



**Planning Staff Report**

DATE: November 21, 2007

TO: Chair Robertson and Members of the Bellevue Planning Commission

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SUBJECT: Downtown Mobility Comprehensive Plan Amendment (07-138956 AC).  
December 12, 2007 Public Hearing

**I. PROPOSAL**

Downtown Bellevue is the major activity center for the greater Eastside, with concentrations of office, retail and residential uses. To support the continued vigorous pace of development in downtown Bellevue the Downtown and Wilburton/NE 8th Street subarea plans and the East Bellevue Transportation Plan are proposed to be updated to include future transportation improvements located in or near downtown Bellevue. These improvements include the extension of NE 4th from 116th Avenue NE to 120th Avenue NE; an HOV and pedestrian extension of NE 6th from 112th to 120th Avenue NE; and the addition of second left turn lanes and right turn lanes at specific downtown intersections.

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 serving downtown by 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. Inclusion of the NE 4th Street extension requires modifying Wilburton/NE 8th Street Policy S-WI-17 that currently prohibits the extension, and including traffic calming improvements for NE 5th Street to prevent adverse impacts of the extension.
2. *NE 6<sup>th</sup> Street HOV and nonmotorized connection from 112th Avenue to 120th Avenue NE* – The extension of the NE 6<sup>th</sup> HOV I-405 interchange to the east 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. This project also supports pedestrian and bicycle connectivity between 112th Avenue and 120th Avenue as part of the corridor improvements.

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), and double left turn lanes from Bellevue Way northbound to westbound NE 4<sup>th</sup>.
- 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 curbline at the northwest corner. This will require shifting the south curbline along NE 8<sup>th</sup> about 8-10 feet further to the south.

See Attachment 1 for the proposed Comprehensive Plan policy and text changes that support these projects.

## II. STAFF RECOMMENDATION

This proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment (see Section III) and **staff recommends approval of the Comprehensive Plan Amendment to modify the Downtown and Wilburton/NE 8th Street subarea plan and the East Bellevue Transportation Plan** to include additional transportation improvements located in or near downtown.

### III. DECISION CRITERIA

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

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

Not applicable to this proposal.

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

**Comprehensive Plan**

The proposed amendment is consistent with the general policies in the Comprehensive Plan, including the city's **Transportation Element** that supports development of an arterial system that provides reasonable mobility.

***Policy TR-39.** Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.*

***Policy TR-42.** Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.*

The Transportation Element also supports minimizing impacts to local residential streets.

***Policy TR-48.** Minimize the amount of through-traffic on local streets in residential areas.*

By continuing to develop a network of primary arterials that create an overall system through downtown, connecting to I-405, and connecting east and north to Wilburton and Bel-Red, the system encourages drivers to make effective use of the arterial network rather than to seek alternative routes through residential areas. Providing traffic calming on NE 5th Street will also help avoid through-traffic that might otherwise occur.

The **Downtown Subarea Plan** supports a hierarchy of streets where some corridors have a pedestrian bias while others have an auto bias. The auto bias streets are intended

to have a pleasant pedestrian environment while accommodating high traffic volumes. The auto bias streets in downtown include NE 8th and 4th streets, Bellevue Way, and 112th Avenue NE.

A key element of the roadway network includes 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 proposed intersection improvements are located along the auto bias streets as a means to maintain capacity as development continues. The extension of NE 4 Street to the east supports connecting to downtown's auto bias grid. An HOV extension of NE 6th Street to the east, meanwhile, supports providing improved transit access to the pedestrian bias corridor in downtown.

Relevant Downtown Subarea Plan policies include:

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

**Policy S-DT-41.** *Minimize disruption of vehicular flow on auto bias streets.*

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

## **Growth Management Act**

The proposal is consistent with GMA Planning Goals.

