

**CITY OF BELLEVUE  
ENVIRONMENTAL CHECKLIST  
(Integrated SEPA/GMA Process)**

**A. BACKGROUND INFORMATION**

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**PROPOSAL TITLE:** Downtown Mobility Comprehensive Plan Amendment (07-138956 AC).

**PROPERTY OWNERS' NAME:** N/A

**PROPOSAL LOCATION (street address and nearest cross street or intersection as well as a legal description if available):** Future transportation improvements located in or near downtown Bellevue related to NE 2nd, 4th, 6th, and 8th streets, Bellevue Way, and 112th Avenue NE.

**PROPONENT'S NAME:** City of Bellevue, Department of Transportation and Department of Community Development

**CONTACT PERSON'S NAME:** Paul Inghram, AICP, Comprehensive Planning Manager

**CONTACT PERSON'S ADDRESS:** Department of Planning and Community Development  
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**BRIEF DESCRIPTION OF THE PROPOSAL'S SCOPE AND NATURE:**

**1. General description:**

The proposed amendment would add several transportation improvements to the Downtown Subarea Plan and the Wilburton/NE 8th Street Subarea Plan outlined below, and amend the policies of the Wilburton NE/8th Street Subarea Plan supportive of the proposed transportation improvements. The draft proposed amendments are attached.

1. *NE 4<sup>th</sup> Street Extension* – The extension of NE 4<sup>th</sup> Street from 116<sup>th</sup> to 120<sup>th</sup> Avenue NE was evaluated within the context of Auto Row redevelopment, and as a component of both the Wilburton/NE 8<sup>th</sup> and Bel-Red Corridor planning efforts. It is a critical project, extending the grid of arterial streets serving both the downtown and the redeveloping area just to the east. It would serve a large number of trips, offering needed relief to NE 8<sup>th</sup> Street, 116<sup>th</sup> Avenue, and 120<sup>th</sup> Avenue south of 4<sup>th</sup> Street.

2. *NE 6<sup>th</sup> Street HOV Bridge over NB I-405* – The extension of the NE 6<sup>th</sup> HOV bridge would allow buses and carpools to cross the freeway without the traffic and signal delays associated with the congested intersections at the arterial crossings of NE 12<sup>th</sup>, NE 8<sup>th</sup> and NE 4<sup>th</sup> Streets. Transit travel time savings entering/exiting downtown are expected to become more important with the implementation of King County Metro’s Rapid Ride connection between Downtown Bellevue, Overlake and Downtown Redmond, plus future feeder bus connections to a Downtown Bellevue light rail transit station.
3. *Intersection Channelization Modification* – The work done to date to analyze 2030 traffic conditions, including some new potential downtown development, has indicated that additional intersection improvements are necessary to alleviate congestion and maintain traffic flow. If the current pace of development continues, opportunities to make these changes could be lost:
  - a. Bellevue Way and NE 8<sup>th</sup> Street – The needed upgrade is a southbound to westbound right turn lane on Bellevue Way. The current southbound through/right curb lane is often blocked due to pedestrian traffic in the NE 8<sup>th</sup> Street crosswalk, blocking the through movement and upstream driveways. A dedicated right turn lane would allow the through movement to flow during the green phase.
  - b. Bellevue Way and NE 4<sup>th</sup> Street – The needed improvements include right turn lanes for southbound Bellevue Way to westbound NE 4<sup>th</sup> (toward Bellevue Square parking) and westbound NE 4<sup>th</sup> to northbound Bellevue Way movements (toward Lincoln Square).
  - c. Bellevue Way and NE 2<sup>nd</sup> Street – The needed upgrades include a northbound Bellevue Way right turn lane to eastbound NE 2<sup>nd</sup> Street, and a dual left turn lane for southbound Bellevue Way to eastbound NE 2<sup>nd</sup>.
  - d. NE 2<sup>nd</sup> Street and 112<sup>th</sup> Avenue – The recommendation would provide for the future connection of NE 2<sup>nd</sup> Street to I-405, including a straightening and realignment of NE 2<sup>nd</sup> Street to the north between 112<sup>th</sup> and 114<sup>th</sup> Avenues, dual southbound to eastbound (toward I-405) left turn lanes, and a northbound 112<sup>th</sup> to eastbound NE 2<sup>nd</sup> right turn lane.
  - e. NE 8<sup>th</sup> Street and 106<sup>th</sup> Avenue – This intersection is complicated by the close proximity of a large sequoia at the northwest corner, just behind the sidewalk. While intersection improvements will occur on the northeast quadrant as part of the Wasatch block, some realignment will be needed to maintain the curblines at the northwest corner. This will require shifting the south curblines along NE 8<sup>th</sup> about 8-10 feet further to the south.

