

COMPREHENSIVE PLAN VOLUME 2 SUMMARY

BACKGROUND

The Comprehensive Plan includes Volume 2, which includes those components other than the thirteen general elements of the plan, including fourteen subarea plans and several transportation facility plans.

Recognizing that completing a thorough update of each subarea plan during the major update would not be feasible, the changes to Volume 2 are limited to:

- Updates to the Eastgate, Factoria and Richards Valley subarea plans to incorporate the changes for the Eastgate/I-90 project.
- Adjustments to the Downtown southern boundary
- A change to the Southwest Bellevue Subarea Plan to support the Surrey Downs Park Master Plan
- Consolidation and cleanup of the multiple transportation facility plans into a single long-range transportation facility project list

Eastgate/I-90 Project – The Eastgate, Richards Valley and Factoria subarea plans contain a select set of updates specific to the implementation of the Eastgate/I-90 project as recommended by the Eastgate/I-90 Citizen Advisory Committee (CAC). The Eastgate/I-90 study area covered portions of the three subareas. As a result, proposed policy changes are limited to those parts of the subareas that are included in the Eastgate/I-90 study, and policies affecting the rest of those subareas remain the same.

The proposed changes come directly from the CAC report accepted by Council in 2012. In general, the proposed policies seek to create a vibrant and attractive business environment through a variety of measures:

- Creating a transit-oriented development area near Bellevue College and the Eastgate Park and Ride
- Allowing a greater mix of uses in the office and commercial areas along the I-90 corridor
- Encouraging design that will create a coherent identity for the Eastgate/I-90 corridor
- Integrating pedestrian, bicycle, and transit improvements to reduce auto-dependency
- Supporting the Mountains to Sound Greenway
- Supporting sustainability and environmental enhancement with new development
- Supporting existing commercial development
- Supporting the continued use of the Richards Valley area for light industrial activities

Proposed policy changes supplement the policies added to the Factoria Subarea through the *Factoria Area Transportation Study* in 2005. For the Richards Valley, the changes are also consistent with the industrial lands analysis done as part of the Land Use Element update, while

allowing land to be designated for office development at the King County site on Eastgate Way. The Eastgate subarea is subject to the greatest degree of policy changes, since it has not been recently updated and the current land use policies need significant change to accommodate the CAC recommendations.

Once the proposed policies are adopted, staff will also be working with the Planning Commission to develop a set of proposed Land Use Code amendments to implement the CAC report. This will include zoning revisions, consideration of a public benefit amenity system, and the creation of corridor design guidelines. Three new zones will include a zone specific to the Eastgate Transit Oriented Development area, a neighborhood mixed use zone to support neighborhood-serving commercial and retail, and a new office zone that allows commercial and retail development. Revisions to the current Light Industrial zone intend to bolster the Richard's Valley for continued industrial use. Proposed land use code amendments are anticipated in late 2015.

Downtown Subarea Boundary – Council reviewed three adjustments to the Downtown Subarea southern boundary at the April 27 Study Session. These changes are included in Volume 2.

Southwest Bellevue – Due to changes to the access to Surrey Downs Park resulting from light rail construction, one specific policy (S-SW 27), that focuses on access from 112th is no longer relevant. This change is limited to removing S-SW-27 from the Southwest Bellevue Subarea Plan to facilitate the adoption of the new park master plan.

Transportation Facility Plans – The Comprehensive Plan includes a number of long-range transportation plans and project lists, including:

- Bel-Red Overlake Transportation Facility Plan
- Bridle Trails/Bel-Red/Crossroads Transportation Facility Plan
- East Bellevue Transportation Facility Plan
- Eastside Transportation Program
- Newcastle Transportation Facility Plan
- Pedestrian and Bicycle Transportation Facility Plan

The update consolidates all of these transportation facility plans in Volume 2 together with the transportation projects from subarea plans into a single comprehensive project list. The objective was to create a single list to aid the reader, avoid conflicts between plans, and clean-up the list of projects and not to conduct a detailed review of individual projects. The consolidation of the lists provided an opportunity to reconcile discrepancies in project descriptions, eliminate overlaps, and remove completed projects, and to prepare for the future development of a comprehensive Transportation Master Plan for Bellevue that will help establish modal priorities and implementation strategies.

While the Transportation Commission reviewed the consolidation of these lists in late 2014, additional work is ongoing with the Transportation Commission to update the City's Transportation Facilities Plan. The TFP serves as the City's 12-year, or intermediate-range, transportation planning document and includes high-priority projects from the Comprehensive Plan and projects that address emerging needs and opportunities. As the TFP update occurs, the description of individual projects may evolve and there may be an opportunity to adjust the Comprehensive Plan project descriptions to make the two documents consistent at the time of adoption. Staff will bring back these additional edits at a future Study Session.