



# Bellevue Planning Commission

## ATTACHMENT 1

Scope of Amendments include:

- Addition of new policy statements
- Amendments to existing policy statements
- Update to all maps and graphics that reference the Pedestrian Corridor to expand the route to Meydenbauer Bay Park and the Eastside Rail Corridor

All items in **RED** are amendments to existing policy statements or new policy statements.

### **Urban Design**

#### *Arts and Culture*

**UD-NEW.** Support and encourage the development of the Grand Connection as a cultural corridor by designing and creating spaces for performance, installation, and temporary based art and cultural installations.

#### *Design Quality – Downtown, Commercial and Mixed-Use Developments*

**UD-NEW.** Employ design guidelines that promote a consistent aesthetic quality and urban experience for those who use the Grand Connection.

#### *Public Space – Street Corridors*

**UD-NEW.** Encourage the development of the Grand Connection vision to create a unique, defining, and signature experience for pedestrians, cyclists, and other alternative modes of transportation.

### **Downtown Subarea**

**Policy S-DT-45.** Continue to develop **and implement** the ~~NE 6<sup>th</sup> Street Pedestrian Corridor~~ **Grand Connection vision** as a major unifying feature for Downtown Bellevue through public and private-sector investments.

**Policy S-DT-45.1.** Implement design components and wayfinding along the ~~NE 6<sup>th</sup> Street Pedestrian Corridor~~ **Grand Connection** to create an accessible and intuitive connection for multi-modal users of all abilities.

**Policy S-DT-49.** Enhance the attractiveness of the Interstate 405 right-of-way as a gateway to the City of Bellevue and the Downtown subarea, **aggressively pursuing the Grand Connection vision for a multi-modal crossing between Downtown and the Wilburton Commercial Area.**

#### *Eastside Center District*

**Policy S-DT-79.** Provide incentives to develop the intersection of 106<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street as a central location for public gatherings, **and to increase the role of Compass Plaza as an important node along the Grand Connection.**

**Policy S-DT-81.** Develop the ~~NE 6<sup>th</sup> Street Pedestrian Corridor~~ **Grand Connection** as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and **by incorporating** design components that ensure accessibility.

### *Old Bellevue*

**Policy S-DT-87.** Provide a graceful pedestrian connection **through the unifying design features of the Grand Connection** from Downtown Park through Old Bellevue to Meydenbauer Bay.

### *City Center South*

**Policy S-DT-NEW.** Consider studying the recommended secondary route of the Grand Connection along Main Street to establish better connections between the distinct neighborhoods of Downtown and the Wilburton Commercial Area, as well as community resources, and amenities.

### *~~Pedestrian Corridor~~ Grand Connection*

The ~~NE 6<sup>th</sup> Street Pedestrian Corridor~~ **Grand Connection** is a high priority route for ~~both walking and bicycling~~ **multi-modal transportation**. Incremental improvements through private developments and public investments will upgrade the ~~Corridor~~ **Grand Connection** to provide exceptional pedestrian access to the light rail stations ~~and to the Grand Connection~~ across I-405.

**Policy S-DT-144.2.** ~~Extend the Pedestrian Corridor designation along the sides of NE 6<sup>th</sup> Street between 110<sup>th</sup> Avenue NE and 112<sup>th</sup> Avenue NE to enhance non-motorized access to the light rail station and to the Grand Connection crossing of I-405.~~ **Apply the Grand Connection designation between Meydenbauer Bay and the Eastside Rail Corridor to improve multi-modal access to parks, public spaces, light rail stations, businesses, and residential uses.**

Policy S-DT-161. Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as to the east across I-405, **on arterial routes and on the Grand Connection.**

### **Wilburton / NE 8<sup>th</sup> Subarea Plan**

**Policy S-WI-NEW.** Encourage and explore opportunities to cross Interstate 405 between NE 6<sup>th</sup> and NE 4<sup>th</sup> Streets that connect pedestrians, cyclists, and those who use alternative transportation options as part of the Grand Connection vision.

**Policy S-WI-NEW.** Encourage the creation of a significant interface between the Grand Connection and the Eastside Rail Corridor to create seamless connectivity for pedestrians, cyclists, and those who use alternative transportation options.

**Policy S-WI-NEW.** The Grand Connection should serve as a catalyst for the future vision of the Wilburton Commercial Area between NE 12<sup>th</sup> Street, SE 5<sup>th</sup> Street, Interstate 405 and 120<sup>th</sup> Avenue NE.

**Policy S-WI-NEW.** Consider the unique role that the city-owned property Lincoln Center could contribute to fulfilling the vision of the Grand Connection as a potential landing location, civic use, or public space.

**Policy S-WI-NEW.** Consider how the Interstate 405 crossing element of the Grand Connection can assist in creating a unified urban design vision and character for the area bounded by NE 6<sup>th</sup> Street, NE 4<sup>th</sup> Street, and the Eastside Rail Corridor, with the Civic Center District of Downtown.

**Policy S-WI-NEW.** Employ design guidelines that promote a consistent aesthetic quality and urban experience between Downtown and the Wilburton Commercial Area.

*Natural Determinants*

**Policy S-WI-NEW.** Pursue opportunities to enhance the natural systems of Sturtevant Creek between NE 8<sup>th</sup> and NE 4<sup>th</sup> Street as part of the Grand Connection.