

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.

\*Policy numbers with a star\* are one number lower than they were in the May 8, 2024 version.

Key			
	Repealed Policy		New Policy
	Modified Policy		Retained Policy

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New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
<b>General</b>			
<b>Goal:</b> 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.			
	S-BR-1	<p>Implement the Bel-Red Subarea Plan in a manner that integrates the three dimensions of sustainability: sustainable economy, society, and environment; meeting the needs of the present without compromising the needs of future generations.</p> <p>Discussion: In essence, the term “sustainability” conveys one critical thought and intention: that the current generation meets its needs and desires in a manner that allows for future generations to have as rich opportunities to meet their own needs and desires. It means making decisions with the long term, and many generations, in mind. It requires a balancing act, considering the environment, the economy, and the social system, to ensure that all three are taken into account in critical decisions.</p>	<p>Note: Incorporated policy into goal statement. Removed discussion; elements of which may be incorporated into preceding narrative.</p>
S-BR-1	S-BR-2	<p><del>Promote</del> <u>Cultivate</u> a differentiated economic niche for Bel-Red <u>and support creative mixed use districts by,</u> retaining many existing <u>creative and cultural businesses,</u> while attracting new <u>innovative businesses,</u> and ensuring provision of basic goods <u>and services for nearby residents.</u> in a form not found elsewhere in Bellevue. Take advantage of opportunities afforded by Bel-Red’s strategic location between Downtown Bellevue and</p>	<p>Note: Enhanced to reflect the importance of the arts and creative businesses to BelRed.</p>

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		<del>Redmond's Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area to promote arts and innovation.</del>	
S-BR-2	S-BR-3	<del>Reduce and mitigate</del> <u>Minimize</u> the environmental and transportation spillover impacts of new development population and employment growth and leverage opportunities provided by public and private redevelopment to improve ecological function and resilience., 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.	Note: Updated to streamline and clarify policy intent.
	S-BR-4	<del>Develop and implement a phased approach to new commercial development, so that transportation, open space, and other infrastructure is in place or committed to serve the needs of growth. This may include establishment of a year 2030 commercial development limitation consistent with the terms of an interlocal agreement with the city of Redmond, for the purpose of coordinating land use and mitigation between the two cities.</del>	Note: Removed outdated policy.
S-BR-3		<u>Provide for the needs of marginalized populations and those most vulnerable to specific impacts when designing strategies to achieve the vision for BelRed.</u>	Note: Adds direction for achieving the third pillar of sustainability – social equity.

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<b>Land Use</b>			
<p><b>Goal:</b> To develop a land use pattern that is environmentally sustainable, <del>and economically vibrant, and socially equitable,</del> and that creates distinctive new <del>commercial and residential</del> <u>mixed use neighborhoods for the Eastside.</u></p>			
<b>Environmentally Sustainable Places</b>			
S-BR-4		<p><u>Encourage mixed use development, providing places to live, work, learn, shop, and play within close proximity and enabling people to reduce their greenhouse gas emissions by walking, biking, or taking transit.</u></p>	<p>Note: Articulates land use strategy for achieving environmental sustainability.</p>
S-BR-5	S-BR-11	<p><u>Utilize development regulations and incentives for</u> <del>Encourage commercial and residential</del> <u>-building siting and design to incorporate stream corridors as a significant on-site amenity, while <del>and to helping to rehabilitate</del> <u>store and enhance</u> improve the ecological functions of these corridors, through the use of development regulations and incentives.</u></p>	<p>Note: Updated to reflect CPPs EN-9, EN-10, EN-17, and EN-24.</p> <p>CPP-EN-9 Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.</p> <p>CPP-EN-10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p>

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			<p>CPP-EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>CPP-EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>
S-BR-6	S-BR-07	<p><del>Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.</del>                      Implement a land use incentive system that <del>m</del><u>Makes available additional floor area ratio (FAR) and height available in exchange for to incentivize infrastructure and amenities that contribute to the public good and respond to unique site characteristics.</u></p> <p><del>Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the</del></p>	<p>Note: Updated to encourage consideration of unique site characteristics when providing amenities. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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		maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.	
	S-BR-08	Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.	Note: Included in S-BR-4.
<b>Socially Equitable Places</b>			
S-BR-7		<u>Provide for a range of diverse residential and supportive uses within each neighborhood district to create welcoming and inclusive neighborhoods that enable equitable access to opportunities.</u>	Note: Articulates land use strategy for achieving social equity.
<b>Economically Vibrant Places</b>			
S-BR-8		<u>Provide for a range of distinct economic centers that build and expand upon BelRed's existing and emerging economic clusters by tailoring dimensional standards and permitted uses to different center needs.</u>	Note: Articulates land use strategy for achieving economic vibrancy.
S-BR-9		<u>Provide for small artisanal manufacturing and artist live/work and work/live uses.</u>	Note: Differentiates small artisanal uses from large scale manufacturing uses allowing for more tailored regulations.
S-BR-10	S-BR-09	Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, expansion including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-	Note: Updated to remove detailed sizes, which are more appropriate for the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.

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		<p>established, with the exception that light industrial uses of limited size (<del>less than 20,000 square feet</del>) are appropriate outside transit nodes and stand-alone residential areas.</p> <p><del>Discussion: This policy is to be implemented through the City's land use regulations. Whereas light industrial uses were prevalent in Bel-Red's past, the vision for the Subarea's mixed use, commercial and residential neighborhoods portends an evolution toward a different future. While it is appropriate to support existing light industrial uses, this policy precludes new ones from being established, in order to support a gradual transition to the desired land use and development pattern.</del></p>	
S-BR-11	S-BR-10	<p>Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that create noise, odor, fumes, aesthetic or other impacts), but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas.</p> <p><del>Discussion: This policy is to be implemented through the City's land use regulations. The services sector is quite broad, and includes uses such as health care, business and professional office, household repair, and auto repair. Many of these service uses have characteristics of general retail,</del></p>	<p>Note: Updated to streamline policy. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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		<p><del>are compatible with mixed use commercial and residential, and are encouraged in Bel-Red's future. A smaller sub-set of service uses, such as auto repair, auto dealers and boat dealers (particularly their service/repair components) and towing, display characteristics similar to light industrial uses. These types of uses are less compatible with transit nodes and stand-alone residential areas, and thus new uses of this type are precluded in these areas.</del></p>	
	S-BR-13	<p><del>Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.</del>                      Discussion: <del>The transition between new mixed use and residential developments and existing Bel-Red light industrial uses is a special challenge. The siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing industrial uses, for the sake of creating a desirable working and living environment for new tenants. Redevelopment of Bel-Red also creates the challenge to ensure that new development is a good neighbor with existing neighborhoods near Bel-Red.</del></p>	<p>Note: Redundant with policy LU-13 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>LU-13. Apply design techniques and development regulations to transition between low density and high density areas, particularly in residential areas.</p> <p>Existing transition area standards in the Land Use Code apply. Removed discussion; elements of which may be incorporated into preceding narrative.</p>
Nodes and Neighborhood Districts			
S-BR-12	S-BR-05	<p><del>Develop</del> Provide for land uses consistent with the <u>Bel-Red Comprehensive Land Use Plan map (Figure S-BR.1) and the Neighborhood District policies listed below.</u></p>	<p>Note: Updated to refer to and incorporate neighborhood district policies, as amended.</p>



