



DATE: September 1, 2011
TO: Bellevue Transportation Commission
FROM: Kevin McDonald, AICP, Senior Transportation Planner, 452-4558
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SUBJECT: Downtown Transportation Plan Update

INTRODUCTION

The update to the Downtown Transportation Plan will address mobility issues and challenges and support Downtown growth forecasts looking out to a new horizon year of 2030.

On September 8 will be the first of a sequence of monthly Transportation Commission meetings devoted to this project. At this first meeting, staff will provide an overview of the project background and the scope of work, background on the Downtown Subarea Plan, and a discussion of Downtown Bellevue's role as a regional growth center and economic engine of the city.

PROJECT BACKGROUND AND SCOPE

This project, funded by City Council as part of the 2011-12 budget, will be a focused update to the transportation portion of the Downtown Subarea Plan, adopted in 2004, and will be consistent with the overall vision of that plan. This effort will consider and incorporate forecast growth through 2030 for Downtown population and employment, the planned deployment of RapidRide bus rapid transit, East Link light rail, tolling on SR 520, and the effects of other local and regional land use and transportation plans that were not assumed when the current plan was adopted.

The final report will include a revised list of transportation system improvements that will accommodate the motorized and non-motorized trips generated by a potential increase of 39,000 jobs and 12,000 residents, based on current 2010 to 2030 Downtown forecasts. The associated daily person trips within Downtown are projected to grow from 350,000 in 2008 to 695,000 in 2030 (based on this forecast). This project will pursue multimodal transportation strategies to accommodate the anticipated future travel demand of Downtown residents, employees and visitors.

Based on current land use projections, Downtown Bellevue is expected to accommodate approximately 75 percent of the City's planned employment growth and over 50 percent of the planned residential growth between now and 2030. Recent transportation modeling work shows that by 2030, Downtown congestion may threaten the ability to accommodate the planned land use vision. This project will take a comprehensive look at Downtown mobility and more closely analyze a list of multimodal transportation projects that can sustainably accommodate anticipated growth.

Update Process

This will be both a public process and a technical process. Staff will be responsible for conducting the public process, with assistance from a consultant team. Given that Downtown Bellevue and the surrounding neighborhoods have multiple stakeholders and various constituencies, staff will provide many opportunities and formats for engagement, from traditional public meetings, to an interactive web site, to bicycle tours and guided pedestrian audits. The Transportation Commission, in its role as principal advisory body for the project will be an integral component of the public process – both by providing guidance and recommendations, and by listening to the ideas and concerns from the community.

Much of the technical work will be the responsibility of staff and the consultant team. With input from the Commission and the public, the consultants will prepare mobility recommendations and implementation strategies for a final report that will be transmitted from the Commission to the City Council.

Technical Scope of Work

The technical scope of work for the Downtown Transportation Plan Update will integrate the components of a multi-modal transportation system in order to improve the 24/7 utilization and operations of the right-of-way:

- **Roadways**

There are a number of roadway capacity projects in the current Downtown Plan. These improvements, and others to be identified, will be reviewed and evaluated as stand-alone projects and/or as aggregates of related projects. Ideas and options for on-street parking and loading zones will also be analyzed – with the intent to provide additional short-term parking to support retail and loading/delivery zones to support Downtown businesses and residents.

Bellevue has implemented intelligent transportation systems (ITS) technology to improve roadway operations for autos, transit and pedestrians. Staff and the consultant team will look for opportunities to further improve signal operations Downtown, and to quantify the associated benefits for future mobility.

- **Transit**

A significant objective of this project will be to recommend improvements to the transit system and facilities, emphasizing speed and reliability improvements for bus transit and facilities for pedestrians and bicyclists who use the bus. Building upon the East Link light rail and RapidRide investments, this project will recommend transit service enhancements (routes, headways, etc.) to serve Downtown.

- **Non-Motorized Transportation**

The Downtown Transportation Plan Update will build on the Pedestrian and Bicycle Transportation Plan (2009) and other non-motorized projects identified in the Downtown Plan to accommodate the non-motorized trips that comprise an increasing portion of the daily trips within Downtown. Recommendations for projects that improve the environment for pedestrians and bicyclists will be a key part of the strategy to improve Downtown mobility.

- Implementation

This planning effort will produce recommendations for a phased implementation plan, a prioritization strategy and potential funding resources for proposed improvements to the transportation system.

- Final Report

The Commission will approve a final report, similar in content and scope to the reports transmitted to Council by the Bel-Red Steering Committee and the Downtown Implementation Plan Citizens Advisory Committee. In substance, the report will contain recommendations for policies and projects intended to ensure Downtown mobility to 2030 and beyond. The report provide implementation strategies and will highlight the major issues addressed and document the public involvement process

DOWNTOWN BELLEVUE REGIONAL AND LOCAL PLANNING CONTEXT

Downtown Bellevue is an important center of commerce and culture for the Central Puget Sound Region while also having a rapidly expanding residential population. Below is a summary of Downtown Bellevue’s role in the region and locally. Staff will supplement this with a more detailed presentation to the Commission on September 8.

