





2017 Annual Comprehensive Plan Amendments Final Review Recommendations

City Council Study Session November 27, 2017



2017 Annual Comprehensive Plan Amendments (CPA) Final Review

- The Comprehensive Plan is the city's foundational policy document
- It guides growth and development for the next twenty years



2017 Annual Comprehensive Plan Amendments (CPA) Final Review

*...the City Council may approve, or approve with
modifications an amendment to the
Comprehensive Plan if Final Review Decision
Criteria are met...*

**Request Council Direction on proposed
actions under the Growth Management Act**



2017 Annual Comprehensive Plan Amendments (CPA) Final Review

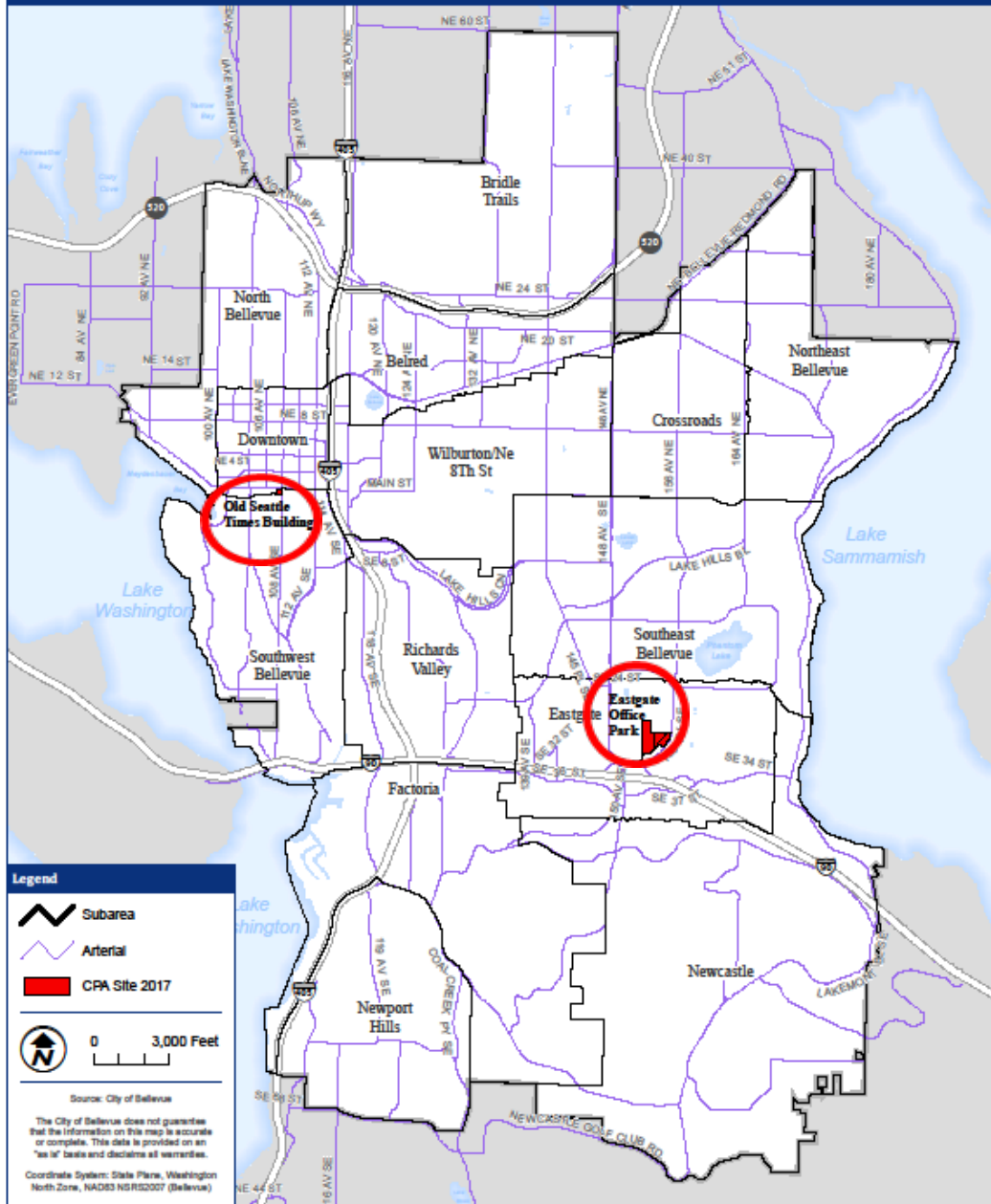
Review Timeline

- Planning Commission study and public hearing on Threshold Review proposals (February-April)
- City Council initiation of CPAs and establishing work program (March-September)
- Planning Commission study and public hearing on Final Review amendments (October-November)

2017 Annual Comprehensive Plan Amendments (CPA) Final Review

CPA	Proposed Amendment	Planning Commission
Eastgate Office Park	O → OLB	Approve
Old Seattle Times Building	PO → DNTN-MU	Approve
Complete Streets	Transportation Element	Approve
Downtown Transportation Plan →	Downtown Subarea Plan	Approve