2. **Site acreage:** N/A
3. **Number of dwelling units/buildings to be demolished:** None
4. **Number of dwelling units/buildings to be constructed:** None
5. **Square footage of buildings to be demolished:** N/A
6. **Square footage of buildings to be constructed:** N/A
7. **Quantity of earth movement (in cubic yards):** Any earth movement required for these transportation improvements will be determined at the time of design when project specific permits will be required.
8. **Proposed land use:** No changes to the land uses are proposed.
9. **Design features, including building height, number of stories and proposed exterior materials:** N/A.
10. **Other:**

**Proposed timing or schedule (including phasing, if applicable):**

Following inclusion in the Comprehensive Plan, these transportation improvement projects will be evaluated for inclusion in the city's Transportation Facilities Plan and Capital Improvement Program based on funding, priority and opportunity. The timing will vary for individual projects. Some may proceed in the next year to be coordinated with adjacent site development projects. Others may not occur for several years.

**Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

Other transportation improvements planned to occur in and serving downtown Bellevue are included in the Downtown Subarea Plan.

**List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

- City of Bellevue Comprehensive Plan
- Determination of Non-Significance – Comprehensive Plan Update (Bellevue) – fall 2004
- Final Report on the Downtown Plan Update June 2003
- Transportation Facilities Plan 2006-2017 and related EIS
- Wilburton/NE 8th Street Study SEPA Checklist dated 11/30/2006

**Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.**

None known.

**List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.**

Action by the City Council will be required for adoption of the Comprehensive Plan amendment. Additional approvals will be required to approve funding and to permit the construction of these transportation improvements.

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**B. Environmental Elements**

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b.

**C. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (do not use this sheet for project actions)**

**SUMMARY**

Project Summary:

The proposed amendment would add several transportation improvements to the Downtown Subarea Plan and the Wilburton/NE 8th Street Subarea Plan. These improvements include the extension of NE 4th from 116th Avenue NE to 120th Avenue NE; an HOV and pedestrian extension of NE 6<sup>th</sup> from 112th to 116th Avenue NE; and the addition of second left turn lanes, and right turn lanes at specific downtown intersections. The proposed improvements are described in greater detail under item 1, above, and the proposed amendments are attached.

Environmental Summary per WAC 197-11-235(3)(b):

State the proposal's objectives:

The proposed transportation improvements were identified to provide congestion relief to SOV, HOV and bus rapid transit into, out of, and around downtown as well as increasing pedestrian and bicycle access and connectivity from the Wilburton area to downtown Bellevue. Selected intersections are anticipated to result in a 22%-27% reduction in total PM peak intersection delays.

Specify the purpose and need to which the proposal is responding

Downtown Bellevue is the major activity center for the greater Eastside, with concentrations of office, retail and residential uses. The dramatic recent growth in downtown Bellevue is expected to continue at a vigorous pace into the foreseeable future, in part due to very low office vacancy rates and a strong housing market. Meanwhile, construction and growing

pedestrian and vehicular demand as new buildings are occupied make it increasingly difficult to keep people moving without substantial congestion and delay.

As staff have been working to advance the design and implementation of the Downtown Implementation Plan (DIP) the analysis has moved out in time, to a 2030 planning horizon, consistent with other regional studies (I-405, SR 520, ST2). In the process, additional needs have become apparent that were not identified previously. Two of these needed improvements would extend existing east-west roadways, another would provide for additional right turn lanes, one would improve future freeway access, and one would realign an existing intersection.

State the major conclusions, significant areas of controversy and uncertainty:

The Downtown Subarea plan envisions the creation of a Great Place – viable, livable, memorable and accessible. One component of that is an accessible transportation system for vehicles, transit, pedestrians and bicycles. A key element of the roadway network included utilizing both NE 2nd and NE 10th Streets to provide greater regional access to downtown and to serve higher east-west traffic volumes, with new extensions over I-405 and freeway ramp connections. It is important to point out that enhancing downtown access from the eastern, or I-405 gateway, was a clear policy choice by Council, and they chose not to recommend a widened Bellevue Way north and south of downtown for that purpose.

The new right turn lanes would help address traffic delays due to right turning vehicles yielding to pedestrians. This delay to right turning vehicles can gridlock traffic traveling through intersections from the curb lane. The new right turn lanes are not anticipated to result in additional pedestrian crossing conflicts, but they will increase pedestrian crossing distance by about 11 feet per crossing. The new right turn lanes will provide additional signal timing options to address vehicle/pedestrian conflicts should that become necessary.

