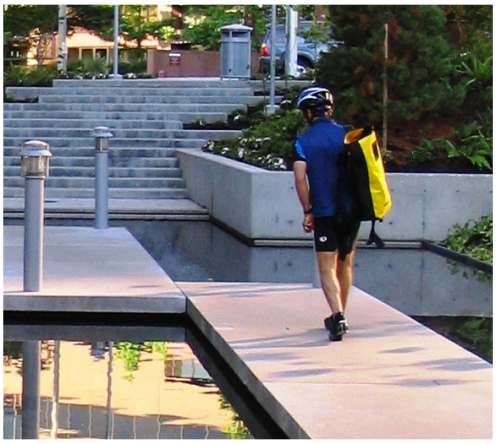
VOLUME 2 COMPREHENSIVE PLAN AMENDMENTS

WHAT YOU WILL FIND IN THIS CHAPTER

Volume 2 of the Comprehensive Plan currently includes fourteen subarea plans and six transportation facility plans. The proposed amendments to volume 2 are limited, reflecting specific policy changes and planning initiatives. These changes are explained below.

SUBAREA PLANNING

The subarea plans were developed over many years with extensive community participation and with the purpose of providing direction for land use, community character, and vision for smaller geographic areas of the city. Although some of the subarea plans have been updated in recent years, such as the BelRed Subarea Plan, most have not been updated in over a decade and may contain policy gaps or policies that are no longer relevant. Subarea boundaries have also not been updated in many years, and in some instances no longer reflect the neighborhood geographies recognized by Bellevue residents. A new subarea planning map is proposed to better reflect Bellevue's neighborhoods. This Neighborhood Areas map will be a part of the new Neighborhoods



Element. Similarly, a process for more thorough update of the subarea plans in volume 2 is identified in the proposed Neighborhood Area Planning policies of the Neighborhoods Element.

FACTORIA, RICHARDS VALLEY, AND EASTGATE SUBAREA PLAN CHANGES

Changes to these three subarea plans are proposed to implement the recommendations of the Eastgate/I-90 Land Use and Transportation Project, accepted by Council in 2012. Proposed policy changes supplement the policies added to the Factoria Subarea through the Factoria Area Transportation Study in 2005. For the Richards Valley, the changes are also consistent with the industrial lands analysis done as part of the Land Use element update, but allow land to be designated for office development at the King County site on Eastgate Way. It is the Eastgate Subarea that is subject to the greatest degree of policy changes since it has not been recently updated and the current land use policies need significant change to accommodate the Eastgate/I-90 project recommendations. In general, the proposed policy changes seek to create a vibrant and attractive business environment through a variety of measures such as: allowing a greater mix of uses in office and commercial areas, integrating multi-modal transportation improvements, supporting the Mountains to Sound Greenway, creating a transit-oriented development area near Bellevue College and the Eastgate Park and Ride, creating corridor identity through design, and supporting sustainability and environmental enhancement. Although other policies in these subarea plans may be outdated, proposed policy amendments are limited to changes recommended as part of the Eastgate/I-90 project.

Proposed changes to the Factoria, Richards Valley, and Eastgate Subarea Plans are shown on the attached pages.

SOUTHWEST BELLEVUE SUBAREA PLAN CHANGE

Due to changes to the access to Surrey Downs Park resulting from light rail construction, one specific policy that focuses on access from 112th is no longer relevant and will need to be removed to facilitate the adoption of the new park master plan. The policy that will be removed reads:

POLICY S-SW-27. Limit vehicular access to 112th Avenue S.E. only for any non-Single-family use of the Surrey Downs school site.

DOWNTOWN SUBAREA BOUNDARY CHANGE

During the Downtown Livability planning process it was noted that the southern boundary of the Downtown Subarea splits a handful of parcels. The proposed subarea boundary change would modify the Downtown Subarea boundary (and by default the Southwest Bellevue subarea boundary) to fully include the split parcels within the Downtown Subarea.

A map showing the proposed boundary change is shown on the attached pages.

TRANSPORTATION FACILITY PLANS

The purpose of the existing transportation facility plans is to identify road and transit facilities needed to implement transportation policies for specific subareas and for pedestrian and bicycle improvements. The six existing transportation facility plans will not be carried forward into Volume 2, but instead will be replaced by a citywide Transportation Project List

Proposed Factoria Subarea Plan Changes

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 – t~~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.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 corridor, includes portions of three subareas: Eastgate, Richards Valley, and Factoria. The Eastgate/I-90 project, in part, identified strategies to build upon the Factoria vision and address transportation chokepoints. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

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. This Subarea Plan also provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 project. That vision includes increasing the mix of uses in north Factoria, emphasizing transit focus and an enhanced pedestrian environment along Factoria Boulevard, and including public amenities with new development.

Redevelopment in Factoria will use the Eastgate/I-90 project and the 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, and other pedestrian amenities.

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. Both the Eastgate/I-90 project and the~~The~~ FATS Update recommend~~s~~ mixing housing and commercial uses. Mixing these uses in the same building ~~i~~~~a~~s a method to help reduce vehicle use.

POLICY S-FA-11. Encourage mixed-use residential, hotel use, and other 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. The FATS Update analysis was augmented by transportation analysis done in support of the 2012 Eastgate/I-90 Land Use and Transportation Plan.

Traffic modeling conducted for both the FATS Update and the Eastgate/I-90 project used a horizon year of 2030. Both sets of analysis~~traffic modeling for 2030~~ show~~s~~ 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, SE 36th Street/Factoria Boulevard, 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 transportation and urban design recommendations of the Eastgate/I-90 project and 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.

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POLICY-S-FA-X1. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

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-26.5. Retail auto sales are appropriate in OLB districts along SE 36th Street west of the ravine located at about 133rd Avenue SE and east of the Newport Corporate Campus located at 132nd Avenue SE.

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.

~~T~~Both the Eastgate/I-90 project and the FATS Update recommend~~s~~ 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 Eastgate/I-90 project and the FATS Update recommend~~s~~ 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 should locate closer to the street and provide~~ing~~ 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 Eastgate/I-90 project and the 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. Both t~~T~~he Eastgate/I-90 project and the FATS Update encourage~~s~~ 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 should be implemented. 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.

POLICY S-FA-30.1. ~~Consider allowing~~ Encourage a pattern of office use ~~office intensity up to 0.75 FAR~~ in the area north of Factoria Mall that is visible from I-90 and contributes to a sense of place through application of design review, with particular emphasis on the area's contribution to Factoria's pedestrian environment and the area's "gateway" location to the Factoria commercial center.

POLICY S-FA-X-2. Encourage the development of a community retail node at the north end of Factoria Boulevard through mixed use zoning that supports pedestrian activity and transit service.

POLICY S-FA-X-3. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

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 Eastgate/I-90 project and 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-ofway, financing, and development standards as identified by the City of Bellevue.

Pedestrian and Bicycle

Pedestrian and bicycle system connectivity, as identified in the adopted 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 Eastgate/I-90 project and the FATS Update identify~~ies~~ 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 Eastgate/I-90 project and 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 recommended by the Eastgate/I-90 project and the FATS Update.

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.

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.

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~~Factoria Village 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- I-90 Corridor

POLICY S-FA-X-4. Apply design review for commercial, office, and mixed use development that promote pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

POLICY S-FA-X-5. Reinforce a sense of place that reflects the area's location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

POLICY S-FA-X-6. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and commercial uses and naturally buffer less intense development.

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 Eastgate/I-90 project and the FATS Update recognize~~s~~ 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 Eastgate/I-90 project and the FATS Update recommend~~s~~ 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 Eastgate/I-90 LUTP 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-ofway, 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.

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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.

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.

POLICY S-FA-60. Establish design guidelines to create plazas and other quasipublic 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.

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~~Factoria Village). 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.

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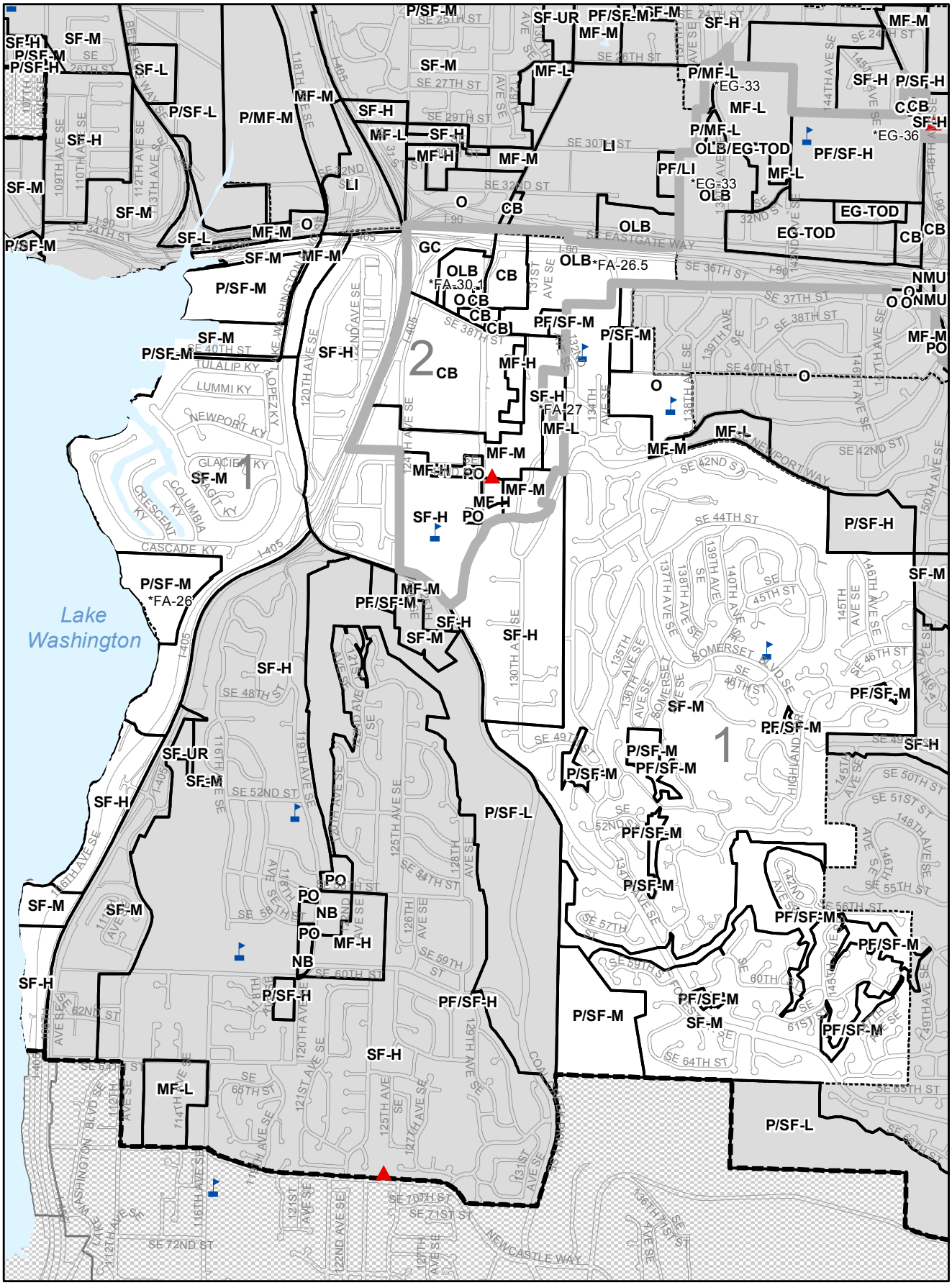

Factoria Land Use Plan

SF	Single Family	PO	Professional Office	GC	General Commercial
MF	Multi Family	O	Office	LI	Light Industrial
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility
-M	Medium Density	OLB-OS	Office, Open Space	P	Park
-H	High Density	NB	Neighborhood Business	NMU	Neighborhood Mixed Use
-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (2015)
- Lakes
- Outside of Bellevue

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Proposed Richards Valley Subarea Plan Changes

Richards Valley Subarea Plan

Goal:

To maintain the Subarea as a green and wooded place that provides a complementary mixture of living and working opportunities.

