DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue Department of Planning and Community Development
Paul Inghram, Comprehensive Planning Manager
Erika Conkling, Senior Planner

LOCATION OF PROPOSAL: The proposed Comprehensive Plan update is a citywide action. The City of Bellevue is generally comprised of approximately 31 square miles, located between Lake Washington and Lake Sammamish.

DESCRIPTION OF PROPOSAL: As required by the Washington Growth Management Act (GMA), the City of Bellevue is proposing to update the City's Comprehensive Plan. The Comprehensive Plan update includes amendments required because of changes to state laws and regional planning documents; amendments that bring the plan up to date and extend the planning horizon year to 2035; and amendments to keep the plan relevant to the community, City Council and staff, and that reflect City actions since the last update and Council direction from current and recent projects, respond to requests from individual citizens and public comments. The proposal includes amended and new policies to each of the general elements of the plan, current growth targets and forecasts, an updated Land Use Map, revised background information, revised project lists, and limited changes to the Downtown, Southwest, Richards Valley, Factoria, and Eastgate subarea plans.

FILE NUMBERS: 12-127970-AC **PLANNER:** David Pyle

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

SEPA DNS Comment Period: This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period beginning on February 12, 2015. Comments must be submitted by 5 p.m. on February 26, 2015.

SEPA DNS Appeal Period: This DNS is also subject to appeal. When bundled with a Process IV action of the City Council SEPA Threshold Determinations may be appealed by filing a petition with the Growth Management Hearings Board pursuant to the requirements set forth in RCW 36.70A.290. The petition must be filed within the 60-day time period set forth in RCW 36.70A.290(2).

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Environmental Coordinator for — 2/12/2015
Date

OTHERS TO RECEIVE THIS DOCUMENT:
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City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

Planning Staff Report

DATE: February 11, 2015

TO: Chair Laing and Members of the Bellevue Planning Commission

FROM: Paul Inghram, Comprehensive Planning Manager, 452-4070
pinghram@bellevuewa.gov

SUBJECT: Major Comprehensive Plan Update (12-127970-AC)
March 4, 2015, Public Hearing

I. PROPOSAL SUMMARY

The proposal is adoption of update amendments to the Bellevue Comprehensive Plan in accordance with the requirements of the Growth Management Act. The proposal is intended to update, revise, and refine the current Comprehensive Plan to reflect changed conditions and evolving city policy since prior plan adoption. The proposal includes updated growth targets and extension of the city's planning horizon to 2035; policy and text amendments to respond to changes to state and regional guidance, address community needs, include new or updated information, and increase readability. The proposal also includes updates to the Land Use Map to reflect annexations and changes to the Eastgate area, and refinements to the map of subarea boundaries to respond to neighborhood change.

This staff report describes the proposal in greater detail, provides an overview of the process to review these amendments, and responds to the amendment decision criteria.

More information about the Comprehensive Plan update and project documents are available for public review at http://www.bellevuewa.gov/comp-plan-update.htm. The staff contact for the project is Paul Inghram, Comprehensive Planning Manager, pinghram@bellevuewa.gov or 425-452-4070.

II. STAFF RECOMMENDATION

The Department of Planning and Community Development recommends that the Planning Commission forward to the City Council a recommendation for adoption of the updated Comprehensive Plan as proposed in the February 11, 2015, draft, replacing Volume 1 and the Land Use Map of the existing Comprehensive Plan, and limited amendments to the Downtown Bellevue, Southwest Bellevue, Eastgate, Richards Valley, and Factoria subarea

plans. This proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment (see Section VI).

III. REVIEW PROCESS

The city is seeking public comment on the draft Comprehensive Plan. The current draft document is the culmination of work by the Arts, Environmental Services, Human Services, Planning, and Transportation commissions and the Parks and Community Services Board over a two year process. It has also involved the Bellevue Youth Council and Network on Aging, and input from members of the public, property owners, and businesses. The Planning Commission is responsible for developing a consolidated recommendation on the entire plan. Following the public hearing the Planning Commission is anticipated to continue its discussion and refinement of the draft document before making a recommendation to the City Council for their consideration. Continued input from the public, business and property owners, neighborhood groups, and other stakeholders will help the Planning Commission review the draft proposed by staff.

A public hearing before the Planning Commission on the draft Comprehensive Plan update is scheduled for March 4, 2015, at 6:30 p.m. at Bellevue City Hall, room 1E-113. Anyone who wishes to comment on the draft is encouraged to testify at the public hearing or submit written comments by March 4, 2015, to Paul Inghram, Comprehensive Planning Manager, PO Box 90012, Bellevue, WA, 98009-9012. For further information, please contact Mr. Inghram at pinghram@bellevuewa.gov or 425-452-4070.

In addition, other public involvement opportunities are planned, including a public open house on February 25, 2015, from 5:00 to 7:00 p.m., followed by a presentation to city boards and commissions. Additional open houses, meetings and an online open house are also planned.

IV. BACKGROUND

Bellevue has evolved dramatically since its incorporation in 1953 from a small, agricultural community of about 6,000 residents to its present-day status as a major regional center with over 130,000 residents and about 140,000 workers. Beginning with adoption of its first comprehensive plan in 1958 and continuing through today, the community has envisioned a future that builds on Bellevue's strengths as a desirable place to live and do business. The city's current Comprehensive Plan was originally adopted in 1993 and last updated in 2004, with annual amendments since that time.

The Growth Management Act mandates that cities periodically conduct a thorough review of comprehensive plans and revise them as necessary to comply with the provisions of GMA. The deadline for this review and revision is June 30, 2015 (RCW 36.70A.130).

Bellevue and the region have experienced a significant amount of growth and change since the last major update in 2004. The draft Comprehensive Plan update reflects important changes to the city and community (e.g. dramatic develop in the last decade; changing city demographics), in regional policies (i.e. VISION 2040, King County Countywide Planning Policies) and investments in major transportation projects (e.g. I-405, SR-520, light rail), that reinforce Bellevue's important role as a regional center.

Bellevue's plan is comprised of two volumes. Volume 1 contains the five mandatory GMA elements as well as eight optional elements and a glossary. Volume 2 is a supplementary compendium of 14 subarea plans and six transportation facility plans that provide a more detailed focus on specific areas and types of facilities than the elements in Volume 1. This update encompasses all of Volume 1 and makes a limited number of amendments to Volume 2 (see Section V Proposal).

There is adequate land capacity to accommodate the housing and employment growth anticipated to occur through 2035, consistent with Countywide growth targets. The Comprehensive Plan identifies levels of service for utilities and infrastructure to respond to growth and changing community needs. In addition, the plan provides for environmental protection, encourages economic development, supports efficient transportation systems, protects private property rights, and requires that adequate public services are available concurrent with new development. The draft Comprehensive Plan update is intended to reflect the vision and goals of the community as expressed through the public outreach process as well as the guidance and direction of the city's boards and commissions and the City Council. At the same time, the update is required to comply with the requirements of the Growth Management Act, including consistency with the regional policies of VISION 2040 and the King County Countywide Planning policies.

V. PROPOSAL

The proposed action is to update the Bellevue Comprehensive Plan in accordance with the requirements of the Growth Management Act. In general, the update revises and refines the current Comprehensive Plan to reflect changed conditions since 2004.

2035 Planning Horizon

Bellevue is required by GMA to plan for twenty years of forecasted population and

employment growth. To identify city specific growth forecasts, the city works with King County and other cities to analyze state and regional long range forecast and establish targets. The growth allocations that result from this process are documented in the King County Countywide Planning Policies. As shown in the Countywide Planning Policies, Bellevue has targets of 17,000 new housing units and 53,000 new jobs between 2006 and 2031. These targets, added to current populations and adjusted for annexation would result in growth of 15,800 housing unit and 51,800 new jobs between 2012 and 2035. The result would be a 2035 residential population of about 158,900 people and employment of about 185,100. Land use capacity and infrastructure system capacity are the measures that are used to determine the ability of the city to accommodate its adopted targets. The land use capacity analysis uses a combination of baseline information, land use assumptions, and growth factors to assign development to land that is undeveloped or is considered likely to redevelop. Based on the King County Buildable Lands Report (2014), there is available capacity to meet the 2031 growth targets and projected growth for 2035. Infrastructure capacity is planned to provide adopted levels of service to meet the needs of growth based on the analyses in capital facility and transportation plans.

Citizen Engagement Element

Public involvement is an important principle of good governance and a tenant of the Growth Management Act. A public involvement element is not required by the Growth Management Act. Bellevue's inclusion of a Citizen Engagement Element and its prominent location as the first element in the plan is a testament to how deeply the city values community participation in planning and decision making. These policies guide processes for citizen engagement and how citizen participation should be used in making land use decisions. Two policies are proposed to be added as part of this update to encourage community involvement in master planning of public projects and to address the use of new and emerging technologies to enhance citizen engagement.

Land Use Element

Land use is the foundational element of the Comprehensive Plan. There are amendments to the element proposed to update how and where to accommodate the projected population and employment growth. In the current plan, the city's primary area for growth has been Downtown and this continues to be true for a majority of future housing and job growth. Proposed policies also support growth in designated mixed use centers like BelRed, Eastgate, Factoria, Wilburton and Crossroads to create more compact, livable and walkable communities served by a full range of transportation options.