## **Countywide Planning Policies**

Countywide Planning Policies for King County are organized by topics in nine separate chapters. The framework policies in each chapter are implemented through local plans and regulations. Evidence of the consistency of the proposal with the framework policies is as follows:

- I. **Critical Areas** *The proposal will not affect the implementation of regulations dealing with critical areas.*

II. **Land Use Pattern** *The proposal is consistent with the implementation of the desired urban land use pattern, by supporting continued urban development in the Downtown Bellevue urban center.*

III. **Transportation** *The proposal supports appropriate arterial system improvements that connect to the regional transportation system.*

IV. **Community Character and Open Space** *The proposal will not affect the implementation of regulations dealing with historic resources, urban design, human and community services, and open space lands and corridors.*

V. **Affordable Housing** *The proposal will not affect the provision of affordable housing.*

VI. **Contiguous and Orderly Development and Provision of Urban Services to Such Development** *The proposal supports additional urban infrastructure within the downtown urban center.*

VII. **Siting Public Capital Facilities of a Countywide or Statewide Nature.**  
*Not applicable to this proposal.*

VIII. **Economic Development** *The proposal supports continued investment within downtown Bellevue.*

IX. **Regional Finance and Governance** *Not applicable to this proposal.*

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

The proposed amendment addresses the interests and changed needs of the entire city. 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.

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

**Significantly changed conditions.** Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the

Comprehensive Plan to function as an integrated whole. This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).

The proposal demonstrates evidence of significantly changed conditions. Downtown Bellevue is the major activity center for the greater Eastside, with concentrations of office, retail and residential uses. The dramatic recent growth 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. Without prompt action to provide policy direction on needed elements of the future transportation system, the ability to secure these improvements during development review will be lost.

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 in downtown 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.

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

The proposed amendment is not site-specific.

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

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City by supporting continued economic development in downtown Bellevue, and enhancing multiple modes of transportation mobility and access in and serving downtown.

#### **IV. STATE ENVIRONMENTAL POLICY ACT**

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold determination of non-significance (DNS) was issued on November 19, 2007.

#### **V. PUBLIC NOTICE AND COMMENT**

Notice of the Application was published in the Weekly Permit Bulletin on February 22, 2007. The Bellevue City Council initiated this CPA on August 6, 2007. Notice of the Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on November 19, 2007.

Staff presented the proposal to the Bellevue Downtown Associations (BDA) Land Use Task Force. While there was an understanding of the vehicular benefits received with the addition of the right turn lanes, BDA members expressed concern that additional widening requirements necessary for right-turn lanes would diminish the development opportunity for the sites affected. Concern was also expressed that construction of the proposed lanes would be required at the time the site was developed. The BDA noted that additional work is necessary for the extension of NE 6<sup>th</sup> Street to more fully understand the transportation benefits, transit improvements, and the future use of the BNSF corridor.

Public comments were also received related to the NE 4th Street extension during the Wilburton/NE 8th Street planning study, during which a number of public meetings and engagements with the adjacent neighborhood were held. Mixed feelings were expressed for the potential new NE 4th Street connections between 116th Avenue and 120th Avenue. Several residents expressed opposition to the NE 4th Street extension due to fear of cut through traffic on NE 5th Street that might result to the east. Others noted that a connection could provide convenient access and supported relieving congestion on NE 8th Street. Some suggested that transportation improvements would be important to support any new development that occurs in the Wilburton area. Several commented on the need to straighten the intersection of 120th Avenue with NE 8th Street. (Improvements to the 120th/NE 8th intersection are identified in the East Bellevue Transportation Plan (project 514), although they have not yet been included on the city's 7-year Capital Improvement Program (CIP).)

#### **VI. NEXT STEPS**

**We request the Planning Commission to conduct and close the public hearing, discuss the proposal, ask questions of staff, and make a recommendation.**

## **VII. ATTACHMENTS**

1. Proposed amendments to the Downtown and Wilburton/NE 8th Street subarea plans and the East Bellevue Transportation Plan

## Attachment 1

### 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

- |     |   |
|-----|---|
| 101 | <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.   |
| 102 | <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.  |
| 103 | <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.   |
| 104 | <b>SR-520 at Bellevue Way NE</b><br>Construct an eastbound on-ramp to SR-520 from Bellevue Way NE.  |
| 105 | <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> |
| 106 | <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.  |
| 107 | <b>I-405</b><br>Add new I-405/SR-520 access at NE 10th via collector-distributor lanes from and to the north.   |
| 108 | <b>I-405</b><br>Add new I-405 access at NE 2nd via collector-distributor lanes from and to the south.   |

- 109 **SR-520/124th Avenue NE**  
Create a new full interchange at SR-520 near 124th NE.
- 110 **I-405/116th Avenue NE**  
Provide new ramps to/from 116th NE/Northrup Way.
- 111 **SR-520/Bellevue Way**  
Add eastbound off-ramp from SR-520 to 108th NE/112th NE at Bellevue Way.