Discussion: The Richards Valley Subarea consists of three distinct districts. West of I-405 is heavily vegetated and is developed with a variety of uses – parkland, light industrial, and multifamily. Woodridge Hill is largely residential with a mixture of single-family and multifamily units. East of Woodridge Hill development includes a wide variety of uses – residential, park, warehousing, and extensive retail. Although the community recognizes the need for maintaining working opportunities in the Subarea, they want to ensure that the quality of the residential community and natural features (especially dense vegetation and wooded vistas) remain at a high level.

Overview

According to most sources, Richards Valley was once part of the Duwamish Tribal Territory. Evidence shows a village/habitation site located on or near Mercer Slough.

The earliest English speaking inhabitants of this area prior to 1900 occupied themselves with mining, logging, and farming.

During the 1890s loggers cut large stands of timber on land now known as Woodridge Hill and Richards Valley and into the Factoria area. Logging continued to be important into the 1920s. The railroad trestle built in 1904 serves as an important Richards Valley Subarea landmark.

Land use patterns evolved from early timberland, logging, and farming between the 1920s and 1950s to the current settlements of residential and commercial development. Woodridge Hill and Richards Valley were annexed into Bellevue during the 1960s and 1970s.

Richards Valley, an area of 1,153 acres, forms an oval beginning with I-405 and the Lake Hills Connector to the north, 132nd Avenue S.E. on the east, Mercer Slough on the west and Richards Road and I-405 converging at I-90 to the south. Of the 1,754 housing units in the Subarea 1,022 (58 percent) are single-family units and 732 (42 percent) are multifamily units. The residential population of Richards Valley is 4,200.

~~Of the 1.5 million square feet of non-residential uses in Richards Valley, half is industrial, about a quarter is office, and a fifth is institutional and governmental. Of Bellevue's subareas, only three have land planned for light industrial uses: Bel-Red, North Bellevue, and Richards Valley. Richards Valley has about 120 acres of light industrial land compared to North Bellevue with about 20 acres and Bel-Red with about 400 acres.~~

~~Richards Valley has about 140 acres of land planned for office use compared to Eastgate with 246 and Wilburton with 225.~~

~~Approximately 2,500 people work in Richards Valley. The residential population is 4,200.~~

Richards Valley is known for the views from Woodridge Hill and the wooded areas and wetlands in the valley. This plan focuses on protection of the treasured natural features in the face of continued development of residential, office, and light industrial uses.

For instance, the community wants to maintain and preserve single-family neighborhoods as the primary use especially on Woodridge Hill and Woodmoor. A mix of light industrial and additional residential uses is appropriate in the lower elevations of the valley.

In 1987 the City Council adopted the Sensitive Area Requirements to protect sensitive areas in Bellevue. As a result the open use land use designation became obsolete and during the Subarea plan review process the Citizens Advisory Committee redesignated some 115 acres of open use land for residential or commercial uses.

Of the 1.5 million square feet of non-residential uses in Richards Valley, half is industrial, about a quarter is office, and a fifth is institutional and governmental. Approximately 2,500 people work in Richards Valley. Historically, three of Bellevue's subareas have had land planned for light industrial uses: Bel-Red, North Bellevue, and Richards Valley. However, with the rezoning of the Bel-Red area in 2009, only two subareas now have industrial zoned lands: Richards Valley with about 110 acres, and North Bellevue with about 20 acres.

The Richards Valley industrial area has easy access to the freeway. It is home to a wide range of businesses and other significant uses or features including a solid waste transfer station and electrical substation. Lack of internal street connectivity and the number of drainage corridors, streams, and wetlands pose challenges to redevelopment. However, the abundance of natural features and critical areas also provide opportunities for environmental enhancement over time.

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundary for that project, which establishes a long-range vision for the I-90 corridor, includes the industrial portion of the Richards Valley subarea. The Eastgate/I-90 project, in part, identified strategies that not only ensure the continued existence of the Richards Valley industrial area, but also encourage higher intensity flex-tech/research and development uses and stream and vegetation corridor enhancements. The Eastgate/I-90 project is more fully discussed in the Eastgate Subarea plan.

Land uses in the Subarea are indicated on the Land Use Plan Map *(Figure S-RV.1)*.

General Land Use

Policies

~~**POLICY S-RV-1.** Ensure that development and site planning comply with the Sensitive Area Regulations.~~

~~**POLICY S-RV-2.** Encourage land uses and site development that minimize the appearance of intense development.~~

POLICY S-RV-3. ~~Encourage commercial areas to develop with sensitivity to their surroundings.~~

Enhance the natural environment within the industrial area by encouraging redevelopment to consider natural features in site design, including but not limited to reducing impervious surfaces, improving the functions of wetlands and stream corridors, incorporating natural drainage features, retaining trees, and restoring vegetated corridors.

~~*Discussion: Richards Valley is recognized as an employment center and additional commercial development is encouraged in properly designated areas. Commercial development is appropriate if it doesn't degrade the environment and if traffic mitigation addresses traffic congestion and safety problems.*~~

POLICY S-RV-4. Do not allow a~~A~~uto sales, auto rental, and auto leasing uses ~~are not appropriate on the parcels~~ in the Light Industrial District ~~that are along the following streets: 118th Avenue S.E., Richards Road, and S.E. 26th.~~.

POLICY S-RV-X-1. Consider the use of a land use incentive system in the Office Limited Business area that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

POLICY S-RV-5. Allow recreation and community uses in and on school sites which may be closed in the future.

Discussion: When determining the appropriate intensity of activity, consider the previous use of the school and the ability of nearby streets to accept additional traffic. When applicable, the community can participate in the conditional use process in deciding appropriate uses on closed school sites.

Natural Determinants

Policies

POLICY S-RV-6. Retain the remaining wetlands within the 100-year floodplain along Richards Creek, Kelsey Creek, and Mercer Slough for drainage retention and natural resource park use.

Discussion: It is important to preserve the natural environment and to retain the native habitat for the aesthetic value and character of the community.

POLICY S-RV-7. Protect and enhance the capability of Richards Creek, Kelsey Creek, and Mercer Slough and their tributaries to support fisheries along with other water-related wildlife.

POLICY S-RV-8. Retain and enhance existing vegetation on steep slopes, within wetland areas, and along stream corridors to control erosion and landslide hazard potential and to protect the natural drainage system.

Residential

Policies

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POLICY S-RV-9. Encourage a variety of different densities and housing types in residential areas to accommodate social and economic lifestyles changes as well as the different stages of life.

Discussion: If moderate or low-income multifamily units are constructed in the Subarea, the sites should be dispersed rather than concentrated in one development.

Parks and Recreation

Policies

POLICY S-RV-10. Encourage the City to purchase land for parks and open space when it becomes available.

POLICY S-RV-11. Protect and preserve publicly owned land.

Discussion: This policy refers to land set aside for storm drainage and detention, the right-of-way along the Lake Hills Connector, and potential links in the trail and park system. An efficient way to accomplish this is for the City to purchase properties or parts of properties protected by the City's Sensitive Area Regulations.

Transportation

Policies

POLICY S-RV-12. Develop a safe integrated on and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Bellevue.

Discussion: Richards Valley needs many nonmotorized improvements. These include better access to the schools, parks, and transit service. Because of its central location to other parts of Bellevue (such as Downtown, and the Kelsey Creek and Mercer Slough Parks), it is important for the off-street trail system to connect safely to the on-street facilities.

POLICY S-RV-13. Provide better pedestrian access and views of Richards Creek, Kelsey Creek, and Mercer Slough.

Discussion: While pedestrian and visual access is important, it should be balanced with the need to develop sites sensitively and in accordance with Sensitive Area Regulations.

POLICY S-RV-14. Promote development of a nature trail between the Lake Hills Connector and Kamber Road near Richards Creek.

Discussion: The nature trail should provide the public with views and walking opportunities in this unique and fragile area. The trail should be compatible with the environmentally sensitive areas along the creek.

POLICY S-RV-15. Consider interim solutions for nonmotorized improvements until major improvements can be made.

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Discussion: Use the City's Overlay Program, Minor Capital Projects Fund, Neighborhood Enhancement monies, or other sources to provide interim solutions when practical. When appropriate, consider constructing sidewalks on only one side of the street.

POLICY S-RV-16. Encourage improved Metro transit service to and from key points in the Richards Valley Subarea.

Discussion: Metro should provide better transit service in the Richards Road corridor to Bellevue Community College, Eastgate, Factoria, the downtowns of Bellevue and Seattle, and the University of Washington.

POLICY S-RV-17. Plan for the long-range traffic related facility needs in the Richards Valley Subarea including designated arterial, feeder (collector), and residential streets.

Discussion: The East Bellevue Transportation Study will include an evaluation of Richards Valley's arterial facility needs on Richards Road including the impacts of new development on the transportation system.

POLICY S-RV-18. Minimize access to the Lake Hills Connector when considering new development near the Connector.

POLICY S-RV-X-2. Enhance the pedestrian and bicycle environment along Eastgate Way by constructing sidewalks, bike lanes, and other features to improve safety.

Utilities

Policies

POLICY S-RV-19. Encourage the combination of utility and transportation rights-of way in common corridors and coordinate utility construction with planned street and bike lane improvements which could result in a more efficient allocation of funds.

POLICY S-RV-20. Use common corridors for new utilities if needed.

Discussion: If new power lines are needed in the Subarea, they should be developed in areas that already contain power lines, rather than causing visual impacts in new areas.

POLICY S-RV-21. Improve the appearance of public streets and power line rights-of-way.

POLICY S-RV-22. Encourage the undergrounding of utility distribution lines.

Community Design

Policies

POLICY S-RV-X-3. Apply design review in the Office Limited Business area that promotes pedestrian-friendly design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place.

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POLICY S- RV-X-4. Reinforce a sense of place that reflects the area's location on the Mountains to Sound Greenway and emphasizes the emerging urban character of the Eastgate I-90 corridor by encouraging building and site design that includes visibly recognizable natural features such as green walls, façade treatments, green roofs, and abundant natural landscaping.

POLICY S- RV-X-5. Promote the feeling of a city in a park through development regulations that retain wooded greenbelts to provide a green backdrop for office and industrial uses and naturally buffer less intense development.

POLICY S-RV-23. Disturb as little of the natural character as possible when improving streets and arterials.

Discussion: The Lake Hills Connector is an example of using natural vegetation along the street frontage and in the median.

POLICY S-RV-24. Encourage the retention and enhancement of special features ~~designated by the Urban Design Element~~ such as unique open spaces, landmarks, and viewpoints.

Discussion: In Richards Valley the stream and wetlands qualify as unique open space, the railroad trestle as a landmark and the view from Woodridge School grounds as a designated viewpoint.

POLICY S-RV-25. Encourage the retention of vegetation during the clearing, grading, and construction processes to screen development from nearby residential neighborhoods.

POLICY S-RV-26. Require design review for areas along Richards Road in order to ensure that site and building design of commercial and multifamily uses in the valley are in character with the nearby single-family neighborhoods.

Discussion: Commercial and multifamily development should be screened to provide a visual separation from the road. If development cannot be screened, building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.

In addition, use the Richards Creek Sensitive Area as an amenity when designing sites.

POLICY S-RV-27. Development along Richards Road should preserve and maintain the green and wooded character of the Richards Road corridor.

POLICY S-RV-28. New development, including single-family development, should install landscaping which provides a dense visual vegetative screen along Richards Road. The planting should be an amenity to those who travel, live, and work along Richards Road.

POLICY S-RV-29. Encourage the site and building design of commercial and multifamily use on Woodridge Hill to be in character with the nearby single-family neighborhood.

Discussion: Building height, bulk, color, and roofline design should be compatible with the development allowed in the nearby single-family community. Use design review to accomplish this.

POLICY S-RV-30. Develop areas designated for light industrial uses with sensitivity to the natural constraints of the sites.

