicable to redevelopment of the Factoria Mall site. This is the F-1 zoning district, where the Factoria TownSquare Design Guidelines are applicable. The FATS Update recognizes that many components of these guidelines are also applicable to the commercial corridor along Factoria Boulevard.

The F-1 design guidelines are intended to achieve for the Factoria Mall site what the FATS Update recommends for the Factoria Boulevard commercial corridor – that is, a mix of transportation and land use projects that create a more walkable urban environment.

Implementing F-1 urban design guidelines on the Factoria Mall site and the FATS Update specific guidelines elsewhere on the Factoria Boulevard commercial corridor, would transform the corridor from an auto-oriented strip to a commercial corridor that has a greater orientation toward pedestrians.

To supplement the Urban Design Element of the Comprehensive Plan, and the guidelines of the Community Retail Design District, specific urban design guidance for redevelopment of Community Business-zoned properties along Factoria Boulevard should include the following key elements:

- Building placement
- Parking location
- Pedestrian environment

POLICY S-FA-50. Develop and implement design guidelines, to supplement the Community Retail Design District guidelines applicable to new development and redevelopment on commercial sites along Factoria Boulevard.

Building Placement

To create a walkable environment in an urban, commercial setting, the relationships between the buildings and the public sidewalks deserve considerable attention. In such an environment, buildings are located close to or adjacent to the right-of-way, and they are designed to invite pedestrians to the front door.

Factoria Boulevard's walkability is currently challenged by a land use pattern that generally favors automobiles over pedestrians. In Factoria, many buildings are situated at the rear of the lot. Seldom can one walk directly from the sidewalk to the building entry without encountering moving vehicles, a maze of parked cars, high curbs, and overgrown vegetation. Since everyone is a pedestrian at some point in their journey to a store's front door, it is both good public policy and good business, to make the front door accessible to all.

In the Community Business zoning area, Land Use Code regulations require no minimum front-yard setback, and the F-1 zoning calls for a minimum 15-foot setback from the right-of-way along Factoria Boulevard. To facilitate pedestrian activity, the city could establish a maximum building setback along Factoria Boulevard for the Community Business zoning designation. Site design should include an accessible walkway to a weather-protected main entrance, and parking that is located on the side or rear of the building, or perhaps underneath it.

POLICY S-FA-51. Consider establishing a maximum building setback from the right-of-way for structures along the Factoria Boulevard commercial corridor.

POLICY S-FA-52. Allow buildings to abut the Factoria Boulevard public right-of-way, so long as there is adequate space for the arterial sidewalks.

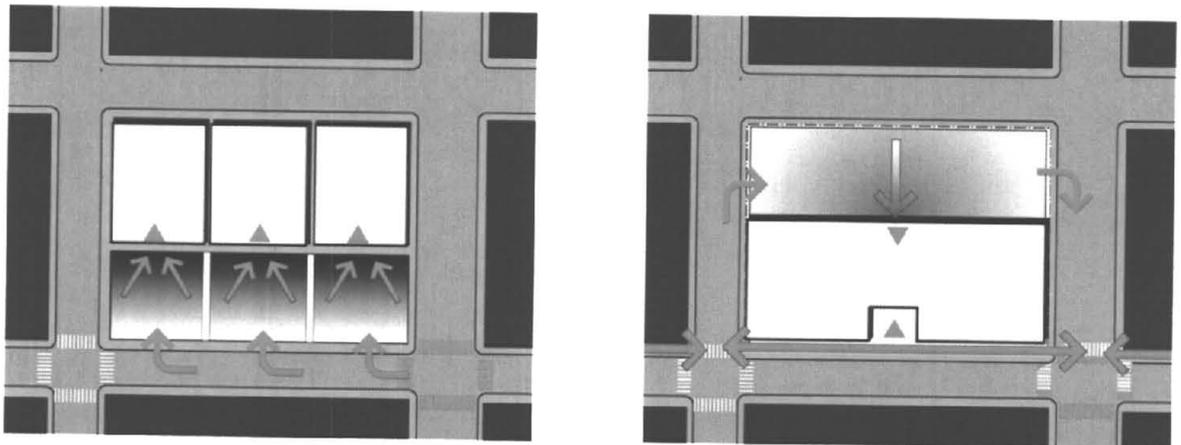
POLICY S-FA-53. Provide building-mounted weather protection for pedestrians.

POLICY S-FA-54. Provide prominent, easily identifiable pedestrian entries to individual storefront businesses.

POLICY S-FA-55. Incorporate high quality and pedestrian-scaled materials on building facades along public sidewalks and interior walkways.

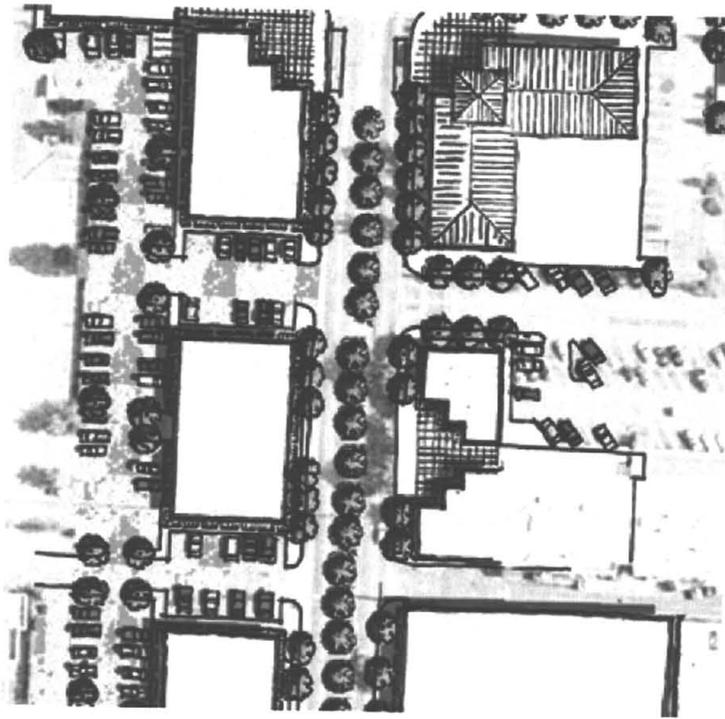
Parking Location

The FATS Update recommends site planning that locates parking either behind the building or on the side of the building. If parking is located behind the building, then a driveway with directional signage would be incorporated into the site plan. If parking is located on the side of building, and thus adjacent to the sidewalk, then a visual screen/physical barrier between the parking lot and the sidewalk is appropriate.



These diagrams illustrate the existing building/sidewalk/street relationship in Factoria (left) and a more walkable urban design configuration (right). The first diagram illustrates buildings set back from the street, with the parking in front. Pedestrians must traverse the parking lot to access the businesses. Each business has its own curb cut and parking inventory. The second diagram illustrates buildings adjacent to the sidewalk, with shared parking behind.

As walking and transit use grow, and an increasing number of customers arrive to businesses on foot, it may be possible to reduce the amount of parking required. The FATS Update recommends studying reducing the minimum parking requirement if the site is adjacent to transit service and if the development includes amenities that foster transit use and pedestrian activity.



This illustration of a future, "walkable" Factoria illustrates the use of parking access streets between buildings that are located along Factoria Boulevard. These streets provide drivers with an indication that parking is available in front of stores, and provides a route to the parking behind buildings. With a double loaded parking configuration, these buildings should be 75-80 feet apart.

