

BelRed Look Forward CPA: Recommended Environmental Policy Amendments to the BelRed Subarea Plan
 (Planning Commission Review Draft– April 10, 2024)

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.

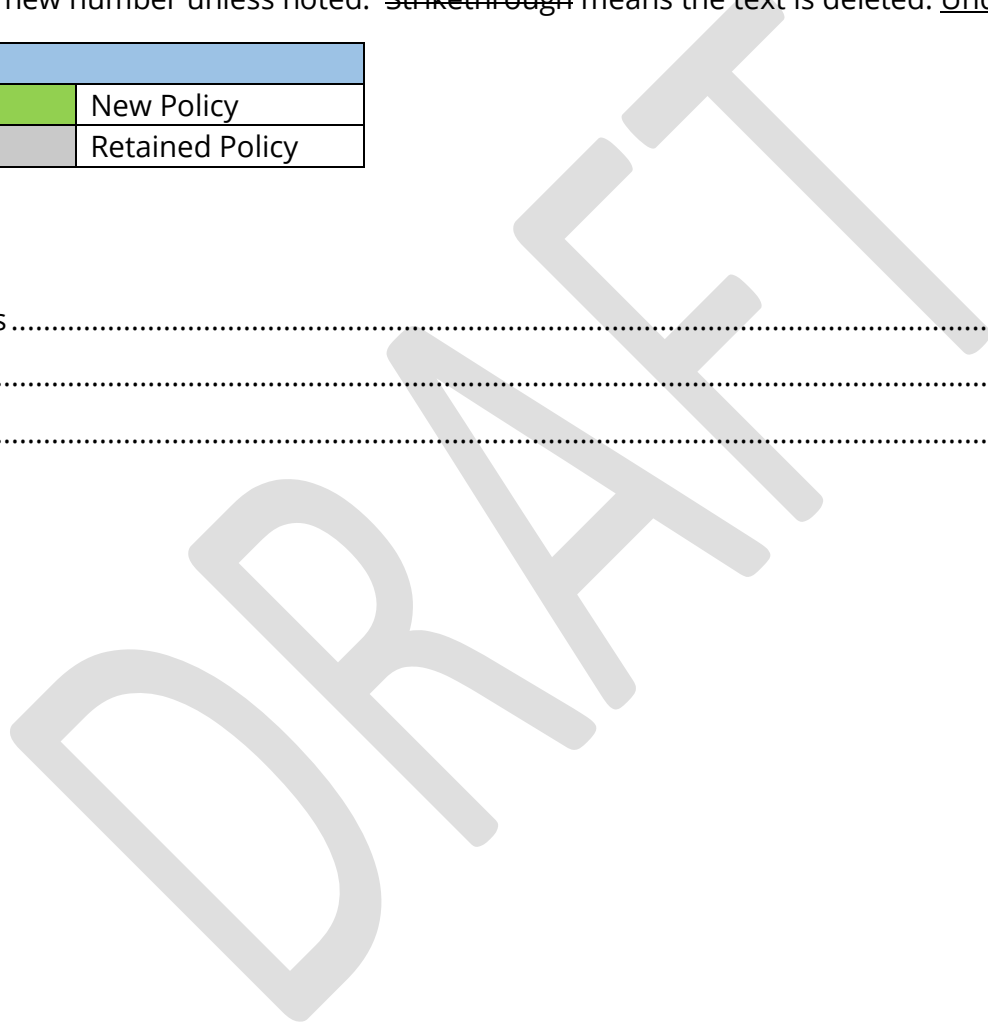
Key			
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Overarching / General Policies			
<p>Goal: To <u>build upon BelRed’s existing economic, cultural, and natural assets, while integrating new places to live, work, recreate, and connect</u> develop a sustainable urban development pattern that dramatically reshapes the future of the BelRed Subarea, while allowing the area to transition gracefully from its past.</p>			
S-BR-2	S-BR-3	<p>Reduce and mitigate <u>Minimize</u> the environmental and transportation spillover impacts of new development <u>population and employment growth and leverage opportunities provided by redevelopment to improve ecological function and resilience,</u> and work to continually enhance environmental conditions in the area, through a combination of development regulations and incentives, public investments, and other public and private strategies.</p>	Note: Updated to streamline and clarify policy intent.
Environment			
<p>Goal: To redevelop the Bel-Red area as <u>be a model of environmental sustainability, by minimizing the impact of population and employment growth and realizing opportunities provided by new development to rejuvenate BelRed’s natural environment improving ecological functions and resiliency</u> resiliency achieve significant improvements over current conditions.</p>			
S-BR-45	S-BR-26	<p>Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to <u>enhance/improve</u> the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes</p>	Note: Updated to clarify policy intent and split into two policies.