POLICY S-RV-31. Encourage screening of rooftop machinery from view at ground level.

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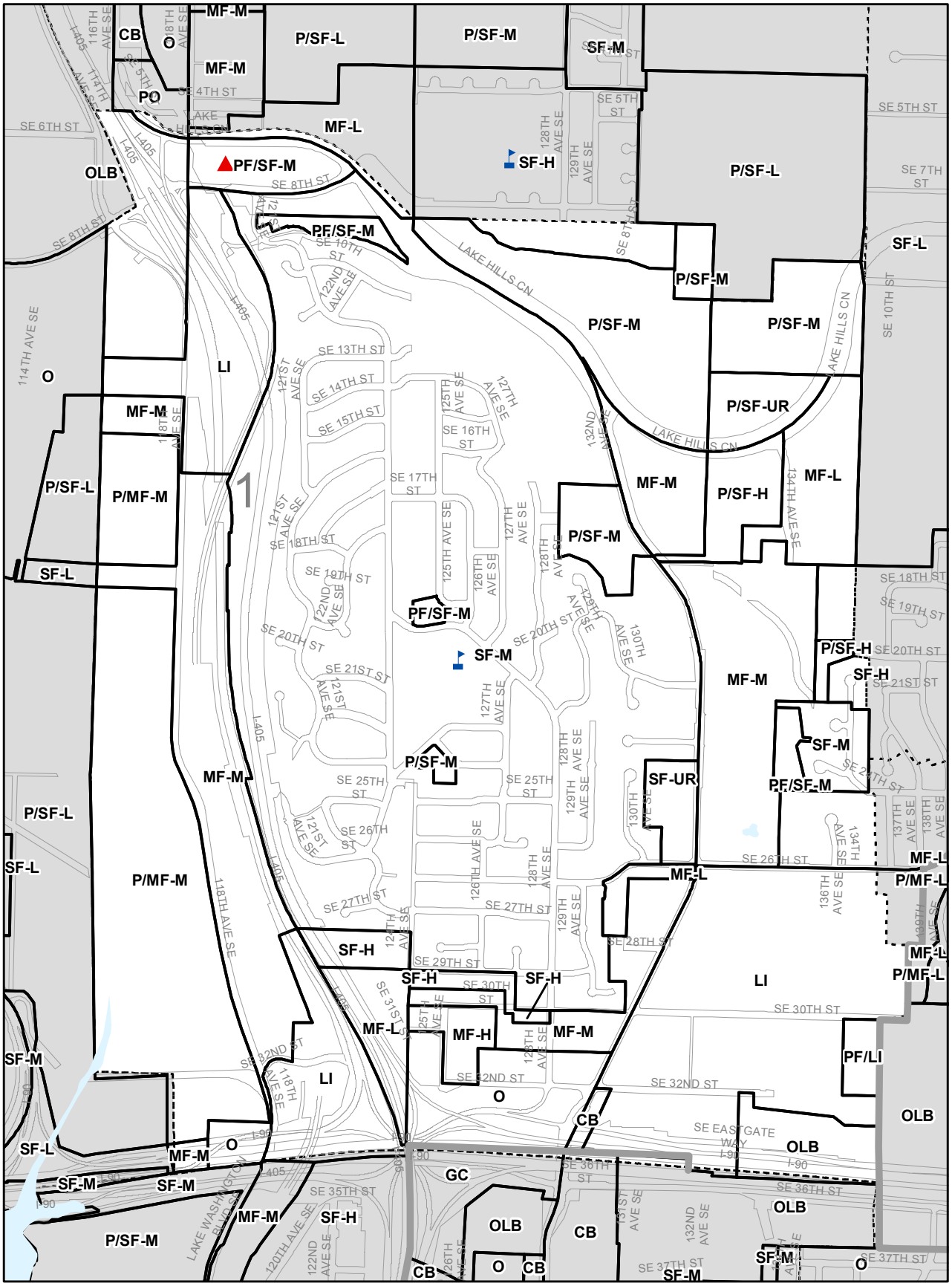

Richards Valley Land Use Plan

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SF	Single Family	PO	Professional Office	GC	General Commercial
MF	Multi Family	O	Office	LI	Light Industrial
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility
-M	Medium Density	OLB-OS	Office, Open Space	P	Park
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-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (2015)
- Lakes
- Outside of Bellevue

Proposed Eastgate Subarea Plan Changes

Eastgate Subarea Plan

Goal:

To preserve and promote the accessibility and appearance of residential neighborhoods, local amenities, and business establishments within the Subarea.

Discussion: The Subarea is mostly developed. It is important that subsequent development and redevelopment improves the function and appearance of the various land uses and that they are compatible with each other.

Overview

The Eastgate Subarea provides a gateway for south Bellevue and an axis for travel between the Eastside and metropolitan Seattle. Rolling tree- and house-covered hills on either side of the I-90 corridor surround a major commercial interchange located at the center of the Subarea.

Convenient access makes the Eastgate Subarea a desirable place to live and work. Jobs, stores, schools, churches, parks, and trails all are within easy walking distance of each other. As one of Bellevue's older areas, the Subarea contains established residential neighborhoods, many with attractive views. Combined, these amenities have greatly enhanced the quality of life for the Subarea's residents and business owners alike.

The Eastgate Subarea encompasses approximately 1,500 acres. Its boundaries are 137th Avenue S.E. to the west, S.E. 23rd Street to the north, 168th Avenue S.E. to the east, and S.E. 41st Street to the south. With the Eastgate annexation in 2012, all of the subarea is within City limits.~~The southern third and portions of the eastern edge of the Subarea lie outside the City of Bellevue's boundaries. In the future, the Subarea's boundaries may expand southward, to include areas that fall currently within the Newcastle Subarea and eastward up to Lake Sammamish.~~

The I-90 business corridor covers 10 percent of the ~~Subarea~~subarea, and is home to major corporations, high technology industries, and community shopping areas. When combined with the adjacent Factoria commercial core, the area is the third largest employment area in the city. The corridor, which has developed primarily since 1980~~within the last ten years~~, owes its success to the area's accessibility to I-90 and its proximity to major urban centers. ~~Sunset Village and t~~The Eastgate Plaza Shopping Center, which serves the large residential neighborhoods in and near the Subarea, also is~~are~~ located in this corridor.

The area north of the I-90 corridor features large and small parks; a deep, wooded ravine; about 160 acres of publicly-owned land; and numerous public facilities such as churches, government agencies, and ~~a community~~ Bellevue college. ~~The area south of I-90 is largely within unincorporated King County, with the exception of the commercial areas that front the freeway.~~ Parks, schools, and churches also are found within the Subarea on both sides of I-90.

~~As of November, 1989, 95 acres of incorporated land remain vacant in the Subarea. Of those, about 22 acres are designated for commercial uses and about 73 acres are designated for residential uses. Eighty-two acres of the Subarea's vacant land is known as the Sunset Property, which will be developed with 750,000 square feet of office space and 312 multifamily homes. These multifamily homes will augment the Subarea's current supply of 522 multifamily and 725 single-family homes~~

~~that lie within the incorporated portions of the Subarea. The potential residential population of the Subarea is approximately 3,250 people. This potential is not expected to increase or decrease dramatically. Employment growth, however, is projected to reach 9,000 workers by 2020, up from 7,270 workers in 1988.~~

~~Protecting residential neighborhoods from increased development and its resultant increased traffic, redeveloping existing retail properties, and creating a comprehensive trail system are expected to be the Subarea's major issues in the near future.~~

In 2012, the Eastgate/I-90 Land Use & Transportation Project (Eastgate/I-90 project) was completed. The study area boundaries of that project, which establishes a long-range vision for the I-90 business corridor, incorporate much, but not all, of the Eastgate subarea, as well as portions of the Factoria and Richards Valley subareas.

The Eastgate/I-90 project supports changes intended to capture market demand, improve transportation conditions, address concerns of the employment sector as well as the general public, and position the corridor to grow gracefully over time. It includes the following key elements:

- It builds on the success of the corridor as a major employment and office center, by adding capacity for additional office growth and allowing a greater mix of support retail and service uses.
- It establishes a mixed-use Transit-Oriented Development center around the transit center and south of Bellevue College. A substantial portion of the future office and residential growth in the corridor is expected to occur at this location.
- It increases opportunities for residential development in the corridor, to add vibrancy to the area, provide housing in proximity to Bellevue College and places of work, benefit from existing transit service, and support nearby retail uses.
- It seeks to enhance Bellevue College's visual presence and connections to the adjacent community.
- It promotes the Mountains-to-Sound Greenway by supporting the development of the Mountains-to-Sound Greenway trail through Bellevue and by incorporating sustainable design and abundant natural landscaping into the built environment.
- It identifies modest but effective motorized and non-motorized transportation improvements that may be accomplished through partnerships with other agencies.
- It supports increased floor area ratios and building heights throughout the corridor to meet demand for continued job and economic growth.

This Subarea Plan provides a framework for Land Use Code amendments that will implement the vision of the Eastgate/I-90 Land Use & Transportation Project as summarized above.

Land Use

Policies

POLICY S-EG-X1. Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center with greater height and intensity than the surrounding area.

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POLICY S-EG-X2. Establish a pedestrian-oriented street that provides a community plaza and allows for connections between Bellevue College, the Eastgate Park and Ride, and the office, retail, and residential development in the transit-oriented development center.

POLICY S-EG-1. Encourage office and retail land uses that take advantage of ~~the~~ freeway access, transit service, and non-motorized transportation alternatives without adversely impacting ~~adversely the~~ residential neighborhoods.

Discussion: Intense office development can generate adverse traffic impacts and block residential views. Site design also can impact residential quality. To support this policy, office and retail development should be ~~limited~~ well designed so that it is compatible with surrounding neighborhoods and be oriented around a multi-modal transportation system that reduces vehicular congestion and traffic impacts.

POLICY S-EG-2. Encourage the integration of restaurants and other commercial uses that serve local workers into and adjacent to~~to be compatible in design with surrounding~~ office development to enhance the mix of uses within walking distance of employment areas.~~ and accessible to pedestrians.~~

Discussion: The reason for encouraging restaurants and other commercial services within office developments is to reduce vehicular traffic between the office parks and retail areas. Retail areas are intended to serve primarily local needs.

~~Natural Determinant~~Environment~~-s~~

Policies

POLICY S-EG-3. Protect the Vasa Creek riparian corridor from development to improve water quality, fisheries, and provide open space.

Discussion: The Vasa Creek riparian corridor has major segments that remain in a natural state. This creek is one of the few natural areas left in the Subarea and should be protected. A trail along the creek may be possible if environmental impacts can be avoided.

POLICY S-EG-4. Ensure that increases in impervious surface area or stormwater runoff will not increase the quantity or worsen the ~~Protect and improve the~~ stormwater quality entering public drainage systems, streams, ~~and~~ Phantom Lake, Lake Washington, and Lake Sammamish.

Discussion: Construction activities should control erosion and sedimentation. This could include seasonal limitation on grading activities, natural vegetative filtration, and use of the best available technology. Storm water quality from developments should be improved prior to discharge into the public drainage system.

POLICY-S-EG-X-3. Explore sub-regional stormwater detention as a future step to provide a more effective approach to stormwater control and mitigation and to achieve broader environmental benefits through coordinated treatment and detention across multiple properties.

~~Commercial~~

~~Policies~~

~~**POLICY S-EG-5.** Consolidate retail/commercial development within existing Community Business and General Commercial boundaries.~~

~~**POLICY S-EG-6.** Limit retail expansion to serve primarily neighborhood and community retail needs.~~

> ~~*Discussion: Retail services should serve area residents but not become regional shopping centers.*~~

Residential Development

Policies

POLICY S-EG-7. Maintain single-family housing as the predominant residential land use in the Subarea in land area and appearance.

POLICY S-EG-8. Limit multifamily ~~housing~~ zoning to locations accessible directly from arterials, as depicted on the Land Use Plan *(Figure S-EG.1)*.