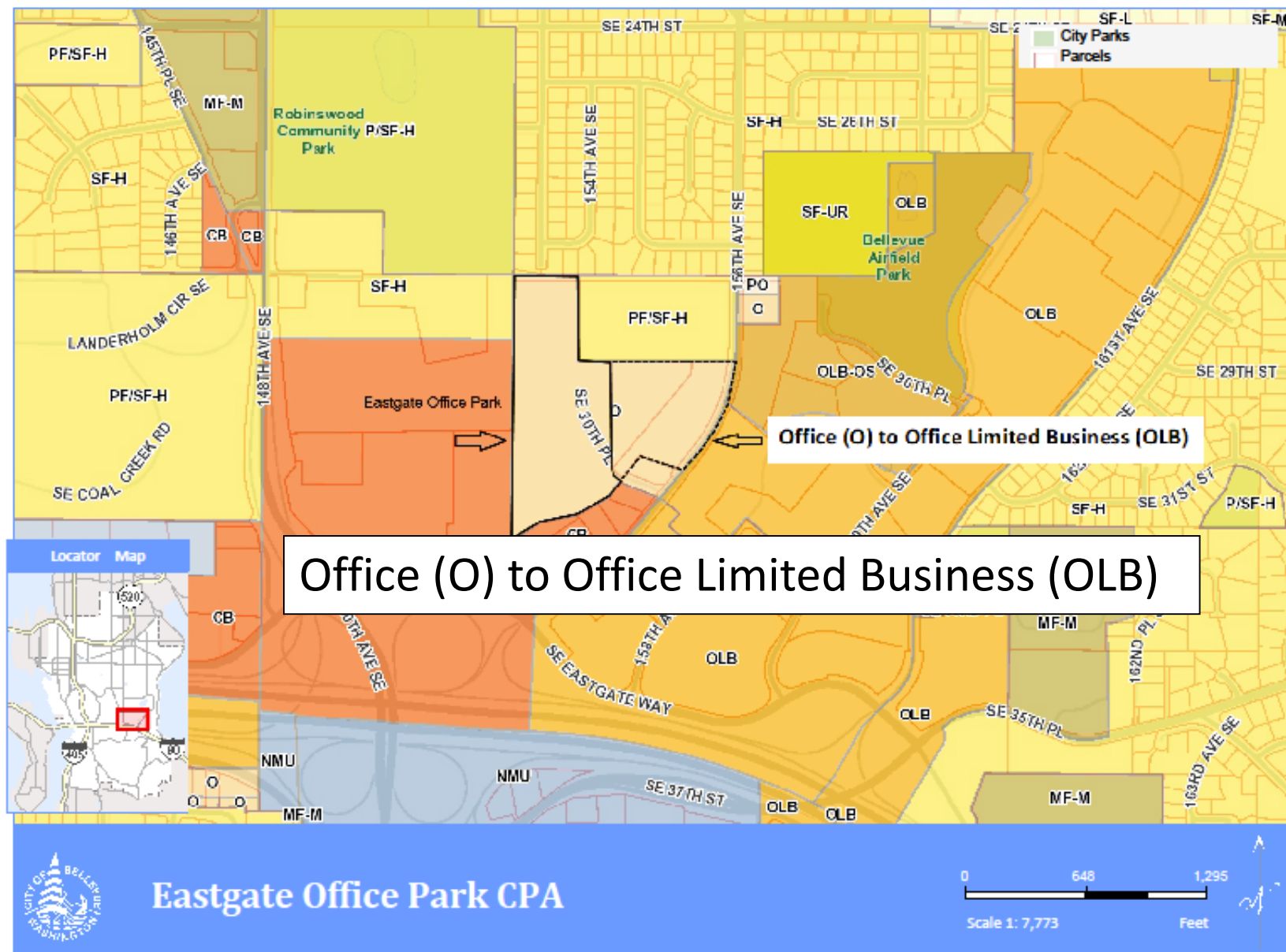
2017 Comprehensive Plan Amendments





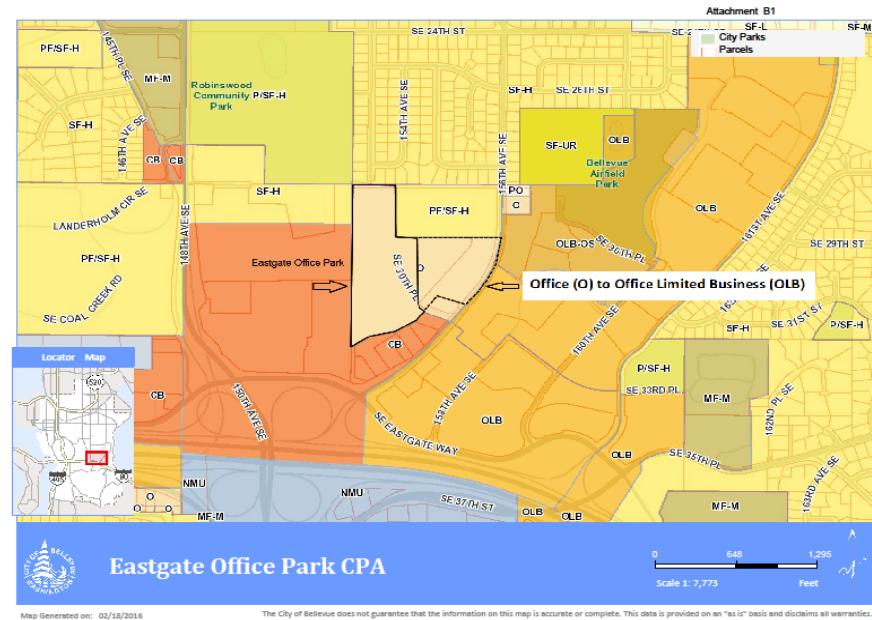
2017 Annual Comprehensive Plan Amendments Planning Commission Final Review Recommendation