One aspect of land use that has been and continues to be integral to land use is neighborhood character. The growth strategy described above reinforces the goal of maintaining the health of existing single family and multifamily residential neighborhoods while encouraging services and facilities that meet community needs and gathering places that foster stronger community ties.

Bellevue has annexed all but a few parcels of its potential annexation area. For that reason, the existing Annexation Element has been reduced to a few key policies and incorporated into the Land Use Element.

Housing Element

Proposed housing policies complement land use and transportation goals by encouraging most future housing growth, including affordable housing, in Downtown and transit-served mixed use centers like BelRed, and maintaining the character of established single family neighborhoods. Housing growth targets are consistent with updated Countywide Planning Policies previously approved by the City Council. The update includes proposed policies to address homelessness through regional efforts and to help people move into financial stability. Some new and updated policies are proposed to address changing demographics including an aging population and the growing need for student housing. Senior housing policies call for a range of housing types and services that allow people to age in place. Other proposed policies call for collaborative efforts to address student housing and limiting impacts of single family room rentals.

Affordable housing continues to be an important component of housing policies. Updated and new policies work toward providing affordable housing options throughout the city, and to consider funding and state enabled tools to address affordable housing. Concerns about up-zoning existing single family areas near the South Bellevue park-and-ride and the proposed East Main station are already explicitly addressed by existing policies.

Capital Facilities Element

The goal of the Capital Facilities Element is to ensure that Bellevue's capital facilities systems efficiently serve the community's growth at planned levels of service through fiscal prioritization, innovation, and attention to the city's character and quality. While there are unique challenges in providing capital facilities for each service, the Capital Facilities Element addresses several broad issues that apply more generally in Bellevue: accommodating increased demand, replacing aging infrastructure, coordinating a mix of public and private facilities, and complying with changes in laws and regulations. For the update, proposed new policies emphasize coordination with non-city-managed capital

facilities providers to plan for facilities consistent with the Comprehensive Plan; reference to the city's most recent Comprehensive Emergency Management Plan to ensure the city's ability to recover and reconstruct from a disaster; and consistency with Countywide Planning Policies and state law for essential public facilities (EPF).

Utilities Element

The Utilities Element complements the Land Use and Capital Facilities Elements to ensure that Bellevue will have adequate utilities to serve both existing development and future growth. Policies address environmental impacts, facilities siting and construction, economics, and aesthetics in design and landscaping. For the update, proposed new policies emphasize: cost effective management of city utility systems over their lifetime while maintaining desired service levels; adoption of Low Impact Development principles; a watershed focus on stormwater management; encouraging widespread, affordable, high-speed internet access; support for emerging information and telecommunications technologies that are sustainable, appropriate and viable; allowing new aerial telecommunication lines on existing systems provided that they address visual impacts and are required to be placed underground at the time of undergrounding electrical distribution lines; support for neighborhood efforts to underground existing electrical distribution lines; encouraging the prioritization of restoring electrical service to utility facilities following power outages; and providing oversight of Seattle City Light and Olympic Pipeline infrastructure located in Bellevue by implementing regulatory and franchise agreement authority. Similar to the Capital Facilities Element, proposed policies better recognize and describe the role and relationship of detailed functional system plans (e.g. water, waste water, stormwater), support coordination across utility providers, and encourage innovative techniques to improve customer service.

Transportation Element

The Transportation Element supports the goals of the Land Use Element by addressing roads, transit, light rail, bicycling and pedestrians, and the need for local as well as regional mobility now and in the future. Proposed policies, consistent with the recommendations of the Transportation Commission, support implementing multimodal level-of-service standards and concurrency requirements, developing metrics and monitoring for all modes of travel, and making investments in projects to ensure mobility. Changes include consolidating redundant language, deleting outdated policies, and incorporating new and updated policies that reflect Council actions on plans and projects such as the Transit Master Plan, the Pedestrian/Bicycle Transportation Plan, the Downtown Transportation Plan and East Link light rail. In addition, all of the transportation facility plans and transportation projects from subarea plans in Volume 2 of the Comprehensive Plan have been consolidated into a single,

comprehensive project list to reconcile discrepancies in project descriptions, eliminate overlaps, and prepare for the development of a comprehensive Transportation Master Plan.

Economic Development Element

The *Economic Development Plan*, adopted by Council in July 2014, served as a key reference for updating the Economic Development Element. Updates reinforce the integration of economic development objectives with long-term land use planning. Specifically, the proposed economic development policies emphasize: continuing to grow Bellevue as a regional economic center; positioning Bellevue as an international gateway to the Pacific Rim and hub for international investment; promoting an innovation economy through technology startups; addressing opportunities to capitalize on key economic clusters or industry sectors (e.g. technology, business/financial services, retail and tourism); and embracing the city's diversity as a major economic strength.

In addition, the proposed policy changes include a section to support the development of human capital through continued support for high quality education and training. Finally, the update amends policies that link land use, housing and urban design with economic development and thereby makes Bellevue an attractive place to live and locate a business, creates dynamic places and community gathering spaces (or "third places") in neighborhoods, supports a range of housing opportunities for a growing workforce, provides access to good schools, and encourages a range of commercial options available to neighborhoods throughout the city.

Environment Element

The Environment Element provides a framework for integrating human and natural systems to create a livable, sustainable urban environment. New and updated policies support establishing a numerical target for overall tree canopy and an action plan for meeting it; creating partnerships between the city and private landowners to steward private lands, streams, and natural resources for public benefit; reducing or eliminating city purchasing and use of certain materials and products with negative ecological impacts; working with businesses to reduce the amount of waste sent to landfills. Proposed policies also support education and incentives for the implementation of low impact development practices, holistic site planning, and other green building practices for all new development, including higher standards for city-owned facilities. Other proposed policies are intended to align with Council goals and actions on regional and national issues. These amendments include establishing a citywide target and taking actions to reduce greenhouse gas emissions in coordination with ongoing regional efforts. One new policy ensures consistency with the

city's National Pollution Discharge Elimination System (NPDES) permit, which incorporates low impact development measures into stormwater-related policies and codes.

Human Services Element

The Human Services Element addresses the city's role in meeting the basic needs of all of its current and future residents through policies that are aligned with the Land Use, Housing and Transportation Elements in particular. Proposed policies, consistent with the recommendations of the Human Services Commission, reflect the changes in city demographics, including needs related to seniors, public health and homelessness. One new policy supports creating a network of human service access points, geographically distributed throughout the city, especially in areas well-served by transit. A new policy on homelessness encourages a coordinated local response among the city and other service providers for housing and supportive services. Another proposed policy encourages the city to use its role to advance civil rights protection, community health, and other human service objectives. This new policy builds off an existing policy that encourages the city to consider human services impacts in regulatory and legislative decision making.

Parks, Recreation and Open Space Element

The Parks, Recreation and Open Space Element complements the other elements in the Comprehensive Plan and reflects the vision of Bellevue as a "City in a Park." Several significant actions have occurred since the last update in 2004 that influenced the proposed policy amendments to this element. These changes include an update to the Parks & Open Space System Plan, a change to the city's level of service methodology to measure park adequacy, expansion of the city-owned inventory of park land and trails, adoption and/or updates to subarea plans and facility master plans, and the city's support of the Eastside Pathways collective impact campaign. Consistent with the recommendations of the Parks and Community Services Board, new policies are proposed to improve signage and wayfinding in existing parks; support using parks to celebrate and preserve history, cultural arts and local heritage; and track the community's evolving recreation and community services needs.

Shoreline Management Element

Since the Shoreline Master Program is being updated in a separate process, the policy changes related to the Shoreline Master Program are not included in the Comprehensive Plan update work.

Urban Design & the Arts Element

The Urban Design & the Arts Element seeks to create "a city where people want to be" through the continued development of the arts, protection and integration of the natural environment, quality design of sites, buildings and public space, and preservation of the city's historical resources. It guides both private development and public investments to build a city that is engaging, aesthetically appealing and functionally understandable. A new Arts & Culture subsection in this element emphasizes the community's interest in arts and culture. It supports arts programs, access to arts and cultural facilities throughout the city, improving arts education, and supporting artists and arts groups working in the community.

Proposed policy further encourages design that incorporates local character. Policies continue to encourage attractive built environments that convey excellence in architecture, site design and construction. Proposed policy additions encourage the integration of low impact development strategies and other environmental technologies into site, building and streetscape design. There are a number of proposed new policies designed to enhance pedestrian areas by making them more comfortable, safer and attractive places. Two maps are proposed that designate key boulevards and locations to reinforce the character of the city, support neighborhood identity, and highlight natural, park and other scenic areas. Policy changes specific to the Downtown and other mixed use centers focus on creating an active and engaging pedestrian experience.

Neighborhoods Element

The plan update proposes a new Neighborhoods Element to provide a framework and approach to support developing neighborhoods and their character as the city evolves. The Neighborhoods Element also seeks to express how neighborhood area (subarea) plans relate to the overall Comprehensive Plan, and provides a cross-referencing section to identify key neighborhood policies found throughout the plan. Overall, the new Neighborhoods Element will reinforce the importance of quality neighborhoods and will provide a single place where one looking for neighborhood policies may begin.