POLICY S-EG-10. Multifamily housing may be appropriate to separate office and retail land uses from single-family neighborhoods or ~~.~~as a part of mixed use developments where there is close proximity to transit or neighborhood-serving commercial uses, with a special emphasis on meeting the housing needs of Bellevue College.

POLICY S-EG-11. Encourage more opportunities for affordable housing in the Subarea by maintaining and rehabilitating existing housing stock.

Transportation and Circulation

Policies

POLICY S-EG-9. Discourage multifamily and commercial traffic from passing through local streets in single-family neighborhoods.

POLICY S-EG-12. Consider allowing a reduction in parking requirements where it is possible to do so because of proximity to transit. ~~Evaluate the impacts on parking, nonmotorized circulation, and site access when uses that have high trip generation or unusual traffic patterns are proposed.~~

> ~~*Discussion: Certain land uses, such as health clubs and movie theaters, have high trip generation, unusual traffic patterns, and high parking demands. Appropriate considerations should be given to these land uses to determine their traffic impacts and suitable mitigating measures. Mitigating existing traffic problems also should be considered.*~~

~~**POLICY S-EG-13.** Reduce parking spillover from commercial uses to maintain safety standards.~~

POLICY S-EG-14. Improve safety, convenience, and access by ensuring that internal circulation systems are integrated with the street system to improve multi-modal mobility within and between developments. ~~for pedestrians and other nonmotorized users by providing and maintaining an integrated on-street and off-street system.~~

~~*Discussion: The City should create a nonmotorized action list that proposes projects to eliminate missing links in the nonmotorized transportation system. It is important to use this list when reviewing tasks such as capital projects, the Street Overlay Program, and maintenance projects. The list could identify both interim and longterm capital improvements.*~~

POLICY S-EG-X-4. Collaborate with the Washington State Department of Transportation to relieve congestion created by vehicles entering and exiting Interstate 90.

Discussion: The Eastgate Land Use and Transportation Project found that local congestion was caused primarily by traffic generated by the Eastgate and Lakemont interchanges. The addition of both eastbound and westbound auxiliary lanes on I-90, as well as intersection improvements at associated on-ramps and off-ramps would improve level of service at peak hours.

POLICY-S-EG-X-5. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

Discussion: the Mountains to Sound Greenway trail connects the Puget Sound with central Washington along 100 miles of I-90. Within Bellevue, there is a 3 mile gap through the Eastgate area from Factoria to Bellevue city limits. Closing this gap will provide a transportation and recreation resource that will benefit Eastgate residents, visitors, and businesses.

POLICY S-EG-15. ~~Consider interim solution for nonmotorized improvements until major improvements can be made.~~Improve connectivity within the subarea for pedestrians and bicycles where opportunities exist by integrating land uses, improving roadway safety for all modes of travel, and linking commercial, office, parks, and public spaces with trails and pathways.

~~*Discussion: Use the City of Bellevue's Overlay Program, Minor Capital Project Fund, Neighborhood Enhancement Program fund, or other sources to provide interim solutions when practical. These interim projects should not preclude major improvements.*~~

POLICY S-EG-16. Encourage improvement of transit ~~Metro~~ facilities and service to and from key points in the Eastgate Subarea.

Discussion: 142nd Place SE should be established as a frequent transit network corridor that reinforces the Transit Oriented Development Area, enhances bus service connections to Bellevue College, and is designed to serve as a gateway feature for the area. In addition, it may be possible to serve more parts of the Subarea, and to serve the Subarea more efficiently, by working with partner agencies and organizations. ~~*Eastgate needs Metro service during off-peak hours from shopping areas and along arterials.*~~

~~**POLICY S-EG-17.** Plan for the long-range, traffic related needs in the Eastgate Subarea, including designated arterials, feeder (collector) streets, and residential streets.~~

~~*Discussion: Such planning should include an evaluation of Eastgate's arterial facility needs for improvements to Eastgate Way and access to I-90.*~~

Community Design

Policies

POLICY S-EG-18. ~~Encourage a gateway within the I-90 interchange to accentuate Eastgate as an entry into Bellevue.~~ Reinforce the area's location on the Mountains to Sound Greenway, accentuate Eastgate as a major entry into Bellevue, and emphasize the emerging urban character of the Eastgate I-90 corridor through the application of land use regulations, public amenity incentives, and design guidelines.

~~*Discussion: The I-90 interchange at Eastgate is a major link between the northern and southern halves of the Subarea and is an access point for the freeway. A gateway should link both halves and include improved landscaping with seasonal color, pedestrian connections, lighting, district identification signs, and public artwork.*~~

POLICY S-EG-19. Provide graceful edges and transitions between more intense development and existing residential land uses by maximizing ~~Maximize~~ the use of existing vegetation and topography to ~~separate and~~ buffer and maintain compatibility between different land uses through land use regulations.

~~*Discussion: The Subarea has natural, vegetated topographic breaks between the commercial/ office developments and the residential neighborhoods. These natural buffers should be retained to keep these uses separate but compatible.*~~

POLICY S-EG-X-6. Consider design review for commercial, office, and mixed use development that promotes pedestrian-friendly design, ensures quality and a sense of permanence, promotes environmental sustainability and creates a distinct identity.

POLICY S-EG-20. Preserve the view amenities of adjacent single-family neighborhoods as development and redevelopment occurs.

POLICY S-EG-21. Discourage new development from blocking existing views from public spaces.

POLICY S-EG-22~~. Encourage the preservation of sufficient natural vegetation to assure amenable views.~~Support the overall sustainability and green identity of the I-90 corridor consistent with the Mountains to Sound Greenway by including visibly recognizable natural features in public and private development. Examples include, but are not limited to green walls, façade treatments, green roofs, retained native vegetation, and abundant natural landscaping.

~~**POLICY S-EG-23.** Diminish the affect of rooftop equipment on views from residential areas~~.

POLICY S-EG-24. Diminish the effect of rooftop equipment on views from residential areas by requiring ~~Design~~ rooftop equipment to be low-profiled and screened to match the building's exterior color, building materials, and styles.

~~**POLICY S-EG-25.** Use landscaping to complement building and site design.~~

~~*Discussion: Eastgate has a variety of land uses with large areas of office development. Site design should use street lighting and landscaping to accentuate walks and roads, soften paved areas, and screen development from adjacent residential uses. Large color spots of flowers should be used to accentuate areas visible from streets. When possible, plantings of trees and shrubs should be large enough to complement the scale of the building.*~~

POLICY S-EG-26. Maintain the Subarea's predominantly treed skyline and encourage preservation of existing stands of trees and landscaping to frame development along the I-90 corridor.

~~*Discussion: Eastgate has a low-profile skyline with many trees. Buildings, especially in the I-90 corridor, should respect and complement this skyline.*~~

POLICY S-EG-27. Encourage the State Department of Transportation to provide landscaping that clarifies access patterns and improves the appearance of their properties.

POLICY S-EG-28. ~~Encourage cohesive site and building design in the redevelopment of the Eastgate retail, office, and service property.~~ Create community character in commercial, office, and mixed use development through the use of standards and incentives that support public art, street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

~~*Discussion: Some of the Subarea's retail, office, and service uses have immediate redevelopment potential. Therefore, redevelopment should enhance the surrounding arterials with pedestrian amenities such as well-defined pedestrian walkways that connect surrounding properties with street and building entrances. In addition, coordinate on-site auto circulation to reduce curb cuts and improve pedestrian safety. Landscaping should be in scale with the development.*~~

POLICY S-EG-X-7. Encourage the development of a dynamic public realm by integrating publicly accessible plazas, open spaces, and other gathering spaces within private development in commercial, office, and mixed use areas.

Parks and Open Space

Policies

POLICY S-EG-X-8. Integrate a system of parks, recreational facilities, and open spaces that will benefit surrounding neighborhoods and help create an environment that supports healthy lifestyles.

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POLICY S-EG-X-9. Create and encourage an interconnected system of non-motorized trails as a part of public and private development within the subarea that will link community amenities, provide recreational opportunities, and offer transportation benefits.

POLICY S-EG-X-10. Develop local connections to the Mountains to Sound Greenway through the subarea in order to enhance the trail as a local and regional recreational asset.

Coordination and Partnership

Policies

POLICY S-EG-X-11. Coordinate with Bellevue College, the State of Washington, the Mountains to Sound Greenway Trust, county and regional agencies, the private sector, and others to implement the desired land use and transportation changes in this subarea plan.

POLICY S-EG-X-12. Support the evolution of Bellevue College according to its institutional mission and encourage campus growth that is physically and functionally integrated into surrounding land uses.

Planning District Guidelines

Policies

Planning District 1

POLICY S-EG-29. Retain significant vegetation and supplement vegetation on the steep slope along the southeast edge of Kamber Road between 137th Avenue S.E. and S.E. 24th Street.

~~**POLICY S-EG-31.** Encourage residential Planned Unit Developments (PUD) to protect steep slopes and preserve open space in the northern half of the Sunset property.~~

> ~~*Discussion: Steep slope protection and open space preservation at the north end of the Sunset property should buffer views of the development from the single-family residences across Kamber Road.*~~

~~**POLICY S-EG-32.** Develop multifamily housing in the northern and central portion of the Sunset property to take advantage of the site's view potential.~~

~~**POLICY S-EG-33.** Encourage office uses in the southern half of the Sunset property to gain visibility and accessibility from I-90 and the frontage road.~~

> ~~*Discussion: Policies S-EG-29 through S-EG-33 should guide the conditions of development as stated in these policies.*~~

POLICY S-EG-34. Designate the 10.5 acre site northwest of the I-90 Business Park, known as the Old School District property, Single-family Urban Residential.

Discussion: At the reclassification stage particular attention should be given to the mitigation of traffic impacts to the adjacent residential neighborhoods that could result from the site's development. Multiple access points should be considered in order to disperse traffic. Alternatives to access from S.E. 26th Street/158th Avenue S.E. should be pursued.

POLICY S-EG-35. Designate the 4-acre Saint Andrews Church property and the northern 9.5 acres of the Latter Day Saints Temple property as Single-family High-density (SF-H).

Discussion: The development of congregate care senior housing, nursing home, or affordable housing may be appropriate for the site. A conditional use permit should be required to insure compatibility with adjacent development and insure that it is in keeping with the character of the Subarea. Multifamily Low density may be appropriate for a rezone only to accommodate congregate care senior housing, nursing homes, or affordable housing.

Planning District 2

POLICY S-EG-30. Retain sufficient vegetation on the eastern side of the Sunset property to visually buffer Bellevue Community College.

~~**POLICY S-EG-36.** Designate the 1.25 acre triangular parcel directly opposite the eastern entrance to Bellevue Community College (B.C.C.) at the south end of 145th Place S.E. Professional Office.~~

~~*Discussion: In no case should there be access to both 145th Place S.E. and the B.C.C. access road. The site may be appropriate for a Multifamily Low-density.*~~

POLICY S-EG-37. ~~Encourage light industrial development south of Kamber Road to buffer residences to the north.~~ Screen industrial development from residences to the north of Kamber Road from light industrial development with a landscaped buffer.

~~*Discussion: The buffer should be 30 feet wide along the south side of Kamber Road and include landscaping to accomplish maximum screening. In addition, outdoor lighting shall be shielded and loading docks shall be located away from residential land uses.*~~

POLICY S-EG-38. Protect the surrounding neighborhoods from future development in the I-90 Business Park by observing transition area requirements from residential uses as well as maintaining landscape buffers.