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S-BR-13	S-BR-06	Concentrate the majority of <del>future</del> Bel-Red growth <u>development into a series of mixed use, pedestrian-friendly and transit-oriented development nodes around light rail stations</u> , with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.	Note: Updated to clarify policy intent.
S-BR-14		<u>Limit low job and population density land uses such as large standalone storage facilities within light rail station area nodes.</u>	Note: Added to clarify intended intensity of uses located within station area nodes.
S-BR-15	Neighborhoods/Districts Goal	<del>To s</del> <u>Support the development transformation of new Bel-Red into new neighborhoods that achieves distinctive and high quality character distinguished by their unique natural and built environments and concentrations of uses.</u>	Note: Updated to clarify policy intent.
<b>Node in the Vicinity of the Medical Institution District 116th Avenue NE Corridor</b>			
	S-BR-86	Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.	Note: Area described incorporated into the Wilburton Subarea.

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		<p>Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside, and just south of the planned Seattle Children’s Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.</p> <p>At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need for additional land use planning in that area, which may warrant amendments to the Subarea Plan.</p>	
S-BR-16	S-BR-90	<p><u>Provide for medical office, life science, and limited office uses in this area, with an emphasis on medical office, and with an FAR up to 1.0 along 116<sup>th</sup> Avenue NE allowing for high intensity development within the half-mile walkshed of light rail stations transitioning to lower intensity development to the north.</u></p>	<p>Note: Updated to streamline policy language and expand permitted uses to include life sciences.</p>
S-BR-17		<p><u>Provide for some residential mixed use development east of 116<sup>th</sup> Avenue NE and south of NE 21<sup>st</sup> Street transitioning from high intensity near the station to medium intensity further to the north.</u></p>	<p>Note: Added to expand permitted uses to include residential east of 116<sup>th</sup> Avenue NE.</p>

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	S-BR-91	<p>Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.</p> <p>Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.</p>	<p>Note: Area described incorporated into the Wilburton Subarea.</p>
	Node at 122 <sup>nd</sup> Avenue NE Spring District Station Area Node		
S-BR-18	S-BR-87	<p>Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.</p> <p>Discussion: This office-supportive node is located on the west side of the subarea, where it is better served by regional transportation infrastructure and has lesser potential for traffic impacts on East</p>	<p>Note: Updated to streamline policy by removing specific dimensional requirements, which are more appropriate in the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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		<p><del>Bellevue neighborhoods. Housing and retail uses should be part of the mix of this neighborhood, to avoid a sterile office-only area and to create a balance of activities. Parks, open spaces, and recreational opportunities are envisioned as part of this urban environment. The Master Development Plan process will be used as a review mechanism for larger developments.</del></p>	
S-BR-19		<p><u>Provide for a mix of residential and retail uses surrounding the mixed use office core, with residential as the predominant use.</u></p>	<p>Note: Added to emphasize residential uses around the 120<sup>th</sup>/Spring District core.</p>
S-BR-20		<p><u>Provide for a mix of office and commercial uses along Northup Way near the interchange of 124th Avenue NE and SR 520.</u></p>	<p>Note: Added to provide for office and commercial uses near the interchange of 124 Avenue NE.</p>
S-BR-21		<p><u>Allow for the tallest buildings around the light rail station transitioning down in height toward the southeast.</u></p>	<p>Note: Added to transition down in scale toward areas with lower development intensities.</p>
S-BR-22		<p><u>Collaborate with Sound Transit and its development partners to ensure housing affordability objectives for the transit oriented development site located just south of the Operations Maintenance Satellite Facility are achieved in a timely manner.</u></p>	<p>Note: Added to ensure development aligns with affordable housing objectives.</p>
S-BR-23		<p><u>Partner with King County Metro to determine the best use of its property in the future.</u></p>	<p>Note: Added to ensure future development of public sites furthers BelRed Vision.</p>
<p><b>Node at 130th Avenue NE BelRed Station Area Node</b></p>			
S-BR-24	S-BR-88	<p>Provide for a mix of housing, retail, and services in this area, with an emphasis on housing; <del>include a pedestrian-oriented retail area along 130th Avenue</del></p>	<p>Note: Split into two policies (S-BR-24 and S-BR-25) to focus on one topic per policy and streamlined policy by removing specific dimensional</p>

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		<p>NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter. Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130<sup>th</sup> Avenue NE will serve as a “town square”.</p>	<p>requirements, which are more appropriate in the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.</p>
S-BR-25		<p><u>Provide for a pedestrian-oriented retail area along 130th Avenue NE.</u></p>	<p>Note: Added to highlight direction for concentrated retail area along 130<sup>th</sup> Avenue NE.</p>
S-BR-26		<p><u>Provide for a thriving arts district in this node with abundant space for production, performance, participation and promotion of arts and cultural activities.</u></p>	<p>Note: Added to highlight the importance of the Arts District in this node.</p>
S-BR-27		<p><u>Provide for the highest intensity highrise residential mixed use development closest to the station, and lower intensity highrise residential mixed use development further from the station.</u></p>	<p>Note: Added to clarify transition in scale moving further away from the light rail station.</p>
<p><b>Node at 156<sup>th</sup> Avenue NE, Near the Overlake Transit Station Location in Redmond Overlake Village Station Area Node</b></p>			
S-BR-28		<p><u>Provide for a mix of highrise office and retail uses adjacent to SR 520.</u></p>	<p>Note: Added to specify intended uses near the Overlake Village Station and SR 520.</p>
S-BR-29		<p><u>Provide for a mix of midrise commercial and residential uses south of NE 22<sup>nd</sup> Street.</u></p>	<p>Note: Added to clarify intended uses south of NE 22<sup>nd</sup> Street.</p>
S-BR-30	S-BR-89	<p>Provide for a mix of <u>housing residential</u> and retail uses <u>along 156<sup>th</sup> Avenue NE with an emphasis on residential uses in this area.</u> Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156<sup>th</sup> Avenue NE.</p>	<p>Note: Updated to clarify intended uses along 156<sup>th</sup> and to remove specific dimensional requirements, which are more appropriate in the Land Use Code. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

