

Downtown Subarea Plan: Proposed Amendments

This packet includes proposed policy amendments to the Downtown Subarea Plan. ~~Strikethrough~~ means the text is deleted. Underline means the text is new.

Key	
	Repeal
	Modify
	Add
	No change

New Number	Old Number	Existing Subarea Policy	Reason for Change
Land Use			
S-DT-1	S-DT-1	Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	
S-DT-2	S-DT-2	Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.	
S-DT-3	S-DT-3	Develop Downtown as an aesthetically attractive area.	
S-DT-4	S-DT-4	The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown (see Figure S-DT.1 for delineation of Core Area and Perimeter Area).	Amended to update reference
S-DT-5	S-DT-5	Organize Downtown to provide complementary functional relationships between various land uses.	
S-DT-6	S-DT-6	Develop Downtown as the Eastside's most concentrated and diverse regional retail district.	
S-DT-7	S-DT-7	Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.	
S-DT-8	S-DT-8	Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure S-DT.1).	Amended to update reference
S-DT-9	S-DT-9	Provide bonus incentives (related to permitted density, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.	
S-DT-10	S-DT-10	Require design review to ensure high quality, aesthetically pleasing Downtown development.	
S-DT-11	S-DT-11	Encourage the development of major civic, convention, and cultural uses within Downtown.	
S-DT-12	S-DT-12	Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.	
S-DT-13	S-DT-13	Encourage private participation in development of Downtown community facilities.	
S-DT-14	S-DT-14	Encourage visual and performing arts organizations to locate Downtown.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-15	S-DT-15	Encourage the assembly of land or coordination of development as appropriate to facilitate a quality built environment.	
S-DT-16	S-DT-16	Restrict the location of drive-in and drive-through activities within the Downtown Subarea.	
S-DT-17		<u>Support strategies for net-zero and net-positive development and create opportunities to pilot low-carbon building design principles.</u>	Added to reduce the impact on the environment.
Economics			
S-DT-18	S-DT-17	Promote economic development strategies that further Downtown Bellevue as an Urban <u>Growth Center and anchor of employment on the Eastside</u> , consistent with regional plans.	Amended to strengthen the identification of Downtown as a Regional Growth Center.
S-DT-19	S-DT-18.1	Promote Downtown as the primary commercial area to provide goods and services to the residents and employees within the district and to residents of surrounding neighborhoods and the Eastside region.	
S-DT-20	S-DT-18	Strengthen Downtown's role as the Eastside's major business and commercial center and as an important revenue source for the City of Bellevue.	
S-DT-21	S-DT-19	Maintain an attractive economic environment to encourage private investment through stable tax rates and a predictable regulatory framework.	
S-DT-22	S-DT-20	Recognize the importance of Downtown's historic resources as identified in the Bellevue Historic and Cultural Resources Survey.	
S-DT-23		<u>Increase access to affordable commercial space for small-scale retailers to grow and retain small businesses in Downtown.</u>	Added to address commercial displacement.
Historic Resources			

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-24	S-DT-21	<p>Work with local heritage groups to:</p> <ul style="list-style-type: none"> • Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue; • Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance; • Develop a contingency plan and prioritization for Downtown's historic resources, which may include voluntary relocation of significant historic structures to Bellevue parks property. • <u>Recognize the contributions of historically marginalized in the area to Bellevue.</u> 	Amended to plan for people of color and historically marginalized communities.
S-DT-25	S-DT-22	Provide voluntary incentives for the replication or protection of historic facades or other significant design features when redevelopment occurs.	
S-DT-26	S-DT-23	Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.	
Residential Development			
S-DT-27	S-DT-24	Provide density incentives to encourage urban residential development throughout Downtown.	
S-DT-28	S-DT-24.1	Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs created in the Downtown.	
S-DT-29	S-DT-25	<u>Meet the needs of a variety of household sizes in diverse economic circumstances with</u> Provide for a range of Downtown urban residential types and densities, <u>including affordable housing.</u>	Amended to address residential displacement
S-DT-30	S-DT-26	Encourage residential uses to occur in mixed-use structures or complexes.	
S-DT-31	S-DT-27	Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.	
S-DT-32	S-DT-28	Work with regional housing organizations such as A Regional Coalition of Housing (ARCH) and the Downtown Action to Save Housing (DASH) to develop additional Downtown residential projects.	Amended to remove an outdated reference.