Regional Context

- Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) is the metropolitan planning organization responsible for regional land use and transportation planning in King, Pierce, Snohomish and Kitsap counties. The recently adopted VISION 2040 is the region’s growth strategy, and Transportation 2040 is the region’s long-range transportation plan. Downtown Bellevue is a designated regional growth center within VISION 2040, and Bellevue as a whole is one of five metropolitan cities in the Puget Sound region. Designated regional growth centers have been identified for housing and employment growth, as well as for regional funding. Transportation 2040 identifies investments to support expected growth and to improve the overall transportation system, and it provides a financing plan. Projects within Transportation 2040 support the VISION 2040 growth strategy, and prioritization is given to projects that serve regional growth centers like Downtown Bellevue.

- King County – Countywide Planning Policies

The Washington Growth Management Act (1990) provides for large and fast growing counties to address growth management issues on a countywide basis. Countywide planning policies (CPPs) for King County were adopted and ratified by the cities in 1994. They provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, to be consistent with the overall vision for King County. Some of the goals of the CPPs are to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. Under the umbrella of CPPs are locations, such Downtown Bellevue, which are designated as Urban Centers. These are *“envisioned as areas of concentrated employment and housing, with direct service by high-*

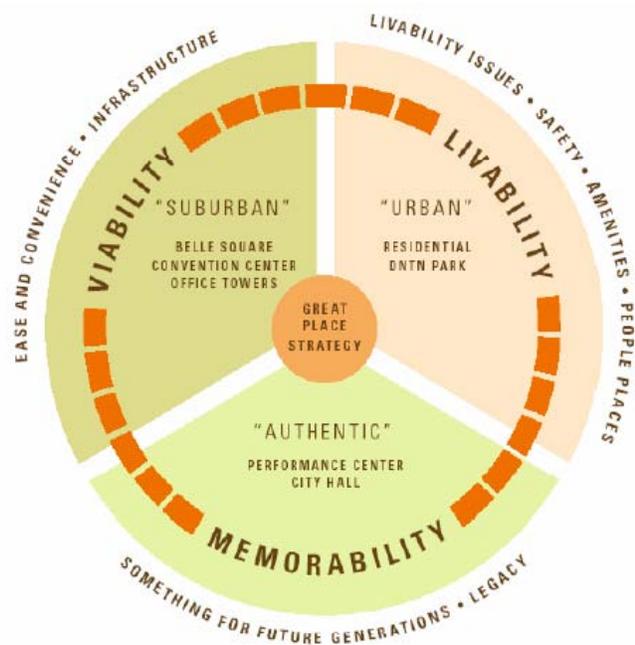
capacity transit, and a wide range of other land uses such as retail, recreational, public facilities, parks and open space”.