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<p>Discussion: This mixed use node is on the edge of Redmond’s designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.</p>			
<p>Retail Along the Central Portion of the Area North of Northup Way and NE 20th Street Corridor</p>			
S-BR-31	S-BR-92	<p>Provide for <u>low-intensity service and retail uses</u> in this area <u>including auto dealerships and storage facilities</u>, with FARs and heights not to exceed the standards for the General Commercial designation that is applicable city-wide. Encourage little significant land use change in this area, which is not contemplated for more intense development.</p>	<p>Note: Updated to clarify intended uses along NE 20<sup>th</sup> Street corridor and to streamline policy.</p>
<p>Area South of Bel-Red Road</p>			
S-BR-32	S-BR-93	<p>Provide for a mix of <u>lowrise office and housing residential</u> in this area, with <u>low-intensity buildings in this area of one or two stories serving to as an appropriate buffer transition</u> between the <u>higher intensity uses</u> north of Bel-Red Road and the single-family residential neighborhoods to the south. While office should remain a focus, housing in this area is also a suitable transition use.</p>	<p>Note: Updated to clarify intended uses south of Bel-Red Road and to streamline policy.</p>
S-BR-33		<p><u>Provide for midrise residential commercial mixed use development</u> within half a mile of the <u>Spring District station</u>.</p>	<p>Note: Updated to increase development intensity in close proximity to light rail.</p>
<p>Mixed Use Retail/Housing Areas <u>Three Creeks Area in between the BelRed and Overlake Village Station Area Nodes</u></p>			
S-BR-34	S-BR-94	<p><u>Provide for a mix of midrise housing and retail uses in this area lower in scale than that provided for within the Station Area Nodes</u>. Promote additional development of retail uses in these areas, together</p>	<p>Note: Updated to streamline policy and to remove specific dimensional requirements, which are more appropriate in the Land Use Code.</p>

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		with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.	
S-BR-35		<u>Promote the preservation and/or relocation within BelRed of small ethnic grocery stores and food services.</u>	Note: Added to highlight the abundance and importance of small ethnic groceries and restaurants in this area.
<b>Housing Emphasis Area</b>			
	S-BR-95	<del>Promote stand-alone housing in these areas, taking advantage of view corridors to the south and west, as well as potential improvements to the West Tributary stream corridor.</del>	Note: Area incorporated within the BelRed/130 <sup>th</sup> Station Area Node. Specific reference to stand-alone residential removed to provide for a greater mix of uses.
<b>Area South of NE 12th Street and Contiguous to Lake Bellevue</b>			
	S-BR-96	Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.	Note: Area described incorporated into the Wilburton Subarea.
<b>Urban Design</b>			
<p><b>Goal:</b> <u>To achieve a pedestrian friendly, transit and trail-oriented built environment that promotes interconnected, human scale, and welcoming places, design character that results in aesthetically beautiful, distinctive, and long-lasting places that evokes nature and creativity, and that produces a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.</u></p>			
<b>Sense of Place</b>			
S-BR-36	S-BR-14	<del>Use design guidelines to P</del> promote pedestrian-friendly and transit- oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place, consistent. <del>Conduct design review for all mixed use, office and residentially designated</del>	Note: Updated to streamline policy and clarify policy intent. Removed discussion; elements of which may be incorporated into preceding narrative.

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		<p>areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.                      Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.</p>	
	S-BR-15	<p>Integrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.                      Discussion: Features such as transit stops near major buildings, building entrances oriented toward transit stops, and direct pedestrian connections between buildings and transit help to integrate transit and land use, improving the pedestrian environment and supporting travel choices.</p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>LU-15. Provide for safe, accessible pedestrian connections from residential areas to nearby neighborhood services and transit in all residential site development.</p> <p>LU-29. Provide walking and bicycle routes in and to light rail and bus rapid transit station areas that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.</p> <p>TR-3. Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.</p> <p>TR-66. Integrate pedestrian and bicycle access to transit in collaboration with transit service providers and private-sector developers.</p>



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			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.
S-BR-37	S-BR-16	Encourage place-making and a dynamic public realm by <u>incentivizing integration of art, places for performance, and other artistic expression into publicly accessible plazas, open spaces and other gathering places with in both development, in public and private development projects, particularly within the Arts District Intensive Area.</u>	Note: Updated to focus attention on the importance of arts in placemaking.
	S-BR-17	<del>Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of buildings, use of natural drainage systems, water conservation measures, and other practices.</del>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>CF-22. Require all capital projects to meet or exceed green certification standards for capital facilities unless determined infeasible by interdepartmental review.</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> <p>PA-43. When feasible, install, renovate, or replace facilities using materials, construction, and operation methods that meet or exceed green</p>

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S-BR-38	S-BR-18	Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area. <u>Provide for administrative</u>	<p>certification or performance standards and are known to be weather-resistant and longer lasting.</p> <p>TR-132. Incorporate natural drainage practices into transportation infrastructure projects, where effective and feasible.</p> <p>CL-60. Implement the city-wide use of low impact development techniques and green building practices.</p> <p>CL-63. Provide education and incentives to support the implementation of low impact development practices, integrated site planning, and green building, with a focus on early consideration of these in the site development process.</p> <p>CL-64. Support the use of emerging best practices in the area of green building and site design, including climate resilience measures, through the use of pilot programs and model ordinances.</p>
			<p>Note: Developers noted challenges with stepback regulations and requested more flexibility be added to the code to allow for variances.</p>