Public Safety			

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-33	S-DT-29	Provide adequate fire and safety services for the Downtown Subarea as population and employment increase over time.	
Utilities			
S-DT-34	S-DT-30	Require undergrounding of all utility distribution lines.	
S-DT-35	S-DT-31	Where possible, combine utility and transportation rights-of-way into common corridors.	
S-DT-36	S-DT-32	Require developer funding for extensions of collection and distribution lines.	
S-DT-37	S-DT-33	Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.	
S-DT-38	S-DT-34	Utility installations visible in the public right-of-way should be consistent with Downtown design guidelines.	
S-DT-39		<u>Look for opportunities to expand sustainable stormwater infrastructure, tree canopy, and landscaping that enhances ecological functions and urban wildlife habitat connectivity.</u>	Added to reduce the impact on the environment
Urban Design – General Design and Function			
S-DT-40	S-DT-35	Create a pedestrian environment with a sense of activity, enclosure, and protection.	
S-DT-41	S-DT-36	Utilize development standards for building bulk, heights <u>heights</u> , setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.	Amended to correct spelling
S-DT-42	S-DT-37	Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.	
S-DT-43	S-DT-38	Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	
Urban Design – Downtown Streets			

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-44	S-DT-39	Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.	
S-DT-45	S-DT-39.1	Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.	
S-DT-46	S-DT-40	Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	
S-DT-47	S-DT-41	Prioritize vehicular flow in the design and management of auto priority streets.	
S-DT-48	S-DT-41.1	Prioritize pedestrian activity, access, comfort and safety in the design and management of pedestrian priority streets.	
S-DT-49	S-DT-41.2	Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit priority streets.	
Urban Design – Signature Streets			
S-DT-50	S-DT-42	Reinforce the emerging identity of 108th Avenue 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.	
S-DT-51	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.	
S-DT-52	S-DT-44	Provide incentives for 106th Avenue NE to develop as Downtown’s Entertainment Avenue. 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.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-53	S-DT-45	Continue to develop and implement the Grand Connection vision as a major unifying feature for Downtown Bellevue through public- and private-sector investments.	
S-DT-54	S-DT-45.1	Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for users of all abilities.	
S-DT-55	S-DT-46	Provide incentives for Bellevue Way to realize its vision as a Grand Shopping Street, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.	
S-DT-56	S-DT-47	Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in consideration of adjacent superblocks, traffic flow, and the intended quality of the pedestrian environment.	
Urban Design – Gateways and Wayfinding			
S-DT-57	S-DT-48	Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.	
S-DT-58	S-DT-49	Enhance the attractiveness of I-405 right-of-way in accordance with its role as a gateway to the City of Bellevue and the Downtown Subarea.	
S-DT-59	S-DT-50	Develop a comprehensive wayfinding system geared for a range of users (i.e. pedestrians, bicyclists, and automobiles). This system should be built around a set of common design elements, but also includes unique components that vary by Downtown neighborhood as appropriate.	
S-DT-60	S-DT-50.1	Aggressively pursue the Grand Connection vision for a multimodal crossing of I-405 between Downtown and the Wilburton Commercial Area.	
Urban Design – Gateways and Wayfinding			
S-DT-61	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.	
S-DT-62	S-DT-52	Provide incentives to assist developers in implementing a major unifying design feature.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-63	S-DT-53	Incorporate the unifying design feature in public projects wherever possible.	
Urban Design – Downtown Districts			
S-DT-64	S-DT-54	Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.	
S-DT-65	S-DT-55	Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.	
S-DT-66	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.	
S-DT-67	S-DT-57	Create pedestrian linkages within and between Downtown Districts as well as to surrounding residential and commercial areas outside Downtown.	
Urban Design – Northwest Village			
S-DT-68	S-DT-58	Create intimacy for the pedestrian through the development of “alleys with addresses.” These are small-scale pedestrian frontages accessed off of through-block connections.	
S-DT-69	S-DT-59	Continue to provide neighborhood-oriented retail and service uses for the Northwest Village District as well as for the surrounding neighborhoods both within and outside Downtown.	
	S-DT-60	Deleted (Ordinance No. 6396)	
	S-DT-61	Deleted (Ordinance No. 6396)	
	S-DT-62	Deleted (Ordinance No. 6396)	
S-DT-70	S-DT-63	Develop a neighborhood park in the Northwest Village District.	