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		beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.	
S-BR-46	S-BR-26	<p>Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.</p> <p>Discussion: Bel-Red's six streams are a major part of the area's natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for Bel-Red properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.</p>	Note: Updated to broaden language and streamline policy. Removed discussion; elements of which may be incorporated into preceding narrative.
	S-BR-27	Protect and enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, incentives, and possibly public funds.	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:

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		<p>Discussion: Special attention is needed if Bel-Red's critical areas are to be protected and restored, given that much Bel-Red development took place before standards were adopted to identify and protect these sites.</p>	<p>CL-81. Protect, restore and maintain shoreline, wetland and riparian habitats to reduce erosion, provide shade, protect water quality, provide habitat for fish and wildlife and improve the resilience of streams and aquatic species to climate change.</p> <p>CL-96. Use the best scientific information available in an adaptive management approach to preserve or enhance the functions and values of critical areas through regulations, programs, and incentives.</p> <p>Removed discussion; elements of which may be incorporated into preceding narrative.</p>
		S-BR-47	S-BR-28
	S-BR-29	<p>Explore stormwater basin planning as a future step. Such planning might evaluate coordinated stormwater treatment and detention across multiple properties and may provide for broader</p>	<p>Note: Removed; study completed.</p>

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		environmental benefits as compared to a site-by-site approach.	
S-BR-48	S-BR-30	<p>Consider Look for cross departmental opportunities for off-site regional surface and stormwater facilities or coordinated stormwater mitigation, as a means to provide for a more <u>coordinated and effective</u> approach to detention flow control and water quality treatment needs, and potentially to achieve broader environmental and community benefits.</p> <p>Discussion: In some cases, providing combined offsite stormwater mitigation may help achieve some of the broader objectives of this Plan. For example, several properties could combine stormwater management requirements on the West Tributary by expanding an existing wetland providing fish and wildlife benefits, increasing open space, as well as providing stormwater detention and water quality treatment. Opportunities for off-site mitigation will be determined on a case-by-case basis, determined by overall ecological and public improvements over on-site.</p>	Note: Updated to reflect the next opportunity. Removed discussion; elements of which may be incorporated into preceding narrative.
	S-BR-31	Encourage the use of “green infrastructure”, the design and development of infrastructure projects in a manner that deliberately achieves multiple environmental and other public benefits.	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:

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		<p>Discussion: Traditional infrastructure projects often were designed to solve a single functional problem, such as flood control. The concept of “green infrastructure” suggests that many infrastructure projects have the potential to provide multiple community benefits, such as enhancing neighborhood character and aesthetics, reducing urban heat reducing greenhouse gases and providing access and open space. If these multiple benefits are to be realized, they must be considered starting with early design work forward through all phases of project development.</p>	<p>CF-20. Incorporate Low Impact Design (LID) standards and operational strategies into all relevant capital projects and ongoing maintenance.</p>
			<p>CL-38. Reduce runoff from streets, parking lots and other impervious surfaces and improve surface water quality by utilizing low impact development techniques in new development and redevelopment.</p>
			<p>CL-60. Implement the city-wide use of low impact development techniques and green building practices.</p>
			<p>UD-44. Integrate low impact development principles early in the site design and development process to reduce the environmental impact of impervious surfaces.</p>
			<p>UT-13. Require Low Impact Development principles to minimize impervious surfaces and native vegetation loss on all infrastructure improvement projects.</p>
<p>UT-38. Require the use of low impact development and stormwater best management practices</p>			