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		<u>flexibility to deviate from building standards to achieve these goals.</u>	
	S-BR-19	<del>Encourage the use of building materials that are of high quality and durability, are appropriate for the area climate, and that have a sense of permanence.</del>	<p>Note: Redundant with policy UD-5 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>UD-5. Encourage the use of high-quality and durable building materials that have a sense of permanence.</p>
S-BR-39	S-BR-20	Reinforce the area’s sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques and materials that reflect the <del>industrial roots</del> <u>local historic context</u> of the area while emphasizing <del>its</del> <u>the</u> emerging urban character of Bel-Red.	<p>Note: Updated policy broadens policy intent to encompass all historic context.</p>
	S-BR-21	<del>Protect solar access to public spaces and important views from public spaces, as defined through the land use regulatory framework.</del>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>UD-21. Identify and preserve views of water, mountains, skylines or other unique landmarks from public places.</p> <p>UD-22. Employ design guidelines to affect public and private development form and building placement to promote solar access and reduce wind impacts in public spaces.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			UD-40. Provide both weather protection and access to sunlight in pedestrian areas and public places.
	S-BR-22	<p><del>Promote parking design and management that supports local uses in a manner compatible with the area’s urban design, transit and pedestrian orientation, including:</del></p> <ul style="list-style-type: none"> <li><del>a. Encourage shared parking;</del></li> <li><del>b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes;</del></li> <li><del>c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and</del></li> <li><del>d. Allow reduction of parking supply in transit development nodes.</del></li> </ul>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>LU-25. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities.</p> <p>TR-6. Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit service providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address factors such as the following:</p> <ol style="list-style-type: none"> <li>1. Parking management,</li> <li>2. Assistance to facilitate and increase the use of transit, carpooling, vanpooling, active transportation and flexible work schedules;</li> <li>3. Other transportation demand management program elements, including marketing, outreach and incentives; and</li> <li>4. Reporting, monitoring, and performance evaluation standards.</li> </ol>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-40	S-BR-23	Reinforce <del>neighborhood character and BelRed's unique identity and characteristics</del> through the use of gateways, <del>and neighborhood signagethresholds,</del> and public art. <del>Prohibit signage that is out of scale with or detracts from the public realm.</del>	Note: Updated to use more inclusive language, new terminology, and to add public art.
	S-BR-24	<del>Encourage private and public use of public art to enrich design aesthetics and add character, identity and a sense of place.</del>	Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:  UD-48. Cultivate public art that enhances neighborhood identity, builds community, and engages residents in the artistic process.  UD-49. Encourage private and public developers to integrate art into the design of the public areas of their projects.
S-BR-41		<u>Use vibrant color as a feature in the Arts District Intensive Area, such as in murals, furnishings, architectural details, lighting, and other features, to highlight and distinguish the area as a creative and artistic hub.</u>	Note: Added to include strategy for enhancing recognition of the Arts District.
<b>Pedestrian Experience</b>			
S-BR-42	S-BR-25	Design and develop an <del>outstanding</del> street environment that promotes streets as key urban places, <del>designed to be sensitive to their context and to providing</del> provide an interesting and <del>aesthetically sensorially rich pedestrian experience for people of all ages and abilities.</del> Apply a street hierarchy with design guidelines and street standards that	Note: Updated to remove limiting list, many of which are redundant with policies in Volume 1, which as amended, would read:  PA-38. Manage Bellevue’s forest resources, including street trees, formal plantings, and self-sustaining natural stands, to enhance their

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
<div style="background-color: yellow; width: 100%; height: 100%;"></div>		<p>provides an appropriate combination of the following elements:</p> <ul style="list-style-type: none"> <li>a. Strong consideration of character and aesthetics in the design and implementation of all street projects;</li> <li>b. Integration of open space and landscaping, including street trees;</li> <li>c. Environmentally sensitive practices, including natural drainage systems where appropriate;</li> <li>d. Sidewalk development standards that promote pedestrian functionality and interest, and avoid obstructions;</li> <li>e. Ground floor differentiation, including preferred uses, visual and physical access;</li> <li>f. Mid-block pedestrian crossings; and</li> <li>g. On-street parking, where it contributes to pedestrian convenience and safety.</li> </ul>	<p>ecological function and ensure their long term vitality.</p> <p>PA-40. Develop, fund, and maintain streetscape and arterial landscaping along transportation corridors that provides valuable aesthetic, environmental, traffic calming and storm water management benefits helping maintain Bellevue's "City in a Park" character.</p> <p>UD-34. Use appropriate street tree species that are well adapted to urban street conditions and provide identity and continuity to street corridors. Adequate soil volume shall be provided to support tree health and limit damage to sidewalk and street infrastructure.</p> <p>UD-35. Identify opportunities at designated intersections to highlight neighborhood identity. (See Map UD-1)</p> <p>TR-47. Provide sufficient arterial rights-of-way or obtain easements to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering the visual and functional continuity of the corridor.</p> <p>TR-48. Design arterials and streets to fit the intended character of the areas through which they pass.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>TR-105. Improve the opportunities for pedestrians to safely cross streets at intersections and designated mid-block locations.</p> <p>CL-20. Create optimal soil conditions for street tree plantings as specified in the city's Environmental Best Management Practices and Design Standards Manual to nurture a large tree canopy and build resilience to extreme heat and precipitation events.</p>
S-BR-43		<p><u>Integrate safe and convenient active transportation access to the Eastrail within adjacent development.</u></p>	<p>Note: Added to provide direction to incorporate into site designs access to the Eastrail.</p>
S-BR-44		<p><u>Promote a safe, comfortable, integrated, and vibrant pedestrian experience.</u></p>	<p>Note: Expands qualifiers to pedestrian experience.</p>
<b>Environment</b>			
<p><b>Goal:</b> <u>To redevelop the Bel-Red area as 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> <del>resiliency achieve significant improvements over current conditions.</del></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 <del>enhance</del> <u>improve</u> the natural environment and provide multiple public benefits. <del>Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application</del></p>	<p>Note: Updated to clarify policy intent and split into two policies.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<p><del>of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.</del></p>	
S-BR-46	S-BR-26	<p>Provide <del>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.</del></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>	<p>Note: Updated to broaden language and streamline policy. Removed discussion; elements of which may be incorporated into preceding narrative.</p>
	S-BR-27	<p><del>Protect and enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, incentives, and possibly public funds.</del></p> <p>Discussion: <del>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.</del></p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</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</p>