POLICY S-FA-56. Locate and design buildings and parking such that there is a direct pedestrian connection between the public sidewalk and the primary building entrance.

POLICY S-FA-57. Explore providing incentives to developers on the Factoria Boulevard commercial corridor to build underground parking that would enhance the pedestrian orientation of a site.

POLICY S-FA-58. Use shared parking and provide accessible pedestrian linkages across adjacent sites.

POLICY S-FA-59. Design surface parking lots so that they are not located between the building entrance and the public sidewalk along Factoria Boulevard, unless there is a direct accessible pedestrian connection through the parking lot.

Pedestrian Environment

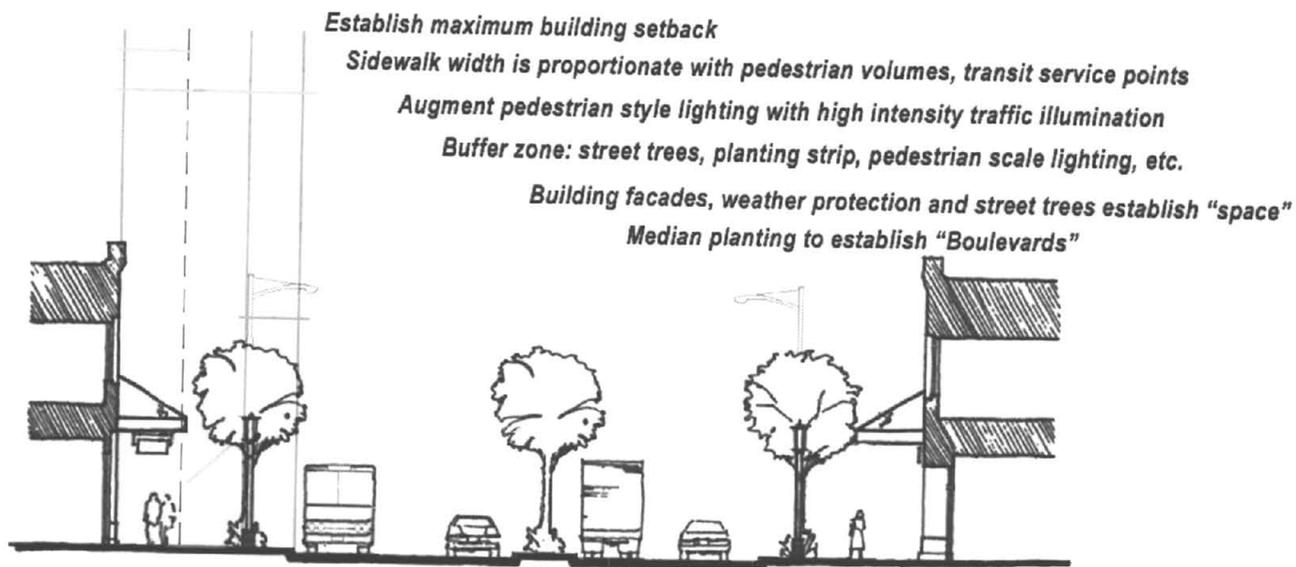
Sidewalk design should include a "buffer zone" along the curb that consists of items such as street trees, planting strips, kiosks, street furniture, pedestrian scale lights or signage. This buffer zone separates moving cars from pedestrians.

Along the sidewalks, pedestrian scale/style lighting should augment the high intensity lights that illuminate the street for traffic.

Curbside parking should be provided where possible. While this is not a solution for Factoria Boulevard, pedestrians on other adjacent streets would benefit from this parking configuration.

Sidewalk width should be proportionate to anticipated pedestrian flows, which means that sidewalk should be wider than the standard at transit service points.

A pedestrian-oriented business district can be created when open spaces are incorporated into the site design. Public plazas invite relaxation, informal gatherings, and provide visual contrast to the buildings. Wide sidewalks provide for outdoor seating areas adjacent to restaurants and cafes and increase opportunities for business activity when the weather is nice. Whether as an expansion of the sidewalk or a plaza that extends away from the street, partial enclosure by buildings, landscaping, and/or street furniture will create comfortable public places. These spaces may be large and elaborate, or small and discrete. The design of a plaza should include good pedestrian circulation and active ground floor uses in the adjacent buildings. Buildings should provide weather protection using storefront awnings.



Streetscape design principles for a "walkable Factoria"

POLICY S-FA-60. Establish design guidelines to create plazas and other quasi-public spaces when private properties along Factoria Boulevard redevelop to allow space for outside activities including café seating.

POLICY S-FA-61. Provide pedestrian – scale lighting along Factoria Boulevard sidewalks and along on-site walkways.

POLICY S-FA-62. Provide sidewalks along Factoria Boulevard that in places may be wider than the City's standard 12-foot wide arterial sidewalk to comfortably accommodate pedestrians adjacent to this busy arterial, especially near transit stops.

POLICY S-FA-63. Enhance pedestrian amenities along 124th Avenue S.E., 128th Avenue S.E., S.E. 38th Street, and S.E. 41st Street.

POLICY S-FA-64. Encourage the coordination of amenities and development of bike racks and pedestrian shelters in key locations.

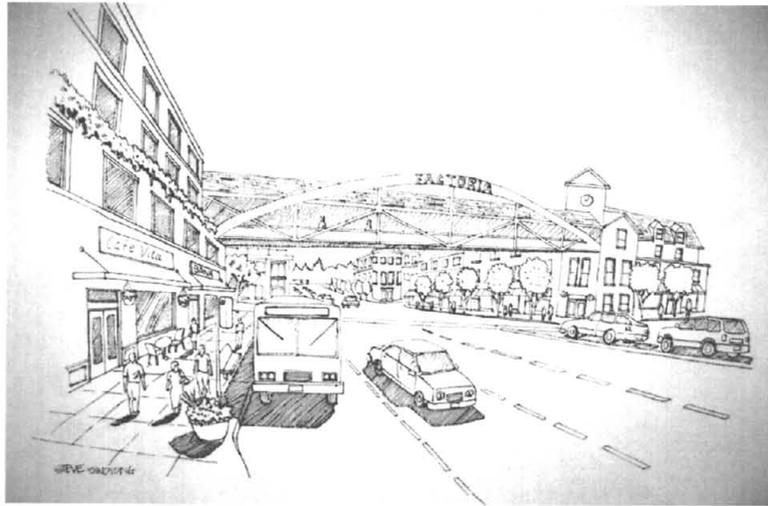
POLICY S-FA-65. Encourage the use of landscaping that will serve as physical and visual buffers between pedestrians and parking areas.

The details of pedestrian infrastructure can often make or break a neighborhood's walkability. The FATS Update provides general guidance for creating a pedestrian system that works for everyone. To minimize street crossing distances for pedestrians, curb bulbs could be installed where pedestrian flows warrant and traffic patterns allow. Crosswalks at controlled intersections could be constructed with special pavement to highlight the area as a pedestrian zone.

At certain intersections where high volumes of pedestrians and vehicles converge, the installation of countdown signals can provide some measure of certainty for pedestrians wary of a signal that they think may change too fast.