Local Context

- Downtown Subarea Plan

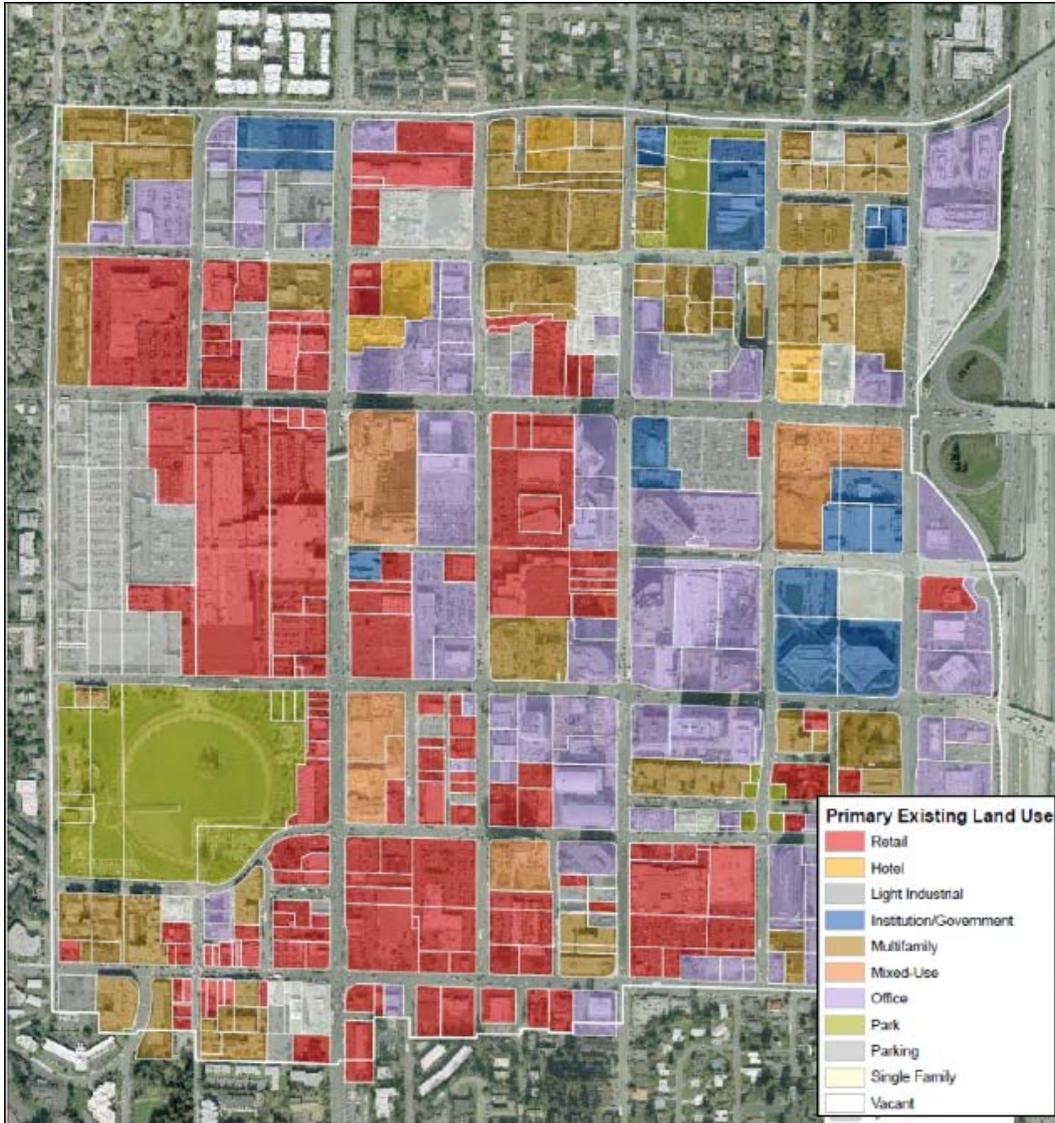
In 2004, following the Downtown Implementation Plan process, Council adopted an update to the Downtown Subarea Plan. The Subarea Plan built upon the original Central Business District Subarea Plan adopted in 1979 and amended in 1993. The current Subarea Plan contains goals and policy direction on topics such as land use, urban design, transportation & circulation, edges & transitions, and parks, recreation & open space. The Plan also contains a project list that covers a range of desired transportation, parks, and urban design improvements.

A key piece of the Downtown Subarea Plan is the “Great Place Strategy”. It states that for Downtown Bellevue to remain competitive in the next generation, it needs to be a place that is viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. In this context, viability is about quantity; about creating critical mass. Livability is about quality; about weaving an urban fabric rich in resources and quality of life. Memorability is about imparting an unforgettable experience from those having visited there. And accessibility is about maintaining and enhancing mobility for the range of users of Downtown Bellevue.



- Downtown Land Use

Downtown Bellevue is approximately 3/4 of a mile square in size – 410 acres. The existing land use consists of a mix of office, retail, residential, hotel, cultural and institutional uses. The Subarea Plan calls for taller buildings generally located towards the center of Downtown. The map below shows the mix of land use types in Downtown Bellevue, with clusters of office, retail and housing.



Land Use Snapshot

Downtown Bellevue has over 20 million square feet of total development, including:

- 8.9 million square feet office
- 4.5 million square feet retail
- 6,774 housing units
- 1,600 hotel rooms
- 570,000 square feet cultural
- Not included: Millions of square feet of structured parking

NEXT STEPS

- September: Internal project kick-off, website launch, consultant contract approved
- September: Downtown Bicycle Tours:
September 24 (morning ride with a residential focus)
September 28 (afternoon ride with a commuter focus)
- October: City Council – Project Principles
Transportation Commission – Existing Conditions, Project Principles
- November: Initial community engagement event – scoping of issues and opportunities
- November: Transportation Commission – Measures of effectiveness (tentative)
- December: Transportation Commission – Regional road projects and transit (tentative)

ATTACHMENTS

- A. Transportation Commission Role
- B. Staff Project Management Team
- C. Downtown Policy and Project Status List

ATTACHMENT A

TRANSPORTATION COMMISSION ROLE

At the Commission's retreat on July 26, staff discussed the Commission's role as the principal advisors to the project. To define that role, the discussion included the following:

Meeting Frequency and Schedule

Meetings on the Downtown Transportation Plan Update would be held on the 2nd Thursday of each month with a significant portion of the meeting agenda dedicated to this project. An additional meeting could be held as needed on the 4th Thursday – to be determined by staff and the Commission. The Commission Chair and Vice chair will coordinate with staff on meeting agendas and schedule.