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			<p>where feasible to manage stormwater runoff, which may result in smaller facilities constructed on- and off-site for flow control, conveyance, and water quality.</p> <p>Removed discussion; elements of which may be incorporated into preceding narrative.</p>
	S-BR-32	<p>Incorporate environmental education and interpretation into public and private projects, where appropriate.</p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>CL-10. Incorporate environmental education and interpretation into public and private projects, where appropriate.</p> <p>UD-46. Incorporate interpretative or educational materials to highlight sustainable design components.</p>
S-BR-49	S-BR-33	<p>Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.</p>	<p>Note: Updated terminology.</p>
S-BR-50	S-BR-34	<p>Actively cConsider renewingthe Bel-Red Subarea as a potential receiving site for regional Transfer of Development Rights (TDRs), as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.</p>	<p>Note: Updated to clarify policy intent.</p> <p>CPP-DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth</p>

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		<p>Discussion: Transfer of Development Rights is a market mechanism for land conservation. Development rights from sensitive sites needing protection (sending sites) are purchased by and transferred to urban sites where the density can be responsibly accommodated (receiving sites). Since private funding for such TDR purchases is among a long list of desired public amenities, regional TDRs should be explored in light of the full array of public mitigations and benefits desired from private development.</p>	<p>Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ol style="list-style-type: none"> a. Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b. Preserve rural and resource lands of compelling interest countywide and to participating cities; c. Identify appropriate transfer of development rights receiving areas within cities; d. Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e. Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f. Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g. Be compatible with existing within-city transfer of development rights programs.

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			Removed discussion; elements of which may be incorporated into preceding narrative.
Implementation			
<p>Goal: To ensure an ongoing and effective process, with the right tools available, to result in effective implementation of the BelRed subarea vision.</p>			
S-BR-98		<p><u>Develop rehabilitation and restoration plans for the West Tributary, Goff Creek, Unnamed Creek, and Valley/Sears Creek riparian corridors to facilitate partnerships and coordinated strategies for improving water quality, flow control and wildlife habitat as well as for providing increased access/exposure to nature, aesthetic enhancements, and noise attenuation.</u></p>	<p>Note: Added to support coordinated and detailed planning for stream corridor improvements in BelRed.</p>

BelRed Look Forward CPA: Recommended Park and Open Space Policy Amendments to the BelRed Subarea Plan
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Parks and Open Space			
<p>Goal: To create provide for a robust, aesthetically beautiful, diverse, and functional, and connected collection of parks and open spaces that weave through BelRed offering residents, workers, and visitors convenient access to nature and a wide variety of recreational opportunities. system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.</p>			
	S-BR-35	<p>Create a robust, aesthetically beautiful and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:</p> <ul style="list-style-type: none"> a. Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods; b. Provide a community park serving Bel-Red residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through lidding of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities; c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces; 	<p>Note: First sentence is redundant with the goal statement, and subsequent items are split into separate policies:</p> <ul style="list-style-type: none"> a. in S-BR-51, b. in S-BR-55, c. in S-BR-53, d. in S-BR-56, and e. in S-BR-57.

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		<p>d. Develop a “linear park” series of open spaces spanning the extended NE 16th Street multi-modal corridor through the middle of the Subarea; and</p> <p>e. Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.</p>	
S-BR-51	S-BR-35	<p>a. Develop parks, trails and open spaces of various sizes and types in different settings to allow for a diversity of complementary activities that meet the broad park and recreation needs of BelRed’s residents, workers, and visitors. Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;</p>	Note: Updated to clarify policy intent and to remove outdated terminology.
S-BR-52		<p><u>Ensure equitable and convenient access to nature, parks, trails, and open space by leveraging both publicly owned and publicly accessible land to create a dense network of greenspace as shown in Figure S-BR.1 and Tables 1 and 2.</u></p>	Note: Added to support equitable access.
S-BR-53	S-BR-35	<p>€. Use BelRed’s extensive network of stream corridors to inform the location and design of Locate new neighborhood and community parks along stream corridors, linked and to develop connectivity in the neighborhood through a series of adjacent, publicly accessible trails and natural corridors other open spaces.</p>	Note: Updated to reflect the centrality of BelRed’s stream corridors to the city’s park and trail acquisition and improvement strategies.