New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>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	<p><del>Encourage</del> Explore and remove regulatory barriers to natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control. Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.</p>	<p>Note: Updated to reflect current challenge.</p>
	S-BR-29	<p><del>Explore</del> stormwater basin planning as a future step. Such planning might evaluate coordinated stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site approach.</p>	<p>Note: Removed; study completed.</p>
S-BR-48	S-BR-30	<p><del>Consider</del> 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 coordinated and effective approach to detention flow control and</p>	<p>Note: Updated to reflect the next opportunity. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<p><del>water quality treatment needs, and potentially to achieve broader environmental and community benefits.</del></p> <p><del>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.</del></p>	
	S-BR-31	<p><del>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.</del></p> <p><del>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</del></p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which as amended, would read:</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>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<p><del>starting with early design work forward through all phases of project development.</del></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 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><del>Incorporate environmental education and interpretation into public and private projects, where appropriate.</del></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>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			UD-46. Incorporate interpretative or educational materials to highlight sustainable design components.
S-BR-49	S-BR-33	Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.	Note: Updated terminology.
S-BR-50	S-BR-34	<p><del>Actively c</del>Consider <del>renewing</del>the Bel-Red Subarea as a <del>potential</del>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><del>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.</del></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 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"> <li>a. Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b. Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c. Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d. Identify incentives for city participation in regional transfer of development rights (i.e.</li> </ol>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>county-to-city transfer of development rights);</p> <ul style="list-style-type: none"> <li>e. Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f. Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g. Be compatible with existing within-city transfer of development rights programs.</li> </ul> <p>Removed discussion; elements of which may be incorporated into preceding narrative.</p>
<b>Parks and Open Space</b>			
<p><b>Goal:</b> <del>To create</del> provide for a robust, aesthetically beautiful, diverse, and functional, and <u>connected</u> collection of parks and open spaces that weave through BelRed offering residents, workers, and visitors <u>convenient access to nature and a wide variety of recreational opportunities.</u> 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><del>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:</del></p> <ul style="list-style-type: none"> <li>a. Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;</li> </ul>	<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"> <li>a. in S-BR-51,</li> <li>b. in S-BR-55,</li> <li>c. in S-BR-53,</li> <li>d. in S-BR-56, and</li> <li>e. in S-BR-57.</li> </ul>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<p><del>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;</del></p> <p><del>c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;</del></p> <p><del>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</del></p> <p><del>e. Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.</del></p>	
S-BR-51	S-BR-35	<p><del>a. <u>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.</u> Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;</del></p>	<p>Note: Updated to clarify policy intent and to remove outdated terminology.</p>
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>	<p>Note: Added to support equitable access.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-53	S-BR-35	<p><del>c. Use BelRed’s extensive network of stream corridors to inform the location and design of</del>  <del>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.</del></p>	<p>Note: Updated to reflect the centrality of BelRed’s stream corridors to the city’s park and trail acquisition and improvement strategies.</p>
S-BR-54		<p><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></p>	<p>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.</p>
S-BR-55	S-BR-35	<p><del>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;</del></p>	<p>Note: Updated to streamline policy.</p>
S-BR-56	S-BR-35	<p><del>d. Develop a “linear park” series of open spaces adjacent or near the spanning the extended NE 16th Street/Spring 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.</del></p>	<p>Note: Updated to use current terminology, to combine with original policy S-BR-38.b (S-BR-61), and to clarify policy intent.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-57	S-BR-35	<p><del>e. Centrally locate a large civic plaza (public square) park near the 130<sup>th</sup> 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.</del></p>	<p>Note: Updated to broaden language and highlight need for performance and event space in the Arts District.</p>
S-BR-58	S-BR-36	<p>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.</p>	
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>  <del>Integrate natural resources management with Bel-Red park system development and operation:</del>  <del>a. Incorporate natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;</del>  <del>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</del>  <del>c. Manage upland park areas to protect habitat and restore natural functions.</del></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>



New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-60	S-BR-37	c. <u>Rehabilitate, Manage, and preserve 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	<p>Provide an interconnected system of <del>non-motorized</del> trails for <u>recreation and transportation</u> within the <del>study area</del> <u>BelRed</u>, connected to the larger, regional trail system, including <del>Marymoor Park and Bridle Trails State Park</del> <u>the Eastrail, the SR 520 trail, and other active transportation facilities.</u> The system will <del>emphasize recreational use and provide transportation benefits as well:</del></p> <p>a. <del>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;</del></p> <p>b. <del>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</del></p> <p>c. <del>Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail</del></p>	Note: Updated terminology and removed sections redundant with S-BR-53 and S-BR-56.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		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 street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.	Note: Moved to Transportation section. New policy number is S-BR-91.
S-BR-62		<u>Incorporate park, recreation, and green infrastructure into public rights-of-way and active transportation facilities.</u>	Note: Added to support integration of park and transportation facilities.

### Housing

**Goal:** To encourage accommodate people at all stages of life by meeting the housing needs of all household types, sizes, and incomes wanting to live in Bel-Red, redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing”.