Public Input to Transportation Commission

Opportunities for public comment on the Downtown Transportation Plan Update would be provided in the usual manner at each regular meeting of the Transportation Commission.

Other Boards and Commissions

Briefings with other boards and commissions will be an integral component of the project. The Planning Commission in particular will be a key partner with the Transportation Commission, as many of the mobility recommendations will be adopted as amendments to the Downtown Subarea Plan. Staff will be the lead on briefing boards and commissions. The Transportation Commission may wish to designate a liaison with the Planning Commission to support the close communication that will be needed.

Briefing Book

At the meeting on September 8, staff will provide a briefing book to each Commission member. This 3-ring binder will contain project background information and will also serve as the repository for all meeting agenda materials and public involvement outreach and event information.

ATTACHMENT B

STAFF PROJECT MANAGEMENT

With the Transportation Department in the lead, the Downtown Transportation Plan Update will benefit from the strategic guidance from a senior management-level steering committee and from the expertise of staff from throughout the organization.

Kevin McDonald will be the project manager for the consultant contract and principal coordinator with the Transportation Commission.

PROJECT MANAGEMENT STAFF TEAM

Transportation Department:

- Kevin O'Neill, Assistant Transportation Director
- Kevin McDonald, Senior Transportation Planner
- Judy Clark, Transportation Analyst
- Nancy LaCombe, Transportation Project Manager
- Kurt Latt, Senior Transportation Engineer
- Billy Witherspoon, Graduate Transportation Planning Intern

Planning & Community Development Department:

- Emil King, Strategic Planning Manager

ATTACHMENT C

Status Report on Downtown Projects – January 2011

This status report is intended to be a working document. It includes a review of projects - as shown on the maps below - and policy direction covering transportation, urban design, character, and parks & open space. It does not include I-405 or SR 520 freeway projects.