In some locations, crosswalk enhancements and pedestrian activity may not be compatible with a roadway's primary mission to move vehicles. In this situation, a grade-separated pedestrian crossing may be warranted. A decision to build a pedestrian bridge or tunnel should consider factors such as topography; accidents; volumes of pedestrians and vehicles; safety for pedestrians; origins and destinations; opportunities to create an urban focal point or gateway; and/or opportunities for partnerships between the city, adjacent property owners, and transit agencies.

The design of a pedestrian bridge should be both distinctive and graceful, providing convenient pedestrian access while enhancing the streetscape. Design components of a pedestrian bridge should include visible and easily accessible connections with the sidewalks, and architectural characteristics that are perceived as part of the public right-of-way and are distinct from adjacent buildings. Weather protection is desirable but should not isolate pedestrians from the right-of-way below.



This diagram illustrates the potential of a pedestrian bridge across Factoria Boulevard and integrated with new development on both sides of the street. By using the topography that rises to the office development on the east side of Factoria Boulevard, the pedestrian flow can easily cross the right of way.

A comprehensive graphic system of information and wayfinding can help residents and visitors alike get around in Factoria without a car. Wayfinding signage can be implemented by the city on public land, and by private developers with large sites (Factoria Mall, Loehmann's Plaza). A Factoria walking map could show the major access points to neighborhoods, regional trails, and transit service, as well as the shortest way on foot to a bus stop or to a favorite restaurant.

POLICY S-FA-66. Enhance pedestrian crossings of Factoria Boulevard and other Factoria area arterials, considering such methods as: installing special paving types or markings; providing longer pedestrian signal phases; extending curbs; installing countdown signals; or providing pedestrian refuge islands.

POLICY S-FA-67. A pedestrian bridge may be appropriate over Factoria Boulevard at SE 38th Street, provided there is a clear demonstration of public benefit and design criteria are fully met.

POLICY S-FA-68. Develop and implement a wayfinding system to guide pedestrians to attractions in the Factoria area.

POLICY S-FA-69. Provide pedestrian-oriented storefront signage.

POLICY S-FA-70. Consolidate commercial signs to a single structure and limit their size. Apply Bellevue's Sign Code and amortization program for nonconforming signs.

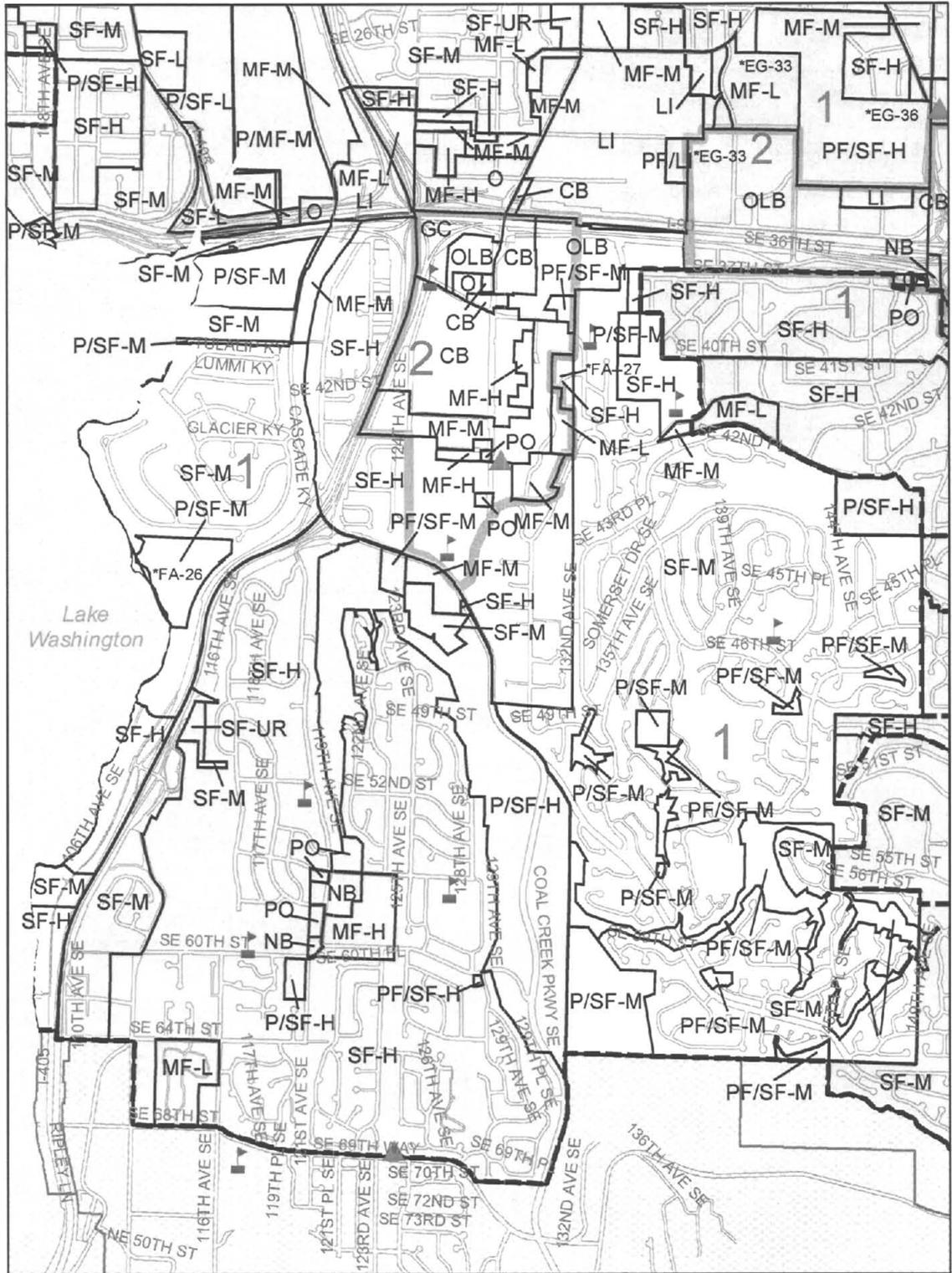


FIGURE S-FA.1
Factoria Land Use Plan

SF Single Family
 MF Multi Family
 -L Low Density
 -M Medium Density
 -H High Density
 -UR Urban Residential

PO Professional Office
 O Office
 OLB Office, Limited Business
 OLB-OS Office, Open Space
 NB Neighborhood Business
 CB Community Business

GC General Commercial
 LI Light Industrial
 PF Public Facility
 P Park

- ▲ Fire Stations
- ▣ Public Schools
- ▬ Planning Districts
- ▬ Bellevue City Limits (6/2005)
- ▬ Lakes



East Bellevue Transportation Plan

GOAL

To implement the policies and develop the facilities needed to advance the city's transportation goals in the East Bellevue area.

POLICY 1. Improve safety for the on and off-street transportation system that emphasizes multi-modal connections to schools, parks, employment, shopping and to other parts of Bellevue.

POLICY 2. Continue to implement a program whereby the city installs and maintains curbs, gutters and sidewalks to complete the pedestrian/bicycle system. Priority is given to developing projects in accordance with the Pedestrian and Bicycle Transportation Plan.

POLICY 3. Improve the safety and attractiveness of sidewalks by providing a verge or landscape strip (four feet minimum width) where practical along all arterials between the curb and sidewalk.

POLICY 4. Locate intermodal transfer stations within major activity areas, emphasizing efficient transfers and minimizing impact on residential neighborhoods.

