



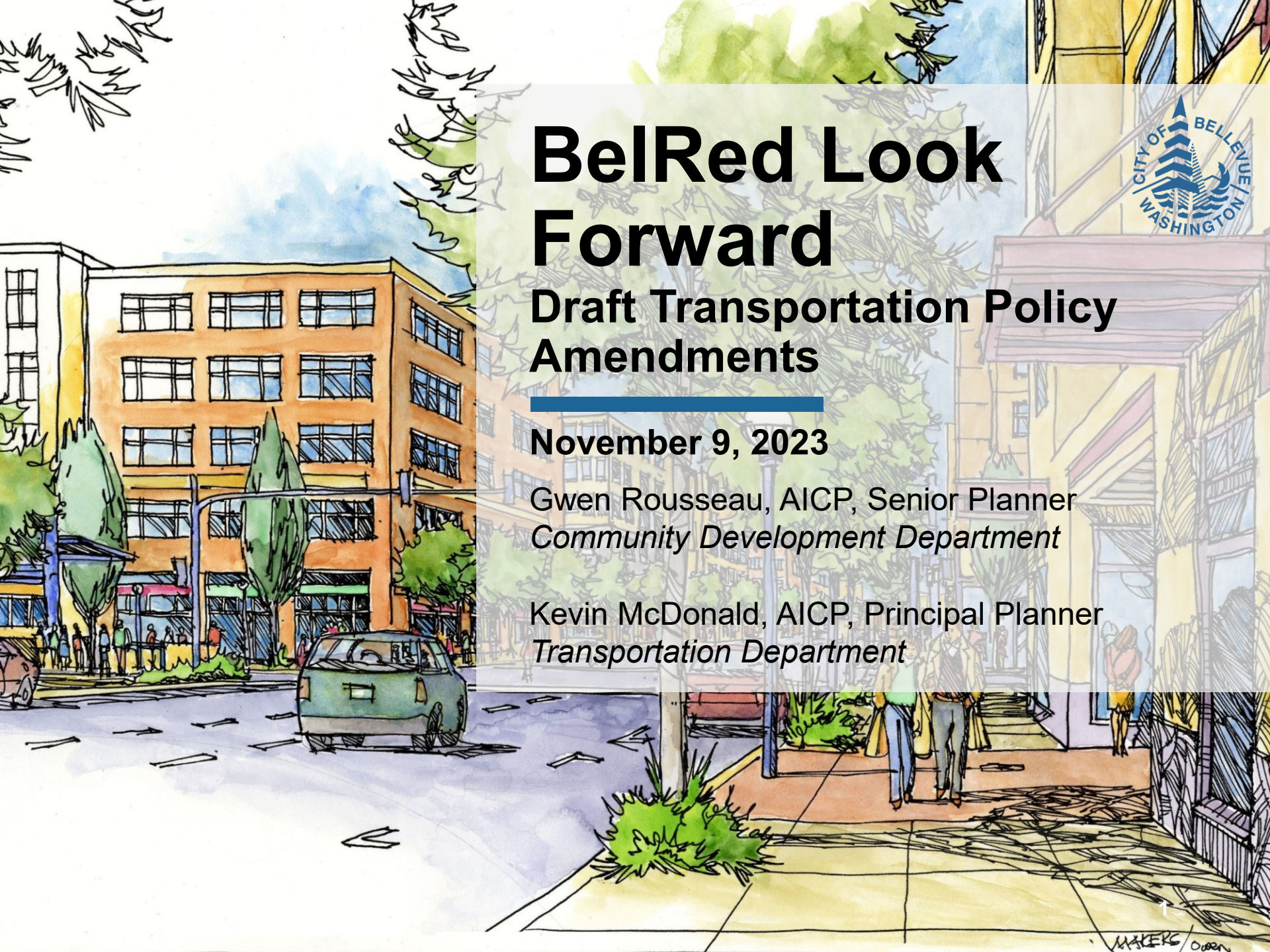
BelRed Look Forward

Draft Transportation Policy Amendments

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