

## **Appendix A: GTEC-Supportive Comprehensive Plan Policies**

Transportation Element – Transportation and Land Use Component	
TR-1	Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.
TR-3	Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.
TR-4	Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following: <ol style="list-style-type: none"> <li>1. Intensity/density of land uses sufficient to support high-capacity transit;</li> <li>2. Mixed uses for both day and night activities;</li> <li>3. Pedestrian emphasis; and</li> <li>4. Alternatives to single-occupant vehicles.</li> </ol>
TR-5	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.
TR-6	Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.
TR-7	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.
TR-8	Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: <ol style="list-style-type: none"> <li>1. Orient the major building entries to the street and closer to transit stops;</li> <li>2. Avoid constructing large surface parking areas between the building frontage and the street;</li> <li>3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;</li> <li>4. Cluster major buildings within developments to improve pedestrian and transit access;</li> <li>5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;</li> <li>6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;</li> <li>7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;</li> <li>8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;</li> <li>9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and</li> <li>10. Encourage the availability of restrooms for public use.</li> </ol>
Transportation Element – Transportation Demand Management Component	
TR-9	Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors: <ol style="list-style-type: none"> <li>1. Parking;</li> <li>2. Services to increase high-occupancy vehicle use;</li> <li>3. Demand management program elements, including incentives; and</li> <li>4. Reporting, monitoring, and performance evaluation standards.</li> </ol>
TR-10	Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals of reducing use of single-occupant vehicles.
TR-11	Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as: <ol style="list-style-type: none"> <li>1. Establish methods to charge for parking single-occupant vehicles;</li> <li>2. Impose a parking tax, through state enabling legislation; and</li> <li>3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.</li> </ol>
TR-12	Encourage employers to help reduce peak-hour commute trips by facilitating employees' use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.
TR-13	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.
TR-14	Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as: <ol style="list-style-type: none"> <li>1. Preferential parking for carpools and vanpools;</li> <li>2. Special loading and unloading facilities for carpools and vanpools;</li> <li>3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and</li> <li>4. Bicycle parking and related facilities.</li> </ol>
TR-15	Encourage major employers and the developers of major employment facilities to provide child care opportunities onsite or nearby.
TR-16	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.

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TR-17	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.
TR-18	Evaluate and promote a car-sharing program in Downtown Bellevue.
TR-19	Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.
TR-20	Support federal tax policies that promote transit and ridesharing.
<b>Transportation Element – Mobility Management Component</b>	
TR-21	Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.
TR-22	Implement the level of service standards and other mobility targets for major transportation modes within each Mobility management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.
TR-23	Coordinate improvements and operations among travel modes, providing connections between modes.
TR-24	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.
TR-25	Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.
TR-26	Address the special needs of citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements and other transportation facilities and in delivering transportation services and programs.
TR-29	Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.
TR-31	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.
TR-32	Develop and implement strong interjurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.
<b>Transportation Element – Roadway Network Component</b>	
TR-36	Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area: <ol style="list-style-type: none"> <li>1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions:           <ol style="list-style-type: none"> <li>a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and</li> <li>b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve.</li> </ol> </li> <li>2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.</li> </ol>
TR-37	Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.
TR-43	Provide arterial right-of-way with sufficient width to limit air and noise pollution on adjoining properties, to permit landscaping, and to accommodate non-vehicular circulation.
<b>Transportation Element – Transit Component</b>	
TR-50	Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities.
TR-51	Work with transit providers to establish a hierarchy of transit services focused on three major elements: <ol style="list-style-type: none"> <li>1. Bellevue-Bellevue Connections</li> <li>2. Bellevue-Eastside Connections</li> <li>3. Bellevue-Regional Connections</li> </ol>
TR-52	Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.
TR-53	Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.
TR-54	Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: <ol style="list-style-type: none"> <li>1. Transit center;</li> <li>2. Passenger shelters;</li> <li>3. Park and ride lots;</li> <li>4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;</li> <li>5. Pedestrian and bicycle facilities;</li> <li>6. Pricing;</li> <li>7. Kiosks and on-line information; and</li> <li>8. Incentive programs.</li> </ol>