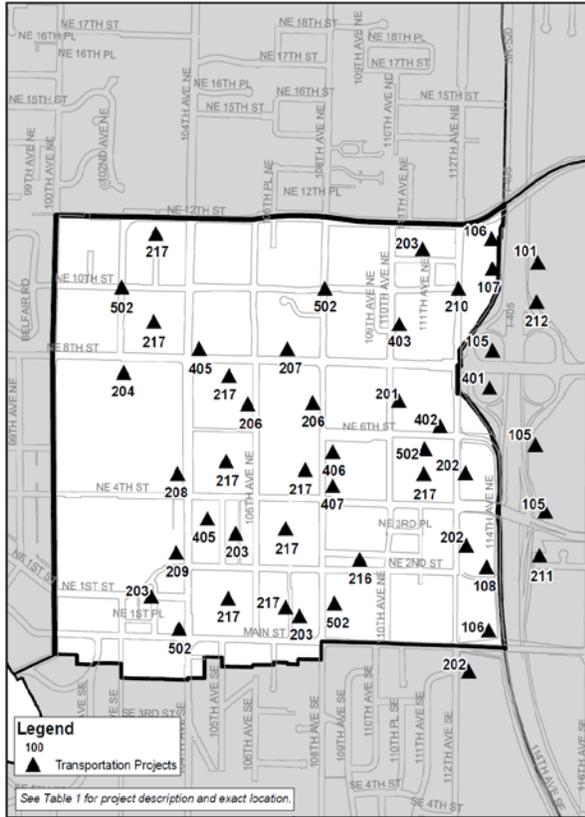


FIGURE B
Downtown Transportation Map

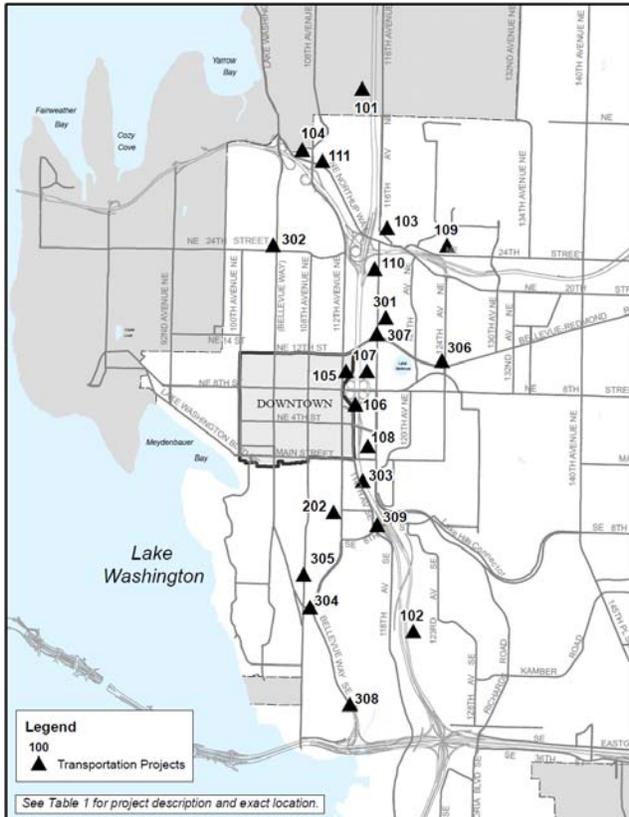


FIGURE C
Outside Downtown Transportation Map

STATUS REPORT FROM THE DOWNTOWN SUBAREA PLAN

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
ROADWAYS (DOWNTOWN)		
Project #201	110th Ave NE from NE 4th St to NE 9th St Widen this section from three lanes to four or five lanes, including traffic signal at NE 6th.	Roadway <u>partially complete</u> , only west side of segment between NE 6th and NE 8th is incomplete; signal <u>complete</u> .
Project #202	112th Ave SE/NE from SE 8th St to NE 12th St Widen section to provide additional turn lanes at all intersections. Widening would provide the following: a) Left-turn lanes on 112th at SE 4th, SE 6th, NE 2nd, NE 6th and NE 10th. b) Dual left-turn lanes on 112th NE at NE 8th. c) Northbound to eastbound right-turn lanes on 112th NE at NE 4th.	a) SE 4th not complete (limited right-of-way); SE 6th not complete (signal installed, but limited right-of-way did not install left turn lane); NE 2nd <u>complete</u> ; NE 6th <u>complete</u> ; NE 10th <u>complete</u> b) NE 8th SB <u>complete</u> ; NE 8th NB not complete c) NE 4th <u>complete</u> Available right-of-way has limited turn lane improvements on 112th at several locations.
Project #203	103rd Ave NE/105th Ave NE/107th Ave NE/NE 11th St Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd NE between Main and NE 1st. b) 105th NE between NE 2nd and NE 4th. c) 107th NE between Main and NE 2nd. d) NE 11th between 110th NE and 112th NE.	a) Not complete b) Not complete c) Not complete d) <u>Partially complete</u> (sidewalk needed south side between 111th and 112th) Sidewalk modifications anticipated to be completed with development along these roadway sections.
Project #204	Downtown Restrict left turns on major arterials to signalized intersections.	<u>Partially complete</u> ; ongoing effort.
Project #205	Downtown Ongoing optimization of traffic signals on major arterials.	<u>Partially complete</u> . Intelligent traffic signal systems installed on Bellevue Way, NE 8th St and NE 4th St.
Project #206	106th & 108th Ave NE Implement a one-way couplet (106th NE northbound and 108th NE southbound) between Main and NE 12th.	Additional analysis and review did not show the same benefit as previously modeled. Project put on hold.
Project #207	NE 8th St Add one westbound lane on NE 8th St between 105th NE and 108th NE (while preserving the large sequoia).	<u>Complete</u>

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
Project #207.5	NE 8th St / Bellevue Way Add new southbound to westbound right turn lane.	Additional lanes anticipated to be completed with development along these roadway sections.
Project #208	NE 4th St / Bellevue Way Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way.	Additional lanes anticipated to be completed with development along these roadway sections. Westbound to northbound right turn lane is incorporated into Lincoln Square expansion plans.
Project #209	NE 2nd St / Bellevue Way a) Add new southbound left-turn lane on westbound NE 2nd. 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.	a) <u>Complete</u> b) Not complete; would be done as part of private redevelopment c) Not complete; would be done as part of private redevelopment
Project #210	NE 10th St / 112th Ave NE Configure the intersection for one left-turn only, one thru-lane and one thru/ right-turn for each approach with the extension of NE 10th.	<u>Complete</u> with the following configuration: WB: 2 thru, 1 left, 1 right EB: 2 thru, 1 left
Project #211	NE 2nd St Extend NE 2nd St from 112th NE across I-405 to 116th NE, including intersection improvements at 112th NE and 116th NE. Add new dual southbound to eastbound left turn lanes on 112th at NE 2nd.	Not complete – WSDOT funded.
Project #212	NE 10th St Extend NE 10th St from 112th NE across I-405 to 116th NE. Development related road & access improvements	<u>Complete</u>
Project #213	106th Ave NE from Main Street to NE 12th St Widen this section from 4 to 5 lanes.	Not complete. Evaluation of these corridors included in Great Streets.
Project #214	108th Ave NE from NE 8th St to NE 12th St Widen this section from 4 to 5 lanes.	
Project #215	108th Ave NE from Main Street to NE 4th St Widen this section from 4 to 5 lanes.	
Project #216	NE 2nd St from Bellevue Way to 112th Ave NE Widen this section from 3 or 4 to 5 lanes.	Design report and 30% design finished.