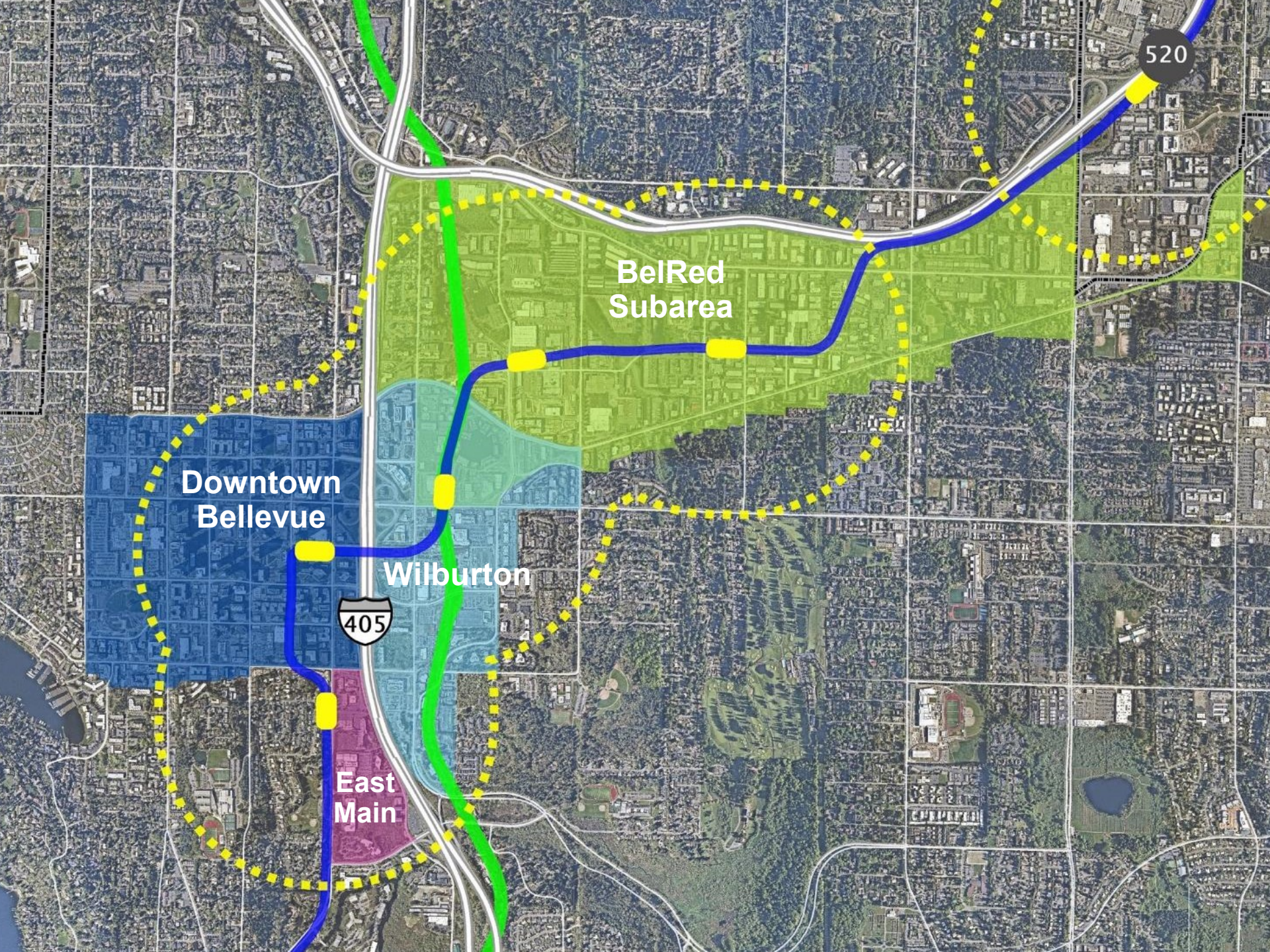


Agenda

Preliminary staff recommendation for draft BelRed transportation policy amendments for discussion

