

ATTACHMENT A

This packet includes proposed policy amendments. The “New Number” column reflects proposed policy enumeration. All policy numbers in the notes column refer to the new number unless noted. ~~Strikethrough~~ means the text is deleted. Underline means the text is new.

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

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Transportation			
Goal: To create a more complete, and connected, and well balanced multimodal transportation system-network that is connected to city and regional facilities, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area's sense of place and sustainability.			
S-BR-78	S-BR-51	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system-network 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.	Note: Updated to remove Subarea Plan references as transportation project concepts are now listed in the Transportation Improvement Program (2023-2028 TIP, updated annually) and the Transportation Facilities Plan (2022-2033 TFP, updated every several years).
	S-BR-52	Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible. Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.	Note: Redundant with policy TR-132 in Volume 1 of the Comprehensive Plan, which reads: TR-132. Incorporate natural drainage practices into transportation infrastructure projects, where 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.)	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which reads: TR-17. Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation network in accordance with the

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			<p>Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.</p> <p>TR-23. Increase connectivity and system completeness for all transportation modes to create a Complete Streets arterial network.</p> <p>Also, note transportation projects are listed and described in the Transportation Improvement Program (TIP) and the Transportation Facilities Plan (TFP)</p>
	S-BR-54	<p>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.</p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which read:</p> <p>TR-17. (see policy above)</p> <p>TR-18. Ensure that the transportation network infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.</p> <p>TR-24. Design, implement, and maintain transportation system improvements and deliver transportation services and programs in</p>

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			<p>accordance with the Americans with Disabilities Act (ADA).</p> <p>Also, note: General design standards for arterials and local streets are provided in the citywide <u>Transportation Design Manual</u>.</p> <p>Specific Complete Streets components are described in the Transportation Element and the Mobility Implementation Plan.</p> <p>BelRed Street Development Standards are in the Land Use Code 20.25D.140.</p> <p>BelRed-specific design components are included in the <u>BelRed Streetscape Plan</u> (This is Appendix B to the Transportation Design Manual).</p>
S-BR-79	S-BR-55	<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 <u>active travel transportation</u> 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>Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor</p>	<p>Note: Updated terminology. Removed discussion; elements of which may be incorporated into preceding narrative.</p> <p>The City Council changed the name of the arterial to Spring Boulevard in March 2014.</p> <p>The next and last segment of Spring Boulevard to be complete is between 124th Avenue NE and</p>

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		will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City's desired location for light rail and high capacity transit, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a "linear park" series of open spaces spanning the corridor. These improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.	130th Avenue NE. This segment is currently in design, including a bridge over the West Tributary of Kelsey Creek, but it is not funded for construction.
S-BR-80	S-BR-56	Develop <u>Provide for local streets through development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; 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.	Note: Split into two separate policies S-BR-80 and S-BR-82 to clarify policy intent. Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (LUC 20.25D.140)
S-BR-81		<u>Allow for limited flexibility to implement the intended alignment and function of local streets where site constraints exist.</u>	Note: Added to include limited flexibility in implementation of the local street grid.

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S-BR-82	S-BR-56	Minimize crossings of streams and wetlands by local streets; use and provide for environmentally friendly pedestrian and bicycle active transportation crossings where needed to provide for local connectivity.	Note: Split into two separate policies S-BR-80 and S-BR-82 and updated terminology to clarify policy intent. Separate policy to provide for ped/bike (active transportation) crossings of streams that are not on streets for vehicle use. One new street vehicular crossing is anticipated, Spring Boulevard between 124th Avenue NE and 130th Avenue NE over the West Tributary.
	S-BR-57	Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.	Note: Redundant with policy TR-53 in Volume 1 of the Comprehensive Plan, which as amended, would read: TR-53. Minimize the number of driveways along arterials to improve the pedestrian and bicycle environment and to reduce the potential for collisions.
S-BR-83	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.	

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	S-BR-59	Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>TR-48. Design arterials and streets to fit the intended character of the areas through which they pass.</p> <p>TR-132. Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible.</p> <p>Also, note that street design is covered by the <u>BelRed Streetscape Plan</u> Appendix B to the <u>Transportation Design Manual</u>.</p>
S-BR-84	S-BR-60	Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.	
	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.	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>CL-84. Prohibit creating new fish passage barriers and remove existing artificial fish passage barriers in accordance with applicable state law.</p>

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			TR-128. Develop the transportation system in Bellevue to avoid, minimize or mitigate environmental impacts, while addressing long-term transportation and land use objectives.
	S-BR-62	Include pedestrian and bicycle facilities in the design of arterials and local streets.	<p>Note: Redundant with policy TR-94 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>TR-94. Incorporate active transportation facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.</p> <p>Also, note policy is implemented through the <u>Pedestrian and Bicycle Transportation Plan</u>, the <u>Mobility Implementation Plan</u>, and the BelRed Streetscape Plan.</p>
S-BR-85	S-BR-63	<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, <u>and mid-block crossings, and pedestrian amenities.</u></p> <p>Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.</p>	<p>Note: Updated terminology. Specific pedestrian amenities are determined in the context of public projects and private development to address the needs of specific situations. Policy that lists components is not necessary. BelRed Subarea Design Guidelines in the Land Use Code (BCC. 20.25D.150) provide narrative guidance and illustrative examples.</p>

