



Bellevue Planning Commission

April 10, 2024

PLANNING COMMISSION AGENDA ITEM

SUBJECT

Comprehensive Plan Periodic Update: Staff Recommended Policy Changes in the Capital Facilities and Transportation Elements

STAFF CONTACTS

Emil A. King, AICP, Planning Director, 452-7223
Thara Johnson, Comprehensive Planning Manager, 452-4087
Katherine Nesse, PhD, Senior Planner, 452-2042
Teun Deuling, AICP, Senior Planner, 229-6534
Community Development Department

POLICY ISSUES

Bellevue's Comprehensive Plan provides the roadmap for growth in the City. Washington State's Growth Management Act (GMA) directs counties and cities to periodically update their Comprehensive Plans. The update was launched February 28, 2022 and has included extensive public engagement. This memo focuses on staff-recommended updates to policies in the following elements:

- Capital Facilities
- Transportation

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION



DIRECTION



INFORMATION ONLY



BACKGROUND

A summary of the background and mandate for the Comprehensive Plan Periodic Update was included in the memos for the January 24 and March 13 Planning Commission meetings and is not reprinted here for brevity.

At this meeting, the Commission will review staff recommended updates to the policies based on Commission feedback, community engagement, potential mitigation measures and other recommendations in the Draft Environmental Impact Statement (DEIS) and study documents,

and state and regional requirements. The update to the policies in these elements can be found in Attachment A and the glossary can be found in Attachment B.

In recent months, the City engaged with the community about the updates to the policies through a survey, two in-person events and visits to local middle and high schools. The results of this engagement are discussed in the sections below as it relates to the Capital Facilities element and the Transportation element.

POLICY UPDATES – CAPITAL FACILITIES

The Capital Facilities element is about how the City plans for, acquires, and maintains public land, facilities, buildings, and other public property. The updates to the element were included in the memo for the March 27 Commission meeting. The discussion of the element was tabled with the intent to bring it back for discussion at the April 10 meeting. The information from the March 27 memo is reprinted here for ease of reference.

Throughout the process, community members have emphasized the need for Bellevue to plan for facilities to keep pace with growth, especially Bellevue's emergency services and the parks and community centers. The City received input during Phase 3 of the update process through the online survey and in-person events. Respondents were supportive of updates to include sustainability considerations in this element. Some respondents desired the City to go further in its commitment to sustainability through the use of solar or in locating new facilities near transit. The suggestion that facilities be located near transit was also mentioned to increase multimodal access to public facilities. Some respondents expressed a desire for explicit policies about siting facilities in areas that are expected to see significant growth such as Downtown, Wilburton and BelRed. In addition, there were comments about adding policies for the creation of new facilities such as a performing arts center, a multicultural center or other community centers. All of the comments relating to the Capital Facilities element are included in Attachment C.

Staff do not recommend any additional changes to the policies based on this feedback at this time. The types of facilities mentioned above are generally planned for through parks and recreation planning processes or other complementary efforts. The Parks, Recreation and Open Space element does include a new policy (PA-16) to plan for facilities to meet the demand for recreation and leisure activities, which supports the investigation of the need for new facilities such as the ones mentioned.

Below, the policy updates in the Capital Facilities (CF) element are listed by subsection, highlighting the main changes in the subsection. Changes that are a clarification or a grammatical change are not included below. Attachment A contains the strike/underline of all policy changes in this element, including minor edits that are not highlighted in this memo.

Capital Planning

In this subsection, policies focus on promoting technically sound and effectively coordinated capital planning processes in line with the Capital Facilities Vision.

- CF-2. Added to align with Countywide Planning Policy CPP-PF-2.
- CF-3. Updated to specify target service level.
- CF-5. DEIS mitigation measure (10.4). Clarified relationship to Land Use element. Combined with (old number) CF-4 and (old number) CF-6.
- CF-6. Updated to add condition and compliance.
- CF-8. Updated to include operations and maintenance.

High Performance Facilities

In this subsection, policies focus on delivering excellent capital facilities that meet high facility-specific service standards, meet or exceed green certification standards, and support other community priorities, such as equity, health, financial stewardship, and environmental sustainability.

- CF-15. Updated to add climate impacts. Updated to clarify elements of the Response and Recovery Plan. Aligns with CPP-PF-25.
- CF-16. Added to align with CPP-PF-26.
- CF-17. Added to include climate impacts in assessments of existing public facilities.
- CF-18. Added to align with CPP-PF-25.
- CF-19. Added to address the gap in solid waste management at City facilities.
- CF-20. Recommendation from Stormwater Assessment.
- CF-21. Added to respond to state requirements for Energy Management Plans and Operations and Maintenance (O&M) Plans for all City-owned buildings.
- CF-22. Added to align with CPP-PF-24.
- CF-23. Added to support the expansion of electric vehicle charging stations.

Essential Public Facilities

In this subsection, policies focus on facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities as defined in Revised Code of Washington (RCW) 47.06.140. These policies intend to improve coordination, decisions, and outcomes for the siting and management of these facilities.