POLICY 5. Use the existing freeway corridors for high capacity transit and minimize the use of arterial streets.

POLICY 6. Develop and implement effective transit feeder systems within the East Bellevue area.

POLICY 7. Increase transit service for the East Bellevue area focusing on travel needs within the eastside.

POLICY 8. Encourage Metro to coordinate design and installation of transit shelters and bus stops with city staff responsible for street design, construction and traffic operations.

POLICY 9. Use more frequent and smaller transit vehicles to fully serve residential areas.

POLICY 10. Implement the transit facilities improvements identified in the Eastside Transportation Program and the Bellevue Transit Plan.

POLICY 11. Encourage Metro to utilize available alternative parking as an addition to existing park and ride lots where practical.

POLICY 12. Encourage Metro to collaborate with local governments in funding additional security and protection for both citizens and vehicles at park and ride locations and on the buses.

POLICY 13. Incorporate provisions for transit and non-motorized transportation when designing arterial capacity improvements.

POLICY 14. Construct sidewalks on both sides of all streets unless terrain or lack of right-of-way is prohibitive. Consider the installation of recommended sidewalk projects on at least one side of an arterial as higher priority than on both sides, if funding limitations have the potential of restricting development of sidewalks on any side.

POLICY 15. Actively work with Bellevue Community College students, faculty and administrators to develop programs which reduce the use of single-occupant vehicles, while encouraging the use of alternative travel modes.

POLICY 16. Consider recommendations from the most recently completed transportation studies and the West Lake Hills Neighborhood Investment Strategy for guidance on the implementation of projects in the East Bellevue area.

TABLE 1
EAST BELLEVUE TRANSPORTATION PLAN
Transportation Project List
See Map A for Project Locations

Project Number	Project Location	Project Description
Transit Project List		
501		Increase transit service along arterial streets in East Bellevue by decreasing headways to 15 minutes during peak hours and to 30 minutes during off-peak hours; install additional transit shelters.
502		Supplement regular transit service with high-frequency transit service between the downtown Bellevue and: Eastgate; Crossroads; Woodridge; and Factoria.
503		Provide high-frequency transit service between the Overlake/Redmond area and the Eastgate area/I-90 park and ride lot.
Roadway and Non-motorized Project List		
504	NE 24th Street, 164th Avenue, NE to 172nd Avenue NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes at selected locations
505	Bel-Red Road, 140th Avenue NE to 156th Avenue NE	Widen to provide a two-way left-turn lane, where feasible. Where widening is not feasible, prohibit left turns from Bel-Red Road.
506	164th Avenue NE, NE 24th to NE 30th Street	Install sidewalks and bicycle lanes where missing.
507	Northup Way, NE 8th Street to West Lake Sammamish Parkway	Install sidewalks and bicycle facilities
508	164 th Avenue SE/NE, Lake Hills Boulevard to NE 24th Street	Install bicycle lanes and sidewalks where missing.
509	173rd Avenue NE, Northup Way to City Limit	Install bicycle lanes and sidewalks.
510	NE 30th Street, 164th Avenue NE to 172nd Avenue NE	Install sidewalks.
511	Bel-Red Road at 124th Avenue NE	Add a second westbound left-turn lane.
512	124th Avenue NE, NE 8th Street to Northup Way	Widen to 4 lanes, with left-turn lanes at selected locations.
513	124th Avenue NE, NE 8th Street to Main Street	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide a 3-lane northbound approach to NE 8th Street (left, through, through/right), and left turn lanes at other selected locations.
514	120th Avenue NE at NE 8th Street	Create a 4-legged intersection by extending 120th Avenue north of NE 8th Street to Old Bel-Red Road (include a northbound right turn lane at NE 8th Street). North of NE 8th Street, connect 120th Avenue to Bel-Red Road
515	Main Street/SE 1st Street, 124th Avenue NE to 116th Avenue NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations.

Project Number	Project Location	Project Description
516	Bel-Red Road at 132nd Avenue NE	Add northbound and southbound right turn lanes.
517	Lake Hills Connector, 116th Avenue SE to SE 8 th Street/SE 7th Street	Install sidewalk on south side.
518	Kamber Road/SE 26th Street, Richards Road to 145th Place SE	Place the following improvements to Kamber Road as a high priority in the Capital Improvement Program: Upgrade to urban standards with curbs, gutters, bicycle lanes, and sidewalks. East of 139th Avenue, provide three lanes, with two eastbound and one westbound lanes. Provide left turns at selected intersections. At 145th Place, provide one eastbound left turn lane, one through lane, and one through/right turn lane. West of 139th Avenue, the cross section would be 2/3 lanes. Provide right turn lane at 139th Avenue. At Richards Road, provide three westbound lanes (left, through, right) and add an eastbound left turn lane.
519	Lake Hills Connector at SE 7th Street	Add westbound left and right turn lanes, a northbound left turn lane, and a 250 foot southbound lane.
520	128th Avenue SE, SE 21 st Street to SE 32nd Street and SE 26th Street, 128th Avenue SE 130th Avenue SE	Complete sidewalks.
521	Lake Hills Connector, SE 8th/ SE 7th Street	Install sidewalks and bicycle facilities on Lake Hills Connector to 140th Avenue SE south side where missing.
522	SE 8th Street, 118th Avenue SE to Lake Hills Connector	Install sidewalks on south side.
523	123rd Avenue SE, SE 8th Street to 128th Avenue SE	Install sidewalk on east side.
524	West Lake Sammamish Parkway, City Limits to I-90	Construct a new bicycle lane on the east side of West Lake Sammamish Parkway and improve the existing bicycle lane on the west side. Provide bikeways separated from the roadway where space permits, and space for bicycles on the roadway (with 15-foot curb lanes) in constricted areas. Construct curb & gutter and sidewalks. Provide left turn lanes at SE 34th Street, SE 26th Street and Northup Way.
525	NE 8th Street and 148th Avenue NE	Add eastbound and westbound right turn
526	SE 16th Street, 145th Place SE to 156th Avenue SE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle lanes, and sidewalks. Between 150th and 156th Avenues, consider whether a sidewalk is appropriate on the south side of the street, given environmental concerns, at the implementation phase. Merge two eastbound through lanes at 145th Place SE into one lane approximately 250 feet east of 145th Place. Provide intersection left turn lanes at