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S-BR-54		<u>Along the West Tributary, develop parks using city-owned land and expand parks and open space land in the corridor through partnerships with adjacent landowners and land acquisition.</u>	Note: Added to include more detail on the West Tributary riparian corridor that may not be apparent from the project list. Specific policy could help with grant funding in the future.
S-BR-55	S-BR-35	b.–Provide a community park serving Bel-Red residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through siting of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities;	Note: Updated to streamline policy.
S-BR-56	S-BR-35	d.–Develop a “linear park” series of open spaces adjacent or near the spanning the extended NE 16th StreetSpring Boulevard multi-modal corridor through the middle of the Subarea; and to accommodate green infrastructure, connect park spaces, create active transportation access between districts, and connect to other trail systems and to light-rail stations.	Note: Updated to use current terminology, to combine with original policy S-BR-38.b (S-BR-61), and to clarify policy intent.
S-BR-57	S-BR-35	e.–Centrally locate a large civic plaza (public square) park near the 130th Light Rail Station with dedicated facilities for outdoor performance and community events to serve the needs of the community and the BelRed Arts District within the pedestrian-oriented 130th Avenue NE development node.	Note: Updated to broaden language and highlight need for performance and event space in the Arts District.

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S-BR-58	S-BR-36	Consider BelRed a suitable area to locate a potential major recreational facility to meet identified citywide needs for both indoor and outdoor recreation and sports facilities.	
S-BR-59	S-BR-37	<p><u>Consider potential natural resource benefits to riparian corridors and upland areas in the acquisition of park and open space lands and integrate natural resource management with park system development and operations.</u></p> <p>Integrate natural resources management with Bel-Red park system development and operation:</p> <p>a. Incorporate natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;</p> <p>b. Integrate the park and open space system with the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections, passive recreation, and environmental education; and</p> <p>c. Manage upland park areas to protect habitat and restore natural functions.</p>	<p>Note: Updated to clarify policy intent by separating b and c into new policy S-BR-60, and by removing section a that is redundant with policies in Volume 1, which as amended, read:</p> <p>PA-34. Seek opportunities to integrate natural drainage practices and green stormwater infrastructure into park design and management to provide community amenities and watershed benefits.</p>
S-BR-60	S-BR-37	c. <u>Rehabilitate and manage riparian and upland park areas to protect habitat and restore natural functions.</u>	Note: Updated to clarify policy intent.
S-BR-61	S-BR-38	Provide an interconnected system of non-motorized trails for <u>recreation and transportation</u> within the	Note: Updated terminology and removed sections redundant with S-BR-53 and S-BR-56.

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		<p>study area BelRed, connected to the larger, regional trail system, including Marymoor Park and Bridle Trails State Park, the Eastrail and the SR 520 trail. The system will emphasize recreational use and provide transportation benefits as well:</p> <ul style="list-style-type: none"> a. Provide non-motorized trails along the stream corridors to connect parks and other land uses, and links to the trail systems along the BNSF Corridor and NE 16th Street. Initial emphasis will focus on the West Tributary and Goff Creek stream systems; b. Provide a major east-west multi-purpose trail along the NE 16th Street corridor. The corridor will include a generous right-of-way width to accommodate significant green infrastructure, and to create a high-quality pedestrian and bicycle environment and auto-free access between neighborhoods. It will connect to other local and regional trail systems and to light-rail stations, and provide opportunities to incorporate gateway features; and c. Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail use, linking to the NE 16th Street regional trail and other local trail access points. 	
	S-BR-39	Promote the development of “green streets” throughout the corridor, with an abundance of	Note: Moved to Transportation section. New policy number is S-BR-91.

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		street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.	
S-BR-62		<u>Incorporate park, recreation, and green infrastructure into streets.</u>	Note: Added to support integration of park and transportation facilities.