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TR-55	Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, commercial, office, and other types of development.
TR-56	Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
TR-57	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.
<b>Transportation Element – Regional Transit Component</b>	
TR-58	Participate actively in Sound Transit Phase 1 efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements, including direct HOV access to Downtown Bellevue and the Eastgate Park and Ride lot, and expansion of the Bellevue Transit Center.
TR-59	Provide regional leadership for Sound Transit Phase 2 planning efforts.
TR-60	Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.
TR-61	Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.
TR-62	Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to: 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.
TR-64	Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.
TR-65	Work with transit providers and local property owners to develop new leased park and ride lots.
TR-66	Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit Phase 1 system map and plan.
TR-69	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.
TR-70	Promote transit use and achieve land use objectives through transit system planning that includes consideration of: 1. Land uses that support transit, including mixed use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; 5. Urban design and community character that support and facilitate transit use; and 6. Protecting nearby neighborhoods from undesirable impacts.
TR-71	Improve transit connections between downtown Bellevue and other designated urban centers.
<b>Transportation Element – High-Capacity Transit Component</b>	
TR-72	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.
TR-73	Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.
TR-74	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with services provided to other urban centers.
TR-75	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.
<b>Transportation Element – Pedestrian and Bicycle Transportation System Component</b>	
TR-76	Promote and facilitate the effective use of non-motorized transportation.
TR-77	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.
TR-78	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.
TR-79	Assign high priority to pedestrian and bicycle projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; and 6. Recognize and develop minimal energy paths, defined as the route between two given points requiring the least amount of energy for a bicyclist or pedestrian to traverse.
TR-80	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.
TR-81	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.
TR-82	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
TR-83	Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.
TR-84	Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.

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TR-85	Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.
TR-86	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.
TR-87	Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.
TR-88	Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.
<b>Downtown Subarea Plan</b>	
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	Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.
S-DT-3	Develop Downtown as an aesthetically attractive area.
S-DT-5	Organize Downtown to provide complementary functional relationships between various land uses.
S-DT-6	Develop Downtown as the Eastside's most concentrated and diverse regional retail district.
S-DT-8	Locate major office development in the downtown core in order to complement retail activities and facilitate public transportation.
S-DT-16	Restrict the location of drive-in and drive-through activities within the Downtown Subarea.
S-DT-17	Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans.
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-24	Provide density incentives to encourage urban residential development throughout Downtown.
S-DT-26	Encourage residential uses to occur in mixed-use structures or complexes.
S-DT-27	Explore the use of tax incentives to encourage additional work-force housing within the Downtown Subarea.
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.
S-DT-33	Minimize potential impacts to pedestrians caused by utility equipment, such as cabinets, within the sidewalk where possible.
S-DT-34	Utility installations visible in the public right-of-way should be consistent with Downtown design guidelines.
S-DT-35	Create a pedestrian environment with a sense of activity, enclosure, and protection.
S-DT-36	Utilize development standards for building bulk, heights, setbacks, landscaping requirements, setbacks, floor area ratios, open space requirements, and development incentives.
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-39	Utilize a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized uses.
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.
S-DT-42	Reinforce the emerging identity of 108 <sup>th</sup> 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-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 over time.
S-DT-44	Provide incentives for 106 <sup>th</sup> Avenue NE to develop as Downtown's <i>Entertainment Avenue</i> . This area will include a concentration of shops, cafes, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.
S-DT-45	Continue to encourage the NE 6 <sup>th</sup> Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue.
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.
S-DT-47	Reinforce the importance of the pedestrian in Downtown Bellevue with the use of a series of signalized mid-block crossings. Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment when implementing mid-block crossings.
S-DT-50	Develop a comprehensive wayfinding system geared for a range of users (i.e. pedestrians, bicyclists, and automobiles). The 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-99	Emphasize the street environment as a key component of the Downtown open space network.
S-DT-101	Provide appropriately scaled parks and open spaces throughout Downtown.
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-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.