Project Number	Project Location	Project Description
		145th Place and 148th Avenue. Provide additional right turn lanes for eastbound and westbound traffic at 148th Avenue SE. At 145th Place SE, provide three westbound traffic lanes (left, through, right).
527	148th Avenue SE, SE 24th Street to SE 28th Street	Add a southbound lane from the end of the existing acceleration lane south of SE 24th Street through the intersection of 148th Avenue SE/SE 28th Street.
528	140th Avenue NE/SE, NE 8th Street to SE 8th Street	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle lanes, and sidewalks. Provide a two-way left turn lane or a median in front of Sammamish High School. Make the following intersection changes: a. At NE 8th Street: Add southbound and northbound through lanes to 250 feet beyond NE 8th Street; and add westbound right turn lane. b. At Main Street: Add northbound right turn lane.
529	145th Place SE, SE 8th Street to SE 24 th Street	Upgrade to urban standards by adding curb, gutter, and sidewalk on the east side, between SE 8th and SE 16th and on the west side between SE 16th and SE 24th. Provide bicycle lanes. Make the following intersection changes: a. At Lake Hills Boulevard: Add northbound right turn lane. b. At SE 16th Street: Add southbound right turn lane
530	SE 24th Street, 145th Place SE/148th Avenue SE	Upgrade to urban standards with curbs, to gutters, sidewalks and bicycle lanes.
531	156th Avenue SE, SE 27th Street to SE 24th Street	Construct sidewalks where missing.
532	156th Avenue SE, SE 20th Place to SE 24th Street	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks on the west side.
533	156th Avenue SE, SE 20th Place to SE 11th Street	Construct an off-street trail on one side of 156th Avenue between SE 11th and SE 16th. Between SE 16th Street and SE 20th Place, construct an off-street trail on the west side. Consider special design features for this trail which are sensitive to protecting wetlands and the rural character of the area.
534	156th Avenue SE, SE 11th Street to NE 4th Street	Construct sidewalks on the east side of 156th Avenue SE, and where missing on the west side of 156th Avenue SE.
535	156th Avenue SE, Lake Hills Boulevard to NE 4th Street	Provide southbound right turn lanes at Main Street and at Lake Hills Boulevard and intersection left turn lanes at NE 4th Street, and at Lake Hills Boulevard. Provide other intersection left turn lanes or two-way left turn lanes at selected locations, such as in front of the Lake Hills Shopping Center.
536	SE 22nd Street, 148th Avenue SE, 156th Avenue SE	Upgrade to urban standards (2 lanes) with to curbs, gutters, sidewalks, and bicycle facilities.

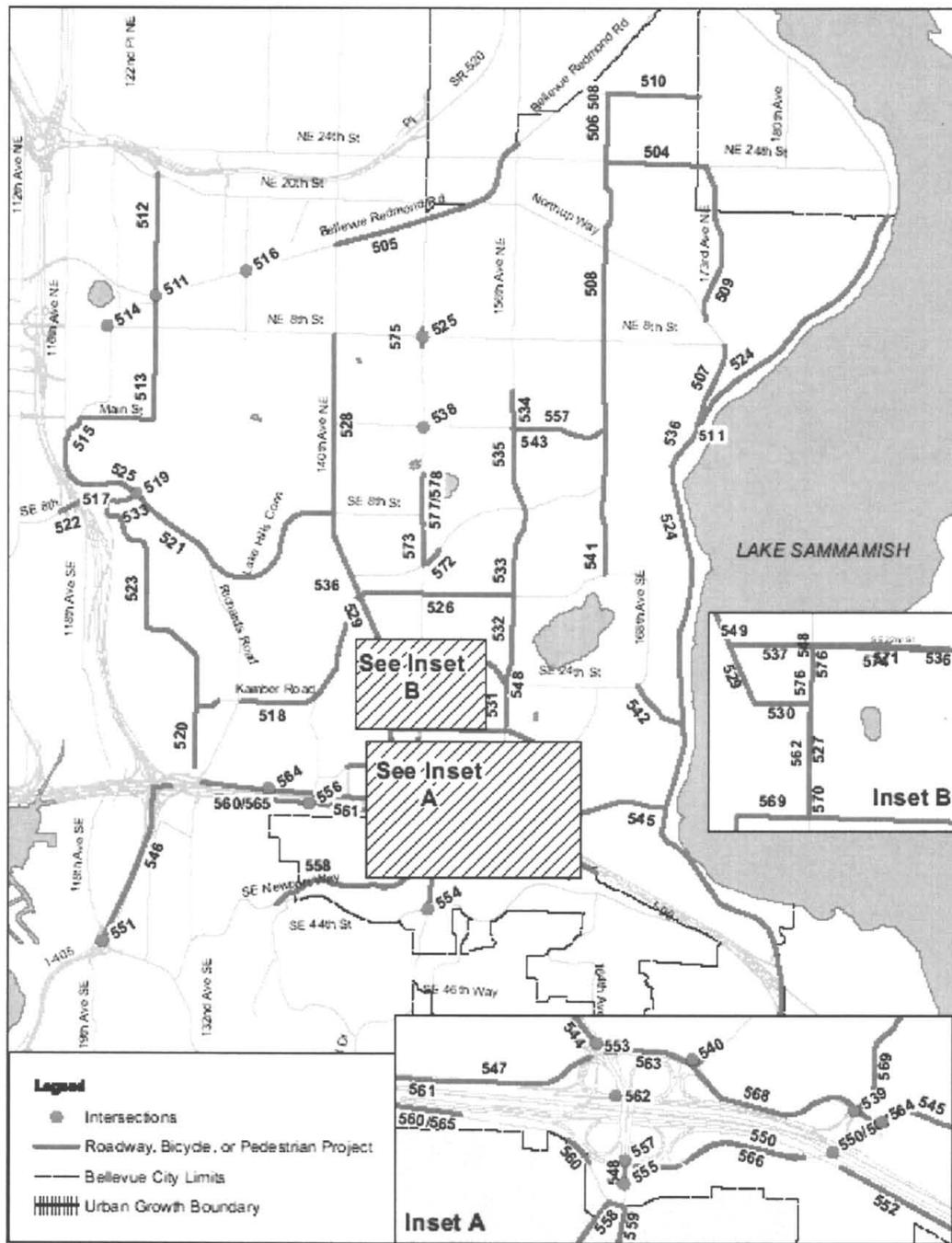
Project Number	Project Location	Project Description
537	SE 22nd Street, 145th Place SE to 148th Avenue SE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, sidewalks, and bicycle facilities.
538	Main Street at 148th Avenue	Add westbound right turn lane.
539	Eastgate Way at 161st Avenue SE	Convert the eastbound right-turn lane to an eastbound through/right lane.
540	Eastgate Way at 156th Avenue SE	Convert the northbound through/right lane to a northbound left/ through/right lane.
541	164th Avenue SE, Lake Hills Boulevard to SE 14th Street	Install sidewalks and bicycle lanes where missing.
542	SE 26th Street, West Lake Sammamish Parkway to SE 24th Street	Install sidewalks and bicycle lanes.
543	Main Street, 156th Avenue to 164th Avenue	Install sidewalks and bicycle lanes.
544	148th Avenue SE, SE 24th Street to Eastgate Way	Install off street pedestrian/bicycle trail on west side.
545	SE 34th Street, I-90 tunnel to West Lake Sammamish Parkway	Install sidewalks and bicycle facilities.
546	I-405, I-90 to Coal Creek Parkway	Add capacity by adding one general purpose lane in each direction in addition to one HOV lane in each direction.
547	Eastgate Way, 148th Avenue SE to Richards Road	Widen to three lanes, with additional right turn lanes at selected locations. Provide bicycle facilities. Provide three westbound lanes at 128th Avenue/Richards Road (left, left/through, right). Provide four eastbound lanes at 148th Avenue (left, 2 through, right).
548	150th Avenue SE, SE 38th Street to SE 36th Street	Widen to seven lanes. At SE 36th Street, provide one northbound through lane, one northbound through/right lane, and one northbound right-turn lane. At SE 38th Street provide one southbound left-turn lane, two southbound through lanes, and one southbound right-turn lane.
549	SE 36 th Street, 150th Avenue SE to I-90 tunnel	Widen to five lanes.
550	I-90 tunnel at SE 35th/SE 36th Street	Rebuild the road at the west end of the SE 35th/36th Street tunnel under I-90 to allow for U-turns, westbound to eastbound. Revise the frontage road at the west tunnel entrance so that westbound tunnel traffic can turn onto the frontage road east of the tunnel entrance, and westbound frontage road traffic can turn east into the tunnel.
	<i>This project is superseded by FATS Update project R12</i>	
552	I-90 south frontage road, 157th Avenue SE to 164th Avenue SE	Extend the frontage road. Provide curbs, gutters, and sidewalks on the south side only. Upgrade 164th Avenue SE as a 2/3 lane street from Newport Way to the I-90 south frontage road extension. Provide curbs, gutters, and sidewalks.
553	Eastgate Way at 148th Avenue SE	Add southbound right turn lane, eastbound right