Discussion: Encourage retention of significant open space in the I-90 Business Park in conjunction with utilization of the remaining Development potential. Apply the OLB-OS designation in support of this policy. [Amended Ord. 5392]

~~**POLICY S-EG-39.** Designate the 6-acre parcel south of the Squibb Building west of Vasa Creek as Office, Limited Business.~~

~~*Discussion: Any proposed residential development should include a portion of the units as affordable housing. If the site is developed with residential uses, nonmotorized access should be provided to 156th Avenue S.E. Hotel, motel, and retail uses should be prohibited. Before any development occurs at this site, a traffic/ circulation study should be required to define a plan of action for dealing with increasing congestion in the area of the tunnel under I-90. Such a study would emphasize the importance of traffic considerations in development of the site to prevent further degradation and increasing safety problems.*~~

~~**POLICY S-EG-40.** Auto sales, auto rental, and auto leasing uses are not appropriate in the Light Industrial District located east of 156th and north of I-90 nor along S.E. 24th.~~

~~*Discussion: The Light Industrial District located east of 156th is currently known as the I-90 Business Park.*~~

POLICY S-EG-X-13. Rezone master planned areas in District 2 to be consistent with the underlying Land Use designation and implement the Eastgate Land Use and Transportation project vision when existing concomitant agreements affecting the site are renegotiated or repealed and upon approval of a new Master Development Plan.

Discussion: Large master planned projects in Eastgate are subject to Master Plan/Design Review requirements and conditions associated with concomitant zoning agreements that may prevent implementation of zoning consistent with the Eastgate Land Use and Transportation Project vision. Portions of the Sunset Corporate campus, subject to concomitant agreement 14463 and the area generally associated with the I-90 Corporate Campus, subject to concomitant agreements 6015, 11390, and 33217 should only be rezoned when the existing concomitant agreements are renegotiated or repealed.

POLICY S-EG-X-14. Encourage a mixed use area between Bellevue College and I-90 into a walkable, transit-oriented center at the level of intensity needed to create a vibrant mix of offices, residences, and locally-serving shops and restaurants that are urban in character.

POLICY S-EG-X-15. Retain neighborhood-serving commercial uses through flexible zoning that allows a rich combination of neighborhood retail and services.

POLICY S-EG-X-16. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

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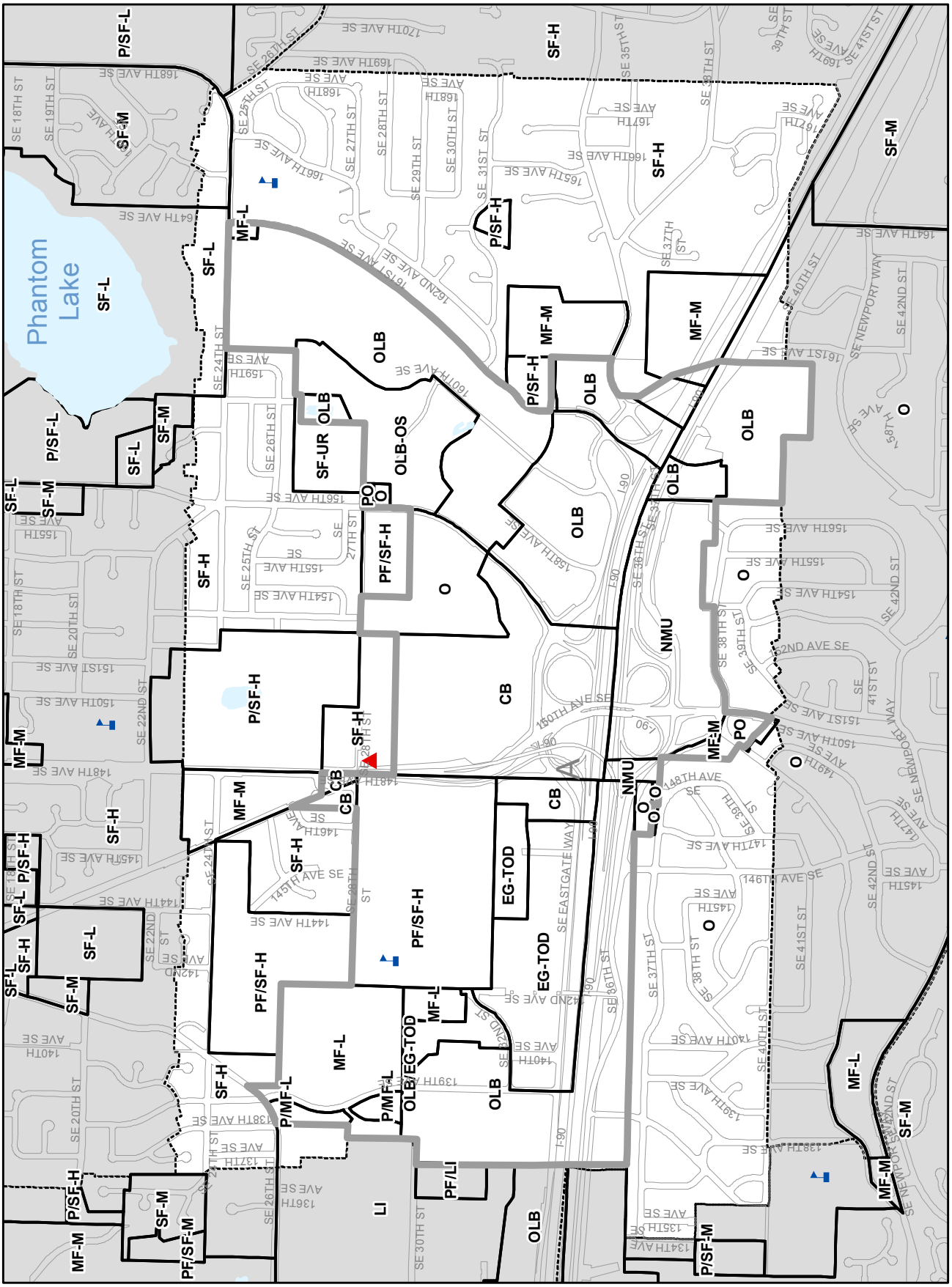


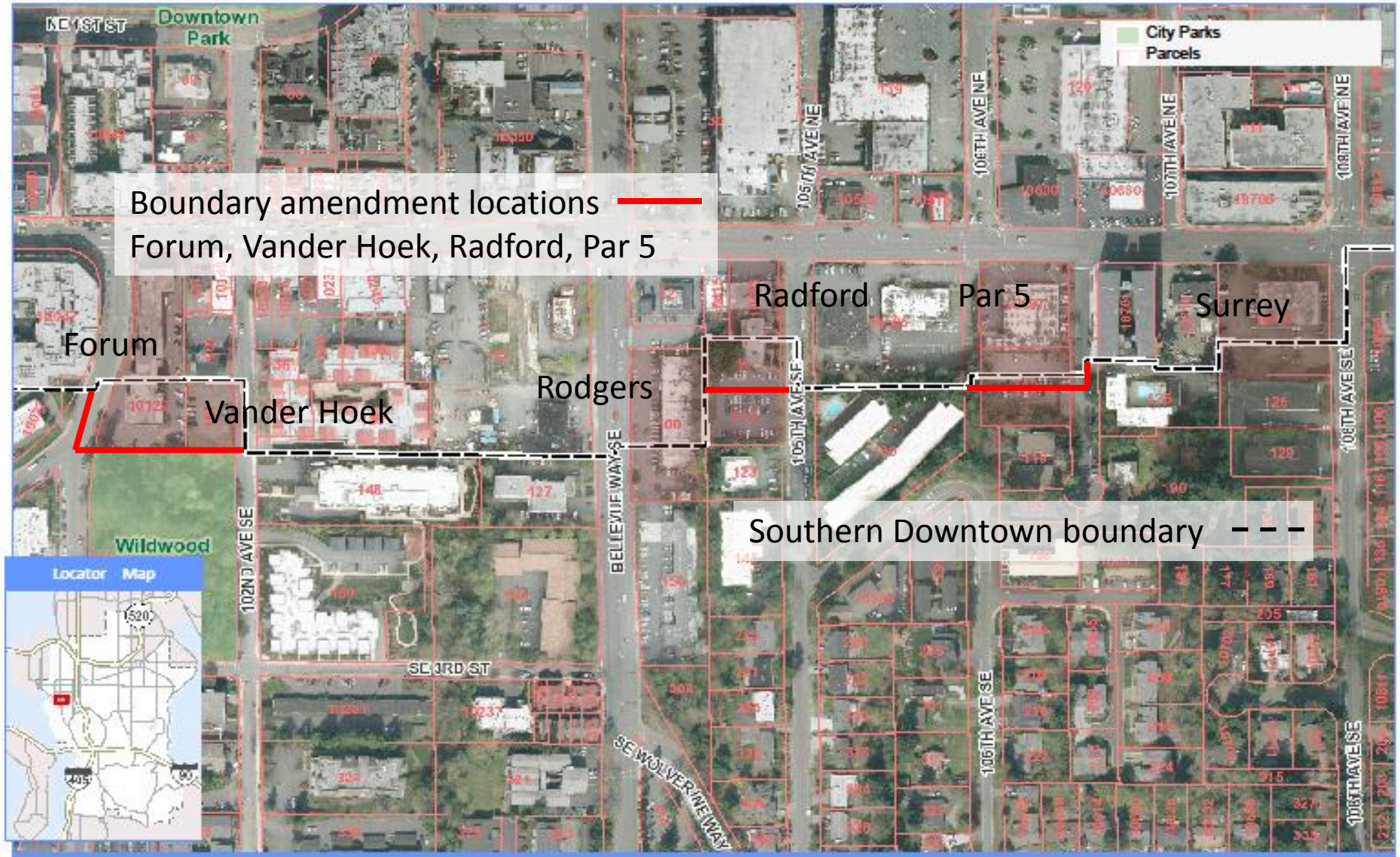
Eastgate Land Use Plan

N

SF	Single Family	PO	Professional Office	GC	General Commercial
MF	Multi Family	O	Office	LI	Light Industrial
-L	Low Density	OLB	Office, Limited Business	PF	Public Facility
-M	Medium Density	OLB-OS	Office, Open Space	P	Park
-H	High Density	NB	Neighborhood Business	NMU	Neighborhood Mixed Use
-UR	Urban Residential	CB	Community Business	EG-TOD	Eastgate-Transit Oriented Development
				OLB/EG-TOD	OLB and Eastgate-Transit Oriented Development

- Fire Stations
- Public Schools
- Planning Districts
- Bellevue City Limits (2015)
- Lakes
- Outside of Bellevue

Proposed Downtown Subarea Map Changes



Southern Boundary recommendations

0 235 469

Scale 1: 2,814 Feet

Map Generated on: 01/29/2015

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Proposed Transportation Project List

COMPREHENSIVE TRANSPORTATION PROJECT LIST

What Is It?

The *Comprehensive Transportation Project List* (CTPL), together with the *Pedestrian and Bicycle Transportation Plan* (2009 Ped-Bike Plan) and the *Transit Master Plan* (TMP, 2014), identifies the transportation facilities needed to implement the transportation policies in the Bellevue *Comprehensive Plan*. The CTPL is a collection of the transportation projects previously contained in Volume 2 of the 2004 *Comprehensive Plan*, as well as projects identified in the *Eastgate/I-90 Land Use and Transportation Project* (2012) and the *Downtown Transportation Plan Update* (2013).

What Does the CTPL Include?

The projects included in the CTPL are primarily of three types:

- roadway capacity projects (e.g. road construction, widening, and/or extensions, lane rechannelization);
- intersection capacity projects (e.g. turn lane additions, signal additions or modifications);
- multi-modal projects (e.g. road construction with new sidewalks and bicycle lanes).

What Does the CTPL Not Include?

Projects from two mode-specific plans, the 2009 Ped-Bike Plan and the Transit Master Plan, are not included in the CTPL because both of those plans have been adopted separately by City Council resolution. Their respective project lists are considered to be of equal standing to the CTPL and are hereby included by reference in the *Comprehensive Plan*. As a result, exclusively non-motorized projects (e.g. sidewalks, bicycle lanes, trails) and transit projects (e.g. HOV/BAT lanes, queue jump lanes) are generally not included in the CTPL with few, specific exceptions. Such exceptions include:

(1) projects in which a non-motorized or transit project is already in design (e.g. the Mountains to Sound Greenway Trail), and
(2) projects in which the *Eastgate/I-90 Land Use and Transportation Project* or *Downtown Transportation Plan Update* introduced a non-motorized or transit project that the related mode-specific plan does not include (e.g. Project CTPL-95: Downtown mid-block crossings).