1. Background/Vision
2. Looking Back
3. Looking Forward
4. Draft BelRed transportation policy amendments
5. Next Steps





520

BelRed
Subarea

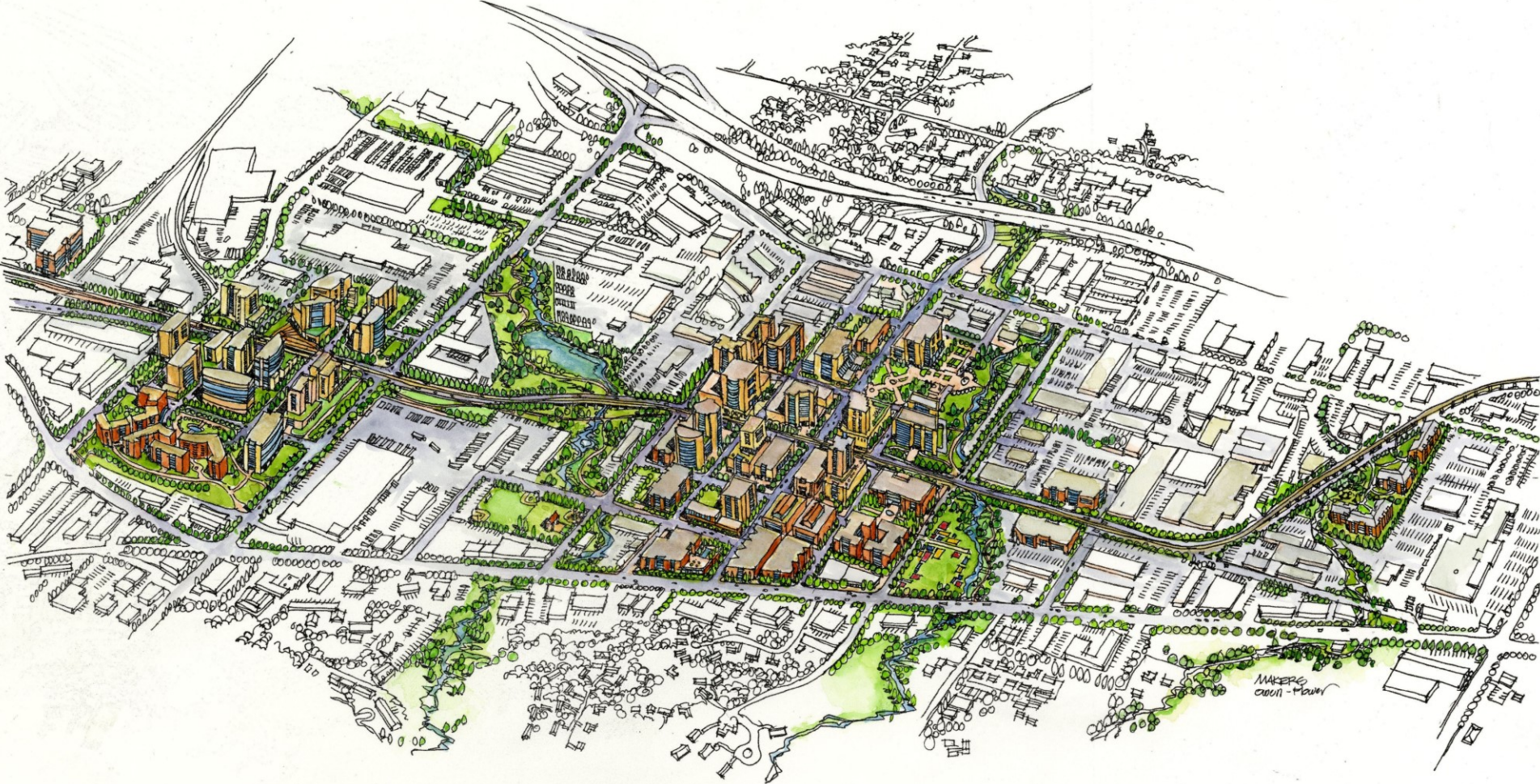
Downtown
Bellevue

Wilburton

405

East
Main

BelRed Vision



BelRed Vision

The background of the slide is an aerial architectural rendering of the BelRed development. It shows a dense urban layout with various building heights, green spaces, and transportation routes. The rendering is in a light, sketchy style with some color highlights in green and orange.

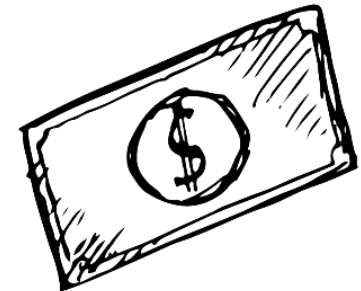
A broad range of housing at various levels of affordability,
A vibrant economy with a diverse mix of commercial uses,
Mixed-use walkable neighborhoods and a unique sense of place featuring a **BelRed Arts District**
A comprehensive, connected parks and open space system,
A model of environmental sustainability, and
A complete, connected and well-balanced **multi-modal transportation system** that contributes to BelRed's sense of place and sustainability.