Subarea boundaries have not been updated in many years, and in some instances no longer reflect the neighborhood geographies recognized by Bellevue residents. New neighborhood area/subarea boundaries are proposed that better reflect current neighborhood groupings and "on the ground" realities. These were developed in large part using the Bellevue School District elementary school attendance areas (a geography recognized by many residents, with and without children in the household) and refined with additional input from an informal residents' focus group. As individual neighborhood area (subarea) plans are updated the existing subarea boundaries will be revised to match these new neighborhood area boundaries. The new boundaries will not be in effect until the individual plans are adopted by Council.

Subarea/Neighborhood Area Plans

The Comprehensive Plan includes fourteen subarea plans that provide more specific direction for smaller geographic areas of the city. New policies in the Neighborhoods Element have been added to recognize the value of subarea/neighborhood area plans and the need to support periodic reassessment to ensure they meet the needs of the local community. New policies support the role of subarea/neighborhood area plans in recognizing unique neighborhood character and would direct periodic update of all existing subarea plans. Policy changes to current subarea plans are limited in this update to those that integrate changes related to the Eastgate/I-90 project, and other discrete necessary changes. Eastgate, Richards Valley and Factoria subarea plans will see a select set of updates specific to the implementation of the Eastgate/I-90 project. Areas of those subareas outside of this project area will not be part of the update at this time.

One proposed policy change to the Southwest Subarea Plan is related to Surrey Downs Park. Policy S-SW-27 limits vehicular access to the park from 112th Avenue SE. That access will be eliminated with the construction of light rail. Deleting the policy will allow for adoption of the new park master plan which includes reconfigured vehicular access to the park from the neighborhood.

Crossroads and Downtown boundaries. During the scoping process for the Comprehensive Plan update, individuals raised questions about specific subarea boundaries as well: the south Downtown boundary and the BelRed/Crossroads boundary at 156th. Members of the Sherwood Forest and Crossroads neighborhoods requested a change in the Crossroads/BelRed boundary to move the 156th Avenue triangle area (site of the old Angelo's Nursery and nearby properties, which were in the Crossroads Subarea prior to 2009) from the BelRed Subarea back to the Crossroads Subarea and to restore the previous zoning. The Planning Commission reviewed the site in detail, including information about the BelRed process, the adopted regulations, the view analysis conducted at that time, and recent information about the Goodman Real Estate project. The review included looking at options for moving the boundary and changing the zoning, moving the boundary and keeping the BelRed zoning, or creating a new zoning category. The review concluded to maintain the boundary at 156th Avenue NE; no change is proposed.

A question about the Downtown southern boundary resulted in analysis of a number of specific parcels. Unlike the clearly defined west, north and east Downtown boundaries, the south boundary is a jagged edge, and splits some parcels and buildings as it makes its way between 100th Avenue and 108th Avenue. There is interest in making the boundary more regular and to resolve some of the odd parcel configurations, while maintaining the

established policy direction of not extending Downtown development into the residential neighborhood to the south. The proposal includes three adjustments to the boundary.

Land Use Map Amendments

As discussed above, the city has sufficient buildable capacity to accommodate the growth anticipated over the next twenty years. All of the proposed changes to the Land Use Map stem from the Eastgate/I-90 project and are limited to the Eastgate/Factoria/Richards Valley subareas. The map changes proposed integrate the recommendations of the Eastgate/I-90 project that encourages transit oriented development, increased housing opportunities, and additional neighborhood oriented services in the corridor adjacent to I-90. Map changes include a new Eastgate TOD designation in the area between Bellevue College and I-90 and a new Neighborhood Mixed Use designations south of I-90 and east of 150th Avenue NE. Other select parcels in the Eastgate/I-90 project area are proposed to change designations as shown on the updated map.

VI. COMPREHENSIVE PLAN AMENDMENT DECISION CRITERIA

The decision criteria for a Comprehensive Plan amendment are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff has concluded that the proposed amendment merits **approval**. This conclusion is based on the following analysis:

B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and

The proposed amendment is consistent with the Comprehensive Plan and other goals and policies in these planning documents for urban growth development.

<u>Comprehensive Plan</u>

The proposal is a major update and review of the Comprehensive Plan that looks at the plan as whole, updating facts and figures and revising policies to reflect the community's current conditions. The proposal builds on the vision and implementation of the existing Comprehensive Plan, incorporates the change that has occurred since the last update in 2004, reflects the community's evolving vision, and plans for the growth that Bellevue must accommodate over the next twenty years.

Growth Management Act

The proposal is consistent with the Growth Management Act because it contains the required elements as well as many optional elements; demonstrates how growth targets can be accommodated in terms of land capacity, infrastructure and urban services; updates policies to provide internal consistency among the elements; and addresses other requirements related to regional coordination and consistency (see below). The draft Comprehensive Plan encourages and supports denser, mixed use development in Downtown Bellevue – a regional growth center – and in other locations in the city. This allows the city to grow consistent with the regional growth strategy and for the region to avoid urban expansion into rural areas. The update supports the Growth Management Acts fundamental provisions, including coordinating land use planning with the provision of streets, utilities and other infrastructure, and planning for housing needs of the community.

Multi-county Planning Policies (VISION 2040)

VISION 2040 is a regional plan prepared and adopted by the Puget Sound Regional Council (PSRC) in 2008. Cities and counties within the four-county region of PSRC are required to be consistent with the multi-county planning policies (MPP) in VISION 2040 as part of their individual comprehensive plan updates. VISION 2040 designates Bellevue as one of five metropolitan cities in the region and Downtown Bellevue as a regional growth center. As a result, Bellevue is expected to accommodate a greater share of regional growth than smaller cities. The proposal demonstrates the ability to accommodate future population and employment growth consistent with the regional designations. In addition, the proposal includes policies to address consistency with the MPP related to the environment, development patterns, housing, economy, transportation, and public services.

Countywide Planning Policies

Countywide Planning Policies for King County were updated in 2012, including revised targets for population and employment growth. The proposed Comprehensive Plan update provides adequate land capacity and urban level services to accommodate the revised growth targets. The proposal also includes policies to address consistency with the Countywide Planning Policies related to the environment, development patterns (including Bellevue's designated urban center), housing (including affordable housing), economy, transportation, and public facilities and services.

B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and

The proposal includes new and amended policies in every element that address the changing needs of the entire city. The city's interest is in accommodating anticipated future growth in a manner that maintains existing neighborhood character, provides for a variety of housing types affordable to a range of incomes, maintains a urban level of service for public facilities and utilities, fosters economic development that provides employment, goods and services for a growing population that is increasingly diverse.

B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of "significantly changed conditions;" and

> **Significantly changed conditions are defined as:** Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.30I Amendment and Review of the Comprehensive Plan (LUC 20.50.046).*

The proposal addresses a wide range of significant changes affecting the city since the last major update adopted in 2004, some of which include:

- New Countywide growth targets and updated growth projects that expect the city to accommodate 15,800 new housing units and 51,800 new jobs by 2035.
- Changes to city plans to support future development in BelRed, Crossroads, Wilburton and the Eastgate/I-90 corridor.
- A growing and increasingly diverse population.
- Development of major regional transportation projects including light rail, I-405 and SR-520 improvements, and local transportation projects including NE 4th Street, 120th Avenue, and NE 15th/16th Street.

B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and

N/A - This criterion does not apply.

B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.

The proposal demonstrates a public benefit and enhances the public health, safety and welfare of the city by providing adequate land capacity and urban level services to

accommodate growth, reinforces environmental protection, encourages economic development, supports efficient transportation systems, protects private property rights and requires that adequate public services are available concurrent with new development.

VII. STATE ENVIRONMENTAL POLICY ACT

An environmental document has been prepared in a manner consistent with the requirements of the Washington State Environment Policy Act (SEPA). The City of Bellevue has elected to follow an integrated SEPA/GMA process for the Comprehensive Plan update SEPA document. The standard Environmental Checklist form has been integrated with an expanded description and analysis of the proposal in order to support future decision-making. The full SEPA report is attached to this staff report.

The current Comprehensive Plan is designed to minimize environmental impacts to the natural and built environment that could result from future growth and development. For example, the Environment and Shoreline Management elements are focused on protection of the natural environment. Urban Design and Land Use elements promote the quality and character of community character and promote land use compatibility, among other goals. In the Comprehensive Plan update, existing goals and policies that are carried forward and amended and new goals and policies continue to focus on measures that eliminate or minimize the potential impacts of growth on the natural and built environment.

The issue papers contained in Chapter 6 of the SEPA report document the environmental analysis of proposed amendments to all applicable elements of the city's Comprehensive Plan. For each element, the papers provide background information, a review of existing and proposed policy changes, and an analysis of potential environmental implications associated with proposed new or amended policies. A summary table that highlights emerging issues and related SEPA implications is shown at the beginning of each issue paper. The comprehensive plan elements and the corresponding issue papers are shown the table below.