S-BR-63	S-BR-40	Encourage a diversity of housing types, from <u>including highrise density, multi-story housing in transit nodes, to medium density midrise housing outside nodes, to lowrise housing in transition areas, and other innovative housing forms, such as live/work and work/live units.</u>	Note: Updated terminology.
S-BR-64	S-BR-41	Promote owner and rental affordability in <u>every</u> Bel-Red’s new housing stock, with a policy target that 50% of new units be affordable for households earning 120% of median income or less. This overall target should include 10 to 20% of new units affordable to low income households (those earning up to 50% of area median income), another 10 to 20% of new units affordable to moderate income	Note: Updated to ensure alignment and consistency with Volume 1. Removed discussion; elements of which may be incorporated into preceding narrative.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<p>households (those earning up to 80% area median income), and another 10 to 20% affordable as an additional segment of “workforce housing” (for households earning up to 120% of median income). These targets will be addressed <u>neighborhood district</u> through a combination of development regulations, <u>and</u> incentives, <u>and</u> public investments, <u>and</u> other public and private strategies, such as employer-assisted housing and short-term property tax exemptions for multi-family housing.</p> <p>Discussion: The policy targets are not expected to be met by each Bel-Red housing development. Rather, they are intended to be met over time, across the subarea as a whole, through a combination of public and private strategies. The overall supply of affordable housing will be monitored and if policy targets are not being achieved, affordable housing tools and incentives should be adjusted, or new more effective strategies adopted.</p>	
	S-BR-42	<p>Monitor the supply of affordable housing in Bel-Red and make adjustments to implementation strategies, including development regulations and incentives, as needed to meet the identified targets. A review of housing affordability strategies should occur three to five years after the 2009 adoption of the Subarea Plan.</p>	<p>Note: Redundant with policy HO-23 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>HO-21. Monitor and assess the housing production in the city to track the city’s progress toward meeting the projected jurisdictional housing needs across the entire income spectrum,</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			consistent with state law and countywide planning policies.
S-BR-65	S-BR-43	<del>Integrate the strategy</del> Align strategies for promoting housing affordability in the Bel-Red area with the citywide approach and ensure each neighborhood district offers housing affordable at a range of income levels and housing needs. of which Bel-Red is a part.	Note: Updated to clarify policy intent and align with Volume 1 policy.
<b>Arts, and Culture, and Creativity</b>			
<b>Goal:</b> To <del>identify</del> build and sustain BelRed as a destination for the creative and innovative communities, anchored by the BelRed Arts District with a wealth of engaging and affordable arts and cultural spaces, events and programs, creative businesses, and community-serving organizations and realize opportunities to integrate arts and cultural works and attractions into Bel-Red.			
<u>Organization</u>			
S-BR-66		<u>Grow the creative capacity of the Arts District by providing operational support and educational resources to organizations supporting its growth, funding and management.</u>	Note: Added to support community based organizations.
<u>Visibility</u>			
S-BR-67	S-BR-46	<u>Provide funding for a wide range of public art projects and events that explore the intersection of art and technology, draw attention to the Arts District, spark creative placemaking, and reinforce the identity of BelRed as a creative destination. public art and cultural activities in the Bel-Red area.</u>	Note: Updated to clarify policy intent.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-68	S-BR-47	<p><del>Promote</del> <u>Integrate</u> public art, <u>performance, and/or creative activity spaces</u> <del>cultural activities and urban design</del> that reflect the Bel-Red’s area’s <u>creative character, heritage, and ecology, with emphasis in the following areas:</u></p> <ul style="list-style-type: none"> <li><del>a. Integration of public art into publicly accessible spaces, both privately and publicly developed;</del></li> <li><del>b. Inclusion of public art in transportation projects, including transit projects; and</del></li> <li><del>c. Incorporation of public art in interpretation and celebration of</del> <u>into public and publicly accessible indoor and outdoor spaces, and building and wall facades, especially those adjacent to and visible from streets and transit corridors, and in new and existing street infrastructure, transit facilities and parks.</u> <del>stream corridor improvements and other environmental enhancements.</del></li> </ul>	<p>Note: Updated to clarify policy intent and be more inclusive of all arts and cultural needs.</p>
S-BR-69	S-BR-50	<p><del>Explore opportunities for traditional and technology based media to create a range of artistic expression that is tied to and complements the area’s economic development.</del> <u>Invest in technology-based art that fosters creative experimentation, enhances the public experience, and reinforces the identity of the Arts District as a creative destination.</u></p> <p><del>Discussion: The Bel-Red area’s proximity to high technology uses may create significant opportunities for innovative artistic expression, tying artist activities to the area’s broader economic development.</del></p>	<p>Note: Updated to clarify terminology and policy intent. Removed discussion; elements of which may be incorporated into preceding narrative.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
<b>Creative Space</b>			
S-BR-70	S-BR-44	<p><u>Secure long-term affordable arts and cultural space in the Arts District through development incentives, grants for facility upgrades, direct investment, and initiatives that serve as a pathway to facility ownership.</u><del>Encourage artists, arts and cultural organizations, and arts related uses to locate in the Bel-Red area, capitalizing on proximity to existing arts uses and availability of suitable spaces. Encourage major arts and education institutions to locate in the Bel-Red area.</del></p>	Note: Updated to clarify policy intent.
S-BR-71	S-BR-45	<p><u>Designate the area shown in Figure S-BR.2 as the BelRed Arts District Intensive Area to prioritize incentives for the provision of affordable space for arts and cultural uses.</u><del>Encourage the development of an arts/cultural district near 136th Place NE, as shown on the Bel-Red Land Use Plan map, Figure S-BR.1.</del></p> <p><del>Discussion: This arts/cultural district would build upon existing arts and cultural uses, and expand out to include additional opportunities for arts education, rehearsal, performance, and production activities. Land use incentives and public investments would be used to help achieve these outcomes</del></p>	Note: Updated to clarify and expand policy intent. Removed discussion; elements of which may be incorporated into preceding narrative.
S-BR-72	S-BR-48	<p><u>Promote the development of flexible and affordable artist live/ and-work space for artists and work/live units in through provisions that lower costs, enable conversion of existing buildings, and allow for arts-focused retail and artisanal manufacturing</u><del>the Bel-</del></p>	Note: Updated to clarify policy intent.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		<u>Red area by encouraging the creation of live/work and work/live units, in adaptive reuse of existing buildings or in new development.</u>	
	S-BR-49	<del>Encourage arts uses as appropriate transitional uses for existing buildings or areas, as Bel-Red evolves over time.</del>	Note: Removed outdated policy.
S-BR-73		<u>Stimulate the development of affordable artist housing through public-private partnerships within the BelRed Arts District Intensive Area.</u>	Note: Added to support provision of space for affordable artist housing.
<b>Community Connection</b>			
S-BR-74		<u>Develop a dedicated central meeting space in the Arts District for events, classes, programs, and other arts uses.</u>	Note: Added to support community connection.
S-BR-75		<u>Promote and support programs, events, and opportunities that facilitate collaboration between artists, other creatives, and the broader community to reinforce BelRed’s identity as an innovative creative destination.</u>	Note: Added to support community connection.
S-BR-76		<u>Provide for infrastructure in public and publicly accessible spaces such as electrical hookup, stages, and lighting to support artistic performance and events.</u>	Note: Added to support community connection.
S-BR-77		<u>Support the proliferation of arts and community events by providing grants, simplifying street closure and event permitting, lowering fees, and other initiatives.</u>	Note: Added to support community connection.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
<b>Transportation</b>			
<p><b>Goal:</b> To create a <del>more complete, and connected, and well balanced</del> multimodal transportation <del>system</del> network that is <u>connected to city and regional facilities</u>, 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 Transportation Policies</i>			
S-BR-78	S-BR-51	Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation <del>system</del> 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 <del>C</del> -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><del>Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.</del></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	<p><del>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.)</del></p>	<p>Note: Redundant with policies in Volume 1 of the Comprehensive Plan, which reads:</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</p>



New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>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><del>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.</del></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 accordance with the Americans with Disabilities Act (ADA).</p> <p>Also, note:</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>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 <del>NE 16th Street</del> <u>Spring Boulevard</u> as a multi-modal corridor that includes vehicular, <del>high capacity transit, and non-motorized active travel</del> <u>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><del>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"</del></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 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>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		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.	
S-BR-80	S-BR-56	<del>Develop</del> Provide for local streets through <u>development review</u> to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and <u>pedestrian oriented design</u> . <del>community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.</del>	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 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; <del>use and provide for</del> environmentally friendly <u>pedestrian and bicycle active transportation</u> crossings where needed to <del>provide for</del> 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.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
	S-BR-57	<del>Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.</del>	<p>Note: Redundant with policy TR-53 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p> <p>TR-53. Minimize the number of driveways along arterials to improve the pedestrian and bicycle environment and to reduce the potential for collisions.</p>
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.	
	S-BR-59	<del>Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.</del>	<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 <a href="#">BelRed Streetscape Plan</a> Appendix B to the <a href="#">Transportation Design Manual</a>.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
S-BR-84	S-BR-60	Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood <u>aesthetics and functionality</u> character.	
	S-BR-61	<del>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.</del>	<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> <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>
S-BR-85	S-BR-39	Promote the development of “green streets” <del>throughout the corridor,</del> with an abundance of street trees and areas of landscaping to improve <u>the quality</u> and reduce the amount of stormwater runoff, <del>to reduce the heat island effect, and to be aesthetically pleasing, and provide an attractive and comfortable</del> pedestrian experience.	<p>Note: Moved from Parks and Open Space section and modified to clarify policy intent.</p> <p>The BelRed Subarea Design Guidelines in the Land Use Code and the BelRed Streetscape Plan provide design guidance and illustrative examples.</p>
<i>Pedestrian and Bicycle System Active Transportation Networks</i>			
	S-BR-62	<del>Include pedestrian and bicycle facilities in the design of arterials and local streets.</del>	<p>Note: Redundant with policy TR-94 in Volume 1 of the Comprehensive Plan, which as amended, would read:</p>