S-DT-71	S-DT-64	Emphasize the intersection of 102nd Avenue Northeast and NE 10th Street as a central gathering place for the district.	
Urban Design – City Center North			
S-DT-72	S-DT-65	Encourage the development of high-rise housing along NE 10th Street within this district.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
	S-DT-66	Deleted (Ordinance No. 6396)	
S-DT-73	S-DT-67	Develop a soft or hard open space amenity in the vicinity of 106th Avenue NNE <u>NE</u> and NE 10th Street.	Amended to correct spelling
Urban Design – Ashwood			
S-DT-74	S-DT-68	Explore opportunities to unite the district by bridging a perceived gap formed by NE 10th Street.	
S-DT-75	S-DT-69	Encourage other civic uses to locate in this district, using the King County Library as an anchor.	
S-DT-76	S-DT-70	Encourage uses that will bring additional pedestrian activity to the area.	
	S-DT-71	Deleted (Ordinance No. 6396)	
S-DT-77	S-DT-72	Encourage expansion of the King County Library to the north. Explore a potential partnership to develop appropriate community center facilities as part of the expansion.	
	S-DT-73	Deleted (Ordinance No. 6396)	
S-DT-78	S-DT-74	Encourage ground-level residential units on 109th Avenue NE, 111th Avenue NE, and NE 11th Street.	
S-DT-79	S-DT-75	Encourage a unified, high density urban residential community with supporting neighborhood retail and service areas.	
S-DT-80	S-DT-76	Limit the amount of office and retail development in the area to take into account the predominantly residential character of the area.	
S-DT-81	S-DT-77	Use of Ashwood Park site as an urban park or community facility should work in conjunction with residential uses in the area.	
Urban Design – Eastside Center District			
S-DT-82	S-DT-78	Capitalize on the relocation of <u>City</u> City Hall to Downtown to help nurture a strong civic and convention center presence on the eastern portion of the Eastside Center District.	Amended to correct typo
S-DT-83	S-DT-79	Provide incentives to develop the intersection of 106 th Avenue NE and NE 6th Street as a central location for public gatherings, and to increase the role of Compass Plaza as an important node along the Grand Connection.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-84	S-DT-80	Pedestrian bridges may be appropriate over the public right-of-way on Bellevue Way between NE 4th Street and NE 10th Street, NE 4th Street between Bellevue Way and 110th Ave NE, NE 6th Street between 110th Avenue NE and 112th Avenue NE, and NE 8th Street between Bellevue Way and 112th Avenue NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.	
S-DT-85	S-DT-81	Develop the 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.	
S-DT-86	S-DT-82	A range of activities shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.	
S-DT-87	S-DT-83	Day-time and night-time activities should be encouraged.	
S-DT-88	S-DT-84	Encourage pedestrian-oriented post office facilities to be located in this area.	
S-DT-89	S-DT-85	Allow uses and development intensity that is supportive of transit and day/night activity.	
	S-DT-86	Deleted (Ordinance No. 6396)	
Urban Design – Old Bellevue			
S-DT-90	S-DT-87	Provide a graceful multimodal connection through the unifying design features of the Grand Connection between Downtown Park, Old Bellevue and Meydenbauer Bay Park.	
S-DT-91	S-DT-88	Encourage redevelopment to maintain some of the historic facade treatments of older buildings in this district.	
S-DT-92	S-DT-89	Explore opportunities for shared parking, or a park-once district concept, to improve utilization of the short-term off-street parking supply.	
S-DT-93	S-DT-90	Establish a heightened presence of Downtown Park as seen from Bellevue Way.	
S-DT-94	S-DT-91	Reinforce the unique character of the Old Bellevue area by encouraging residential development, specialty retail, and other development with an emphasis on pedestrian activity.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
Urban Design – City Center South			
S-DT-95	S-DT-92	Encourage development of neighborhood-serving retail uses.	
S-DT-96	S-DT-93	Explore opportunities for “live/work” spaces in this district.	
S-DT-97	S-DT-94	Encourage new development to provide open space amenities that are accessible to the public and function as neighborhood gathering places on the south side of Main Street, between 108th Avenue SE and Bellevue Way SE.	