- CF-25. Updated to include all stages of a building's life.
- CF-28. Updated to align with CPP-PF-24.
- CF-29. Updated language to include all types of residential districts.
- CF-30. Added to align with CPP-PF-24.

POLICY UPDATES – TRANSPORTATION

The Transportation element is about how people get around the City from active transportation (walking and biking, scooters, etc.) to cars, buses and light rail. The Transportation element was last updated in 2020 to support the Mobility Implementation Plan (MIP), the long-range planning framework developed to ensure the City's various transportation plans are compatible with each other and with the City's land use plan. The updates recommended here primarily support greater equity in the process and outcomes of transportation planning, climate and environmental sustainability improvements and policy clarity and the use of current terminology.

The Transportation Commission met 7 times to discuss the updates to the Transportation element. At their March 14 meeting, they voted unanimously to recommend the updates as printed in Attachment A to the Planning Commission. Their transmittal letter is included as Attachment D.

Throughout the process, community members have emphasized the need for Bellevue to plan for the full range of mobility options from pedestrian facilities like sidewalks and safety for people riding bicycles and others using active transportation modes to convenient vehicular travel by bus and car. Some of the changes recommended clarify the City's plan for all modes of transportation as described in the MIP. The City has received input during Phase 3 of the update process through the online survey and in-person events. Respondents were supportive of increasing the City's investment in public transit by improving transit hubs, increasing the frequency and availability of public transit, and connecting transit to trails. Many people talked about safety for pedestrians and cyclists. They want to see more walking and biking infrastructure such as sidewalks and separated bike lanes.

People raised a variety of issues relating to what is missing and no specific idea or consideration getting a majority of responses. It is clear that making streets safe for all users is important as there were calls for more and safer infrastructure for all users from pedestrians to bikes to scooters to cars. Many people asked for more transit across the City. While the City has a limited role in providing bus transportation, it can work with transit providers to ensure that it expands to meet the needs of residents, employees and visitors to Bellevue. All of the comments relating to the Transportation element are included in Attachment E.

Staff recommend no additional changes to the policies. They are reviewing the community comments closely and will bring any recommendations stemming from the engagement to a future meeting for Planning Commission's consideration.

Below, the policy updates in the Transportation (TR) element are listed by subsection, highlighting the main changes in the subsection. Changes that are a clarification or a grammatical change are not included below. Many updates to policies were clarifications and

so not all subsections are noted below, only those with changes that relate to a change in policy. Attachment A contains the strike/underline of all policy changes in this element, including minor edits that are not highlighted in this memo.

Transportation and Land Use

The primary change in this subsection was to reorganize several policies into other subsections that they more closely relate to.

Mobility Management and Technology

The primary changes in this subsection were to clarify policies and refer to the Mobility Implementation Plan.

- TR-31. Update to include impacts from climate change in addition to disasters.

Streets

The updates in this section focus on improving safety for street users.

- TR-47. Updated to focus on the visual aspects of neighborhood character.
- TR-55. Updated to focus on vehicle speed.
- TR-56. Updated to clarify the measurement of excess vehicular capacity.
- TR-58 & TR-59. Updated language to be consistent with the Vision Zero Strategic Plan.

Transit

The changes to this section were focused on reflecting current transit options and to expand transit opportunities. Several lists were removed because they limited the options of achieving the policy direction.

- TR-71. Updated to use the more general terms and include private-sector developers as a responsible party. Removed limiting list.
- TR-77. Updated to reflect current service levels of high-capacity transit. Updated to be specific about the neighborhood impacts of concern.
- TR-80. Updated to focus on connections that will be made through Sound Transit 3 (ST3) investments.
- TR-81. Updated to remove list.
- TR-82. Updated to include additional aspects of the stations to engage the community in. Updated to specify engaging residents as well as businesses. Removed limiting list.
- TR-83. Updated to remove list.
- TR-85. Broadened to include any type of spillover impact.
- TR-86. Updated to remove specific techniques for addressing safety and focus on any method of enhancing safety.

- TR-92. Updates to remove implementation details that would be covered in the Land Use Code and under the State Environmental Policy Act (SEPA).

Active Transportation

Updates to the policies in this subsection were primarily about clarifying language and updating the policies to reflect current conditions. However, two new policies were added to support planning for the Grand Connection and the Mountains-to-Sound Greenway. In this section and throughout the Comprehensive Plan, “active transportation” has replaced “pedestrian and bicycle transportation” as a broader term that can encompass scooters and other individual modes of transportation.

- TR-95. Updated to remove the list and focus on performance target gaps.
- TR-103. Added to include planning for the continued development of the Grand Connection.
- TR-106. Moved from Urban Design and the Arts element to support planning for the Mountains-to-Sound Greenway.

Environmental Considerations

Updates in this subsection focused on reducing vehicle emissions.

- TR-129. Updated to specifically identify per-capita VMT.
- TR-131. Added to support electrification of cars, buses, and other means of transportation.

ATTACHMENTS

- A. Comprehensive Plan Periodic Update: Proposed Amendments
- B. Glossary
- C. Capital Facilities Element Questionnaire Responses
- D. Transportation Commission Transmittal Letter
- E. Transportation Element Questionnaire Responses