How Was the CTPL Developed?

The *Comprehensive Transportation Project List* was developed by the Transportation Commission and staff as part of the 2015 update to the *Comprehensive Plan*. The six Transportation Facility Plans and Bel-Red Subarea Plan cumulatively contained 781 projects, many of which were completed, outdated, redundant, or conflicting with one another or with projects contained in the *Eastgate/I-90 Land Use and Transportation Project* or the *Downtown Transportation Plan Update*, which together account for an additional 88 projects not previously incorporated into Volume 2 of the *Comprehensive Plan*. Consolidating these project lists made it possible to repeal completed or outdated projects and eliminate redundancies and conflicts that existed between the project descriptions in different plans.

Future Planning

Because the projects in the *Pedestrian and Bicycle Transportation Plan* and *Transit Master Plan* are not included in this list, the CTPL does not fully capture future non-motorized and transit investments. Furthermore, there are instances in which the plans for various travel modes are at odds with one another—for example, projects that describe both bicycle facilities and transit improvements along the constrained right-of-way on 116th Ave NE—and the ultimate determination of which investments should be made will require a robust alternatives assessment. The Transportation Commission will develop a transportation master plan in the future to fully integrate a long-term multi-modal strategy that includes all projects serving the mobility needs of motorists, transit users, bicyclists, and pedestrians.

Comprehensive Transportation Project List
December 11, 2014

Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-1	This project is a partnership between the City and the Washington State Department of Transportation (WSDOT). This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and NE 33rd Place, and on NE 24th Street between Northup Way and the existing Bike 520 Trail connection. The proposed improvements on Northup Way will also serve as an a interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) and NE 33rd Place where a new regional pedestrian and bicycle path will be built by WSDOT as part of the SR 520 project. This project may also incorporate other work elements including a pedestrian bridge at the Burlington Northern-Santa Fe railroad crossing, structural retaining wall work, driveway access management, storm drainage improvements, landscaping, traffic signal and street lighting modifications, and pedestrian crossings at key locations to be determined during the design phase.	Northup Way	Bellevue Way NE to NE 24th St	CIP PW-R-146, TFP-079
CTPL-2	Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.	130th Ave NE / NE 20th St		CIP PW-R-170, TFP-218, TIP-19
CTPL-3	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th Avenue NE.	156th Ave NE / NE 20th St	From intersection to east of 156th Ave NE	–
CTPL-4	The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: Construct a third northbound through lane on 148th Avenue NE from 350 feet south of Bel- Red Road to the SR 520 eastbound on-ramp; add a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road.	148th Ave NE / Bel-Red Rd		TFP-250
CTPL-5	The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: Add eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE.	148th Ave NE / NE 20th St		TFP-250
CTPL-6	Conduct a needs assessment to determine whether northbound and southbound approach lanes should be added at 152nd Ave NE / NE 24th St. Also assess whether these should be channelized with northbound lanes as left/thru/thru-right and southbound lanes as left/thru/right.	152nd Ave NE / NE 24th St		–
CTPL-7	Conduct a needs assessment to determine whether a southbound right turn lane should be added at 156th Ave NE and Bel-Red Rd.	156th Ave NE / Bel-Red Rd		–
CTPL-8	Conduct a needs assessment to determine whether a southbound right turn lane should be added at 156th Ave NE / NE 31st St.	156th Ave NE / NE 31st St		–
CTPL-9	Conduct a needs assessment to determine whether an eastbound right turn lane and a second westbound right turn lane should be added at 156th Ave NE / NE 36th St.	156th Ave NE / NE 36th St		–
CTPL-10	Widen NE 24th Street to four lanes from east of NE 29th Place to 140th Avenue NE. Provide two westbound lanes, one eastbound lane, and a two-way left turn lane.	NE 24th St	NE 29th Pl to 140th Ave NE	–
CTPL-11	In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148th Avenue NE Master Plan improvements, between NE 20th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148th Avenue NE Master Plan.	148th Ave NE	Bel-Red Rd to NE 29th St	TFP-250, TIP-61
CTPL-12	Conduct a needs assessment to determine whether a median left-turn lane should be added on Northup Way between 156th Ave NE and 164th Ave NE where not complete.	Northup Way	156th Ave NE to 164th Ave NE	TIP-73
CTPL-13	Reconstruct as three lanes; modify signalization.	134th Ave NE	Bel-Red Rd to NE 16th St	*Nearby projects:* CIP PW-R-171, TFP-248, TIP-20

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-14	Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future signalization.	130th Ave NE / NE 24th St		–
CTPL-15	Construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.	127th Ave NE	Bel-Red Rd to Northup Way	–
CTPL-16	Construct new three-lane road; signalize.	136th Ave NE	Bel-Red Rd to NE 16th St	*Nearby projects:* CIP PW-R-175
CTPL-17	Create a high capacity transit (HCT) station facility at the Eastgate Park & Ride.	Eastgate Park-and-Ride		–
CTPL-18	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations	NE 24th St	164th Ave NE to 172nd Ave NE	–
CTPL-19	Conduct a needs assessment to determine whether a second westbound left-turn lane should be added on Bel-Red Rd at 124th Ave NE.	124th Ave NE / Bel-Red Rd		*Nearby Project:* CIP PW-R-169
CTPL-20	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.	Main St and SE 1st St	116th Ave NE to 124th Ave NE	–
CTPL-21	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE / Bel-Red Rd.	132nd Ave NE / Bel-Red Rd		–
CTPL-22	This project will install five foot bike lanes, curb, gutter, four foot planter strips, and six foot sidewalks where missing on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The project will permit Puget Sound Energy to install planned new electricity transmission system poles along the SE 16th Street corridor without conflict to the future roadway improvements.	SE 16th St	148th Ave SE to 156th Ave SE	CIP PW-W/B-82, TFP-158, TIP-37
CTPL-23	Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.	Main St / 148th Ave		–
CTPL-24	Redesign 156th Ave SE and SE Eastgate Way intersection to enhance traffic flow, upgrade pedestrian and bicycle crossings, and establish a gateway treatment, potentially to include developing a modern roundabout.	156th Ave SE / SE Eastgate Way		–
CTPL-25	Option A: The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street. Option B: The project will construct a multi-lane roundabout. Option C: The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.	150th Ave SE	SE 36th St to SE 38th St	TFP-195, TIP-42
CTPL-26	Option A: The project will construct a second northbound left-turn lane, add a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. Option B: Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.	Eastgate Way / 148th Ave SE		TFP-253, TIP-64
CTPL-27	Conduct a needs assessment to determine whether an eastbound left/through lane should be added at Newport Way / 150th Ave SE.	Newport Way / 150th Ave SE		–

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-28	Provide a third southbound lane along 148th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south over the 150th Avenue SE overpass to SE 38th St. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass of I-90 already has three lanes. TFP Project 253 (CTPL-26) has identified alternatives for intersection improvements at 148th Ave SE and Eastgate Way, and TFP Project 195 (CTPL-25) has identified alternatives for intersection improvements at 150th Ave SE at SE 36th St and SE 38th St. This project should be studied in the context of those intersection improvements.	148th Ave SE	I-90 WB on-ramp to SE 38th St	*Related Project:* TFP-253
CTPL-29	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identifed in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp.	I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE		*Related Projects:* CIP PW-R-141, TFP-078, TIP-7
CTPL-30	Conduct a warrant study to determine the need and potential benefit of a traffic signal in improving traffic flow at the intersection of Eastgate Way and SE 35th Pl.	Eastgate Way / SE 35th Pl		–
CTPL-31	Improve 160th Avenue NE with landscaping, street trees and street edge enhancements that extend the character of the Crossroads Park. The connection at 156th Avenue NE should include landscaping and design features that act as a park "gateway." 160th Avenue NE is an easement on private property used by Crossroads Park. To facilitate improvements to 160th Avenue, it may be appropriate for the city to acquire the right of way for 160th Avenue NE from NE 8th Street to Crossroads Park.	160th Ave NE	North of NE 8th St to Crossroads Park	–
CTPL-32	Improve the 116th Avenue NE streetscape, including select median landscaping areas.	116th Ave NE	NE 8th St to SE 1st St	–
CTPL-33	Improve the 120th Ave NE streetscape, including select median landscaping areas, between NE 4th St to NE 1st St.	120th Ave	NE 1st St to NE 4th St	–

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-34	Improve the pedestrian crossing of Factoria Boulevard at SE 40th 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.	Factoria Blvd / SE 40th Ln		–
CTPL-35	Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.	Factoria Blvd / SE 38th St		–
CTPL-36	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.	Factoria		–
CTPL-37	Consider installing vehicle stop lines in advance of crosswalks and driveway access points where vehicle encroachment is documented and consistent.	Factoria		–
CTPL-38	Provide pedestrian-scale lighting fixtures above Factoria Boulevard sidewalks.	Factoria Blvd		–
CTPL-39	Consider relocating the existing mid-block crosswalk on SE 38th 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.	SE 38th St west of Factoria Blvd		–
CTPL-40	Consider the feasibility and design of a grade-separated pedestrian crossing of Factoria Boulevard at SE 38th 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.	Factoria Blvd / SE 38th St		–
CTPL-41	Study queue lengths at the intersection of 124th Ave SE and Coal Creek Parkway, and improve intersection operations if warranted, using methods such as adjusting signal timing.	124th Ave SE / Coal Creek Pkwy		–
CTPL-42	Provide a landscaped median where feasible to enhance the streetscape on SE 41st Pl between Factoria Boulevard and 124th Ave SE. This project could be coordinated with future Mall expansion.	SE 41st Pl	Factoria Blvd to 124th Ave SE	–
CTPL-43	Conduct a study to determine whether adopted, projected 2030 vehicle level of service standards are anticipated to be met at the I-405 / Coal Creek Pkwy intersection. If these standards are not projected to be met, further study what types of improvements could be pursued to achieve this end.	Coal Creek Pkwy / I-405		–
CTPL-44	Coordinate with private property owners to develop a primary access driveway from SE 38th St to Factoria Mall at time of redevelopment. Align this driveway with the major driveway (private road SE 37th St) on the north side of SE 38th 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.	SE 38th St	At entrance to Factoria Mall	–
CTPL-45	Install a new traffic signal at SE 124th Ave and 41st Pl SE, if signal warrants are met.	124th Ave SE / 41st Pl SE		–
CTPL-46	Coordinate with King County Metro Transit and adjacent property owners to develop a "Factoria Station" transit center on Factoria Boulevard, near SE 38th 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 38th 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.	Factoria Blvd / SE 38th St		–
CTPL-47	Together with Metro, determine the demand for a new bus stop on westbound SE 41st Pl at 124th Ave SE, and encourage Metro to install the bus stop if warranted and feasible.	124th Ave SE / SE 41st Pl		–
CTPL-48	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.	118th Ave SE	SE 8th St to Coal Creek Pkwy	–

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-49	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.	Newport Way SE	164th Ave SE to Lakemont Blvd extension	–
CTPL-50	Conduct a needs assessment to determine whether a northbound refuge lane should be added to Lakemont Blvd at SE 63rd St.	Lakemont Blvd / SE 63rd St		–
CTPL-51	Provide a new traffic signal and turn lane on Forest Drive.	Lakemont Blvd / Forest Dr		–
CTPL-52	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.	164th Ave SE	Newport Way to Lakemont Blvd	–
CTPL-53	Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.	164th Ave / Newport Way		–
CTPL-54	Conduct a needs assessment to determine whether a westbound-to-northbound right-turn lane should be added and signalization modified at Bel-Red Rd and 130th Ave NE.	130th Ave NE / Bel-Red Rd		CIP PW-R-170, TFP-218
CTPL-55	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets and medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping and irrigation, and storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension (CIP Plan No. PW-R-160), the planned extension of NE 6th Street (CIP Plan No. PW-R-162), and other utility infrastructure. The project will also be coordinated with the 120th Avenue NE Improvements from NE 8th Street to Northup Way (Stages 2 and 3; CIP Plan Nos. PW-R-164 and PW-R-168).	120th Ave NE	NE 4th St to NE 8th St	CIP PW-R-161, TFP-240
CTPL-56	This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street through NE 12th Street. Stage 2 of the project includes all intersection improvements at NE 8th Street, Old Bel-Red Road, and NE 12th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project will also be coordinated with private development in the vicinity and with development of the 120th Avenue NE Improvements projects south of NE 8th Street (Stage 1; CIP Plan No. PW-R-161) and north of NE 12th Street (Stage 3, CIP Plan No. PW-R-168).	120th Ave NE	NE 8th St to NE 12th St	CIP PW-R-164, TFP-208