Project Number	Project Location	Project Description
		turn lane, and westbound left turn lane.
554	Newport Way at 150th Avenue SE	Add eastbound left/through lane.
555	SE 38 th Street at 150th Avenue SE	Add a northbound left turn lane, southbound right-turn lane, and eastbound right-turn lane. Subject to alternate provisions for the continuation of transit service, prohibit all turns at SE 38th Street/Allen Road except right turns into and out of Allen Road.
556	SE 36 th Street at 142nd Avenue SE	Provide channelization that allows eastbound traffic to proceed through the intersection without stopping for the traffic signal, except upon pedestrian actuation.
557	SE 36 th Street/I-90 EB/150th Avenue SE	Add an eastbound through lane and a southbound left turn lane.
558	Allen Road, Newport Way to SE 38th Street	Install sidewalks.
559	150th Avenue SE, SE 38th Street to Newport Way	Install sidewalk on west side
560	SE 36 th /SE 38th Street, 128th Avenue SE to 150th Avenue SE	Improve transit facilities.
561	Eastgate Way, Richards Road to 161st Avenue SE	Improve transit facilities.
562	148th Avenue SE	Provide a third southbound lane along 148 th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south to the 150th Avenue SE overpass. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass off-90 already has three lanes. A third southbound lane on 148th Avenue SE north of this project is under design.
563	156th Avenue SE	The ramp from eastbound I-90 at 156th Avenue SE and Eastgate Way would be widened to provide two dedicated left turn lanes onto Eastgate Way and a shared through/right turn lane with a channelized right turn. The traffic signal would also be rephased.
564	Eastgate Way/SE 35 th Street	To improve traffic flow at the intersection a traffic signal should be installed. Safety at the intersection is also a major concern for bicycles and pedestrians using the Mountains to Sound Trail crossing SE 35th Place.
565	SE 36th Street	This project would widen the road to accommodate five-foot wide bicycle lanes on each side. It would also serve as the interim alignment for the Mountains to Sound trail connection between Factoria Boulevard and 142nd Place SE, where it would connect to the final Mountains to Sound trail alignment described in project 569. Widening of SE 36th Street in the vicinity of 142nd Place SE is also a mitigation requirement for the Sound Transit 142nd Direct Access Ramp.

Project Number	Project Location	Project Description
566	SE 37 th Street	Widen SE 37th Street for bicycles east of 150th Avenue SE. This project would widen SE 37th Street for 14 foot wide shared lanes for bicycles from 150th Avenue SE to the I-90 tunnel at SE 35th Place. Painted crosswalks should be installed near the entrance to the SE 35th Place tunnel
567	SE 35 th Place tunnel	Redesign the SE 35th Place tunnel by reducing the southwest bound lane width from 13 to 12 feet and reducing the shoulders along each side of the roadway by one foot through the tunnel, the sidewalk on the southeast side can be widened to an eight or nine-foot wide multi-purpose trail with a crash barrier separating the trail from the roadway surface. Improved lighting would be installed along the length of the tunnel.
568	Eastgate Way	Eastgate Way would be widened between SE 35th Place and 150th Avenue SE to accommodate 14-foot-wide shared lanes for bicycles. This project should be undertaken in conjunction with the proposed intersection improvements (562,563)
569	Mountains to Sound Trail	SE 35th Place to 142nd Avenue SE. Complete the missing Mountains to Sound Greenway trail segment between the trailhead at SE 35th Place and the bridge at 142nd Place SE to connect to SE 36th Street. A ten-foot wide paved multi-purpose trail would be constructed. Some trails already exist and would only need to be enhanced. Other missing links would need to be filled in. Easements across properties owned by Boeing and Bellevue Community College are required.
570	148th Avenue SE trail	Improve existing 148th Avenue SE trail. The lighting and signing along this trail needs to be upgraded to provide sufficient illumination for safe evening use. Benches would also be installed for pedestrians wishing to rest while climbing uphill.
571	SE 22nd Street	Widen SE 22nd Street between 145th Place SE and 156th Avenue SE to accommodate five-foot wide bicycle lanes along both sides of the roadway and the completion of the missing components of sidewalks along SE 22nd Street.
572	Lake Hills Boulevard	Lengthen westbound left turn pocket, and install curb/gutter and sidewalk on the east leg. Replace diagonal crosswalk with north leg crosswalk.
573	SE 8 th Street	Add a protected northbound left turn on 148 th Ave SE. Add a sidewalk on north side west of 148 th Ave SE to complete a gap.
574	SE 22 nd Street	Add curb/gutter and sidewalk/trail and bike lane on the both sides.
575	NE 8 th Street	East bound double left-turn lanes, with widening

Project Number	Project Location	Project Description
		to be done to the north, with new curb, gutter and sidewalk.
576	148 th Avenue SE	Transit/HOV queue jump southbound between SE 22 nd to SE 24 th Street. Widening would be done on the west side of the roadway with replacement of existing sidewalk.
577	148 th Avenue SE	Pedestrian path near Larson Lake where flooding is a problem needs additional buffer from traffic.
578	148 th Avenue SE	Near Larson Lake flooding problem. Possibly raise roadway. Investigate soils and possible saturation.

East Bellevue Transportation Plan - Bellevue Comprehensive Plan



Map A
East Bellevue Transportation Facility Plan



This map is a graphic representation. It is not to be relied on for survey accuracy. It is not intended to specify acreage, dimensions or exact details of development. Any reproduction or sale of this map, or any portion thereof, is prohibited without the express written authority of the City of Bellevue.