The Wilburton/NE 8th Street Study identified the two east-west transportation connections to increase connectivity and access between the Wilburton/Auto Row commercial area and downtown and to enhance system connectivity between downtown, I-405, Wilburton, Bel-Red, east Bellevue, and SR-520. A connection at NE 4th Street from 116th to 120th Avenue would provide general purpose vehicle connectivity from downtown and the I-405 interchange to Wilburton and work as part of a system improvement that includes 120th Avenue NE, 124th Avenue north of NE 8th Street, and an expanded interchange at 124th and SR520. The connection at NE 6th Street from 112th to 120th Avenue is seen as an opportunity to provide a more efficient transit connection from the Bellevue Transit Center across I-405 to eastern Bellevue. This has the promise of improving ride times for one of Metro's Rapid Ride routes between downtown and the Crossroads and Overlake transit hubs. Both the NE 4th and NE 6th connections would enhance pedestrian and bicycle access between downtown and Wilburton and may act as connection points to a future multipurpose trail in the BNSF corridor.

If a new east-west connection was provided at NE 4th Street, existing Subarea Policy S-WI-17 will need to be amended as proposed, which currently prohibits such an extension:

*Existing Policy S-WI-17. No extension of 124th Avenue south of Main Street, or NE 4th Street east of 116th Avenue should be permitted.*

It is understood that this policy was originally put in place as means to avoid displaced traffic impacts on the Wilburton residential neighborhood, and specifically with NE 4th, due to the fear that extending it to 120th Avenue could result in a potential increase in traffic on the residential street, NE 5th. The intersection of NE 4th and 120th Avenue is proposed to be offset from NE 5th to avoid a direction connection, and a traffic calming program for NE 5th is recommended to avoid or mitigate potential cut through traffic that could otherwise result.

**1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The transportation improvements supported by the proposed amendments are not anticipated to directly result in discharges to water or air, or involve hazardous substances. The improvements are expected to result in an overall decrease in the PM peak delay by 4% in the Downtown Area. Dust, noise and other related impacts that may occur during the construction of the proposed improvements will be reviewed at the time of project design prior to construction.

**Proposed measures to avoid or reduce such increases are:**

New construction projects must comply with city, state and federal standards related to water discharges; emissions to air; production, storage, or release of toxic or hazardous substances; and excessive noise.

**2. How would the proposal be likely to affect plants, animals, fish or marine life?**

There are no known direct impacts to plants, animals, fish or marine life that will result from the proposal. The transportation improvement proposed are located in downtown Bellevue and the Wilburton commercial corridor where land is effectively already entirely built out with streets and development. None of these improvements are expected to impact plants or habitat.

**Proposed measures to protect or conserve plants, animals, fish or marine life are:**

None are expected to be necessary due to the location of the improvements. City standards require the protection of habitat and critical areas, when affected.

**3. How would the proposal be likely to deplete energy or natural resources?**

Some typical amount of energy and resources would be consumed for the construction of the proposed improvements and some street segments may include lighting that consumes some amount of energy on an ongoing basis.

**Proposed measures to project or conserve energy and natural resources are:**

The proposed transportation improvements are design specifically to improvement transportation system efficiency and improve transit service.

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The only known potentially environmentally sensitive areas or other areas requiring protection in the immediate area of the proposed transportation improvements are potential steep slopes in the area planned the extension of NE 4th Street. Preliminary engineering for NE 4th Street has identified a potential route that, with appropriate grading and engineering, can manage the slope as the road rises from 116th Avenue to 120th Avenue.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

The future design of NE 4th Street would need to address slope issues in greater detail and meet street engineering standards.

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

As discussed above, these transportation improvements support the vision established in the Downtown Subarea plan that envisions the creation of a Great Place – viable, livable, memorable and accessible. A key element of the roadway network planned for downtown utilize NE 2<sup>nd</sup> and NE 10<sup>th</sup> streets to provide greater regional access and to serve higher east-west traffic volumes, with new extensions over I-405 and freeway ramp connections. NE 10th and NE 2nd streets allow for enhancing downtown access from I-405 gateway, and avoiding a widened Bellevue Way north and south of downtown. Extensions of NE 4th and NE 6th support improving the connection of downtown with the surrounding transportation network, adjacent subareas, and the freeway and transit system. Collectively, these transportation improvements support the goals of the downtown subarea plan and the city’s objective of focus a large portion of new commercial, office and residential growth in the downtown area.

**Proposed measures to avoid or reduce shoreline and land use impacts are:**

These improvements target specific intersections that serve key parts of the downtown vehicle transportation system and key connections to downtown. Separate from this project the city is proceeding with other planning efforts to enhance the street-land use interface in downtown (Great Streets), to consider appropriate land uses and public infrastructure components for the Bel-Red corridor (the Bel-Red Corridor Project), and to consider appropriate future land uses for the Wilburton commercial area (the Wilburton/NE 8th Street Study).