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
Project #217	<p>Portions of the 103rd, 105th, and 107th Ave, and NE 5th and NE 7th St alignments</p> <p>Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.</p>	<p><u>Partially completed.</u> Multiple locations added (including at Lincoln Square, Bellevue Towers, Expedia Tower, Civica, City Hall, Avalon at 10th, Ashton, Belcarra, Bravern, and Elements).</p>
TRANSIT		
Project #401	<p>Downtown</p> <p>Construct the transit facilities within Downtown needed to support the projected level of transit service and ridership consistent with the Downtown Implementation Plan.</p>	<p>Ongoing city analysis of East Link environmental planning effort. Downtown Transportation Plan Update to include evaluation of future transit needs to accommodate growth.</p>
Project #402	<p>NE 6th St between 112th Ave NE and I-405</p> <p>Construct a new transit center.</p>	<p><u>Complete</u></p>
Project #403	<p>Downtown</p> <p>Provide a transit circulator for access to restaurants, shopping, parking and places of employment throughout Downtown and possibly to adjacent activity areas.</p>	<p>Implementation plan developed with King County Metro.</p>
Project #404	<p>Region</p> <p>Construct new park-and-ride lots specifically aimed at providing transit service to Downtown Bellevue.</p>	<p><u>Partially complete</u>; ongoing effort – Eastgate Park & Ride example of built facility.</p>
Project #405	<p>Downtown</p> <p>Improve transit stop facilities and amenities for transit riders.</p>	<p><u>Partially complete</u>; ongoing effort.</p>
Project #406	<p>108th Ave NE</p> <p>Add a northbound contraflow curb lane for buses only between NE 4th and NE 8th.</p>	<p>Not complete. This was a component of the 106th-108th one-way couplet which was reviewed and put on hold.</p>
Project #407	<p>108th Ave NE</p> <p>Add a southbound curb lane for buses only between NE 10th and Main.</p>	
PARKING		
Project #501	<p>Downtown</p> <p>Allow on-site parking requirements for new buildings to be met by off-site parking facilities. Such facilities should be strategically located to reduce traffic congestion.</p>	<p>Implemented on a case-by-case basis.</p>

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
Project #502	<p>Downtown</p> <p>Facilitate the construction of garages for short-term parking (if, following study, such facilities are determined to be the most appropriate option to address short-term parking problems.</p>	<p>Not complete. Some investigation of this done by the city; no follow up.</p>
Project #503	<p>Downtown</p> <p>Implement a parking guidance system to more efficiently utilize the Downtown parking supply.</p>	<p>None developed by city. Privately-owned garages have been implemented (Bellevue Square, Lincoln Square).</p>
PEDESTRIAN & BICYCLE FACILITIES		
Project #601	<p>Downtown</p> <p>Improve pedestrian facilities by completing a network of sidewalks in Downtown where they are missing, providing connections from surrounding neighborhoods, enhancing pedestrian signals and crosswalks, and removing obstacles on sidewalks. The interim sidewalk width where they are currently missing should be at least 8 feet.</p>	<p><u>Partially complete</u>; ongoing effort. Update to Pedestrian and Bicycle Transportation plan prioritized projects, including to and through downtown.</p>
Project #602	<p>Downtown</p> <p>Develop policies and standards which can be used to identify and evaluate appropriate locations for mid-block pedestrian crossings. Provide mid-block pedestrian crossings with a signal as a need arises.</p>	<p><u>Partially complete</u>; ongoing effort. Mid-block crossings constructed at NE 10th west of 110th, 108th at NE 2nd Place, and 108th at NE 11th Place. Second phase identified for implementation (unfunded).</p>
Project #603	<p>Downtown</p> <p>Designate bicycle routes through Downtown, as shown on the Pedestrian and Bicycle Transportation Plan, and including routes on Main (as part of the Lake-to-Lake Trail), on or adjacent to NE 6th from Bellevue Way to 114th NE, 100th NE, 106th NE from Main to NE 10th, 108th NE, 112th NE, 114th NE south of NE 6th, and Bellevue Way north and south of Downtown.</p>	<p>Projects in downtown identified and prioritized as part of 2009 update of the Pedestrian and Bicycle Transportation Plan (Main Street, NE 12th, 100th, 108th). Work to implement bicycle facilities on 108th Ave not funded in budget.</p>
Project #604	<p>Downtown</p> <p>Implement provisions to encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage and showers/lockers for employees and short-term bicycle parking for visitors.</p>	<p>Policies strengthening these provisions were made as part of 2009 update of the Pedestrian and Bicycle Transportation Plan. Potentially part of future Downtown Livability work program.</p> <p>City has done three installations of bicycle racks along downtown sidewalks focused on short-term users: 30 in 2005, 20 in 2006, and 24 in 2009.</p>