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S-DT-107	Create connections along public sidewalks and mid-block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.
S-DT-114	Strengthen pedestrian connections between Downtown Park and other Downtown features, such as Bellevue Square, the NE 6 <sup>th</sup> Street pedestrian corridor, Bellevue Way, Main Street, and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.
S-DT-126	Aggressively pursue local, state, and federal action to implement improved automobile and high occupancy vehicle (HOV) access to and from the Downtown Subarea from I-405 at NE 6 <sup>th</sup> Street.
S-DT-127	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.
S-DT-130	Encourage transit service providers to improve transit connections between Downtown and the city's neighborhoods.
S-DT-131	Work with transit providers to significantly expand transit service, including express bus transit, to Downtown Bellevue to accommodate anticipated increases in ridership.
S-DT-132	Explore ways of providing the most effective transportation services and marketing programs for trips between major retail, office, and transit facilities Downtown, as well as activity areas on the edge of Downtown such as Overlake Hospital.
S-DT-133	Encourage transit service providers to improve transit connections between Downtown Bellevue and other designated urban centers.
S-DT-134	Support transit ridership to Downtown Bellevue by encouraging the regional transit providers to expand Park-and-Ride capacity outside of Bellevue.
S-DT-136	Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.
S-DT-137	Coordinate with transit providers to enhance information and incentives available to transit riders and potential transit riders to encourage and facilitate transit use.
S-DT-138	Work with Sound Transit and other regional partners to develop a High Capacity Transit system that connects Downtown Bellevue to other key activity centers.
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-145	Promote provision of high occupancy vehicle (HOV) transportation services including transit, carpools, and vanpools to, from, and within the Downtown Subarea.
S-DT-146	Support the Bellevue Downtown Transportation Management Association.
S-DT-147	Support the Downtown Transportation Management Program.
S-DT-148	Minimize Downtown SOV commute trips by coordinating with the Bellevue TMA and transit agencies to provide transit and rideshare incentives, subsidies, and promotional materials to Downtown employers and employees.
S-DT-149	Establish parking requirements specific to the range of uses intended for the Downtown Subarea.
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-151	Encourage the joint use of parking and permit the limitation of parking supply.
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	Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.
S-DT-154	Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.
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-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.
S-DT-157	Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.
S-DT-158	Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6 <sup>th</sup> Street pedestrian corridor, and on 106 <sup>th</sup> Avenue NE where on-street parking and/or wider sidewalks may be appropriate.
S-DT-159	Enhance the mobility of pedestrians and bicyclists Downtown by improving signals and crosswalks at intersections and mid-block locations.
S-DT-160	Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.
S-DT-161	Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as across I-405 to the east.
S-DT-162	Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.