Eastgate Office Park



Planning Commission
recommendation:

Approve



B1: Consistent with the Comprehensive Plan

B2: Addresses interests and changed needs of the city

B3: Addresses significantly changed conditions

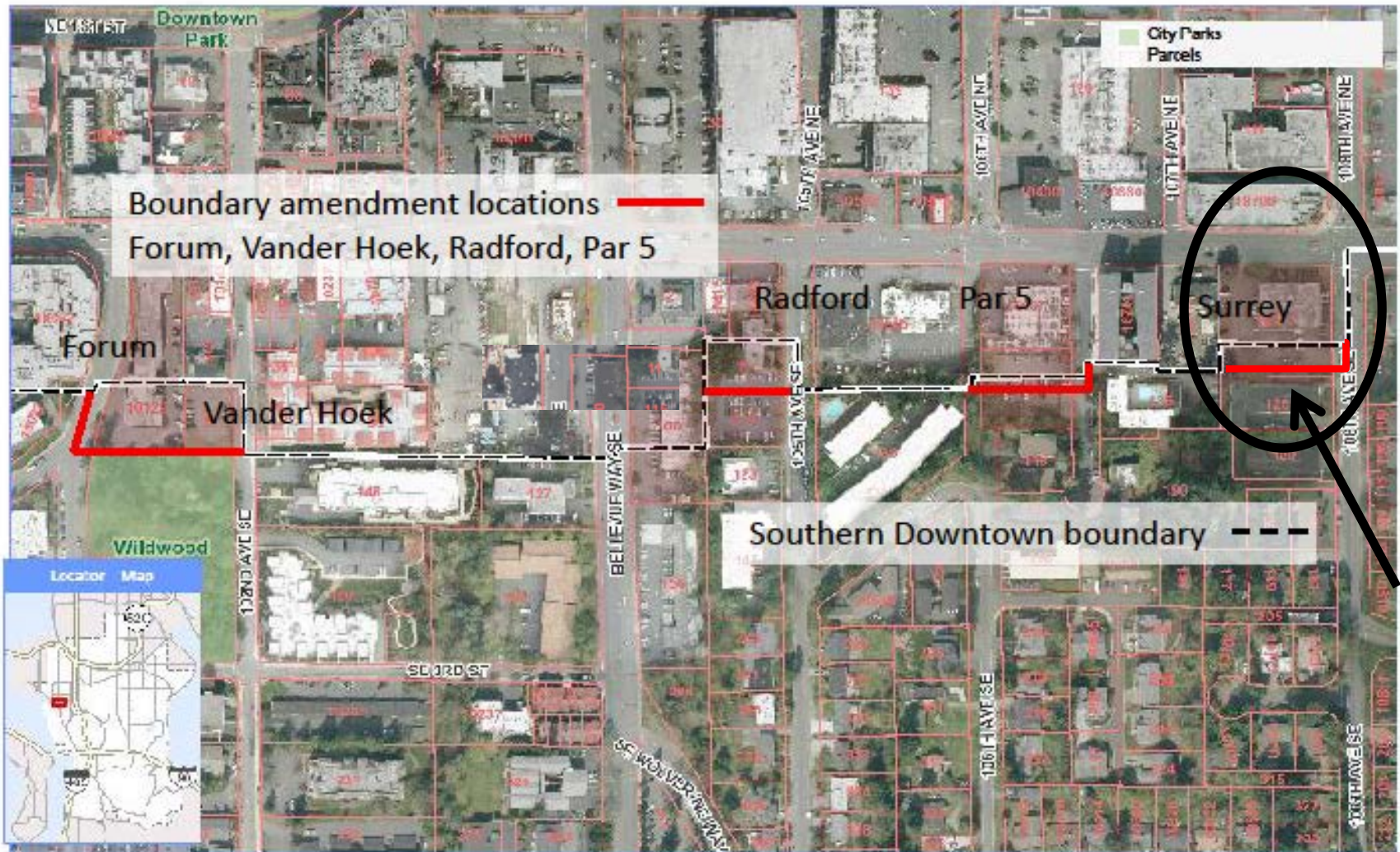
B4: Could be suitably developed