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S-BR-86	S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized <u>active transportation</u> facilities along the extended NE 16th Street <u>Spring Boulevard</u> , 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.	Note: Updated terminology.
S-BR-87	S-BR-65	Develop multiple access points to the planned BNSF corridor <u>multi-use trail Eastrail</u> .	Note: Updated terminology.
	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.	Note: Removed this action item as project is in design. Spring Boulevard across the West Tributary (between 124th Avenue NE and 130th Avenue NE) will be a bridge structure that will accommodate a trail along the creek below, as well as facilities for active transportation on the bridge itself. This is a Primary Bicycle Corridor defined in the Pedestrian and Bicycle Transportation Plan and the Mobility Implementation Plan. Other trail locations suitable for grade-separation are identified or planned.
S-BR-88	S-BR-67	Work with King County Metro and other transit service providers to serve emerging new land uses <u>serve light rail stations in the Bel-Red Subarea with buses and shuttles, and to connect to and</u>	Note: Updated to include specific emphasis for bus connections to light rail. Listed items are redundant with policies in the Transit section of

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		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.	the Transportation Element in Volume 1, which as amended, read: TR-62. Work with transit providers to enhance a frequent transit network that provides connections within Bellevue, to the greater Eastside, and to regional destinations. TR-63. Support a frequent transit network in Bellevue that serves mobility hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.
	S-BR-68	Work with Sound Transit to realize the City's preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	Note: Removed; policy has been implemented.
	S-BR-69	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.	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read: TR-64. Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.

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			<p>TR-71. Develop and maintain safe and convenient active transportation access to transit stops and stations, through shared responsibility with transit providers and private-sector developers.</p> <p>TR-73. Develop and implement, in conjunction with the transit providers, an integrated way-finding system to facilitate transit ridership that incorporates principles of universal design and uses multiple languages.</p> <p>TR-74. Collaborate with employer-based and other private transit-service providers to ensure that these services are integrated into transit service planning and curb management practices.</p> <p>TR-82. Partner with transit providers and work closely with residents, businesses and other stakeholders in the design, security, maintenance and operation of transit stations and facilities to integrate them into the community.</p> <p>TR-83. Implement standards and guidelines to create transit stations that are valued places in the community.</p>

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			<p>TR-84. Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund improvements that can be constructed efficiently in conjunction with transit projects.</p> <p>Also, note Mobility Implementation Plan is applicable citywide and identifies components at and near bus stops intended to support transit rider comfort, access and information. These components may be implemented through private development, public investment, or in partnership with transit service providers.</p>
	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.	Note: Removed; policy has been implemented.
	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.	Note: Redundant with all policies in the Transportation Demand Management section of the Transportation Element in Volume 1 of the Comprehensive Plan (policies T-4 through T-16).
S-BR-89	S-BR-72	Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.	

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S-BR-90	S-BR-73	Manage the parking supply supply of parking and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized <u>active transportation</u> commute options.	Note: Updated terminology.
	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.	Note: Redundant with policy TR-6 in Volume 1 of the Comprehensive Plan, which as amended, would read: TR-6. (see policy text in S-BR-22 above.) Parking supply, including bicycle parking, and the design thereof is a provision of the Land Use Code (BCC 20.25D.120).
	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.	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read: TR-54. Ensure that city street improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods. TR-77. Collaborate with transit service providers to expand high capacity transit to advance the city's long-term transportation and land use objectives, minimizes environmental and residential impacts, and optimizes regional system ridership and performance.

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			<p>TR-85. Protect residential neighborhoods adjacent to transit facilities from spillover impacts related to construction and operation.</p> <p>TR-111. Work with state agencies to incorporate enhancements to minimize impacts when improving state highways.</p> <p>TR-128. Develop the transportation system in Bellevue to avoid, minimize or mitigate environmental impacts, while addressing long-term transportation and land use objectives.</p> <p>TR-134. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the study, planning, design, permit, and construction phases.</p> <p>Projects are identified and implemented through the Neighborhood Traffic Safety Services Program, the intent of which is to:</p> <ul style="list-style-type: none"> • Discourage excessive speed, • Minimize cut-through traffic, • Reduce overflow parking, and • Encourage walking and biking.

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S-BR-91	S-BR-39	Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve the <u>quality</u> and reduce the amount of stormwater runoff, <u>and to be aesthetically pleasing, and provide an attractive and comfortable pedestrian experience.</u>	Note: Moved from Parks and Open Space section and modified to clarify policy intent. The BelRed Subarea Design Guidelines in the Land Use Code and the BelRed Streetscape Plan provide design guidance and illustrative examples.
Implementation			
Goal: To ensure an ongoing and effective process, with the right tools available, to result in effective implementation of the BelRed subarea vision.			
	S-BR-80	Reserve the right of way needed for the Bel Red public infrastructure and amenities identified in this Plan as early as practicable.	Note: Redundant with policies in Volume 1, which as amended, read: UT-7. Base the extension and sizing of system components on the land use plan of the area. System capacity will not determine land use. TR-17. Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation network in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.

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S-BR-95	S-BR-82	Require the dedication and improvement of local streets at the time of development, consistent with Figure S-BR.2, to enable development <u>implementation</u> of frontage improvements and a local street pattern that provides for <u>vehicle</u> access and loading, and improved transportation connectivity <u>including safe and convenient pedestrian crossings.</u>	Note: Removed outdated reference and updated to clarified policy intent.