Looking Back

- **2,100** new housing units built + **3,100** units under construction or in review
- **2.2 M** square feet of non-residential
- **Four** new light rail stations
- **\$194** million in transportation improvements
- **\$8.6** million collected from developers for affordable housing
- **\$8.5** million collected from developers for parks and streams



Development



Investments

BelRed Transformation

Capital Improvement Projects



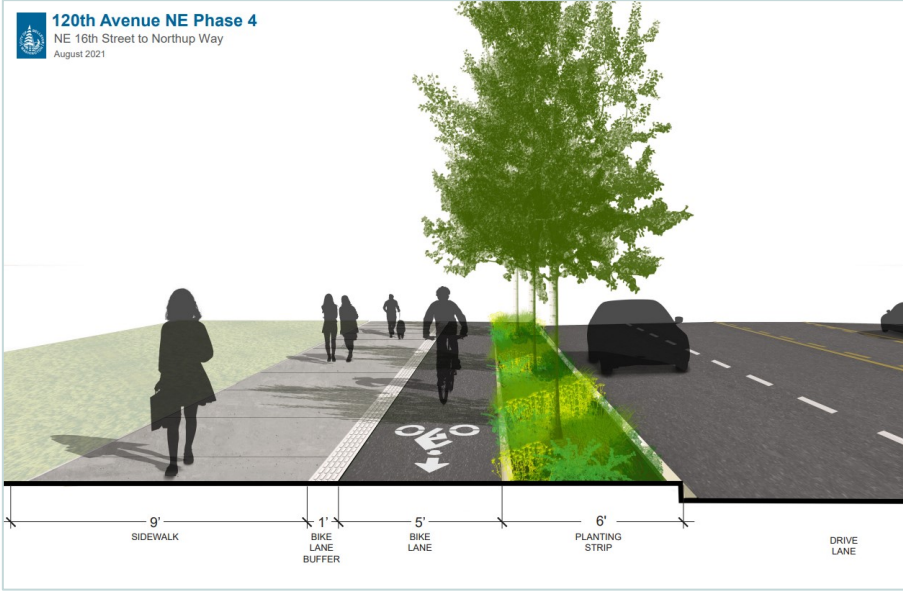
	Project Limit		Future Local Street
	Future East Link Station		King County's Eastrail
	Corridor/Arterial		Sound Transit's East Link Light Rail (2016-2023)
	Completed by 2023		Sound Transit's Operations & Maintenance Facility - East (OMF-E)
	2022-2024		Private Development - Facebook (2020-2023)
	Design Only		GIX
	Long Range Planning		Transit-Oriented Development (TOD)
	To Be Constructed By Others		A - Spring District / 120th Station TOD (Sound Transit)
			B - BelRed/130th Station TOD and Park & Ride (City of Bellevue)
			BelRed Subarea

I-405

Project Example: NE Spring Boulevard



Project Example: 120th Avenue NE



Looking Forward

- Policies amended to reflect changed circumstances from 2009 BelRed Subarea Plan
- Policies may be added to incorporate 2044 Comprehensive Plan Periodic Update FEIS
 - Increase residential capacity
 - Support implementation
 - Reflect comments to further the Vision





BelRed Transportation Policies

Changed Circumstances

- Policy still valid (**retain**)
- Policy is in/should be in Transportation Element (**move**)
- Policy concept still valid (**amend**)
- Project Complete (**repeal**)
- Policy Implemented (**repeal**)

2044 Comprehensive Plan Periodic Update FEIS

- Increase residential capacity
- Support implementation
- Reflect comments to further the Vision

Note: Any policy gaps revealed in the FEIS will be addressed in Q1 2024



Retained Policy

S-BR-72. Support the development of a Transportation Management Association in the BelRed Subarea to assist employers in providing commute options for employees.

Moved Policy

S-BR-61. Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.

Amended Policies

<p>S-BR-51</p>	<p>Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the <u>City</u> and region.</p>	<p>Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.</p>
<p>S-BR-55</p>	<p>Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, <u>high capacity</u> transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.</p>	<p>Extend and expand NE 16th Street <u>Spring Boulevard</u> as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.</p>

Amended Policies

<p>S-BR-56</p>	<p>Develop local streets to establish a new grid system with smaller block sizes, particularly in development <u>nodes</u>; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.</p>	<p>S-BR-56.a. Provide for Develop local streets <u>through development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character.</p> <p>S-BR-56.b. Minimize crossings of streams and wetlands by local streets; use and provide for environmentally friendly pedestrian and bicycle crossings where needed to provide for local connectivity.</p>
<p>S-BR-57</p>	<p>Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.</p>	<p>Encourage <u>developers to provide</u> garage and service vehicle access via local and secondary streets and alleys. <u>Limit access points rather than</u> along arterial streets.</p>