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
PARKS AND OPEN SPACE		
Project #701	Downtown Complete development of Downtown Park in accordance with adopted Master Plan.	2008 Levy Funds to be used at Downtown Park.
Project #702	Downtown Improve Ashwood Park with guidance from an updated master planning process when funding becomes available.	Ashwood Park Master Plan to be updated.
Project #703	Downtown Acquire land and develop a neighborhood park in the Northwest Village District.	No acquisitions to date.
Project #704	Downtown Acquire land and develop a neighborhood park in the East Main District.	Conceptual studies done for NE 2nd Park in conjunction with design of NE 2nd widening.
Project #705	Downtown Develop a graceful connection from Downtown to Meydenbauer Bay.	Meydenbauer Master Plan adopted by Council in December 2010.
Project #706	Downtown Acquire land and development a linear green buffer on the south side of Main Street between 112th SE and 110th SE.	No acquisitions have occurred. Potential opportunity with East Link project.
GATEWAYS & WAYFINDING		
Project #801	Downtown Implement a phased Downtown wayfinding system for pedestrians, bicycles, and automobiles that reinforce city identity as well as unique characteristics of Downtown neighborhoods as appropriate.	<u>Partially complete</u>; ongoing effort. First and second phases of wayfinding kiosks and signage installed throughout downtown. Combination of city and grant funding.
Project #802	Downtown Develop gateways into Downtown at identified locations through private development and public investment.	Conceptual planning done for Main/Bellevue Way location.
MUNICIPAL BUILDINGS		
Project #901	Downtown Relocate civic functions to a Downtown campus.	<u>Complete</u>

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
ADDITIONAL POLICY DIRECTION (not covered in list of projects)		
GENERAL		
POLICY S-DT-12.	Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.	July 2004 feasibility study.
HISTORIC RESOURCES		
POLICY S-DT-21.	Work with local heritage groups to: 1. Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue; 2. Use plaques and interpretive markers to identify existing and past sites; 3. Develop contingency plan and prioritization for Downtown's historic resources.	To be accomplished. Not part of 2011-2012 work program.
POLICY S-DT-22.	Provide voluntary incentives for the replication or protection of historic façades or other significant design features when redevelopment occurs.	Potentially part of future Downtown Livability work program.
POLICY S-DT-23.	Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.	
RESIDENTIAL DEVELOPMENT		
POLICY S-DT-27.	Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.	Potentially part of future Downtown Livability work program.
POLICY S-DT-28.	Work with regional housing organizations such as ARCH and DASH to develop additional Downtown residential projects.	Have not worked with these agencies on specific downtown projects. Low Income Housing Institute (LIHI) has been working with staff for development of housing at 204-111th Ave NE.
PUBLIC SAFETY		
POLICY S-DT-29.	Provide adequate fire and life safety services for the Downtown Subarea as population and employment increase over time.	Preliminary study completed by Fire Department in 2008. Partial funding for new facility in adopted CIP.
HIERARCHY OF STREETS		
POLICY S-DT-40.	Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.	Great Streets work has furthered these concepts. Integration into development regulations would be part of future Downtown Livability work program.

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
SIGNATURE STREETS		
POLICY S-DT-42.	Reinforce the emerging identity of 108th Ave NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.	Concepts laid out for 108th Ave NE as potential project to implement Great Streets, with multi-modal aspects, bike lanes, separation of pedestrians and vehicles to enhance to/from transit center experience.
POLICY S-DT-43.	Encourage new development on Main Street in Old Bellevue to embrace the character of the small-scale, pedestrian-friendly street frontage that has developed there over time.	Much of this is already happening. Refinements potentially part of future Downtown Livability work program.
POLICY S-DT-44.	Provide incentives for 106th Ave NE to develop as Downtown's <i>Entertainment Ave</i> . This area will include a concentration of shops, cafés, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.	Themed street concepts laid out for 106th with Great Streets. Incentives potentially part of future Downtown Livability work program.
POLICY S-DT-45.	Continue to encourage the NE 6th St Pedestrian Corridor as a major unifying feature for Downtown Bellevue.	Funding to advance the vision of the Pedestrian Corridor included in CIP with planned 2012 kick-off (following decision on downtown light rail alignment).
POLICY S-DT-46.	Provide incentives for Bellevue Way to realize its vision as a <i>Grand Shopping Street</i> , with an exciting mix of retail shops, restaurants, hotels, offices and residential units.	Themed street concepts laid out for Bellevue Way with Great Streets. Incentives would potentially be part of future Downtown Livability work program.
GATEWAYS		
POLICY S-DT-49.	Enhance the attractiveness of the I-405 right-of-way in accordance with its role as a gateway to the City of Bellevue and the Downtown Subarea.	<u>Partially complete.</u> Context Sensitive Design Solutions developed by the state. Implementation occurred at 10th bridge; occurring at 12th bridge.
UNIFYING URBAN DESIGN FEATURE		
POLICY S-DT-51.	Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.	Potentially part of future Downtown Livability work program.
POLICY S-DT-52.	Provide incentives to assist developers in implementing a major unifying design feature.	
POLICY S-DT-53.	Incorporate the unifying design feature in public projects whenever possible.	