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

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
	S-BR-66	<p><del>Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.</del></p>	<p>Note: Removed this action item as project is in design.</p> <p>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.</p>
<i>Transit</i>			
S-BR-89	S-BR-67	<p><del>Work with King County Metro and other transit service providers to serve emerging new land uses serve light rail stations in the Bel-Red Subarea with buses and shuttles, and to connect to and support future light rail or alternative forms of high capacity transit, including:</del></p> <ul style="list-style-type: none"> <li><del>a. Enhance conventional transit service throughout the Bel-Red Subarea;</del></li> <li><del>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</del></li> <li><del>c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.</del></li> </ul>	<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</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			between transit routes, East Link, and other modes.
	S-BR-68	<del>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.</del>	Note: Removed; policy has been implemented.
	S-BR-69	<del>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.</del>	<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>



New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
<div style="background-color: red; width: 100%; height: 100%;"></div>		<p style="font-size: 48px; opacity: 0.3; transform: rotate(-30deg);">DRAFT</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>
			<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>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
	S-BR-70	<del>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.</del>	Note: Removed; policy has been implemented.
<i>Transportation Demand Management</i>			
	S-BR-71	<del>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.</del>	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	<del>Support</del> Encourage 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 <del>parking supply</del> supply of parking and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and <del>non-motorized</del> active transportation commute options.	Note: Updated terminology.
	S-BR-74	<del>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.</del>	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).

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
	S-BR-75	<p><del>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.</del></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> <p>TR-134. Consider neighborhood traffic and livability conditions and address potential adverse</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
			<p>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"> <li>• Discourage excessive speed,</li> <li>• Minimize cut-through traffic,</li> <li>• Reduce overflow parking, and</li> <li>• Encourage walking and biking.</li> </ul>
<b>Interjurisdictional Coordination</b>			
<b>Goal:</b> To provide for effective coordination and mitigation of impacts that cross jurisdictional boundaries.			
	S-BR-76	<p><del>Continue to coordinate with the City of Redmond on the planning and implementation of land use and facilities that have cross-jurisdictional impacts, and work together to mitigate such impacts. Coordination may include but is not limited to systematic sharing of information, joint advocacy for regional investments benefiting the two areas, and financial contributions toward facilities that mitigate interjurisdictional impacts.</del></p> <p>Discussion: An updated interlocal agreement is an appropriate mechanism for formalizing the terms for coordination between the two cities. Such an agreement should identify appropriate mitigation for the East Bellevue area that considers: 1) the combined effects of land use development in the Bel-Red area of Bellevue and the Overlake area of</p>	<p>Note: Removed. Outdated and redundant with policies in Volume 1, which as amended, read: TR-98. Coordinate with the Washington State Department of Transportation and with neighboring jurisdictions in the planning, design, construction and maintenance of active transportation facilities that pass through Bellevue as part of a regional system.</p> <p>UT-15. Expand the service area boundaries in cooperation with King County and neighboring jurisdictions. In unincorporated areas, expand the service area only if the land is part of the Potential Annexation Area.</p>

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		Redmond; and 2) the strong neighborhood preference to avoid projects that add general north-south capacity through East Bellevue neighborhoods.	
	S-BR-177	<del>Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.</del>	<p>Note: Redundant with policies in Volume 1, which as amended, read:</p> <p>TR-81. Collaborate with transit service providers to plan for and implement high capacity transit service within Bellevue in a manner that advances the adopted land use vision.</p> <p>TR-98. (see policy above).</p> <p>TR-109. Encourage the Washington State Department of Transportation to enhance freeway access to serve Downtown Bellevue, Wilburton, BelRed, Eastgate and Factoria.</p> <p>TR-110. Work with state and regional agencies to ensure adequate capacity for both general purpose and high occupancy vehicle traffic on state highways.</p>
<b>Implementation</b>			
<p><b>Goal:</b> 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-92*	S-BR-78	Implement the Bel-Red Subarea Plan through a combination of development regulations and	

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		incentives, capital investments, and other public and private strategies.	
S-BR-93*	S-BR-79	<del>Establish a financial strategy that provides</del> 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</u> 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.	Note: Updated to clarify policy intent.
	S-BR-80	<del>Reserve the right-of-way needed for the Bel-Red public infrastructure and amenities identified in this Plan as early as practicable.</del>	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.
S-BR-94*	S-BR-81	Allow for private development to voluntarily advance the building of public infrastructure	Note: Removed outdated reference.

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		improvements, in order to enable land use to proceed in sync with the availability of needed infrastructure; <del>consistent with the phasing approach set forth in Policy S-BR-4.</del> Such investment may be repaid in part by latecomers agreements or similar device.	
S-BR-95*	S-BR-82	Require the dedication and improvement of local streets at the time of development, <del>consistent with Figure S-BR.2,</del> to enable development <u>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 use of master planned development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.	
	S-BR-84	<del>Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.</del>	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 <del>assure</del> <u>ensure</u> 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	Note: Updated to correct verb usage.

New Number	Old Number	Proposed Policy Amendment	Reason for Change/CPP/Note
		implementation of the Bel-Red Subarea Plan should occur approximately five years after the Plan's initial 2009 adoption and periodically thereafter.	
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 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.