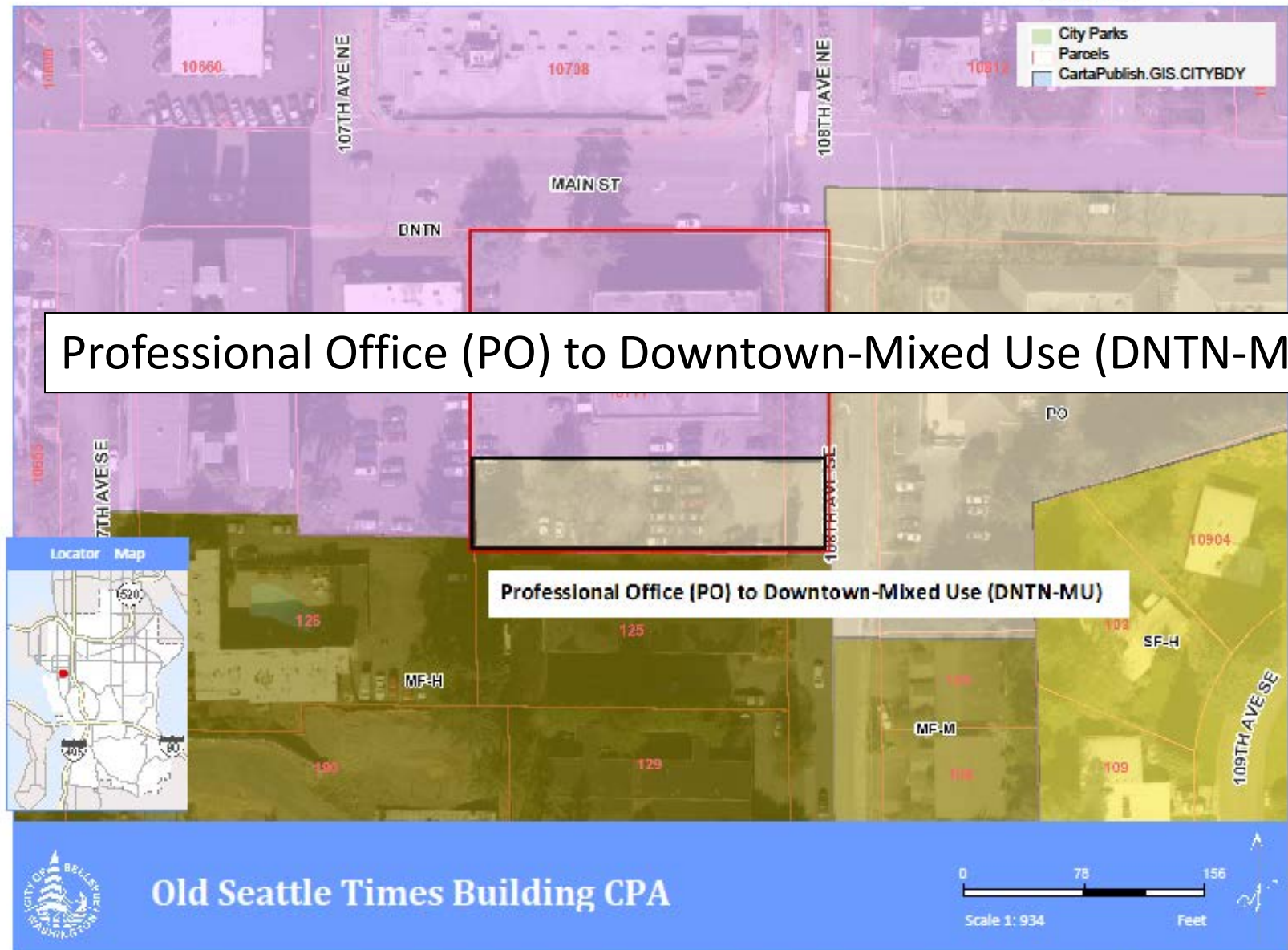
B5: Demonstrates a public benefit



2017 Annual Comprehensive Plan Amendments Planning Commission Final Review Recommendation

Old Seattle Times Building

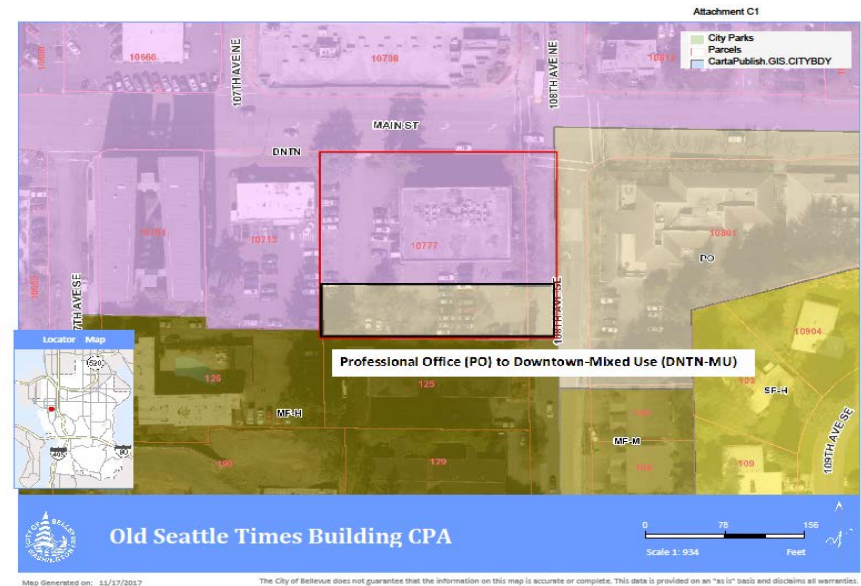




Old Seattle Times Building

Planning Commission
recommendation:

Approve



B1: Consistent with the Comprehensive Plan

B2: Addresses interests and changed needs of the city

B3: Addresses significantly changed conditions

B4: Could be suitably developed

B5: Demonstrates a public benefit



2017 Annual Comprehensive Plan Amendments Planning Commission Final Review Recommendation

Complete Streets

Bellevue Comprehensive Plan - Transportation Element Policy (Staff Recommendation January 26, 2017)

Complete Streets Narrative

The transportation system in Bellevue provides safe and reliable mobility options for people to travel throughout the city. A Complete Streets network enables equitable access for all people and all travel modes. Each street in Bellevue is unique, and each street must serve a range of users with a design that is compatible with the context of the corridor and community. Complete Streets may also create great places that encourage people to gather in public spaces.

The Transportation Element supports a complete, multimodal transportation system and incorporates Complete Streets best practices and consider all roadway users and all travel modes. The Transportation Element provides guidance for design, build the project, then maintain and operate the project.

A Complete Streets network approach provides access for all modes along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes.

The Transportation Director maintains and updates a Transportation Element Policy to implement a Complete Streets approach, using design guidance from professional organizations such as the Transportation Research Board (TRB), Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

TRANSPORTATION ELEMENT GOAL "To scope, plan, design, implement, operate, maintain and enhance a comprehensive, multimodal transportation system to serve all members of the community."

Mobility Management Section

TR-20. Manage Scope, plan, design, implement, operate, and maintain a complete and the multimodal transportation system in a corridor approach across Mobility Management Areas.

TR-22. Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

TR-23. Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

TR-26. Increase system connectivity for all modes by providing for roadway, vehicles, transit, pedestrian, and bicycling facilities connections to create a Complete Streets network throughout the city newly designed and improved.

TR-32. Utilize multimodal level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

Pedestrian and Bicycle Transportation Section

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, design, build, implement, operating, development, and maintaining the transportation system.

Neighborhood Protection Section

TR-147. Evaluate neighborhood impacts and Complete Streets and develop mitigation measures based on transportation studies.

Narrative text added

Amending text added to existing policies

WHAT IS A COMPLETE STREET*

- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public rights-of-way and easements for all project phases including scoping, planning, designing, implementing, operating, and maintaining the transportation system.

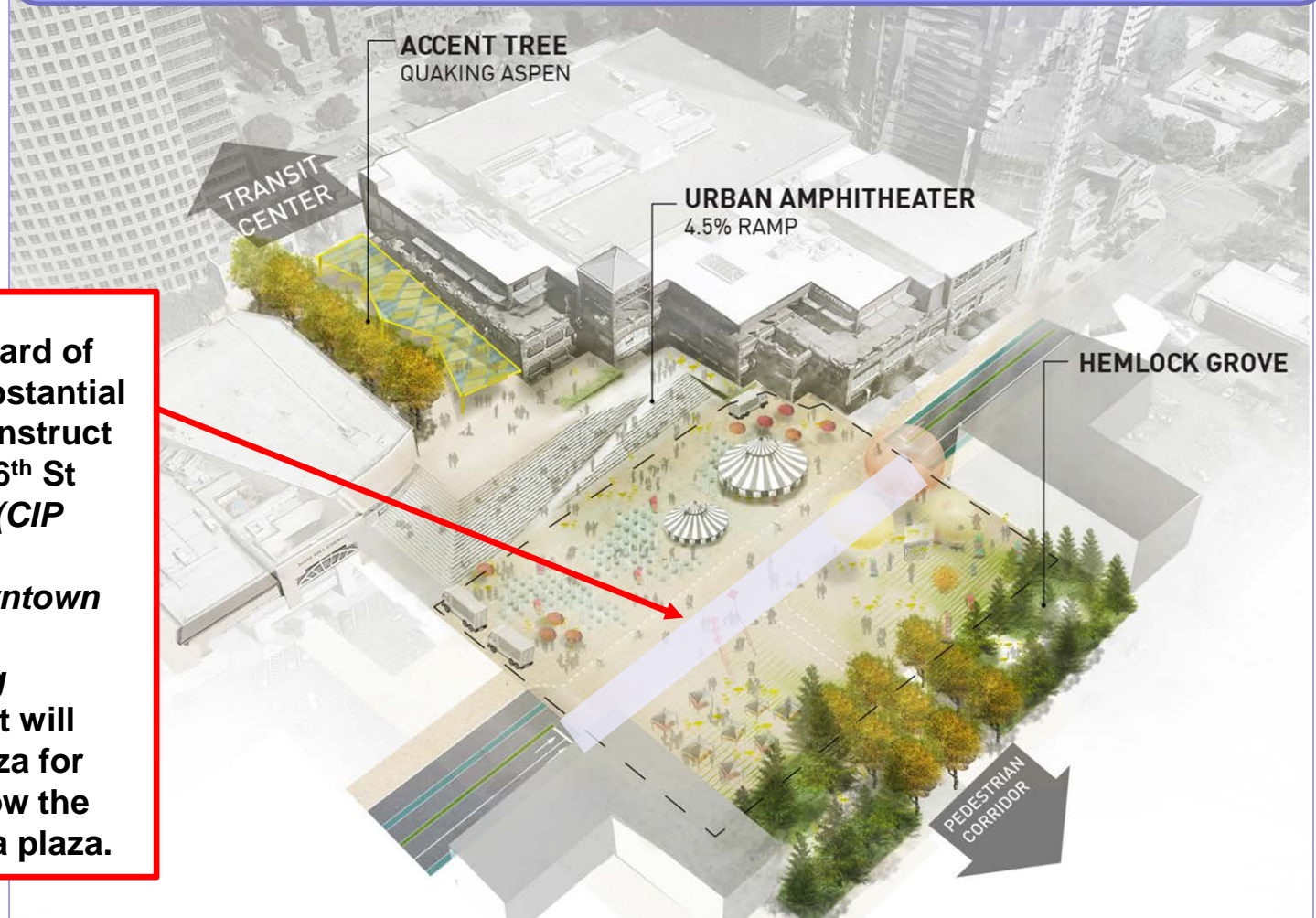
New graphic "call out" box in Plan document