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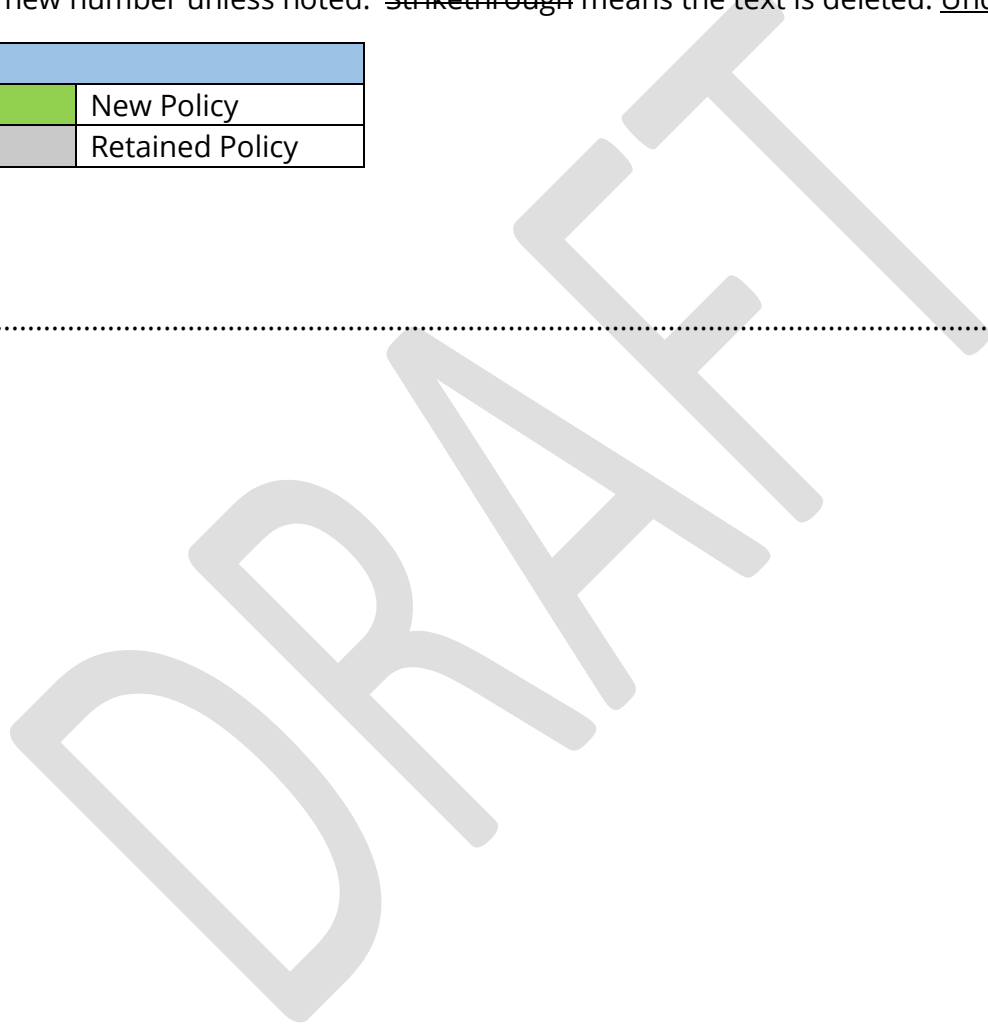
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Transportation			
<p>Goal: To create a more complete, and connected, and well balanced multimodal transportation system network that is connected to city and regional facilities, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area’s sense of place and sustainability.</p>			
<i>Overall</i>			
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	<p>Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.</p> <p>Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.</p>	<p>Note: Redundant with policy TR-132 in Volume 1 of the Comprehensive Plan, which reads:</p> <p>TR-132. Incorporate natural drainage practices into transportation infrastructure projects, where effective and feasible.</p>
	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	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which reads:

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		<p>transportation system. (See Table BR-1, Bel-Red Transportation Project List.)</p>	<p>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.</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>
		<p><i>Roadways Streets</i></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>

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			<p>TR-24. Design, implement, and maintain transportation system improvements and deliver transportation services and programs in 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 active travel <u>transportation</u> modes to serve east-west trip demand across the Bel-Red area, while</p>	<p>Note: Updated terminology. Removed discussion; elements of which may be incorporated into preceding narrative. The City Council changed the name of the arterial to Spring Boulevard in March 2014.</p>

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		<p>incorporating significant urban open spaces, and environmentally sensitive design features. Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor 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.</p>	<p>The next and last segment of Spring Boulevard to be complete is between 124th Avenue NE and 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.</p>
S-BR-80	S-BR-56	<p>Develop Provide for local streets through development review 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.</p>	<p>Note: Split into two separate policies S-BR-80 and S-BR-82 to clarify policy intent.</p> <p>Policy reinforces provisions for Local streets in BelRed that are established in the Land Use Code, BelRed Street Development Standards (LUC 20.25D.140)</p>

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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 recognize the need for limited flexibility when implementing the local street grid.
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, NE 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 Appendix B to the 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-85	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, and to be aesthetically pleasing, and provide an attractive <u>and comfortable</u> pedestrian experience.	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.
<i>Pedestrian and Bicycle System Active Transportation Networks</i>			
	S-BR-62	Include pedestrian and bicycle facilities in the design of arterials and local streets.	Note: Redundant with policy TR-94 in Volume 1 of the Comprehensive Plan, which as amended, would read: TR-94. Incorporate active transportation facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system. 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.