June 2004



Factoria Area Transportation Study Recommendations
*Projects list and map to be updated with the Factoria Area Transportation Plan
 Update in 2005*

Factoria Area Transportation Study (FATS) Update (2005)

Project Number	Project Location	Project Description
Pedestrian and Bicycle Project List		
PB1	SE 38 th Street east of Factoria Boulevard	Improve the pedestrian environment on SE 38 th Street east of Factoria Boulevard by requiring the widening of sidewalks and providing a planter strip according to arterial street standards, as redevelopment occurs, and by installing a mid block pedestrian crossing at a location east of the main Bentall driveway, in accordance with engineering standards.
PB2	SE 40 th Lane east of Factoria Boulevard	Construct sidewalks and/or hard surface trail / stairway on SE 40 th Lane and easement over private property to connect with the extension of 129 th Place SE.
PB3	Between Bentall/Newport Office Complex and Sunset Elementary School	Construct a hard surface trail / stairway to connect Sunset Elementary School to 132 nd Ave SE at the Bentall/Newport Office Complex and SE 38 th St. <i>This project is consistent with a project identified in the 1999 Pedestrian and Bicycle Transportation Plan, project number M-660.</i>
PB4	Factoria Boulevard at SE 40 th Lane	Improve the pedestrian crossing of Factoria Boulevard at SE 40 th Lane, considering options such as: installing special paving types or markings, and providing longer pedestrian signal phases or priority or an eastbound left-turn only signal phase.
PB5	Factoria Boulevard at SE 38 th Street	Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38 th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.
PB6	Factoria Boulevard crosswalks between SE 36 th St and SE 41 st Place	Consider installing pedestrian countdown signals at Factoria Boulevard crosswalks at SE 38 th St and SE 40 th Lane, with others potentially at SE 36 th St, SE 37 th St, SE 41 st Pl, and Newport Way. Investigate such factors as: expected improvements to the pedestrian crossing, potential impacts on vehicle movement, and the cost and long-term maintenance of the signals.
PB7	124 th Avenue SE north of SE 41 st Place and extend the non-motorized facility as a pedestrian and bicycle multiple-use path to connect with the I-90 Trail.	Complete bike lanes on 124 th Ave SE north of SE 41 st Pl and extend the non-motorized facility as a multiple-use path to connect with the I-90 Trail. <i>Both components of this project are consistent with projects identified in the 1999 Pedestrian and Bicycle Transportation Plan, project numbers B-126, B-253 and P-745.</i> Depending on the timing of private redevelopment, the availability

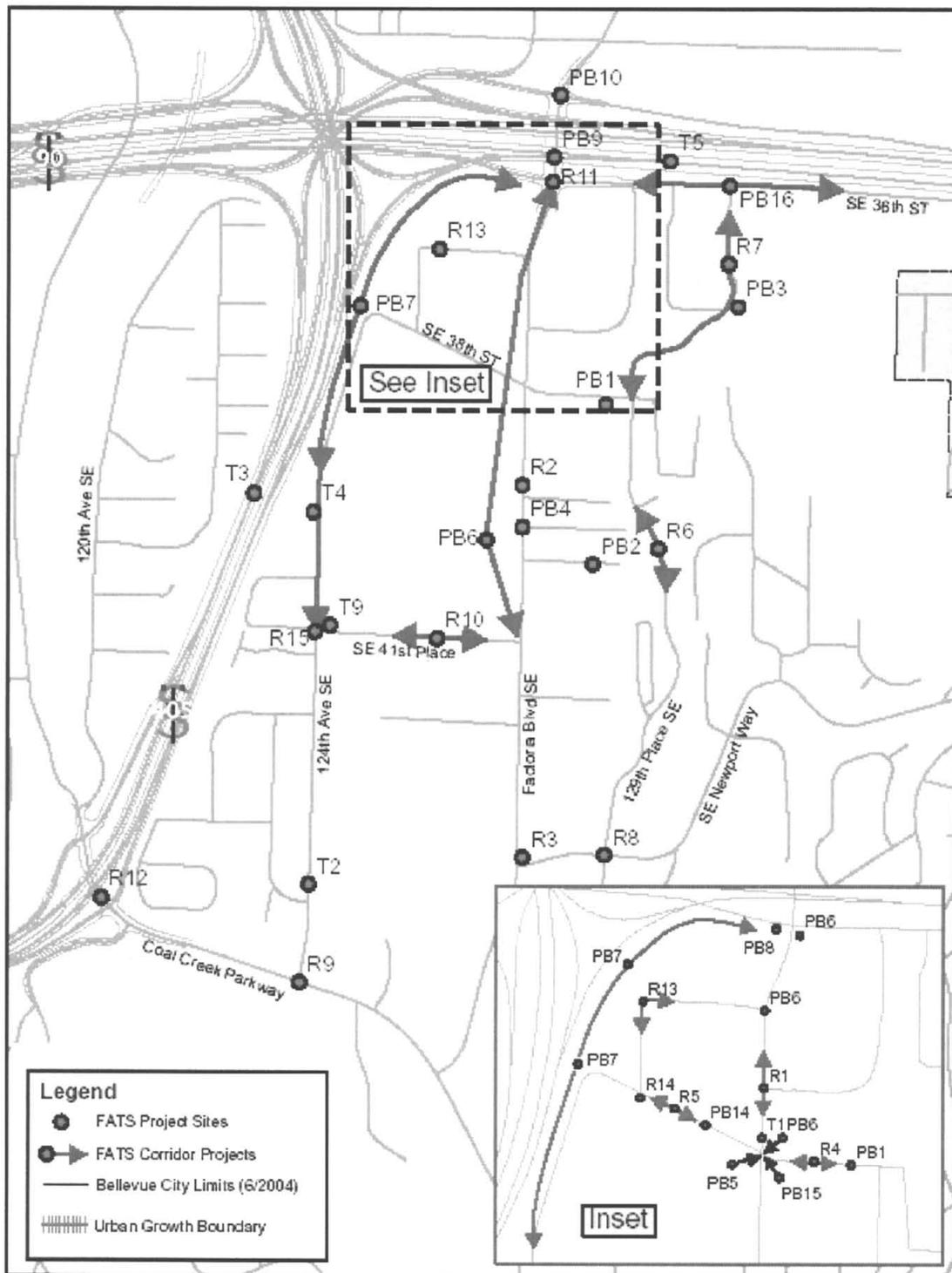
Project Number	Project Location	Project Description
		of public funding, and the acquisition of key easements or right-of-way, portions of this project may be implemented in the long-term.
PB8	I-90 Trail trailhead at Factoria Boulevard	I-90 Trail – Improve trailhead signage and develop a "landmark" trailhead at Factoria Boulevard (similar to the Enatai and Sunset trailheads). Improve wayfinding signage along trail to guide pedestrians and bicyclists to the trail from Factoria.
PB9	SE 36 th Street/Factoria Boulevard/I-90 Trail intersection	Improve SE 36 th St/Factoria Boulevard/I-90 Trail intersection for pedestrian and bicyclist safety, convenience and connectivity. Analyze key problem areas and consider a combination of design features to address those problems, including: changing curb radii, installing special paving/stripping, improving signage, or adjusting signal timing.
PB10	Intersection of Richards Road and Eastgate Way	Improve bicycle safety, convenience and connectivity at the intersection of Richards Road and Eastgate Way by channelizing bicycle lanes to the left of right turn lanes.
PB11	Factoria	Improve wayfinding signage for pedestrians throughout the Factoria area. This project may be implemented by the city on public right -of-way, or by private property owners.
PB12	Factoria	Consider installing vehicle stop lines in advance of crosswalks and driveway access points where vehicle encroachment is documented and consistent.
PB13	Factoria Boulevard	Provide pedestrian-scale lighting fixtures above Factoria Boulevard sidewalks.
PB14	SE 38 th Street west of Factoria Boulevard	Consider relocating the existing mid-block crosswalk on SE 38 th St west of Factoria Boulevard when Factoria Mall redevelopment changes the pedestrian and vehicular circulation pattern. This project's timing would be coincident with that of Mall redevelopment.
PB15	Factoria Boulevard at SE 38 th Street	Consider the feasibility and design of a grade-separated pedestrian crossing of Factoria Boulevard at SE 38 th St. from the northeast corner to southwest corner of the intersection. This project could be developed in association with an enhanced transit facility at this location, and with private redevelopment on each side of the intersection where the skybridge would "land" on private property.
PB16	SE 36 th Street east of Factoria Boulevard	Widen SE 36 th St for bicycles. This road is part of the I-90 Trail and the Mountains to Sound Greenway route. <i>This project is consistent with</i>