**Roadways(Downtown)**

- 201 **110th Avenue NE from NE 4th Street to NE 9th Street**  
Widen this section from three lanes to four or five lanes, including traffic signal at NE 6th.
- 202 **112th Avenue SE/NE from SE 8th Street to NE 12th Street**  
Widen this section to provide additional turn lanes at all intersections. This widening would provide the following:
  - a. Left-turn lanes on 112th at SE 4th, SE 6th, NE 2nd, NE 6th and NE 10th.
  - b. Dual left-turn lanes on 112th NE at NE 8th.
  - c. Northbound to eastbound right-turn lanes on 112th NE at NE 4th.
- 203 **103rd Avenue NE/105th Avenue NE/107th Avenue NE/NE 11th Street**  
Reconstruct the following sections within Downtown to meet city design standards (i.e., sidewalks, lane width, etc.):
  - a. 103rd NE between Main and NE 1st.
  - b. 105th NE between NE 2nd and NE 4th.
  - c. 107th NE between Main and NE 2nd.
  - d. NE 11th between 110th NE and 112th NE.
- 204 **Downtown**  
Restrict left turns on major arterials to signalized intersections.
- 205 **Downtown**  
Ongoing optimization of traffic signals on major arterials.
- 206 **106th & 108th Avenue NE**  
Implement a one-way couplet (106th NE northbound and 108th NE southbound) between Main and NE 12th.
- 207 **NE 8th Street**  
Add one westbound lane on NE 8th St between ~~106th~~105th NE and 108th NE (while preserving the large sequoia 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 southbound to westbound and westbound to northbound right turn lanes. Convert eastbound thru-right lane to right-only. Add new dual northbound to westbound left turn lanes on Bellevue Way.
- 209 **NE 2nd Street / Bellevue Way**  
Add new southbound left-turn lane on westbound NE 2nd. Add new northbound to eastbound right turn lane on Bellevue Way. Add new southbound to eastbound dual left turn lanes on Bellevue Way.
- 210 **NE 10th Street / 112th Avenue NE**  
Configure the intersection for one left-turn only, one thru-lane and one thru/right-turn for each approach with the extension of NE 10th.

- 211            **NE 2nd Street**  
Extend NE 2nd Street from 112th NE across I-405 to 116th NE, including intersection improvements at 112th NE and 116th NE. Add new dual southbound to eastbound left turn lanes on 112th at NE 2nd.
- 212            **NE 10th Street**  
Extend NE 10th Street from 112th NE across I-405 to 116th NE. Development related road & access improvements
- 213            **106th Avenue NE from Main Street to NE 12th Street**  
Widen this section from 4 to 5 lanes.
- 214            **108th Avenue NE from NE 8th Street to NE 12th Street**  
Widen this section from 4 to 5 lanes.
- 215            **108th Avenue NE from Main Street to NE 4th Street**  
Widen this section from 4 to 5 lanes.
- 216            **NE 2nd Street from Bellevue Way to 112th Avenue NE**  
Widen this section from 3 or 4 to 5 lanes.
- 217            **Portions of the 103rd, 105th, and 107th Avenue, and NE 5th and NE 7th Street alignments**  
Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.

**Roadways (outside of Downtown)**

- 301            **116th Avenue NE from NE 12th Street to Northup Way**  
Widen this section from 3 lanes to 5 lanes.
- 302            **NE 24th Street at Bellevue Way**  
Provide a westbound to northbound right-turn lane and prohibit north to west and south to east turning movements during the p.m. peak period on Bellevue Way NE.
- 303            **114th Avenue SE from Main Street to SE 8th Street**  
Widen this section from 2 to 3 lanes and provide an additional southbound lane on 114th Avenue SE at the SE 8th Street intersection, in coordination with I-405 widening.
- 304            **112th Avenue SE/Bellevue Way Intersection**  
Extend the northbound right-turn lane and rechannelize the intersection to favor traffic flow to 112th Avenue SE.
- 305            **108th Avenue SE between Main Street and Bellevue Way**  
Provide traffic control measures on 108th SE to discourage through traffic on this street. Specific measures should be developed through a neighborhood traffic control program involving residents of that area.
- 306            **124th Avenue NE at Bel-Red Road**  
Provide northbound to westbound and southbound to eastbound left-turn lanes (as proposed in the Bel-Red Subarea Plan).
- 307            **NE 12th Street/116th Avenue NE Intersection**  
Provide a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes.
- 308            **Bellevue Way SE 30th Street to I-90**  
Provide additional southbound and northbound thru-lanes when a traffic signal is installed at the SE 30th Street/Bellevue Way intersection.
- 309            **SE 8th Street at 114th Avenue SE/118th Avenue SE**  
Provide HOV and other traffic improvements.