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New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-86	S-BR-63	Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive complete and connected sidewalk and trail system, including through- block pedestrian connections, and mid-block crossings, and pedestrian amenities. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.	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.
S-BR-87	S-BR-64	Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized active transportation facilities along the extended NE 16th Street Spring Boulevard, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad regional Eastrail corridor.	Note: Updated terminology.
S-BR-88	S-BR-65	Develop multiple access points to the planned BNSF corridor multi-use trail Eastrail.	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

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New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			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.
<i>Transit</i>			
S-BR-89	S-BR-67	<p>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,</u> and to connect to and support future light rail or alternative forms of high capacity transit, including:</p> <ul style="list-style-type: none"> 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. 	<p>Note: Updated to include specific emphasis for bus connections to light rail. Listed items are redundant with policies in the Transit section of the Transportation Element in Volume 1, which as amended, read:</p> <p>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.</p> <p>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.</p>
	S-BR-68	<p>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</p>	Note: Removed; policy has been implemented.

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		NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.	
	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.	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>TR-64. Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and amenities.</p> <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>

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			<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> <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>

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		planned land uses and transportation facilities and services.	
<i>Transportation Demand Management</i>			
	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-90	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.	
S-BR-91	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 active transportation 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).

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	S-BR-75	<p>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.</p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>TR-54. Ensure that city street improvements do not create a bypass for regional traffic that would adversely affect residential neighborhoods.</p> <p>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.</p> <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>

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			<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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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			
Red	Repealed Policy	Green	New Policy
Yellow	Modified Policy	Grey	Retained Policy

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New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
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-92	S-BR-78	Implement the Bel-Red Subarea Plan through a combination of development regulations and incentives, capital investments, and other public and private strategies.	
S-BR-93	S-BR-79	Establish a financial strategy that provides Provide for the costs of public infrastructure and amenities needed to support Bel-Red development and identified as specific projects in this Plan <u>by establishing a financing strategy to be borne by various parties based on their relative shares of impacts and benefits. Cause developing properties to contribute the principal share of needed public improvements, to the extent they are the primary beneficiary of such improvements. Implement existing and new financial tools as needed to carry out this strategy.</u>	Note: Updated to clarify policy intent.
	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.

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			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.
S-BR-94	S-BR-81	Allow for private development to voluntarily advance the building of public infrastructure improvements, in order to enable land use to proceed in sync with the availability of needed infrastructure; consistent with the phasing approach set forth in Policy S-BR-4. Such investment may be repaid in part by latecomers agreement or similar device.	Note: Removed outdated reference.
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 <u>development implementation</u> of frontage improvements and a local street pattern that provides for <u>vehicle access</u> and loading, and improved transportation connectivity <u>including safe and convenient pedestrian crossings</u> .	Note: Removed outdated reference and updated to clarified policy intent.
S-BR-96	S-BR-83	Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan’s objectives rather than individual development of small parcels. Consider mandatory	

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		use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.	
	S-BR-84	Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.	Note: Removed action, which can be included in a functional plan rather than in a subarea policy plan.
S-BR-97	S-BR-85	Monitor and assess the implementation of the Bel-Red Subarea Plan and make adjustments to assure ensure success of providing affordable housing, parks and open space, a mix of uses, and other aspects of the Bel-Red vision. A review of the implementation of the Bel-Red Subarea Plan should occur approximately five years after the Plan's initial 2009 adoption and periodically thereafter.	Note: Updated to correct verb usage.
S-BR-98		<u>Develop rehabilitation and restoration plans for the West Tributary, Goff Creek, Unnamed Creek, and Valley/Sears Creek riparian corridors to facilitate partnerships and coordinated strategies for improving water quality, flow control and wildlife habitat as well as for providing increased access/exposure to nature, aesthetic enhancements, and noise attenuation.</u>	Note: Added to support coordinated and detailed planning for stream corridor improvements in BelRed.