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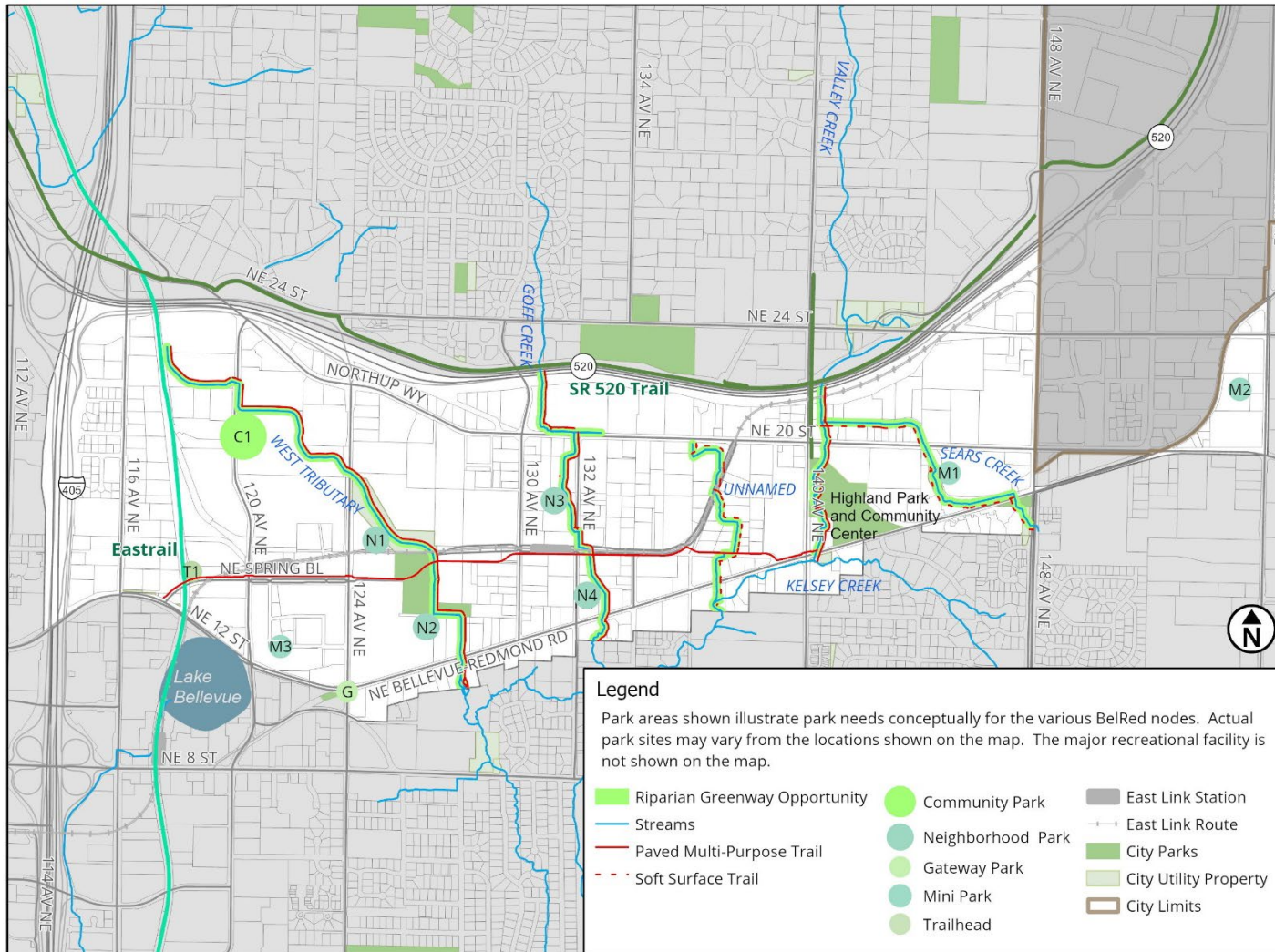


Figure S-BR.1  
**BelRed Parks and Open Space System Plan**

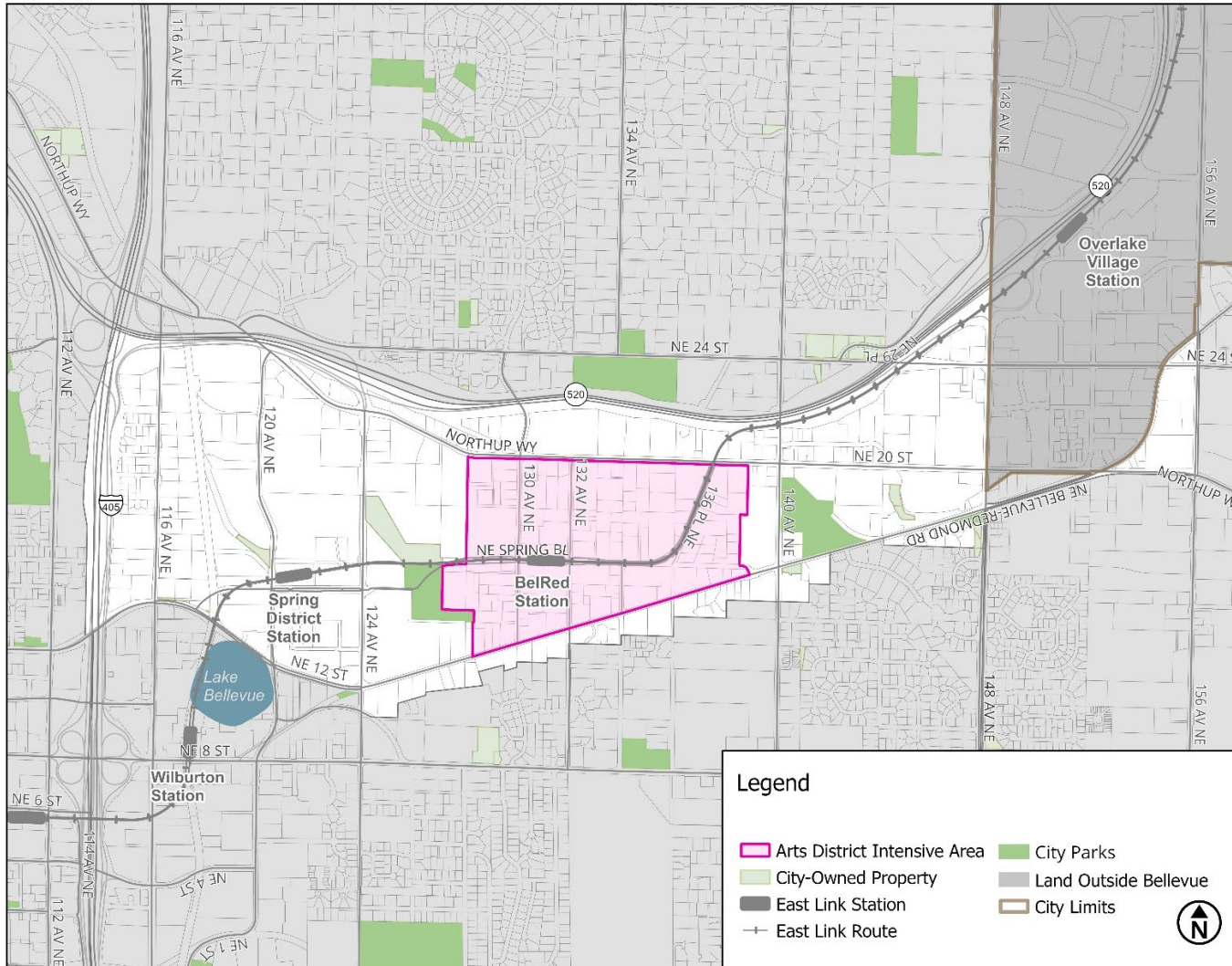


Figure S-BR.2  
BelRed Arts District Intensive Area