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S-DT-163	Designate and enhance bicycle routes through Downtown to create a more pleasant and safe environment for bicycling.
S-DT-164	Encourage developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.
S-DT-165	Implement the transportation facility improvements listed in Table 1 and shown on Figures B and C. (See <i>City of Bellevue Comprehensive Plan</i> for table and figures.)
S-DT-166	Aggressively work with King County-Metro, Sound Transit, and the Washington State Department of Transportation, and the Federal Highway Administration to implement the adopted capital facility component in this Plan
S-DT-167	Annually review the progress of improvement projects and phasing.
S-DT-168	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.
S-DT-169	Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.
<b>Economic Development Element</b>	
ED-15	Cooperate and coordinate with local and regional government and economic agencies to implement the countywide economic development policies.
ED-17	Recognize the economic development benefits of city and private sector investments in urban amenities like arts and culture, open space and recreational facilities, and high quality urban design. Strengthen the city's assets in these areas as an explicit component of the city's economic development strategy.
ED-19	Maintain and update integrated land use and transportation plans to guide the future of the city's major commercial areas and help them respond to change.
ED-20	Encourage economic development in designated locations through a mix of incentives, regulations, and strategic investments that support the city's adopted plans.
ED-21	Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. Anticipate needs and coordinate city infrastructure investments with economic development opportunities.
<b>Land Use Element</b>	
LU-2	Support the state Growth Management Act by developing and implementing a land use vision that is consistent with the GMA goals, the regional Vision 2020, and the King county Countywide Planning Policies.
LU-3	Accommodate growth targets of 10,117 additional households and 40,000 additional jobs for the 2001 - 2022 period. These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.
LU-5	Ensure enough properly zoned land to provide for Bellevue's share of the regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.
LU-7	Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.
LU-8	Adopt and maintain policies, codes, and land use patterns that promote walking in order to increase public health.
LU-28	Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.
LU-29	Strengthen Downtown as the primary commercial area to provide local goods and services to the surrounding neighborhoods and to the residents and employees within the district.
LU-30	Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.
<b>Housing Element</b>	
HO-14	Encourage housing development Downtown including innovative, affordable housing.
HO-29	Encourage the building of affordable housing Downtown.
<b>Environmental Element</b>	
EN-9	Promote and lead education and involvement programs to raise the public awareness about environmental issues, advocate respect for the environment, and demonstrate how individual actions and the cumulative effects of a community's actions can create significant improvements to the environment.
EN-17	Establish land use regulations that limit the amount of impervious surface area in new development and redevelopment city-wide.
EN-18	Implement land use incentives to minimize the amount of impervious surface area below that allowed through prescriptive standards, in new development, redevelopment, and existing development city-wide.
EN-79	Work with the private sector to reduce growth in vehicle trips as a key strategy for reducing automobile-related air pollution.
EN-80	Implement transportation projects that provide significant air quality improvements to areas with existing air quality problems, even where the project does not bring all locations up to adopted standards, provided that the project is the best feasible solution and it significantly improves the air quality at each substandard location.
<b>Urban Design Element</b>	
UD-4	Ensure that development relates, connects, and continues design quality and site functions from site to site.
UD-5	Include accessible and attractive places for the general public, employees and visitors to wait, to be outdoors, or to socialize in more intensive commercial development. Less intensive commercial development should include such places for employees and visitors.
UD-6	Design buildings located on the edge of public places using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.

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UD-11	Encourage architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.
UD-28	Develop a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods.
UD-29	Provide a system of public places of various sizes and types throughout the community.
UD-30	Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.
UD-38	Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.
UD-39	Include clear and ample walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.
UD-40	Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.
UD-41	Design vehicular and pedestrian routes to be visually appealing connections between different parts of Bellevue.
UD-43	Provide clear and identifiable circulation systems into and through Bellevue's large commercial blocks to improve pedestrian activity.
UD-47	Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.
UD-48	Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.
UD-54	Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.
UD-57	Allow buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished.
UD-67	Enhance the appearance, image, and design character of the Downtown to be an inspiring place to live, shop, play, and work.
UD-69	Develop a functional and attractive Downtown which is harmonious with adjacent neighborhoods by considering the impacts of through-traffic, views, building scale, and land use.
UD-71	Permit high intensity residential development subject to design criteria which assures a livable urban environment.
UD-72	Link the increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, midblock connections, public spaces, activities, openness, sunlight, and view preservation.
UD-73	Create a pedestrian environment with a sense of activity and protection.
UD-75	Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.
<b>Pedestrian and Bicycle Transportation Facilities Plan</b>	
PB-12	Increase the accessibility to transit by pedestrians.
PB-13	Facilitate the use of transit by bicyclists.
PB-15	Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.
PB-18	Internal pedestrian circulation systems shall be provided within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.
PB-19	Require new or redeveloping properties to provide bicycle parking and other facilities to encourage the use of bicycles.
PB-30	Periodically review and update the Mobility Management Matrix included in the Comprehensive Plan to ensure appropriate and achievable pedestrian and bicycle mobility targets.

## Appendix B: Mode Share Survey Origin Zones