Amended Policies

<p>S-BR-60</p>	<p>Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.</p>	<p>Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character, <u>consistent with the Curb Management Plan.</u></p>
<p>S-BR-63</p>	<p>Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.</p>	<p>Improve pedestrian connectivity and the quality of the pedestrian environment with a <u>comprehensive complete and connected</u> sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.</p>

Amended Policies

S-BR-64	<p>Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.</p>	<p>Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, NE Spring Boulevard, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad <u>regional Eastrail</u> corridor.</p>
S-BR-65	<p>Develop multiple access points to the planned BNSF corridor multi-use trail.</p>	<p>Develop multiple access points to the planned BNSF corridor multi-use <u>Eastrail</u>.</p>

Amended Policies

S-BR-67

Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit, including:

- a. Enhance conventional transit service throughout the Bel-Red Subarea;
- b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and
- c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.

Work with ~~King County Metro and other~~ transit service providers to ensure the light rail stations in serve emerging new land uses in the Bel-Red Subarea are well-served by fixed-route bus service consistent with the Bellevue Transit Master Plan, ~~and to connect to and support future light rail or alternative forms of high capacity transit, including:~~

- ~~a. Enhance conventional transit service throughout the Bel-Red Subarea;~~
- ~~b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and~~
- ~~c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.~~

Amended Policies

<p>S-BR-69</p>	<p>Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.</p>	<p>Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features <u>consistent with the Mobility Implementation Plan</u> through a combination of public investments and a regulatory framework applicable to private development.</p>
<p>S-BR-73</p>	<p>Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.</p>	<p>Manage the <u>supply of parking</u>, supply and consider <u>including by</u> establishing maximum parking requirements, to encourage the use of transit, car/van pool, and non-motorized commute <u>mobility</u> options.</p>



Repealed Policies

S-BR-52. Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.

S-BR-53. Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-1, Bel-Red Transportation Project List.)

S-BR-54. Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

S-BR-58. Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.



Repealed Policies

S-BR-59. Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.

S-BR-62. Include pedestrian and bicycle facilities in the design of arterials and local streets.

S-BR-66. Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.

S-BR-68. Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.

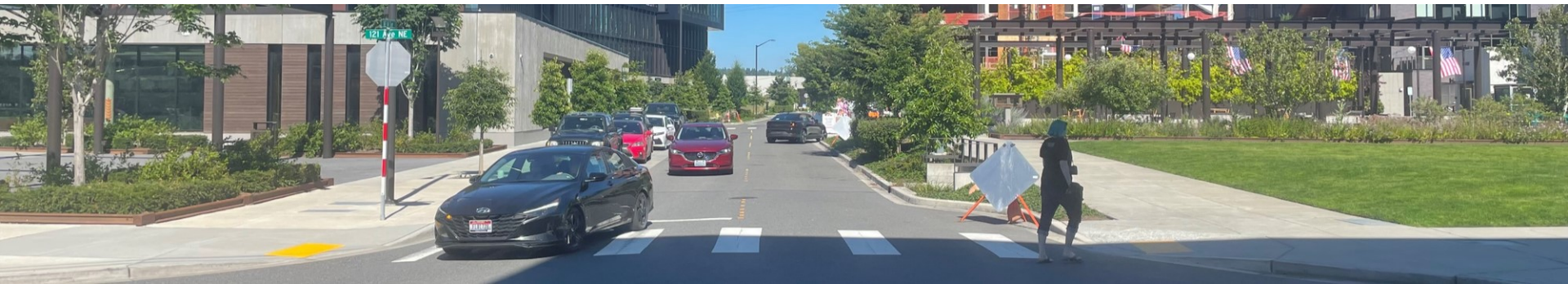
S-BR-70. Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.

Repealed Policies

S-BR-71. Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.

S-BR-74. Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.

S-BR-75. Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.





New Policies

Staff is not recommending new policies at this time

The Final Environmental Impact Statement for the Comprehensive Plan Periodic Update and additional technical analysis may reveal some policy gaps that will be addressed in the transportation section.

The FEIS will be released in Q1 2024.

Staff will bring any recommended new or amended policies to the Transportation Commission for consideration, in Q1 2024, as informed by the FEIS and technical analysis.





Next Steps

- BelRed transportation policy preliminary recommendation to Planning Commission December 13
- 2044 FEIS for the Comprehensive Plan Periodic Update to be released Q1 2024
- BelRed transportation policy final recommendation to Transportation Commission Q1/Q2 2024, for transmittal to Planning Commission





Thank You

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