Comprehensive Plan Elements and Environmental Analysis

Comprehensive Plan Element	**Environmental Analysis**
Citizen Participation	Citizen participation conducted as part of the 2015 Comprehensive Plan update is described in the Public Outreach section of this Chapter. Goals and policies for citizen participation, while an important policy issue, are unlikely to result in direct impacts to the natural or built environment and are not addressed as part of this SEPA

	review.
Land Use	Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper
Housing	Housing and Human Services Issue Paper
Capital Facilities	Capital Facilities and Utilities Issue Paper
Utilities	Capital Facilities and Utilities Issue Paper
Transportation	Transportation Issue Paper
Economic Development	Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper
Environmental	Environment Issue Paper
Human Services	Housing and Human Services Issue Paper
Parks, Recreation and Open Space	The Parks & Open Space System Plan (2010) was subject to a separate SEPA review process prior to adoption. Because the Parks, Recreation and Open Space Element is based on and consistent with the goals and objectives contained in the System Plan, it is not further reviewed in this environmental document.
Shoreline Management	The Shoreline Master Plan was subject to a separate SEPA review process prior to adoption. Because the Shoreline Management Element is based on and consistent with the goals and objectives contained in the separate Shoreline Master Plan, it is not further reviewed in this environmental document.
Urban Design	Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper
Annexation	Because nearly all of the City's planned annexation areas have been annexed, the existing Annexation Element will not be carried forward. Annexation policies are included in the updated Land Use Element and are addressed in the Land Use, Economic Development, and Urban Design Issue Paper.

VIII. PUBLIC NOTICE AND COMMENT

Notice of the application, staff report and public hearing will be published in the Weekly Permit Bulletin and Seattle Times on February 12, 2015. A public hearing is scheduled for March 4, 2015.

The update of the Comprehensive Plan occurred over a more than two-year public process that included a significant amount of public input and comment. Public participation is a fundamental goal of the state Growth Management Act and is central to the update project. Public engagement provides important opportunities for the community to help shape the plan, to learn more about the city and to build community connections. Recognizing the importance of this goal, WAC 365-196-800 establishes that jurisdictions planning under GMA must establish procedures for early and continuous public participation in the development and amendment of comprehensive plans and development regulations.

The City of Bellevue prepared a Community Engagement Plan in 2013 that identifies the following objectives and strategies: [1]

Objectives

- Connect with all aspects of the community
- Conduct ongoing outreach throughout the entire project
- Provide multiple levels and styles of engagement
- Build relationships and connections in the community
- Coordinate and collaborate with other organizations and agencies
- Develop an increased understanding of city policy

Strategies

- Utilize city boards and commissions to review and provide consultation on proposed policy
- Hold public events and open houses
- Use a website to share project information and updates – Forming Our Future – Comprehensive Plan Update
- Conduct a "Best Ideas for Bellevue" social media campaign
- Connect with neighborhoods
- Host speakers forums
- Conduct key stakeholder and target meetings
- Host informal coffee and conversations at neighborhood locations
- Work with local media to get information out

Consistent with these objectives and strategies, the following summarizes key events and activities undertaken to promote public participation in the comprehensive plan update:

- **City Council meetings.** At public meetings, the City Council initiated the comprehensive plan update on October 22, 2012, approved the comprehensive

[1] City of Bellevue. Forming Our Future Comprehensive Plan Update Draft Community Engagement Plan. May 13, 2013.

plan work program and public outreach plan on May 13, 2013, and has been periodically updated through the course of the project.

- **Planning Commission meetings.** Planning Commission review of updated comprehensive plan elements was conducted at about 30 public meetings, including meetings held off-site at Bellevue College, Lake Hills and Interlake High School. Review began in late 2012 and has continued through 2015. The majority of meetings were conducted in 2013 and 2014.
- **Other Boards and Commissions.** The Human Services, Environmental Services, Arts, and Transportation commissions, and the Parks and Community Services Boards reviewed specific applicable comprehensive plan elements at public meetings beginning in late 2012 and continuing through 2015. The Bellevue Youth Council and the Network on Aging also met and reviewed aspects of the update. Collectively, these groups met over 30 times over the course of their reviews.
- **Joint Boards and Commissions.** Forums were held on the overall plan update, the environment, and on community diversity on January 23, 2013, November 19, 2013, and May 7, 2014, respectively.
- **Neighborhood and community meetings.** Presentations were made to various neighborhood groups, including Lake Hills, Bridle Trails, and Northtowne, and the update was discussed with small groups of community members.
- **Spring Forward Expo**, a citywide open house, was held in the spring of 2013 and included information about the update.
- **Video comments** were captured of a number of community members and Councilmembers about their vision for Bellevue.
- **Bellevue Chamber of Commerce Forum** on December 12, 2012.
- **Community discussions** on the city's vision were conducted on November 12, 2013, and December 3, 2013.
- A **Community Forum** hosted by the East Bellevue Community Council on January 29, 2013.
- A **Vision Workshop** was held at Interlake High School on December 3, 2013.
- **Sammamish High School**. The city worked with ninth grade students to provide input to the Comprehensive Plan. Participating students elected to research and analyze the goals and policies for the Eastgate, Lake Hills and Newport Hills neighborhoods and provided their recommendations to the Planning Commission on April 24. 2013.
- **Bellevue's Best Ideas** was an online campaign to invite ideas on how Bellevue should grow over the next twenty years. This campaign resulted in 126 ideas, 164 comments on ideas and 1,770 votes from 346 different people. May through July 2013.

- **Outreach events** to support the Best Ideas campaign and to encourage involvement in the Comprehensive Plan occurred in the Downtown ped corridor, at the Downtown Library, the Newport Library, and Crossroads Shopping Center.
- **Speakers Series**. Select speakers were invited to speak on specific topics central to the future of the city at public Planning Commission meetings, including Kemper Freeman on September 11, 2013; Jon Talton and Greg Johnson on December 11, 2013; and Ron Sher on January 8, 2014.

Comments received leading up to the draft have been addressed through the numerous board and commission meetings reviewing individual policy sections.

Several public engagements are planned for February and March leading up to the public hearing scheduled for March 4, 2015. A public open house and joint boards and commission meeting will be held February 25. Another open house is schedule for February 26. An online open house will run from February 13 to March 3. Comments from those engagements will be made available, along with other comments received prior to or at the hearing, to the Planning Commission for its consideration.

A courtesy hearing with the East Bellevue Community Council (EBCC) on the draft Comprehensive Plan will be held on March 3, 2015.

The draft Comprehensive Plan will be provided to the state department of Commerce to initiate the state's 60-day review process.

IX. NEXT STEPS

We request the Planning Commission to conduct and close the public hearing at its regular meeting on March 4, 2015, discuss the proposal, and ask questions of staff. It is anticipated that the Commission will continue its review, deliberation and refinement of the proposals at additional meetings following the public hearing. The Arts, Environmental Service, Human Services and Transportation commissions and the Parks and Community Services Board may forward additional comments and recommendations. It may be appropriate to leave the hearing record open to receive additional comments. It is anticipated that following review of comments and deliberations the Commission will make a recommendation to the City Council in late March.

X. ATTACHMENTS

1. Draft updated Comprehensive Plan
2. SEPA Report and Expanded Environmental Checklist

SEPA Expanded Environmental Checklist

for the Bellevue

2015 COMPREHENSIVE PLAN UPDATE

February 10, 2015

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INTRODUCTION

The City of Bellevue has prepared this expanded SEPA Environmental Checklist to study the potential environmental implications of the proposed 2015 Comprehensive Plan Update. The city is using an integrated and iterative approach to conducting environmental review, intended to help identify potential environmental issues early in the public review process, concurrent with considerations of possible policy changes. It is intended that the city and public will use the environmental analysis to help shape decisions on the proposed update.

This environmental document has been prepared in a manner consistent with the requirements of the Washington State Environment Policy Act (SEPA).

The standard Environmental Checklist form has been integrated with an expanded description and analysis of the proposal in order to support future decision-making. The document is organized as follows:

1. **SEPA Environmental Checklist Part A: Background.** Part A provides background information on the proposal and proponent. Part A serves as a fact sheet, as established in WAC 197-11-235(3)(b).
2. **Summary.** Provides a brief overview of the information considered in this environmental document, including a short description of the proposal and findings of the environmental issue papers. This summary fulfills the requirement for an environmental summary established in WAC 197-11-235(3)(b).
3. **Proposal Overview.** Includes a description of the proposal, state and regional policy framework and environmental review process.
4. **SEPA Environmental Checklist Part B: Environmental Elements.** Includes a statement that Part B is not required to be completed in an integrated SEPA/GMA document.
5. **SEPA Environmental Checklist Part D: Supplemental Sheet for Nonproject Actions.** Contains the questions and responses to the SEPA Checklist Supplemental Sheet for Non-Project Actions.
6. **Environmental Issue Papers.** Includes five issue papers that correspond to comprehensive plan elements and discuss the potential implications of the proposed action.
7. **SEPA Environmental Checklist Part C: Signature.** Contains the SEPA Checklist signature page.