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-57	This project will extend the 120th Avenue NE widening from NE 12th Street to Northup Way. This corridor segment includes all intersection improvements at Northup Way and will be designed to accommodate future intersections at NE 15th Street, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. North of NE 16th Street, the design may include an alternate or interim four lane cross-section (single southbound lane), and bike facilities will transition from on-street bike lanes to a separated multi-purpose trail on the west side. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Avenue NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE 15th Street improvements to the west and east of the 120th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173).	120th Ave NE	NE 12th St to Northup Way	CIP PW-R-168, TFP-241
CTPL-58	This project will initiate the design for the redevelopment of 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with NE 16th Street will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the NE 16th Street intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE 16th Street alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 16th Street - 130th to 132nd Avenues NE.	130th Ave NE	Bel-Red Rd to NE 20th St	CIP PW-R-170, TFP-218
CTPL-59	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	132nd Ave NE	Bel-Red Rd to NE 20th St	–
CTPL-60	Widen the 148th Ave NE bridge over SR 520 to six lanes, with added northbound and southbound through lanes; extend existing channelized left-turn lane; add second westbound left turn lane; modify signalization. Conduct a feasibility study to install a northbound HOV lane, with the understanding that the preferred configuration would not add additional lanes to accomplish this.	148th Ave NE / SR-520		–

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-61	The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Bel-Red Rd	NE 20th St to NE 24th St	TFP-254, TIP-65
CTPL-62	Conduct a needs assessment to determine whether a second westbound right turn lane and an eastbound through/right-turn lane should be added at 148th Ave NE and NE 40th St.	148th Ave NE / NE 40th St		–
CTPL-63	The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: Extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue; add eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility.	148th Ave NE / NE 24th St		TFP-250
CTPL-64	This project will widen 124th Avenue NE from NE 14th Street to Northup Way. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, curb, gutter and sidewalk or multipurpose trail on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will include on-street bike facilities between NE 14th Street and the alignment of a planned east-west regional trail facility in the NE 15th/NE 16th Street vicinity. Between NE 14th and NE 18th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 124th Avenue NE Improvements – NE 12th to NE 14th Streets (CIP Plan No. PW-R-169) and the NE 15th Street improvements to the west of the 124th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the design phase for the entire project length and includes a placeholder for full implementation of the segment between NE 14th and NE 18th Streets consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability, cost sharing options, and coordination with other Bel-Red area capital investments, Sound Transit, or private developments.	124th Ave NE	NE 14th St to Northup Way	CIP PW-R-166, TFP-210, TIP-16
CTPL-65	This project will complete preliminary design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to approximately NE 14th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; bike lanes, curb, gutter, and sidewalk on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and ultimately constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. This project will also evaluate if and what mitigation measures may be designed, and may implement measures, to protect residential communities south of NE 8th Street from potential traffic impacts. The project design will also be coordinated with the design and implementation of 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.	124th Ave NE	Bel-Red Rd to NE 14th St	CIP PW-R-169, TFP-213, TIP-18
CTPL-66	Upgrade street to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. The sidewalk should be 6-foot-wide with a 4-foot planter strip on both sides of 124th Ave NE from NE 8th St to Main St where not complete. The bicycle facilities should be 5 foot-wide bike lanes on both sides of the street.	124th Ave NE	NE 8th St to Main St	TFP-213

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-67	Construct a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 15th Street - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168).	Spring Blvd (NE 15th St)	116th Ave NE to 120th Ave NE	CIP PW-R-172, TFP-209, TIP-21
CTPL-68	Construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE 15th Street - 120th to 124th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166).	Spring Blvd (NE 15th St)	120th Ave NE and 124th Ave NE	CIP PW-R-173, TFP-209, TIP-22
CTPL-69	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where practical. Discussion: The new NE 15th/16th Corridor is critically important both to the functioning and character of the Bel-Red Subarea. This project provides new east-west capacity for both vehicles and light rail. It provides a high quality pedestrian and bicycle facility that connects Bel-Red to Downtown, open spaces, north-south trails, and the larger Bellevue parks system. The quality and character of this centrally located corridor will also have a formative impact on the ambiance of the entire Bel-Red Subarea. Thus the design and implementation of this project should carefully incorporate the above elements in a manner that promotes the desired urban design and character of Bel-Red, with special sensitivity to width, human scale, walkability, and pedestrian-friendly design.	Spring Blvd (NE 15th/16th St)	124th Ave NE to 130th Ave NE	–

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-70	Construct a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project including a station to be located between the eastbound and westbound lanes in this new segment of NE 16th Street and an associated park and ride facility to the north of NE 16th Street. The project will include intersection designs at 130th and 132nd Avenues NE that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include a single travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. Consolidation of stormwater management facilities between the city and Sound Transit will also be considered. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street and NE 16th Street – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-170 and 175).	Spring Blvd (NE 16th St)	130th Ave NE to 132nd Ave NE	CIP PW-R-174, TFP-215, TIP-23
CTPL-71	Implement roadway improvements allowing for coordination and forward compatibility with Sound Transit, who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound/northbound and westbound/southbound lanes of NE 16th Street and 136th Place SE. The project will include intersection designs at 132nd and 134th Avenues NE, NE 16th Street/136th Place NE, and NE 20th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include one travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE 16th to NE 20th Streets, and NE 16th Street – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174).	Spring Blvd (NE 16th St) and 136th Pl NE	132nd Ave NE to NE 20th St	CIP PW-R-175, TFP-215, TIP-24
CTPL-72	The ultimate corridor improvement project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Due to the length and overall cost of the West Lake Sammamish parkway corridor (5.5 miles), a public process was conducted to develop construction phasing plan. This plan suggests the segmentation of the corridor into five approximately one-mile long segments. The first segment was completed in 2013.	West Lake Sammamish Pkwy	North City Limits to I-90	CIP PW-R-141, TFP-078, TIP-7
CTPL-73	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood.	NE 4th St	116th Ave NE to 120th Ave NE	CIP PW-R-160, TFP-207, TIP-12

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-74	The project will extend the existing NE 6th St transit and carpool ramp, which is accessible to and from Interstate 405 in both directions, eastward from the middle of the freeway. The new road would extend above the northbound lanes of Interstate 405 and 116th Ave NE to a new intersection at 120th Ave NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose, and a 14-ft wide non-motorized pathway along the south side of NE 6th St between 112th Ave NE and 120th Ave NE. The project will also include street lighting, landscaping, irrigation, storm drainage/detention.	NE 6th St Multi-Modal Corridor	112th Ave NE to 120th Ave NE	CIP PW-R-162, TFP-211, TIP-14
CTPL-75	Conduct a needs assessment to determine whether westbound right turn lanes and double left-turn lanes should be added at 148th Ave NE and NE 8th St. The latter improvement would also include widening to the north, with new curb, gutter, and sidewalk.	NE 8th St / 148th Ave NE		–
CTPL-76	**Part 1:** The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi- use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4. **Part 2:** The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban Boulevards program. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Mountains to Sound Greenway Trail	Factoria Blvd to Lakemont Blvd	CIP PW-W/B-78, TFP-243, TIP-35
CTPL-77	The project will connect the stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way; investigate traffic operations at the intersection of 129th Place SE and SE Newport Way; and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project predesign, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.	129th Ave SE	Newport Way to SE 38th St	TFP-103, TIP-44
CTPL-78	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. Refer to the I-405 Master Plan.	I-405	NE 8th St to NE 70th St	–
CTPL-79	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. Refer to the I-405 Master Plan.	I-405	SE 8th St to I-90	–
CTPL-80	Add two general purpose lanes on I-405 in each direction north of NE 10th St and south of NE 2nd St, with one additional lane in each direction between these streets. Refer to the I-405 Master Plan.	I-405		–
CTPL-81	Add new I-405/SR-520 access at NE 10th St via collector-distributor lanes from and to the north. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 10th St		TFP-193

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-82	Add new I-405 access at NE 2nd St via collector-distributor lanes from and to the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 2nd St		TFP-197
CTPL-83	Create a new full interchange at SR-520 near 124th Avenue NE.	SR-520 / 124th Ave NE		TFP-217
CTPL-84	Widen this section from three lanes to four or five lanes where not complete. Project is a component of the 2030 baseline scenario – final design subject to multimodal corridor analysis.	110th Ave NE	NE 4th St to NE 9th St	TFP-110
CTPL-85	Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.	103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St		–
CTPL-86	Add one westbound lane on NE 8th St between 105th Ave NE and 106th Ave NE (while preserving the large sequoia). 2030 Baseline scenario project.	NE 8th St	105th Ave NE and 108th Ave NE	TFP-184, TFP-219
CTPL-87	Add a new southbound to westbound right turn lane. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 8th St / Bellevue Way NE		TFP-223
CTPL-88	Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 4th St / Bellevue Way NE		TFP-222
CTPL-89	a) Add new westbound to southbound left-turn lane on NE 2nd St. b) Add new northbound to eastbound right turn lane on Bellevue Way. c) Add new southbound to eastbound dual left turn lanes on Bellevue Way. For each of these, require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 2nd St / Bellevue Way NE		TFP-225
CTPL-90	Extend NE 2nd St from 112th Ave NE across I-405 to 116th Ave NE, including intersection improvements at 112th Ave NE and 116th Ave NE. Add new dual southbound to eastbound left turn lanes on 112th Ave at NE 2nd Street. The overpass is a component of the I-405 Master Plan (Project #108); the arterial projects are identified as "Beyond 2030" projects.	NE 2nd St	112th Ave NE to 116th Ave NE	TFP-197, TFP-216
CTPL-91	Widen this section from 3 or 4 to 5 lanes. This is a 2030 Baseline scenario project.	NE 2nd St	Bellevue Way NE to 112th Ave NE	TFP-190
CTPL-92	Conduct corridor studies and implement recommended multimodal improvements on the following streets: a) 108th Avenue NE between Main Street and NE 12th Street b) Main Street between Bellevue Way and 116th Avenue NE c) Bellevue Way between I-90 and Main Street d) Bellevue Way between NE 12th Street and SR 520 e) 112th Avenue between Main Street and NE 12th Street f) 106th Avenue NE between Main Street and NE 12th Street	106th Ave NE, 108th Ave NE, 112th Ave NE, Bellevue Way NE, Main St		TFP-230, TFP-234
CTPL-93	Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.	NE 12th St / 116th Ave NE		–
CTPL-94	Downtown crosswalks that incorporate “Standard”, “Enhanced” or “Exceptional” components according to the Crosswalk Types map that are designed in context to accommodate pedestrians in a safe and comfortable manner	Downtown		CIP PW-R-182
CTPL-95	Downtown mid-block crossings that are at-grade (grade-separated mid-block crossings would be built by others) to facilitate pedestrian crossings of wide arterials between signalized intersections.	Downtown		CIP PW-R-182