## Transit

- 401            **Downtown**  
Construct the transit facilities within Downtown needed to support the projected level of transit service and ridership consistent with the Downtown Implementation Plan.
- 402            **NE 6th Street between 112th Avenue NE and I-405**  
Construct a new transit center.
- 403            **Downtown**  
Provide a transit circulator for access to restaurants, shopping, parking and places of employment throughout Downtown and possibly to adjacent activity areas.
- 404            **Region**  
Construct new park-and-ride lots specifically aimed at providing transit service to Downtown Bellevue.
- 405            **Downtown**  
Improve transit stop facilities and amenities for transit riders.
- 406            **108th Avenue NE**  
Add a northbound contraflow curb lane for buses only between NE 4th and NE 8th.
- 407            **108th Avenue NE**  
Add a southbound curb lane for buses only between NE 10th and Main.

## Parking

- 501            **Downtown**  
Allow on-site parking requirements for new buildings to be met by off-site parking facilities. Such facilities should be strategically located to reduce traffic congestion.
- 502            **Downtown**  
Facilitate the construction of garages for short-term parking (if, following study, such facilities are determined to be the most appropriate option to address to short-term parking problems.
- 503            **Downtown**  
Implement a parking guidance system to more efficiently utilize the Downtown parking supply.

## Pedestrian & Bicycle Facilities

- 601            **Downtown**  
Improve pedestrian facilities by completing a network of sidewalks in Downtown where they are missing, providing connections from surrounding neighborhoods, enhancing pedestrian signals and crosswalks, and removing obstacles on sidewalks. The interim sidewalk width where they are currently missing should be at least 8 feet.
- 602            **Downtown**  
Develop policies and standards which can be used to identify and evaluate appropriate locations for mid-block pedestrian crossings. Provide mid-block pedestrian crossings with a signal as a need arises.
- 603            **Downtown**  
Designate bicycle routes through Downtown, as shown on the Pedestrian and Bicycle Transportation Plan, and including routes on Main (as part of the Lake-to-Lake Trail), on or adjacent to NE 6th from Bellevue Way to 114th NE, 100th NE, 106th NE from Main to NE 10th, 108th NE, 112th NE, 114th NE south of NE 6th, and Bellevue Way north and south of Downtown.

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

**Parks and Open Space**

- 701            **Downtown**  
Complete development of Downtown Park in accordance with adopted Master Plan.
- 702            **Downtown**  
Improve Ashwood Park with guidance from an updated master planning process when funding becomes available.
- 703            **Downtown**  
Acquire land and develop a neighborhood park in the Northwest Village District.
- 704            **Downtown**  
Acquire land and develop a neighborhood park in the East Main District.
- 705            **Downtown**  
Develop a graceful connection from Downtown to Meydenbauer Bay.
- 706            **Downtown**  
Acquire land and development a linear green buffer on the south side of Main Street between 112th SE and 110th SE.

**Gateways & Wayfinding**

- 801            **Downtown**  
Implement a phased Downtown wayfinding system for pedestrians, bicycles, and automobiles that reinforces city identity as well as unique characteristics of Downtown neighborhoods as appropriate.
- 802            **Downtown**  
Develop gateways into Downtown at identified locations through private development and public investment.

**Municipal Buildings**

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

## 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 includes:</u> <ul style="list-style-type: none"> <li>▪ <u>A three lane HOV connection from I-405 to 120th Avenue,</u></li> <li>▪ <u>General access to the parcels east of the BNSF rail line, and</u></li> <li>▪ <u>Non-motorized facilities connecting from 112th Avenue to 120th Avenue.</u></li> </ul>