1

SEPA Environmental Checklist Part A: Background

1. **Name of proposed project, if applicable:** City of Bellevue Comprehensive Plan Update

2. **Name of applicant:** City of Bellevue Planning and Community Development Department

3. **Address and phone number of applicant and contact person:**

   City of Bellevue
   Planning and Development Department
   450 110th Avenue NE
   Bellevue, WA 98009
   Contact: Erika Conkling, Senior Planner
   (425) 452-2898

4. **Date checklist prepared:** March 2014 – January 2015

5. **Agency requesting checklist:** City of Bellevue Development Services Department

6. **Proposed timing or schedule (including phasing, if applicable):**

   The city kicked-off review of the Bellevue Comprehensive Plan Update in late 2012. At about that same time, the city began public outreach and engagement on visioning and a variety of topics related to the Comprehensive Plan. Since the project start, Planning Commission has met regularly to review each element of the Comprehensive Plan and the city has conducted ongoing public outreach. Please see the discussion in Section 1 (Proposal Overview and Summary) for additional discussion of public outreach and participation.

   The Planning Commission is expected to make a recommendation on the draft plan to the City Council in spring 2015. City Council action on the Comprehensive Plan is anticipated to occur in mid-2015.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   The Comprehensive Plan is reviewed and amended on an annual basis to reflect changing conditions. The plan is implemented through the Bellevue Land Use Code and amendments to the code are anticipated based on plan guidance. Each of these actions will be subject to independent SEPA review and threshold determinations.

   The Shoreline Master Program, which, when adopted, will be a part of the Bellevue Comprehensive Plan, will be reviewed through an independent SEPA review process prior to adoption.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

Parks and Open Space System Plan—09-134019-LM—SEPA DNS Issued April 15, 2010

NPDES Storm and Surface Water Code Updates—09-113895-AB—SEPA DNS Issued July 02, 2009

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The Comprehensive Plan provides policy guidance for the City of Bellevue . On an ongoing basis, the city receives private and public proposals for land use and other actions that are within the area covered by the Comprehensive Plan. These proposals are reviewed for consistency with the current adopted Comprehensive Plan and implementing regulations.

10. List any government approvals or permits that will be needed for your proposal, if known.

» Bellevue City Council adoption

» Verification of GMA compliance by WA Department of Commerce

» Certification by Puget Sound Regional Council

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed action is the 2015 update of the City of Bellevue GMA Comprehensive Plan in accordance with the requirements of the Growth Management Act (GMA). In general, the proposed update is intended to revise and refine the current GMA Comprehensive Plan policy direction to reflect changed conditions and evolving city policy since prior plan adoption. The city's Comprehensive Plan was originally adopted in 1993

and the city has been updating and revising the plan and associated development regulations on an annual basis since that time. The last major update was in 2004. The 2015 update is considered a major update to the Comprehensive Plan and includes:

» **Updated growth targets.** Extension of the city's GMA planning horizon to 2035 and adoption of new growth targets consistent with the King County Countywide Planning Policies.

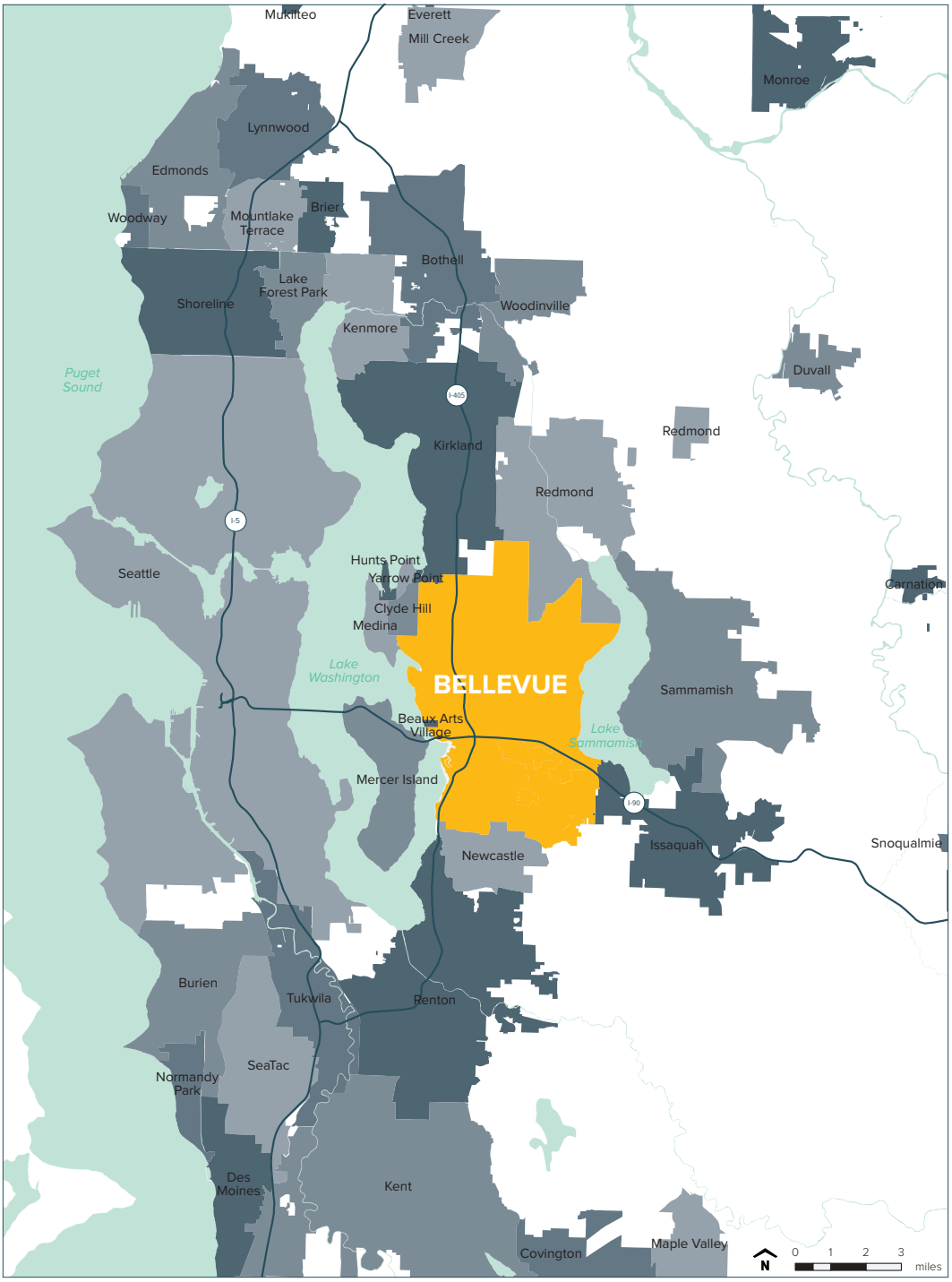
» **Policy and text amendments.** Revisions associated with changes to state and regional guidance; reflect evolving city policy; rewrite and editorial changes to policies in increase readability, clarify direction and remove redundancies; and addition of new or updated information since adoption of the current Comprehensive Plan.

» **Future Land Use Map amendments.** Amendments to reflect annexations and other changes to the adopted Future Land Use Land Use Map, including changes proposed as part of the Eastgate/1-90 Land Use and Transportation Project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The City of Bellevue is located in east King County, adjoining Lake Washington to the west and Lake Sammamish to the east. Bellevue borders several cities, including Kirkland, Redmond, Newcastle, Renton and others. The city comprises about 32 square miles of land area. Please see Figure 1, Vicinity Map.

Figure 1 Vicinity Map



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Summary

This chapter provides a brief overview of the information considered in this environmental document, including a short description of the proposal and findings of the environmental issue papers. Please consult the balance of this environmental document for more information on these topics and Appendix 2, Comprehensive Plan Policy Tables for a complete listing of current and proposed policies considered in this analysis.

Proposal

The proposed action is the 2015 update of the City of Bellevue's 2004 Comprehensive Plan in accordance with the requirements of the Growth Management Act (GMA). In general, the proposed update is intended to revise and refine the current GMA Comprehensive Plan policy direction to reflect changed conditions since prior plan adoption. The Comprehensive Plan was

originally adopted in 1993 and has been reviewed and amended on an annual basis to allow for review of citizen requests for amendments and to address changed requirements or conditions. On a schedule established by the GMA, the city has also conducted major updates that extend the planning horizon, update growth targets and reflect updated state and regional guidance and changed local conditions. The last major update was conducted in 2004. This 2015 update is considered a major update to the Comprehensive Plan. The update includes:

» **Updated growth targets.** Extension of the city's GMA planning horizon to 2035 and adoption of new growth targets consistent with the King County Countywide Planning Policies.

» **Policy and text amendments.** Revisions associated with changes to state and regional guidance and to reflect evolving city policy; language and editorial changes to policies to increase readability, clarify direction and remove redundancies; and addition of new or updated information since adoption of the current Comprehensive Plan.

» **Future Land Use Map amendments.** Amendments to reflect annexations and other changes to the adopted Future Land Use Land Use Map, including changes proposed as part of the Eastgate/1-90 Land Use and Transportation Project.

For additional information on the proposal, please see Chapter 1 and Chapter 3.

Environmental Analysis

The issue papers contained in Chapter 6 document the environmental analysis of proposed amendments to all applicable elements of the city's Comprehensive Plan. For each element, the papers provide background information, a review of existing and proposed policy changes, and an analysis of potential environmental implications associated with proposed new or amended policies. The Comprehensive Plan elements and the corresponding issue papers are shown in Table 1, at right.