Project Number	Project Location	Project Description
<i>projects identified in the 1999 Pedestrian and Bicycle Transportation Plan, project numbers B-244 and S-987.</i>		
Transit Project List		
T1	Factoria Boulevard, near SE 38 th Street	Coordinate with King County Metro Transit and adjacent property owners to develop a "Factoria Station" transit center on Factoria Boulevard, near SE 38 th St. In the short-term, the transit center could consist of enhanced service, rider information, and facilities. In the longer-term, a more substantial transit center may need to be designed and coordinated together with private redevelopment projects. To facilitate pedestrian crossings of Factoria Boulevard and SE 38 th St, a grade-separated crossing (skybridge) may be considered in the long-term. A grade-separated pedestrian crossing would be integrated with adjacent private development.
T2	124 th Ave. SE, west of Newport High School	Coordinate with Metro to develop a new transit layover site on the east side of 124 th Ave. SE, west of Newport High School, as a replacement for the existing layover site on SE 41 st Place.
T3	I-405 midway between I-90 and Coal Creek Parkway	Coordinate with the state and with transit agencies to construct an Express Bus freeway station on I-405 midway between I-90 and Coal Creek Parkway with pedestrian access to Factoria Mall through a skybridge/tunnel route.
T4	West of Factoria Mall in conjunction with a proposed I-405 Freeway Station	Develop a transit center / bus layover site west of Factoria Mall in conjunction with a proposed I-405 freeway station (only viable with an I-405 freeway station) for local transfers and for connections to Factoria Mall.
T5	I-90 at approximately 131 st Ave SE	Coordinate with the state and with transit agencies to construct an Express Bus freeway station or HCT station on I-90 at approximately 131 st Ave SE with pedestrian access to the Bentall/Newport office complex through a sky bridge route.
T6	Factoria	Encourage transit service providers to enhance regular bus service to the Factoria area, particularly to the Bentall / Newport office complex by: a) Increasing service for Metro routes #210 and #222 b) Extending Sound Transit route #535 to Factoria via the South Bellevue Park and Ride c) Providing direct service to downtown Seattle via I-90
T7	Factoria	Explore opportunities to provide additional park and ride facilities by contracting with local churches to lease existing parking spaces.

Project Number	Project Location	Project Description
T8	Factoria Boulevard	Coordinate with Metro to provide bus shelters, where warranted in accordance with Metro standards, at bus stops on Factoria Boulevard.
T9	SE 41 st Place at 124 th Avenue SE	Together with Metro, determine the demand for a new bus stop on westbound SE 41 st Pl at 124 th Ave SE, and encourage Metro to install the bus stop if warranted and feasible.
T10	Factoria Boulevard	Coordinate with Metro to provide and maintain trash receptacles at Factoria Boulevard transit stops.
Roadway Project List		
R1	Factoria Boulevard	Plant small trees in the median of Factoria Boulevard to complement the current landscape design, choosing a tree species in respect of the fact that the median has an impervious asphalt base, and is essentially a raised planter bed.
R2	SE 40 th Lane and Factoria Boulevard	At the intersection of SE 40 th Lane and Factoria Boulevard, lengthen the southbound to eastbound left turn pocket and increase the westbound to southbound left turn lane.
R3	Factoria Boulevard at Newport Way	Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the access to St. Margaret's church on Factoria Boulevard to align with the signal at the Newport High School access.
R4	SE 38 th Street east of Factoria Boulevard	Improve the traffic operations on SE 38 th St east of Factoria Boulevard, with the intent of reducing vehicle queues. Potential solutions should include: retiming the signal at the intersection, adding turn lanes on SE 38 th St, and restricting parking on SE 38 th St. Consider potential adverse impacts to pedestrian crossings in any proposed design solution.
R5	SE 38 th Street between Factoria Boulevard and 124 th Ave SE	Improve traffic operations along SE 38 th St between Factoria Boulevard and 124 th Ave SE, with the goal of reducing vehicle queues. Potential solutions should include: retiming the signal at the intersection, adding turn lanes on SE 38 th St, providing access management and turn restrictions, and revising access driveways. Consider potential adverse impacts to pedestrian crossings in any proposed design solution.
R6	129 th Ave SE north to SE 38 th Street	Extend 129 th Ave SE north to SE 38 th St. Modify the intersection of SE 38 th St and 129 th Ave SE to a curve rather than a "T" intersection.
R7	131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th Street	Realign 131 st Ave SE/132 nd Ave SE to form a vehicular and pedestrian connection between SE 36 th St and SE 38 th St.

Project Number	Project Location	Project Description
R8	Intersection of 129 th Ave SE and SE Newport Way	Investigate traffic operations at the intersection of 129 th Ave SE and SE Newport Way when 129 th Ave SE is extended to connect with SE 38 th St. Consider signalization and channelization improvements if warranted.
R9	Intersection of 124 th Avenue SE and Coal Creek Parkway	Study queue lengths at the intersection of 124 th Ave SE and Coal Creek Parkway, and improve intersection operations if warranted, using methods such as adjusting signal timing.
R10	SE 41 st Place between Factoria Boulevard and 124 th Avenue SE.	Provide a landscaped median where feasible to enhance the streetscape on SE 41 st Pl between Factoria Boulevard and 124 th Ave SE. This project could be coordinated with future Mall expansion.
R11	Factoria Boulevard intersections with SE 36 th Street and the I-90 ramps/ SE Eastgate Way	Prepare and evaluate options to meet adopted vehicle level of service standards in 2030, for the Factoria Boulevard intersections with SE 36 th St and the I-90 ramps/ SE Eastgate Way, with the intent of reducing vehicle queuing and weaving. Potential design solutions should include signage, curb controls, and road widening.
R12	I-405 / Coal Creek Parkway intersection	Improve the projected 2030 vehicle level of service to meet adopted standards at the I-405 / Coal Creek Parkway intersection. Options may include: retiming traffic control signals, and/or constructing additional traffic lanes on freeway ramps and on Coal Creek Parkway. <i>(This project replaces project 551 above)</i>
R13	SE 37 th Street - west of Factoria Boulevard	Investigate utilizing the private road (SE 37 th St - west of Factoria Boulevard) to provide additional vehicle and pedestrian connectivity.
R14	SE 38 th Street entrance to Factoria Mall	Coordinate with private property owners to develop a primary access driveway from SE 38 th St to Factoria Mall at time of redevelopment. Align this driveway with the major driveway (private road SE 37 th St) on the north side of SE 38 th St to create a 4-way intersection. Install traffic controls at this intersection if warrants are met. Provide pedestrian crosswalks at this intersection. The timing of this project is dependent on Factoria Mall redevelopment.
R15	SE 124 th Avenue and 41 st Place SE	Install a new traffic signal at SE 124 th Ave and 41 st Pl SE, if signal warrants are met.

The Transportation Facilities Plan for Factoria (Map B)



Legend

- FATS Project Sites
- ➔ FATS Corridor Projects
- - - Bellevue City Limits (6/2004)
- ▨ Urban Growth Boundary

Map B

Factoria Area Transportation Study Update Projects