Complete Streets are designed to provide a safe, efficient, and connected network for all modes.

- **Performance Measures** – Complete streets performance is measured against adopted level-of-service standards and mode-specific plans.

*Adapted for Bellevue from the National Complete Streets Coalition

106th Ave NE/NE 6th Street Raised Intersection



Complete Streets Award of \$500K will fund a substantial part of the cost to construct the 106th Ave NE/NE 6th St Raised Intersection. (CIP funds from Grand Connection and Downtown Transportation Plan complete the funding package) This project will extend Compass Plaza for special events to allow the street to be used as a plaza.

Complete Streets Planning Commission recommended narrative addition

The Transportation Element supports a complete, connected, and resilient multimodal

Staff should evaluate applicable Complete Streets policies in each biennium relative to the desired outcome for the complete streets network, and make adjustments accordingly.

the project, then maintain and operate the project. Staff should evaluate applicable Complete Streets policies in each biennium relative to the desired outcome for the complete streets network, and make adjustments accordingly.

Complete Streets Planning Commission recommended “call-out box” text addition

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- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public rights-of-way and

- **Performance Measures** – Complete streets performance is measured against adopted level-of-service standards and mode-specific plans *including the Traffic Standards Code, Downtown Transportation Plan, Pedestrian and Bicycle Transportation Plan, and the Transit Master Plan.*

adopted level-of-service standards and mode-specific plans *including the Traffic Standards Code, Downtown Transportation Plan, Pedestrian and Bicycle Transportation Plan, and the Transit Master Plan.*

**Adapted for Bellevue from the National Complete Streets Coalition*

Complete Streets Planning Commission recommendation: Approve

Bellevue Comprehensive Plan - Transportation Element Policy (Staff Recommendation January 26, 2017)

Complete Streets Narrative

The transportation system in Bellevue provides safe and reliable mobility options for people to travel throughout the city. A Complete Streets network enables equitable access for all people and all travel modes. Each street in Bellevue is unique, and each street must serve a range of users with a design that is compatible with the context of the corridor and community. Complete Streets may also create great places that encourage people to gather in public spaces.

The Transportation Element supports a complete, connected, and resilient multimodal transportation system. City staff incorporate Complete Streets best practices and consider all roadway users and all modes of travel as they scope project concepts, plan for alternative approaches, design the preferred solution, build the project, then maintain and operate the project.

A Complete Streets network approach provides access for all modes along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes on a particular street.

The Transportation Director maintains and updates a Transportation Design Manual that incorporates best practices to implement a Complete Streets approach, using design guidance from professional organizations such as the American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

TRANSPORTATION ELEMENT GOAL "To scope, plan, design, implement, operate, maintain and enhance a comprehensive, multimodal transportation system to serve all members of the community."

Mobility Management Section

TR-20. Manage, scope, plan, design, implement, operate, and maintain a complete and the multimodal transportation system in a corridor approach within and across Mobility Management Areas.

TR-22. Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.

TR-23. Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.

TR-26. Increase system connectivity for all modes by providing for roadway, wheelchair, transit, pedestrian, and bicycling facilities, connections to create a

Complete Streets network throughout the city in newly-developing and re-developing areas.

TR-32. Utilize multimodal level-of-service standards for transportation corridors that reflect the range of available and intended mobility options.

Pedestrian and Bicycle Transportation Section

TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in scope, planning, designing, implementing, operating, developing and maintaining the transportation system.