S-DT-98	S-DT-94.1	Consider studying a complementary route to the Grand Connection along Main Street to establish better multimodal connections between Downtown and the Wilburton Commercial Area, as well as community resources, and amenities.	
Urban Design – East Main			
S-DT-99	S-DT-95	Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.	
S-DT-100	S-DT-96	Take advantage of the topography of the area for views as well as for visibility from I-405.	
S-DT-101	S-DT-97	Enhance the transition from this district (South Main) to the adjacent neighborhoods by providing a lineal green open space buffer in the vicinity of the southeast corner of Downtown.	
S-DT-102	S-DT-98	Explore opportunities to showcase the historic Sacred Heart Catholic Church on Main Street.	
Parks, Recreation and Open Space – General			
S-DT-103	S-DT-99	Emphasize the street environment as a key component of the Downtown open space network.	
S-DT-104	S-DT-100	Encourage active and passive recreational activities to locate throughout Downtown.	
S-DT-105	S-DT-101	Provide appropriately scaled parks and open spaces throughout Downtown.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-106	S-DT-102	Analyze alternative locations and explore potential partnerships to provide community center space and functions for the Downtown Subarea and surrounding neighborhoods.	
S-DT-107	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.	
S-DT-108	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, and green space.	Amended to reduce impact on the environment by including environmental uses.
S-DT-109	S-DT-105	Provide a visual and physical connection from Downtown to Meydenbauer Bay that terminates in a significant waterfront presence. The connection will provide unique recreation, retail, and tourism opportunities.	
S-DT-110	S-DT-106	Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.	
S-DT-111	S-DT-107	Create connections along public sidewalks and through-block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.	
S-DT-112	S-DT-108	Provide a lineal green space buffer in the vicinity of the southeast corner of Downtown to transition from single family residential uses to higher density residential and commercial uses north of Main Street within Downtown.	
	S-DT-109	Deleted (Ordinance No. 6396)	
S-DT-113	S-DT-110	Continue to preserve significant older trees within the Downtown Subarea.	
Parks, Recreation and Open Space – Downtown Park			
S-DT-114	S-DT-111	Develop and operate Downtown Park within the framework of the Council approved Downtown Park master plan.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-115	S-DT-112	Complete the phased development of Downtown Park, and enhance its visual and functional presence on Bellevue Way.	
S-DT-116	S-DT-113	Utilize Downtown Park as the prime location for special events and gatherings throughout the year.	
S-DT-117	S-DT-114	Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park, Bellevue Square, the NE 6th Street Pedestrian Corridor, Bellevue Way, and Old Bellevue.	
S-DT-118	S-DT-115	Within density and height limits permitted in the Land Use Code, work with adjoining property owners through the Design Review process to ensure a graceful transition between the Park and future development. The ground level of buildings facing Downtown Park should include pedestrian oriented uses, be visually accessible, and where appropriate, provide pedestrian connections for the general public and for commercial uses that complement the Park. A continuous north-south pathway on private properties separating adjoining development from the Park shall not be required.	
Parks, Recreation and Open Space – Neighborhood Parks			
S-DT-119	S-DT-116	Provide an equitable distribution of neighborhood-serving parks and open spaces throughout Downtown. These amenities should include a mix of passive, green open space along with more formalized hardscape areas address the needs of a wide variety of park users.	Amended to address needs of all users, including those from underserved groups.
S-DT-120	S-DT-117	Update the Ashwood Park master plan to reflect a contemporary vision for the site that considers some community center functions while retaining significant passive open space use. Explore partnerships for development consistent with the vision.	
Edges and Transitions – Neighborhood Traffic and Parking Management			
	S-DT-118	Deleted (Ordinance No. 6396)	
	S-DT-119	Deleted (Ordinance No. 6396)	
Edges and Transitions – Perimeter Areas			

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-121	S-DT-120	Provide an equitable distribution of Perimeter Areas along the north, west, and south boundaries of Downtown, based on their potential for protecting surrounding residential neighborhoods	
S-DT-122	S-DT-121	Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to participate in traffic mitigation measures to reduce impacts on surrounding residential neighborhoods.	
	S-DT-122	Deleted (Ordinance No. 6396)	
S-DT-123	S-DT-123	Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.	
S-DT-124	S-DT-124	Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.	