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
DOWNTOWN DISTRICTS		
POLICY S-DT-54.	Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.	Potentially part of future Downtown Livability work program.
POLICY S-DT-55.	Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.	
POLICY S-DT-56.	Differentiate Downtown Districts through streetscape improvements such as wayfinding elements, gateways, mid-block pedestrian crossings, public art, landscaping and street trees, lighting, and street furniture.	Great Streets concepts incorporated district identity into distinct features for specific landscaping treatments, street lighting, furniture, etc. Integration into development regulations would be part of future Downtown Livability work program.
POLICY S-DT-57.	Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.	Potentially part of future Downtown Livability work program.
POLICIES S-DT-58 through S-DT-98	Additional policy direction for the seven identified downtown districts is contained in policies S-DT-58 through S-DT-98.	Implementation strategies potentially part of future Downtown Livability work program.
PARKING		
POLICY S-DT-61.	Examine additional opportunities for on-street parking in the (Northwest Village) district.	Some investigation of this done as part of 2002-2003 "park once" work; no follow up. Periodic refinements done to downtown on-street parking, primarily on a case-by-case basis.
POLICY S-DT-71.	Examine additional opportunities for on-street parking in the (Ashwood) district.	
POLICY S-DT-62.	Explore opportunities for shared parking, or a park-once district concept for short term parking (in the Northwest Village district).	Work was done on this in 2002-2003, including a Downtown parking survey. Based on feedback from Downtown interests and parking operators, no implementation activities have occurred.
POLICY S-DT-89.	Explore opportunities for shared parking, or a park-once district concept, to improve the availability of the short-term parking supply for retail and service users (Old Bellevue).	
PEDESTRIAN CORRIDOR		
POLICY S-DT-79.	Provide incentives to develop the intersection of 106th Ave NE and NE 6th St as a central location for public gatherings.	Great Streets concepts include additional pedestrian/public space at 106th and NE 6th. Funding to advance the vision of the Pedestrian Corridor included in CIP with 2012 kick-off (following decision on downtown light rail alignment).
POLICY S-DT-81.	Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.	
PARKS, RECREATION & OPEN SPACE		
POLICY S-DT-100.	Encourage active and passive recreational activities to locate throughout Downtown.	Potentially part of future Downtown Livability work program.

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
POLICY S-DT-102.	Analyze alternative locations and explore potential partnerships to provide community center space and functions for the Downtown Subarea and surrounding neighborhoods.	Would be explored as part of Ashwood Park Master Planning process.
POLICY S-DT-103.	Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use.	1020 Plaza completed in 2009. City has worked to install better signage that identifies existing & new public spaces. Potentially part of future Downtown Livability work program.
POLICY S-DT-104.	Require developer contributions for a coordinated system of major and minor public open spaces along the pedestrian corridor and at designated intersections. These could include areas for seating, fountains, courtyards, gardens, places to eat, and public art.	Potentially part of future Downtown Livability work program.
POLICY S-DT-106.	Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.	
POLICY S-DT-109.	Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.	Main and NE 2nd Street Design Report noted Lake-to-Lake Trail connections through corridors, providing enhanced pedestrian facilities. Included in 2009 update to the Pedestrian and Bicycle Transportation Plan.
POLICY S-DT-110.	Continue to preserve significant older trees within the Downtown Subarea.	Great Streets corridors identified significant older trees for preservation. Integration into development regulations potentially part of future Downtown Livability work program.
TRANSPORTATION & CIRCULATION		
POLICY S-DT-152.	Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.	Ongoing monitoring. Potentially part of future Downtown Livability work program.
POLICY S-DT-153.	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.	Some investigation of this done as part of 2002-2003 "park once" work; no follow up. Periodic refinements done to downtown on-street parking, primarily on a case-by-case basis.

PROJECTS/ POLICIES	DESCRIPTION	STATUS (January 2011)
POLICY S-DT-154.	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.	Work was done on a downtown “park once” concept in 2002-2003, including a downtown parking survey. Based on feedback from downtown interests, parking operators, no implementation activities on this
POLICY S-DT-155.	Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.	Potentially part of future Downtown Livability work program.
POLICY S-DT-156.	Investigate allowing Downtown developers to pay a fee into a “pool” in lieu of providing parking on-site. Pooled funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of parking program.	