Table 1 Comprehensive Plan Elements and Environmental Analysis

Comprehensive Plan Element	Environmental Analysis
Citizen Participation	*Citizen participation conducted as part of the 2015 Comprehensive Plan update is described in the Public Outreach section of this Chapter. Goals and policies for citizen participation, while an important policy issue, are unlikely to result in direct impacts to the natural or built environment and are not addressed as part of this SEPA review.*
Land Use	*Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper*
Housing	*Housing and Human Services Issue Paper*
Capital Facilities	*Capital Facilities and Utilities Issue Paper*
Utilities	*Capital Facilities and Utilities Issue Paper*
Transportation	*Transportation Issue Paper*
Economic Development	*Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper*
Environmental	*Environment Issue Paper*
Human Services	*Housing and Human Services Issue Paper*
Parks, Open Space and Recreation	*The Parks & Open Space System Plan (2010) was subject to a separate SEPA review process prior to adoption. Because the Parks, Open Space and Recreation Element is based on and consistent with the goals and objectives contained in the System Plan, it is not further reviewed in this environmental document.*
Shoreline Management	*The Shoreline Master Plan was subject to a separate SEPA review process prior to adoption. Because the Shoreline Management Element is based on and consistent with the goals and objectives contained in the separate Shoreline Master Plan, it is not further reviewed in this environmental document.*
Urban Design	*Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper*
Annexation	*Because nearly all of the city's planned annexation areas have been annexed, the existing Annexation Element will not be carried forward. Annexation policies are included in the updated Land Use Element and are addressed in the Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper.*
Volume 2: Subarea Plans and Transportation Facility Plans	*Changes to subarea plans, including the new Eastgate/I-90 Land Use and Transportation Project, are considered in the Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper. Since the Transportation Facility Plans were outdated or redundant with the Transportation Element, they will not be carried forward. Impacts related to transportation are included in the Transportation Issue Paper.*

Policy tables that list existing and proposed policies and potential SEPA implications are contained in Appendix 2, Comprehensive Plan Policy Tables.

Summary Table

A summary table that highlights emerging issues and related SEPA implications is shown at the beginning of each issue paper. In order highlighted emerging issues, proposed policy changes and potential SEPA implications, Table 2, summarizes these issues. For additional information on each of these topics, please consult Chapter 6.

Table 2 Emerging issues and SEPA implications

Emerging Issues	SEPA Implications
Environment	
Tree Canopy – Provide policy support to ensure that city's tree canopy is maintained over time.	*Current city policies, regulations and programs support tree retention and replacement. The city is considering a policy to set a tree canopy target and develop an action plan. This policy could result in an increase of trees in the city, which could have positive impacts to aesthetics, air quality and carbon sequestration.*
Public-Private Habitat Restoration Partnerships – Provide policy guidance consistent with city goals for partnerships to support habitat restoration on private land.	*Proposed policy changes encourage partnerships between the city and private landowners to steward natural resources for public benefit. This could result in an increase of healthy fish and wildlife habitat in the city.*
Lifecycle Materials Management – Shift policy emphasis from focus on how to dispose of materials at the end of their useful lifecycle to a more comprehensive approach that focuses on the entire lifecycle (including procurement and use of materials) for successful and continuous improvement in waste reduction.	*Current city policies, regulations and programs support waste reduction, reuse and recycling. Proposed policy changes add a lifecycle materials management focus. This could result in more efficient and environmentally responsible procurement and waste management in the city.*

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Emerging Issues	SEPA Implications
Green Buildings and Infrastructure – Expand policy support for green buildings and green infrastructure.	*Proposed policy changes would expand support for green buildings and green infrastructure. This could result in an increase in the frequency of use of these techniques within the city, which would have positive effects on the environment.*
Greenhouse Gas Emissions – Provide policy support for city actions to reduce greenhouse gas emissions.	*Proposed policy changes would support city actions to reduce greenhouse gas emissions such as increased tree canopy, reducing energy consumption and vehicle emissions, and supporting land use patterns that reduce vehicle dependency. The implications of this policy will depend upon how it is implemented.*
National Pollution Discharge Elimination System (NPDES) Phase II Permit – Provide policy support for low impact development.	*Proposed policy changes would support education and incentives for the implementation of low impact development practices. Policies would also support the requirements of the NPDES Phase II Municipal Stormwater Permit issued by the state Department of Ecology.*
Land Use	
Residential Growth and Land Capacity – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned population/housing growth?	*The existing supply of vacant and re-developable land is sufficient to accommodate 20-year planned population/housing growth. No significant land use changes are needed to accommodate residential growth.*
Employment Growth and Land Capacity – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned employment growth?	*The existing supply of vacant and re-developable land is sufficient to accommodate 20-year planned employment growth. No significant land use changes are needed to accommodate employment growth.*
Land Use Compatibility; Major Growth Centers – Do planned land uses impact compatibility in and around the major growth centers?	*Some of the major growth centers are bounded by areas that are already urban in character and conflicts are not expected to be significant. Where there is a significant difference in land use character, existing regulations and policies provide for a compatible transition between uses. Proposed Neighborhoods Element policies that encourage neighborhood area planning provide an opportunity to assess and address potential land use compatibility issues at the neighborhood level.*

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Emerging Issues	SEPA Implications
Land Use Compatibility: Residential Neighborhoods – How can existing residential character be preserved as of new non-residential and diverse housing development occurs?	*A range of non-residential uses are permitted in residential neighborhoods. Where uses are particularly large or intensive, there may be some compatibility impacts. The city's current development standards and conditional use process are intended to provide for compatible transition between uses. Proposed comprehensive plan policies promote measures to address the compatibility of commercial and institutional uses in predominately residential areas and encourage the use of master planning for large uses. Proposed Neighborhoods Element policies that encourage neighborhood area planning provide an opportunity to assess and address potential land use compatibility issues at the neighborhood level. These policies would help address potential compatibility impacts.*
Neighborhoods – How do neighborhood areas plans get updated? How are local concerns addressed in city policy?	*The Neighborhoods Element proposes new Neighborhood Areas that will be used for future subarea planning. As new Neighborhood Area plans are created they will replace the subarea plans, but the intention to address local vision, character, and development patterns remains the same. New policies in the Neighborhoods Element help define and support this process. No significant adverse impacts are anticipated to these changes.*
Eastgate/I-90 Land Use and Transportation Project – Are there negative environmental impacts associated with the adoption of policies and land use designations consistent with the Eastgate/I-90 Land Use and Transportation project?	*The Eastgate/I-90 project proposes policy and land use designation changes to support the intensification of commercial and office uses in the existing commercial, office, and industrial areas along I-90 corridor east of I-405. Potential environmental implications include short term construction impacts and long-term increased demand for public services and increased traffic levels. Proposed policies address these potential impacts through support for site sensitive design, the use of green building techniques, and the development of a multi-modal transportation system to reduce auto dependency.*

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Emerging Issues	SEPA Implications
Urban Design	
Urban Design – What role do urban design measures play in supporting the diverse character of the city's centers and neighborhoods? How can public art and cultural facilities support the city's vision and distinctive character?	*In general, the urban design goals and policies carry forward existing direction to promote desired citywide character and the unique character of the city's centers and neighborhoods. Arts and culture goals and policies express programmatic support for development of a wide array of cultural facilities and support for artists and arts group working in the community.* *New policies continue to emphasize addressing issues of design and the built environment to both avoid and minimize impacts as well as to create a healthy, vibrant and livable environment. No significant adverse environmental implications are anticipated from these programmatic measures.*
Economic Development	
Economic Development – How do economic development policies support community vitality and long-term economic sustainability?	*In general, the economic development goals and policies carry forward existing direction to promote long-term economic vitality and flexibility. As a whole, the Economic Development Element support attracting businesses and job creation consistent with the city's adopted employment target. New education policies emphasize continued investment in accessible education and training as an important economic development strategy.No significant adverse environmental implications are anticipated from these programmatic measures.*
Housing	
Housing Supply – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned population/housing growth?	*The supply of vacant and re-developable land is sufficient to accommodate 20-year planned population/housing growth. No significant impacts would occur.*
Jobs-Housing Balance – Is there a reasonable balance between planned population and job growth?	*There is an imbalance between housing and job targets, but this reflects Bellevue's role as a regional employment center.*
Housing Affordability – Do policies and development regulations support and encourage the provision of housing for a variety of household incomes, including low income?	*Policies and regulatory programs support and encourage provision of affordable housing, but the city's ability to control the cost of housing is limited. Options to strengthen incentive-based affordable housing programs could be considered.*