Edges and Transitions – Linear Buffers			
S-DT-125	S-DT-125	Utilize lineal green open space buffers directly outside Downtown (north of NE 12th Street between 106 th Place NE and 112th Avenue NE, and in the vicinity of the southeast corner of Downtown) to provide a graceful transition from Downtown to surrounding residential neighborhoods.	
Downtown Mobility – Downtown Land Use and Transportation Implementation			
Downtown Mobility – Downtown Roadway Access			
S-DT-126	S-DT-126	Pursue and actively participate in local, state, and federal action to improve general purpose and high occupancy vehicle (HOV) access to and from Downtown.	
	S-DT-127	Deleted (Ordinance No. 6396)	
S-DT-127	S-DT-128	Minimize growth of traffic on arterial streets in residential areas north, west and south of Downtown by encouraging the use of freeway facilities for regional trips.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
	S-DT-129	Deleted (Ordinance No. 6396)	
Downtown Mobility – Regional and Local Downtown Transit Mobility			
	S-DT-130	Deleted (Ordinance No. 6396)	
	S-DT-131	Deleted (Ordinance No. 6396)	
	S-DT-132	Deleted (Ordinance No. 6396)	
	S-DT-133	Deleted (Ordinance No. 6396)	
	S-DT-134	Deleted (Ordinance No. 6396)	
S-DT-128	S-DT-135	Provide space within or near Downtown for bus layovers and other bus transit facilities needed to support projected levels of transit service.	
S-DT-129	S-DT-135.1	Locate and develop bus layover space and other transit facilities in partnership with transit agencies to support Downtown transit service while minimizing impacts on residential areas, businesses and the pedestrian, bicycle and auto environment, complementing the Downtown district character.	
S-DT-130	S-DT-136	Support transit ridership by providing or encouraging others to provide passenger comfort, access and information as needed at each Downtown transit stop.	
	S-DT-137	Deleted (Ordinance No. 6396)	
	S-DT-138	Deleted (Ordinance No. 6396)	
S-DT-131	S-DT-138.1	Advocate to transit agencies to establish a Downtown frequent transit network in accord with the Transit Master Plan that provides transit service routing and stops proximate to Downtown employees and residents and to the Medical Institution District.	
S-DT-132	S-DT-138.2	Advocate to the transit agencies for incremental enhancements to Downtown Transit service to support the projected 2030 <u>2050</u> daily Downtown transit ridership.	Amended to update date
S-DT-133	S-DT-138.3	Implement transit speed and reliability improvements along Downtown transit priority corridors when there is a demonstrated benefit to transit passengers and overall mobility.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-134	S-DT-138.4	Improve the pedestrian and bicycling environment for access to the two light rail stations that serve Downtown, particularly between the Bellevue Transit Center and the nearby Bellevue Downtown station.	
Downtown Mobility – Downtown Roadways			
S-DT-135	S-DT-139	Retain the existing odd-numbered streets for vehicular and pedestrian circulation in Downtown. Consider vacating those streets only if such vacation would improve overall circulation in Downtown.	
S-DT-136	S-DT-140	Improve Downtown circulation and arterial continuity to points east of Downtown with roadway extensions and improvements across I-405, including envisioned extensions of NE 2nd Street and NE 6th Street.	
	S-DT-141	Deleted (Ordinance No. 6396)	
	S-DT-142	Deleted (Ordinance No. 6396)	
S-DT-137	S-DT-143	Enhance the city's intelligent transportation system to maximize the efficient use of the Downtown streets, and to improve transit speed and reliability.	
Downtown Mobility – Mid-Block Access Connections			
S-DT-138	S-DT-144	Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.	
Downtown Mobility – Grand Connection			
S-DT-139	S-DT-144.1	Develop and implement a concept design to better accommodate accessible travel through appropriate grades and the use of special paving treatments, wayfinding and widening.	
S-DT-140	S-DT-144.2	Apply the Grand Connection designation between Meydenbauer Bay Park and the Eastside Rail Corridor Trail <u>Eastrail</u> to improve multimodal access to parks, public spaces, transit stations, businesses, and residential uses.	Amended to update reference to Eastrail
S-DT-141	S-DT-144.3	Periodically review the performance and use of the Grand Connection based on the stage of implementation and a set of established measures of success.	