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The intent of these transportation improvements is to ease downtown intersection congestion in the long term, increase connectivity to downtown, and improve transit, pedestrian, and bicycle access and connectivity to downtown.

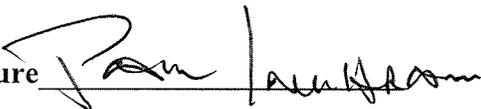
**Proposed measures to reduce or respond to such demand(s) are:**

These proposed improvement respond directly to anticipated transportation demands.

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

No conflicts are known or anticipated.

**D. The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.**

Signature 

Date Submitted 10-31-2007

## Draft Amendments to the Downtown Subarea Plan Transportation Project List

*Proposed additions are shown with underline formatting, deletions are shown with ~~strikeout~~ formatting. Other text shown would remain as currently adopted.*

### Project Number Project Location/Description

#### Freeways

- |            |   |
|------------|---|
| <b>101</b> | <b>I-405 from NE 8th Street to NE 70th Street</b><br>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.   |
| <b>102</b> | <b>I-405 from SE 8th Street to I-90</b><br>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.  |
| <b>103</b> | <b>I-405 at Northup Way and 116th Avenue NE</b><br>Construct a northbound on-ramp and a southbound off-ramp connecting the intersection of 116th NE and Northup Way with I-405.   |
| <b>104</b> | <b>SR-520 at Bellevue Way NE</b><br>Construct an eastbound on-ramp to SR-520 from Bellevue Way NE.  |
| <b>105</b> | <b>I-405 at NE 4th, NE 6th and NE 8th Street</b><br>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: <ol style="list-style-type: none"><li>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.</li><li>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.</li><li>c. Widen NE 4th overpass for an additional eastbound lane; remove HOV restrictions.</li><li>d. Widen NE 6th to five lanes between 110th and 112th NE.</li><li>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.</li></ol> |
| <b>106</b> | <b>I-405</b><br>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.  |
| <b>107</b> | <b>I-405</b><br>Add new I-405/SR-520 access at NE 10th via collector-distributor lanes from and to the north.   |
| <b>108</b> | <b>I-405</b><br>Add new I-405 access at NE 2nd via collector-distributor lanes from and to the south.   |
| <b>109</b> | <b>SR-520/124th Avenue NE</b><br>Create a new full interchange at SR-520 near 124th NE.   |

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

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

### **Roadways(Downtown)**

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

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

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

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

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

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

207 **NE 8th Street**  
Add one westbound lane on NE 8th St between 106th NE and 108th NE (while preserving the large sequoiano widening west of 106th NE).

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

208 **NE 4th Street / Bellevue Way**  
Provide dedicated eastbound, southbound and westbound right turn lanes. Convert eastbound thru-right lane to right only.

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

## Draft Policy Amendments to the Wilburton/NE 8th Subarea Plan

*Proposed additions are shown with underline formatting, deletions are shown with ~~strikeout~~ formatting. Other text shown would remain as currently adopted.*

**POLICY S-WI-17.** No extension of 124th Avenue south of Main Street, ~~or N.E. 4th Street east of 116th Avenue~~ should be permitted.

**POLICY S-WI-NEW.** Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and multi-modal access at NE 6th Street between Downtown and 120th Avenue NE.

**Draft Amendments to the East Bellevue Transportation Plan Transportation  
Project List**

*Proposed additions are shown with underline formatting, deletions are shown with ~~strikeout~~ formatting. Other text shown would remain as currently adopted.*

<b>Project Number</b>	<b>Project Location</b>	<b>Project Description</b>
<i>[numbering follows projects already included in the East Bellevue Transportation Plan]</i>		
<u>582</u>	<u>NE 4th Street between 116th Avenue NE and 120th Avenue NE</u>	<u>Create a new 4 lane arterial street connection with street landscaping, non-motorized facilities, and turn lanes as needed to provide efficient intersection movement.</u>
<u>583</u>	<u>NE 5th Street between 120th Avenue NE and 124th Avenue NE.</u>	<u>Identify and install traffic calming mitigation measures to reduce neighborhood impacts in accordance with a neighborhood implementation plan.</u>
<u>584</u>	<u>NE 6th Street multi-modal corridor between 112th Avenue NE and 120th Avenue NE</u>	<u>Create a transportation corridor that may include a combination of transit, HOV, general purpose and non-motorized facilities between 112th Avenue and 120th Avenue, with a non-motorized connection to the BNSF RR corridor.</u>