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Emerging Issues	SEPA Implications
Special Needs Housing, Aging in Place & Homelessness – Do policies address changing housing needs associated with an aging population and the problem of homelessness?	*Policies would support special needs housing in the city but would seek to avoid potential land use conflicts.*
Access to Human Services – Do policies encourage equitable access to human services?	*Proposed policy changes encourage distributing human services throughout the city and siting them proximate to transit options. This would enhance access and avoid potential land use impacts from concentration.*
Transportation	
How could the city revise its transportation level of service (LOS) standards and concurrency requirements to reflect the multi-modal nature of the transportation system?	*New and amended policies call for establishment of a multimodal LOS standard to measure and plan for transportation system performance. The details of this approach are still being researched and discussed and will ultimately be incorporated into revised development regulations. The environmental implications of the policy change cannot be meaningfully evaluated at this time.*
Can the Transportation Element provide additional support for policies in the Land Use Element and Environment Element?	*New policies place added emphasis on minimizing environmental and neighborhood impacts during the planning and implementation of transportation projects; express support for reducing greenhouse gas (GHG) emissions; and encourage use of electric vehicles. The environmental implications of providing "support" for or "encouraging" some future actions are conceptual, indirect and speculative, but impacts would be positive if the actions are implemented and realized (e.g., reduced air quality emissions).*
How could the city expand the use of Transportation Demand Management (TDM) to reduce drive-along commuting?	*A new policy would require adoption of a transportation management program (TMP) to reduce drive-alone commuting for projects that have "significant impacts" on the transportation system. The environmental implications of reduced single-occupant vehicle use are positive. The details of implementation are not known at this time.*
How can the city further encourage pedestrian and bicycle travel?	*New policies express support for developing the Eastside Rail Corridor for pedestrian and bicycle use. To the extent that this corridor was developed and resulted in an increase in pedestrian and bicycle travel, environmental impacts could be positive.*

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Emerging Issues	SEPA Implications
Can the city further coordinate non-motorized transportation with transit?	*A proposed new policy calls for integrating pedestrian and bicycle access to neighborhoods as a means to facilitate transit use. Reduced drive-alone travel and increased transit use would have positive environmental impacts.*
Capital Facilities & Utilities	
Utility System Capacity – Do existing and planned municipal utility systems provide sufficient capacity to accommodate the city's 2035 population and employment targets?	*The Wastewater System Plan, adopted in 2013, identifies sufficient capacity, assuming recommended improvements, to accommodate forecast growth within its service area.* *The Water Comprehensive Plan, adopted in 2006, similarly identifies adequate supply and infrastructure to meet 2040 and build out demand, as calculated in 2006. The Water Plan is currently being updated and will revisit land use and growth projections.*
Stormwater Management – What actions are required to implement LID, consistent with the requirements of the NPDES program and Ecology's 2012 Stormwater Management Manual?	*Potential new policies in the Utilities and Environment Elements would emphasize the use of LID approaches for new development, redevelopment and construction sites. When implemented, according to the actions and timetable in the city's NPDES work program, LID policies would result in numerous environmental benefits, including reducing impervious surfaces, loss of native vegetation and stormwater runoff, which would improve water quality and habitat. No adverse impacts would occur.*
Undergrounding of Utility Lines – What policy actions could the city take to facilitate undergrounding of electric facility distribution and telecommunication utility lines?	*Potential policies being discussed include expressing support for neighborhood efforts to underground existing lines when a method of neighborhood financing can be identified. Any increase in undergrounding and resulting minor and temporary construction-related impacts would be balanced by positive aesthetic impacts.*
Telecommunications – What policy actions could the city take to support emerging communication technology and reduce the aesthetic impacts of aerial telecommunication lines?	*Potential policies being discussed would express support for widespread high-speed internet access and new forms of technology, and would allow new telecommunications lines to be located on existing overhead systems. Such changes could support economic development programs and enhance communication for residents, which would result in positive impacts. Co-locating telecommunication lines could reduce visual clutter/aesthetic impacts.*

3

Proposal Overview

This chapter provides a description of the proposal, a review of the planning and policy framework that guides the proposal and an overview of the guidance for the SEPA environmental review process.

Description of the Proposal

The proposed action is the 2015 update of the City of Bellevue's 2004 Comprehensive Plan in accordance with the requirements of the Growth Management Act (GMA). In general, the proposed update is intended to revise and refine the current Comprehensive Plan policy direction to reflect changed conditions since prior plan adoption. The city's Comprehensive Plan was originally adopted in 1993 and has been reviewed and amended on an annual basis to allow for review of citizen requests for amendments and to address

changed requirements or conditions. On a schedule established by the GMA, the city has also conducted major updates that extend the planning horizon, update growth targets and reflect updated state and regional guidance and changed local conditions. The last major update was conducted in 2004. The 2015 update is considered a major update to the Comprehensive Plan. The update includes (1) updated growth targets; (2) policy and text amendments; and (3) Future Land Use Map amendments. Each of these is discussed below.

Updated Growth Targets

The 2015 Comprehensive Plan update is required by GMA to accommodate the forecasted population and employment in the city through 2035. The city's growth targets are the result of a multi-jurisdictional, regional process that establishes how each city is able to accommodate its fair share of future regional growth. The growth allocations that result from this process are documented in the King County Countywide Planning Policies (CPPs). Consistent with the adopted countywide targets, Bellevue anticipates growth of 15,800 housing units and 51,800 net new jobs between 2012 and 2035.[1] This growth would result in a total of 185,100 jobs and 74,200 housing units in 2035. In adopting its 10-Year Comprehensive Plan Update, the city must demonstrate that these population and employment levels can be achieved.

Land use capacity and infrastructure system capacity are the measures that are used to determine the ability of the city to accommodate its adopted targets. The land use capacity analysis uses a combination of baseline information, land use assumptions, and growth factors to assign development to land that is undeveloped or is considered likely to redevelop. Based on the city's Buildable Lands Analysis (2012), there is available capacity to meet the 2035 growth targets. Infrastructure capacity is also adequate based on the analyses in capital facility and transportation plans.

1 *The 2012 King County CPPs establish a total housing target of 17,000 units for the City of Bellevue through 2035. The net target reflects development that has occurred since the target was adopted.*

Policy and Text Amendments

Proposed revisions in the 2015 update are intended to reflect current state and regional guidance; capture evolving city policy since the last major update; increase readability, clarify direction and remove redundancies; and add new or updated information since the last major update. Proposed policy amendments are more specifically discussed in Chapter 6 and tables showing proposed policy amendments are included in Appendix 2, Comprehensive Plan Policy Tables.

Chapter 6 and Appendix 2 focus on proposed amendments to the land use, neighborhoods, urban design, economic development, housing, human services, transportation, utilities and capital facilities elements. Other elements, such as parks, the shoreline master program, and community engagement are not discussed in Chapter 6 or included in the policy tables. In the case of parks and the shoreline master program, comprehensive plan goals and policies are based directly on separate functional plans, the *Parks and Open Space System Plan* (2010) and the *Shoreline Master Program*, both of which have been or will be reviewed through independent SEPA review processes prior to adoption. Please see responses to applicable questions in Chapter 1, SEPA Environmental Checklist Part A: Background.

In the case of the Community Engagement Element, existing policies are proposed to be retained, with the exception of one amended policy and one new policy. These are listed below. These amendments are intended to increase opportunities for citizen communication and engagement and are not expected to result in any environmental implications to the built or natural environment.

» *Proposed policy CP-8: Use a range of public forums and opportunities, Utilize a number of forums including commissions, boards, and the community council, and newer technologies such as the Internet and email to facilitate citizen participation in the planning process.*

» *Proposed new policy: Use new and emerging technologies for citizen engagement where they are effective and efficient at enhancing citizen understanding and participation.*

The parks, shoreline master program, and community engagement elements are not further discussed in this environmental document.

Future Land Use Map Amendments

Amendments to the land use map reflect changes proposed as part of the Eastgate/I-90 Land Use and Transportation project. Land use changes will allow an intensification of office and commercial uses along the I-90 corridor, including the development of a transit-oriented development area that could include residential uses north of I-90 and south of Bellevue College. Proposed amendments are more specifically discussed in Chapter 6, Land Use, Urban Design, Economic Development and Neighborhoods Issue Paper. See Figure 2, Generalized Comprehensive Plan Land Use Designations, on the following page.