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Project No.	Description	Location	Limits	Associated CIP / TFP / TIP Projects
CTPL-96	Comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking. For both commuting and recreation, projects will support connectivity within Downtown and connections to neighborhoods and regional facilities such as the I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.	Downtown		CIP PW-R-182
CTPL-97	Implement transit passenger comfort amenities, information, and access to transit improvements at and around bus stops and light rail station areas throughout Downtown.	Downtown		CIP PW-R-182
CTPL-98	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane at SE 40th lane and Factoria Blvd.	SE 40th Ln / Factoria Blvd SE		–
CTPL-99	Replace aging wiring and poles at four signalized intersections along the 148th Avenue corridor, including SE 24th Street, SE 8th Street, Main Street, and NE 8th Street.	148th Ave NE/SE	SE 24th St, SE 8th St, Main St, and NE 8th St	–
CTPL-100	Redesign the Factoria Blvd and SE 36th St intersection to enhance pedestrian and bicycle crossings.	Factoria Blvd SE / SE 36th St		–
CTPL-101	Establish a new east-west roadway on the south edge of the campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus boundary.	Coal Creek Rd	142nd Pl SE to 148th Ave SE	–
CTPL-102	A new east-west pedestrian connection is formalized through the Lincoln Executive Center to the Eastgate Park-and-Ride.	SE 32nd St	Eastgate P&R Rd to 148th Ave SE	–
CTPL-103	Improve east-west pedestrian and bicycle connectivity to retail services by creating a 6 to 10' wide trail connection that links SE 33rd Street to 156th Avenue SE.	SE 33rd St	156th Ave SE to 158th Ave SE	–
CTPL-104	As a major north-south corridor and a gateway point for regional traffic on I-90, 148th Avenue SE/150th Avenue SE between SE 28th St and SE 38th St receives "boulevard" treatments including street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art.	148th Ave SE / 150th Ave SE	SE 28th St to SE 38th St	–

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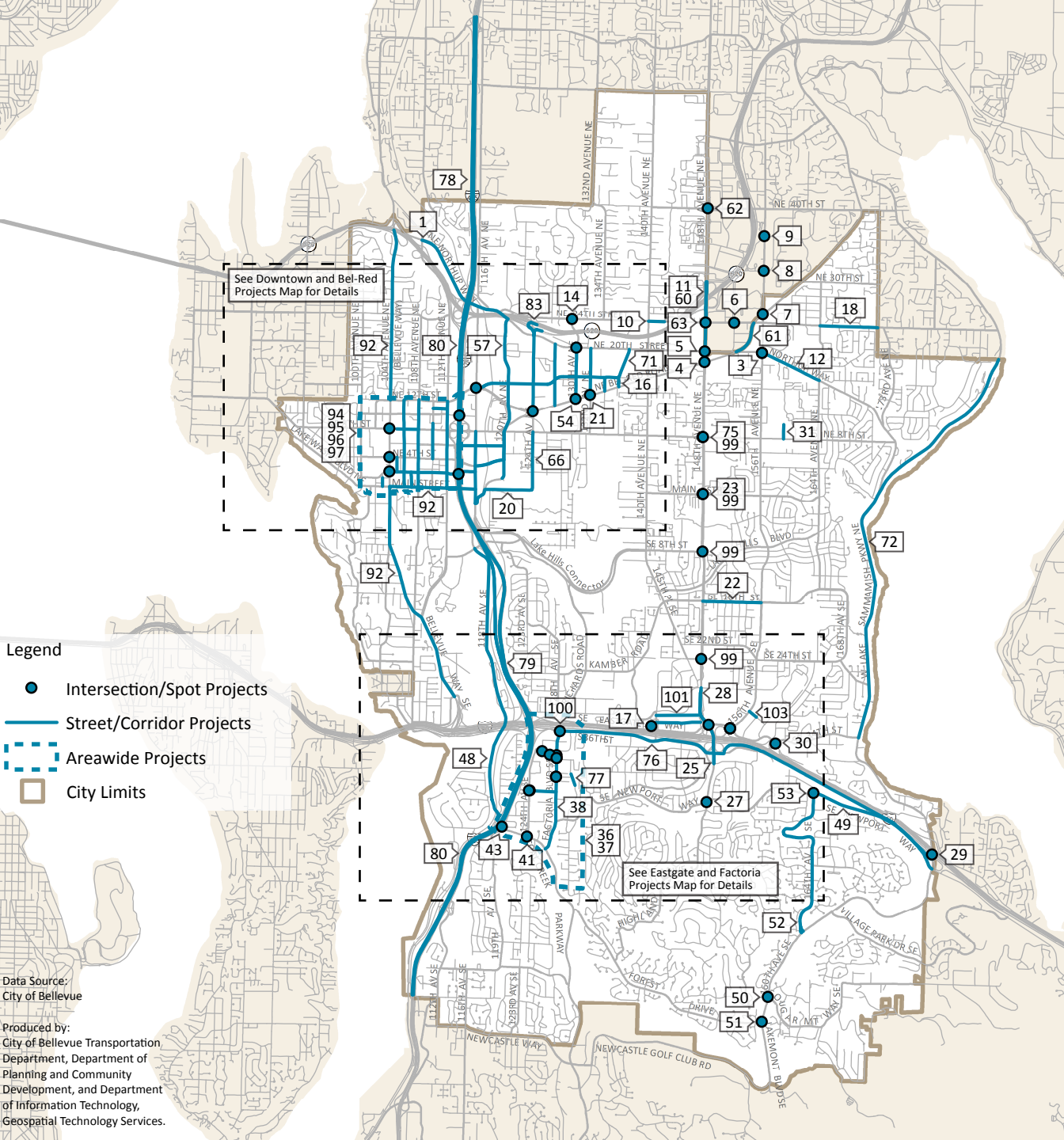
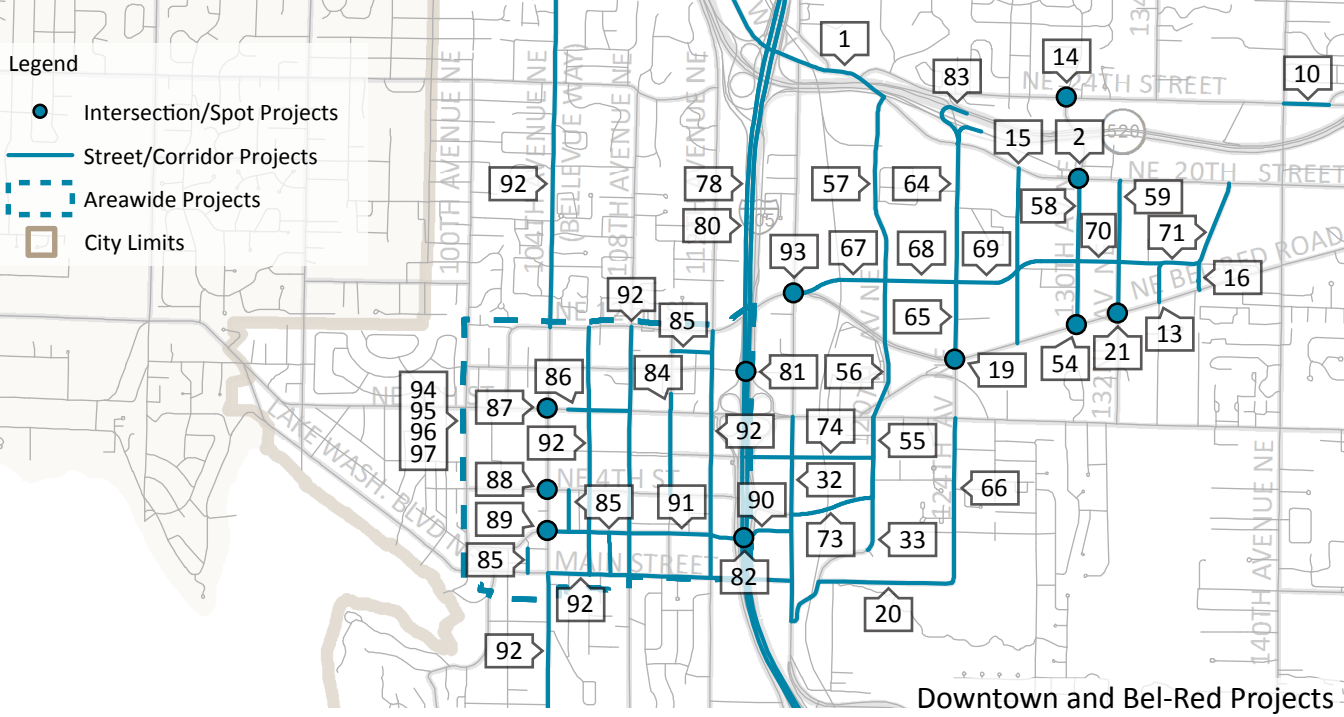
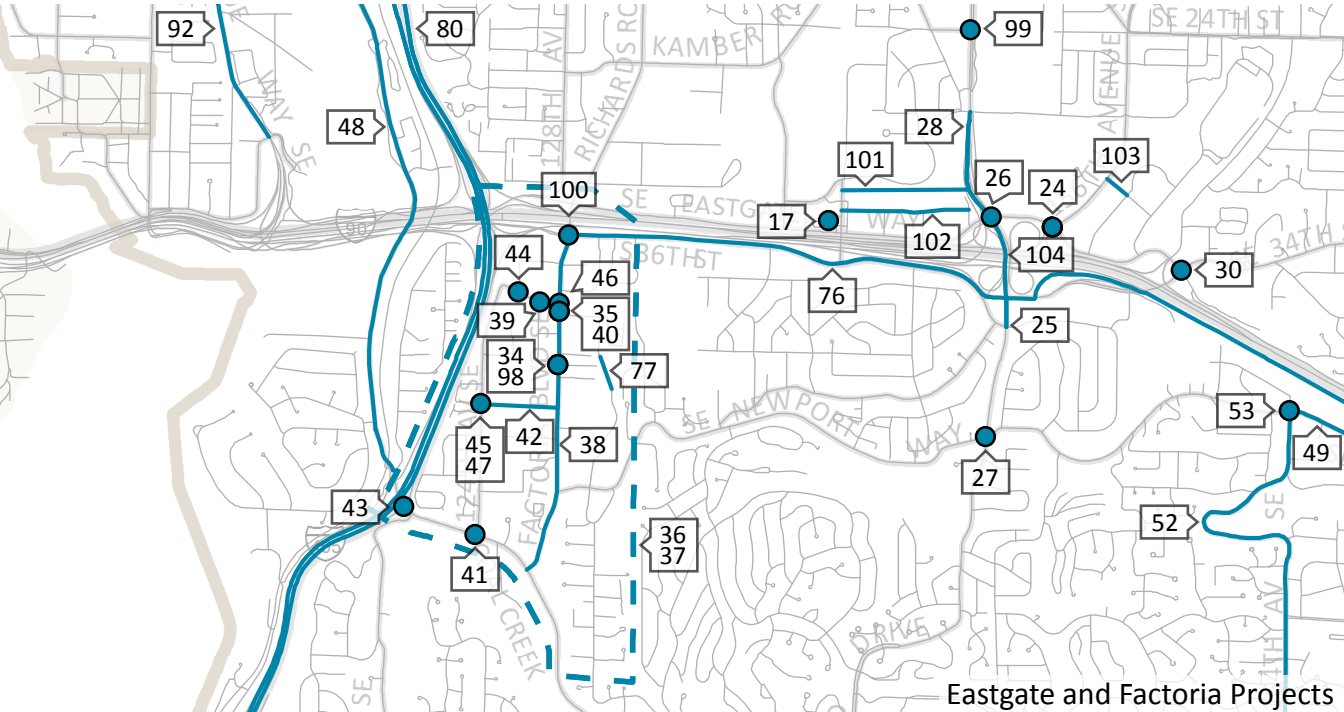

See Downtown and Bel-Red Projects Map for Details
See Eastgate and Factoria Projects Map for Details
Legend
Intersection/Spot Projects
Street/Corridor Projects
Areawide Projects
City Limits
Data Source:
City of Bellevue
Produced by:
City of Bellevue Transportation Department, Department of Planning and Community Development, and Department of Information Technology, Geospatial Technology Services.



Downtown and Bel-Red Projects



Eastgate and Factoria Projects