Downtown Mobility – Downtown Transportation Demand Management			

New Number	Old Number	Existing Subarea Policy	Reason for Change
	S-DT-145	Deleted (Ordinance No. 6396)	
	S-DT-146	Deleted (Ordinance No. 6396)	
	S-DT-147	Deleted (Ordinance No. 6396)	
S-DT-142	S-DT-148	Minimize drive-alone trips in Downtown and take steps to increase the proportion of Downtown non-drive-alone commute trips to target levels in Table TR-1 in the Transportation Element, by coordinating with the Bellevue Transportation Management Association, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and alternative work schedules by Downtown employees and residents.	Amended to update reference
Downtown Mobility – Downtown Off-Street Parking Demand and Utilization			
S-DT-143	S-DT-149	Establish parking requirements specific to the range of uses intended for the Downtown <u>Downtown</u> Subarea.	Amended to correct spelling
S-DT-144	S-DT-150	Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.	
S-DT-145	S-DT-151	Encourage the joint use of parking and permit the limitation of parking supply.	
S-DT-146	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.	
	S-DT-153	Deleted (Ordinance No. 6396)	
S-DT-147	S-DT-154	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work program to implement solutions.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-148	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.	
S-DT-149	S-DT-156	Investigate allowing Downtown developers to pay a fee into an account in lieu of providing parking on-site. Parking account 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.	
S-DT-150	S-DT-157	Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.	
Downtown Mobility – Downtown Curbside Uses: On-Street Parking; Taxi Stands; Electric Vehicle Charging Stations			
S-DT-151	S-DT-157.1	Create curbside zones for on-street parking.	
S-DT-152	S-DT-157.2	Add on-street parking spaces in travel lanes for use during off-peak hours.	
	S-DT-157.3	Deleted (Ordinance No. 6707)	
	S-DT-157.4	Deleted (Ordinance No. 6707)	
	S-DT-157.5	Deleted (Ordinance No. 6707)	
S-DT-153	S-DT-157.6	Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.	
	S-DT-157.7	Deleted (Ordinance No. 6707)	
Downtown Mobility – Downtown Pedestrian Facilities			
Downtown Mobility – Intersections			
Downtown Mobility – Mid-Block Crossings			
Downtown Mobility – Sidewalks/Curbside Landscaping			
Downtown Mobility – Through-Block Connections			
S-DT-154	S-DT-158	Provide for sidewalks and landscaping in accordance with Land Use Code standards.	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-155	S-DT-159	Provide for intersections that incorporate “standard”, “enhanced” or “exceptional” design components.	
	S-DT-160	Deleted (Ordinance No. 6396)	
S-DT-156	S-DT-161	Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well to the east across I-405 on the Grand Connection.	
S-DT-157	S-DT-162	Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.	
S-DT-158	S-DT-162.1	Provide mid-block crossings designed to meet the pedestrian needs and context at specified locations.	
Downtown Mobility – Downtown Bicycle Mobility			
S-DT-159	S-DT-163	Design and enhance bicycle routes through Downtown to create a pleasant and safe environment for bicycling for people of all ages and abilities.	
S-DT-160	S-DT-164	Encourage the developers, owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short-term bicycle parking for visitors.	
S-DT-161	S-DT-164.1	Provide bicycle facility connections and wayfinding to neighborhoods and regional facilities such as the Mountains to Sound Greenway/I-90 Trail, the SR 520 Trail and the Eastside Corridor Trail.	
S-DT-162	S-DT-164.2	Install public end-of-ride bicycle facilities such as bike racks, bicycle corrals or bike share docking stations to meet the demonstrated or anticipated need for personal or shared bicycles.	
Downtown Mobility – Land Use Implementation			
	S-DT-165	Deleted (Ordinance No. 6396)	
	S-DT-166	Deleted (Ordinance No. 6396)	
	S-DT-167	Deleted (Ordinance No. 6396)	
	S-DT-168	Deleted (Ordinance No. 6396)	
	S-DT-169	Deleted (Ordinance No. 6396)	

New Number	Old Number	Existing Subarea Policy	Reason for Change
S-DT-163	S-DT-170	The Downtown Future Land Use Plan Map (Figure S-DT.1) is intended to show the major land use and character elements outlined by the goals and policies contained in the Downtown Subarea Plan. It is not intended to show specific densities or dimensions of future development. The Bellevue Land Use Code should be referenced for specific development standards.	Amended to update reference