Neighborhood Protection Section

TR-147. Evaluate neighborhood impacts and Complete Streets implementation opportunities, as part of corridor and subarea transportation studies.

ATTACHMENT D

WHAT IS A COMPLETE STREET*

- **Roadway Users and Modes** – Complete Streets are for people of all ages and abilities walking, bicycling, and using public transit, and for those driving private automobiles, freight and delivery vehicles, and emergency vehicles.
- **Projects and Phases** – Complete Streets applies on the public right-of-way and easements for all project phases including scoping, planning, designing, engineering, operating, and maintaining the transportation system.
- **Clear, Accessible Exceptions** – The conditions for granting exceptions are specific and require approval from the Transportation Director.
- **Network Connectivity** – Complete Streets promotes a comprehensive, integrated, connected network for all modes.
- **Design** – Complete Streets uses a best practices approach and practices balance and flexibility to accommodate the needs of all roadway users.
- **Community Context** – Complete Streets solutions complement the context of the corridor and surrounding community.
- **Performance Measures** – Complete Streets performance is measured against adopted level-of-service standards and mode-specific plans.

*Adapted for Bellevue from the National Complete Streets Coalition

- B1:** Consistent with the Comprehensive Plan
- B2:** Addresses interests and changed needs of the city
- B3:** Addresses significantly changed conditions
- B4:** Could be suitably developed
- B5:** Demonstrates a public benefit

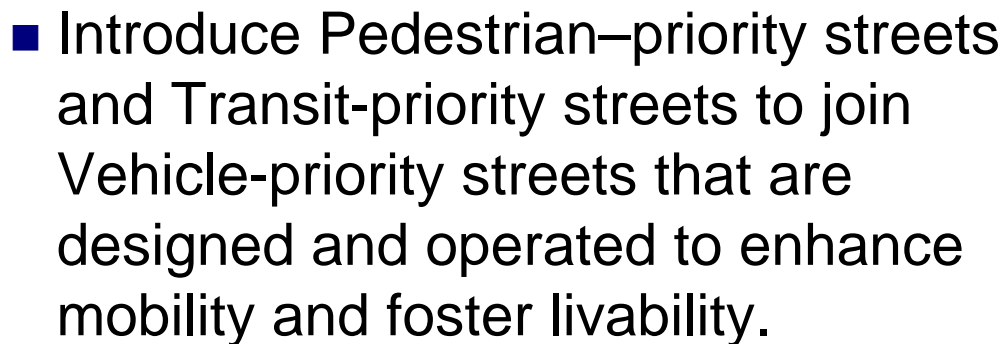


2017 Annual Comprehensive Plan Amendments Planning Commission Final Review Recommendation

Downtown Transportation Plan →

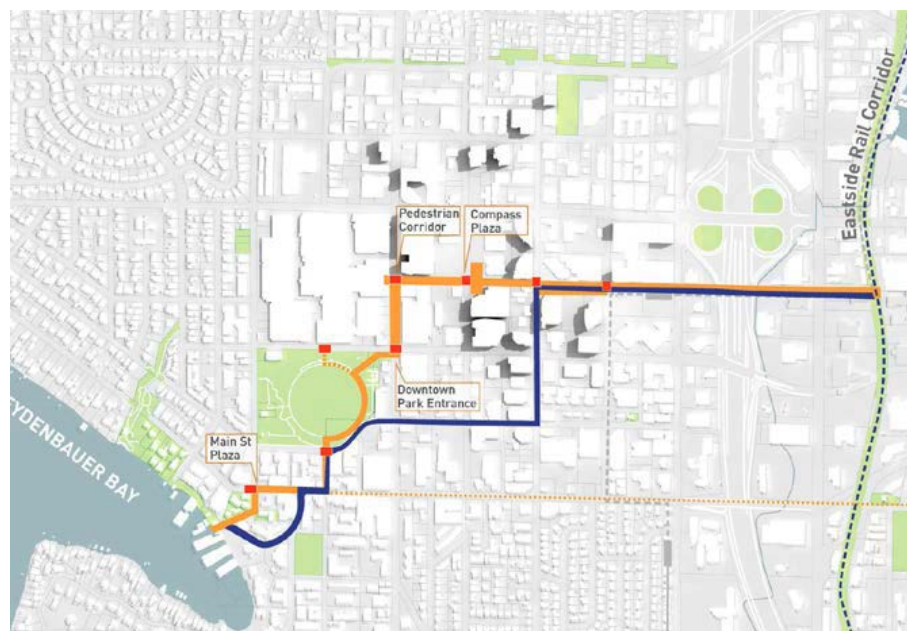
Downtown Subarea Plan

- Emphasize a multimodal strategy to provide mobility, to support land use and economic development and to enhance livability.



Downtown Subarea Plan Policy Highlights

- Utilize Intelligent Transportation System technology to gain efficiencies.
- Advocate for transit service and improve pedestrian and bicycle access to transit.
- Extend the Pedestrian Corridor designation to include the block between 110th Avenue NE and 112th Avenue NE, and overlay the Grand Connection with an extent across I-405.



Downtown Subarea Plan Policy Highlights

- Provide direction for managing curbside uses: parking, taxi stands, loading zones, pick-up/drop-off, and electric vehicle charging stations.
- Support Downtown walk trips and bicycle trips with facilities that meet accessibility, comfort and safety expectations.
- Remove transportation projects from the Downtown Subarea Plan as they are now documented in the Comprehensive Transportation Project list that the Council adopted with the Comprehensive Plan Update in 2015.



DTP-DSP

Planning Commission caveats

Through-block Access Connections

...on private property will be...Mid-block connections must be shown to serve a reasonable transportation planning purpose for serving the developments that contain them: they should not be used as a regulation to create through grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property.

~~connections must be shown to serve a reasonable transportation planning purpose for serving the developments that contain them: they should not be used as a regulation to create through grid streets on private property. The exact alignment and location of mid-block connections is subject to the design process on private property.~~ Mid-block access connections are intended for portions of the alignments of 103rd, 105th, and 107th, 109th and 111th Avenues NE, and NE 5th and NE 7th Streets (see Figure B).



DTP-DSP

Planning Commission caveats

Downtown Off-Street Parking Demand and Utilization

Downtown Bellevue has an abundant supply of off-street parking, supplemented by a limited amount of on-street parking. This situation is dynamic and will change over time.

The first management approach is to shift commuters toward transit and other mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces...

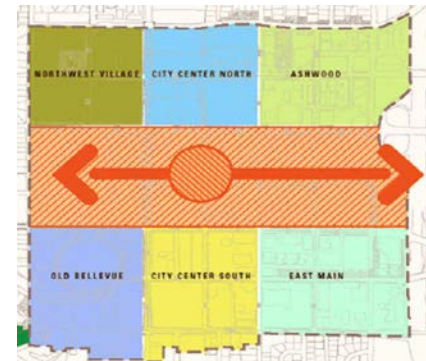
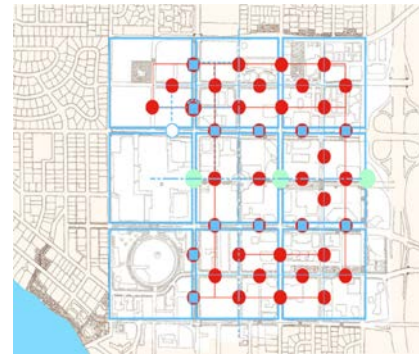
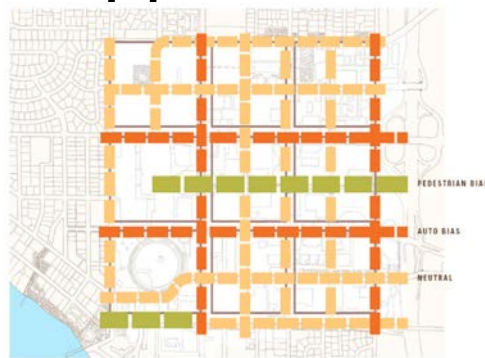
the parking supply is the first priority.

The first management approach is to shift commuters toward transit and other mobility options through enforcement, pricing, and/or incentives, so they do not compete with visitors for the most convenient parking spaces...

DTP- DSP

Planning Commission
recommendation:

Approve



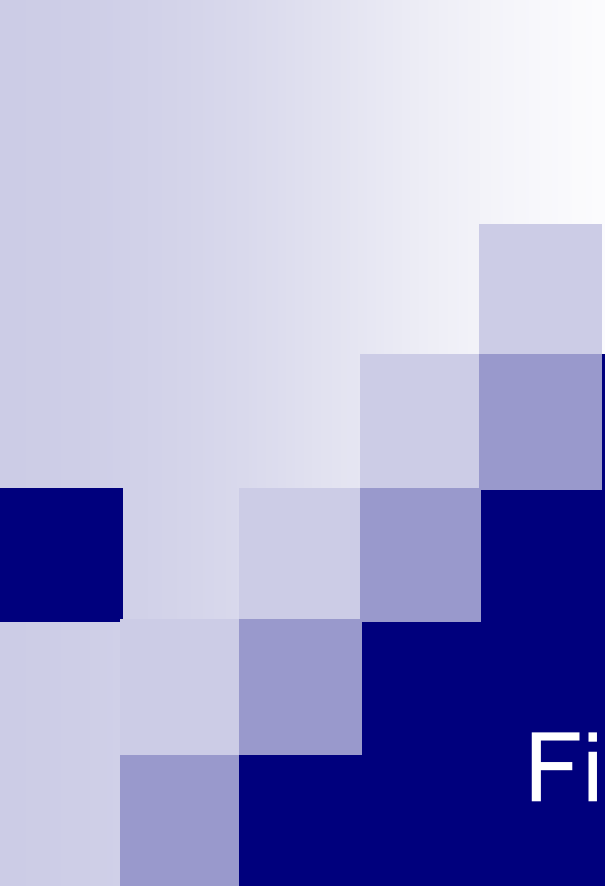
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Regular Session scheduled December 11, 2017