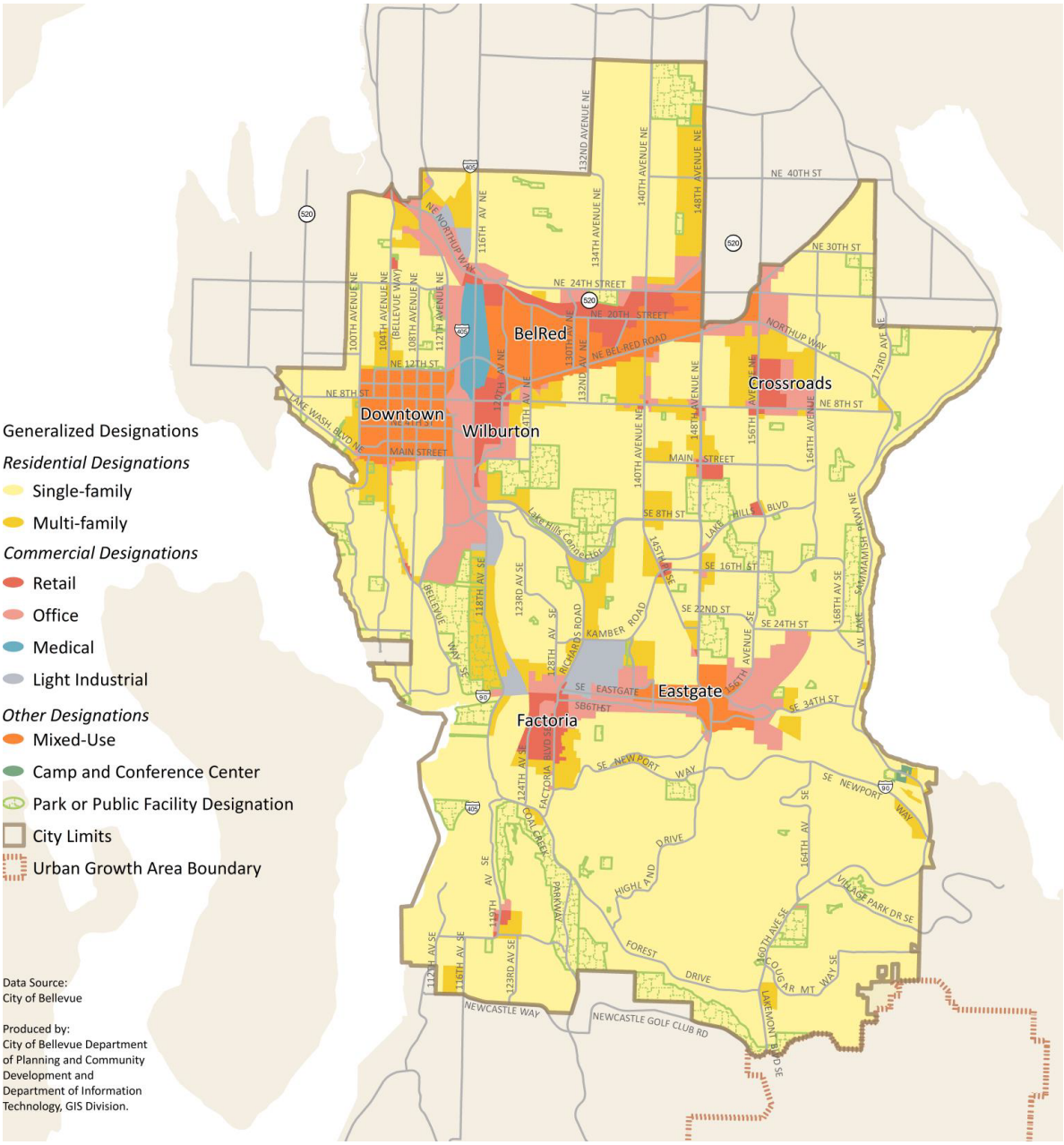
Planning Framework

The City of Bellevue Comprehensive Plan is prepared and updated within a framework of state and regional guidance. The following provides a brief summary of the Bellevue Comprehensive Plan and guidance provided by the Washington Growth Management Act, Puget Sound Regional Council Vision 2040, and King County Countywide Planning Policies.

City of Bellevue Comprehensive Plan

Bellevue's comprehensive plan is a broad statement of community goals and policies that direct the orderly and coordinated physical development of the city. The comprehensive plan serves as a guideline for designating land uses, infrastructure development and community services and provides specific guidance for future

Figure 2 Generalized Comprehensive Plan Land Use Designations



legislative and administrative actions. The plan reflects citizen involvement, technical analysis and the judgment of decision-makers.

Bellevue's comprehensive plan was originally adopted in 1993 and has been updated annually, with the last major update in 2004. Since adoption, the focus of plan has been on preserving and enhancing well-maintained livable neighborhoods, a healthy environment, a vibrant urban center, and a strong diverse local economy. The Comprehensive Plan is organized into two volumes, described below.

Volume 1

Volume 1 contains introductory materials that describe the context for the plan and a vision that establishes the city's desired future. Volume 1 also contains all of the general plan elements, together with the key goals identified for each element, as listed below:

» **Citizen Engagement.** Ensure that the public has on-going opportunities to participate in the decision making processes of the city.

» **Land Use.** Develop and maintain a land use pattern that protects natural systems and retains tress and open space; maintains and strengthens the vitality, quality and character of residential neighborhoods; and focuses development activity in Downtown and other commercial and residential centers.

» **Housing.** Maintain the vitality and stability of single family and multifamily neighborhoods and to promote a variety of housing opportunities to meet the needs of all members of the community.

» **Capital Facilities.** Efficiently serve the community's growth at planned levels of service through fiscal prioritization, innovation, and attention to the city's character and quality.

» **Utilities.** To promote development and maintenance of all utilities at the appropriate level of service to accommodate project growth; balance the public concerns about safety and health impacts, impacts to the natural environment and aesthetic compatibility; process permits in a fair, timely and predictable manner; and encourage new technology that improve service and reliability

- **Transportation.** Maintain and enhance a comprehensive citywide network of mobility options to serve all members of the community.
- **Economic Development.** Support a strong local economy with opportunities for all to prosper consistent with a high quality of life and a sustainable natural environment.
- **Environment.** Ensure that planning efforts, infrastructure investments, and municipal operations proactively manage natural resources to meet the needs of current and future generations while maintaining the integrity, stability and beauty of natural systems.
- **Human Services.** Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life
- **Parks, Open Space and Recreation.** To obtain land for park use, protect and preserve open space; cooperate with other agencies; develop, operate and maintain park facilities; modify park facilities to ensure optimum use of resources; to provide community services and programs that respond to the need of Bellevue residents; and provide partnerships that enhance the quality of life for Bellevue residents.
- **Shoreline Management.** To achieve goals established in the city's Shoreline Master Plan.
- **Urban Design.** Foster a "City in a Park" that works for and celebrates its people through the design of the built environment, protection of its diverse neighborhoods, preservation of its historic features and support for the arts.
- **Neighborhoods.** Maintain and enhance the high quality of life in Bellevue's distinct neighborhoods.

Volume 2

Volume 2 of the Comprehensive Plan currently contains subarea plans and transportation facility plans. It includes 14 subarea plans, each addressing the specific character, development pattern and vision for the future. With the adoption of the proposed Neighborhood Element and the new Neighborhood Areas map, the city will begin

to replace the subarea plans with Neighborhood Area plans that fulfill the same purpose as the current subarea plans but use different geographic boundaries. With the adoption of the current transportation facilities plans identify the road and transit facilities needed to implement the city's transportation policies for specific subareas of the city and for pedestrian/bike improvements. These facility plans are proposed to be eliminated with the Comprehensive Plan Update and replaced with a citywide Transportation Project List intended to accomplish the same objective.

Discussion

As shown in the description of the goals of each comprehensive plan element, the city's current Comprehensive Plan is designed to minimize environmental impacts to the natural and built environment that could result from future growth and development. For example, the Environment, Shoreline Management elements are focused on protection of the natural environment. Urban Design and Land Use elements promote the quality and character of community character and promote land use compatibility, among other goals.

In the 2015 Comprehensive Plan update, existing goals and policies that are carried forward, amended goals and policies, and new goals and policies continue to focus on measures that eliminate or minimize the potential impacts of growth on the natural and built environment. Please see the discussion in Chapter 6 for a review of policies in each of the elements.

Washington Growth Management Act

The Washington State Legislature adopted the Washington Growth Management Act (GMA) in 1990 per RCW 36.70A. The GMA contains a comprehensive framework for managing growth and coordinating land use with infrastructure. A selected summary of the major provisions of the GMA together with specific provisions that directly pertain to the alternatives is provided below.

The GMA contains broad planning goals to guide local jurisdictions

in determining their vision for the future and in developing plans, regulations, programs and budgets to implement that vision.

The goals discourage sprawling development, encourage development in urban areas with adequate public facilities, encourage economic development throughout the state consistent with comprehensive plans, encourage efficient multimodal transportation systems, provide for the protection of property rights, and require that adequate public facilities and services necessary to support development be available when new development is ready for occupancy. The goals are not ranked in any order but can be balanced by the jurisdiction.

A fundamental requirement of the GMA is early and continuous public participation in the development and amendment of plans and development regulations. Public participation procedures that are described in the procedural rules (WAC 365-195-600) include broad dissemination of proposals and alternatives, opportunity for written comment, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of, and response to, public comments.

A central concept of the GMA is that comprehensive plans must be internally and externally consistent. Internally, each GMA comprehensive plan must demonstrate that land use element, capital facilities element and financing plan are consistent. If funding is not available to support the proposed land use pattern at the adopted level of service, the jurisdiction is required to reassess the land use pattern and/or the level of service until balance is reached. Externally, local comprehensive plans are required to be consistent with the comprehensive plans of other jurisdictions with common borders or related regional issues. Standards for transportation level of service should be regionally coordinated.

In order to ensure consistency with GMA requirements, each county or city that is preparing a GMA comprehensive plan or implementing development regulations is required to submit the proposed plan or regulations to the state for review and comment before final adoption.

Discussion

The city's current GMA Comprehensive Plan meets the requirements of the GMA. As proposed, plan policies would continue to comply with the major goals of the GMA that seek to focus growth in urban areas with adequate services, provide for environmental protection, encourage economic development, support efficient transportation systems, protect private property rights and require that adequate public services are available concurrent with new development.

As required by the GMA, the city has conducted a comprehensive public involvement program for this update, described in the Public Participation section below.

The proposal would extend the Comprehensive Plan planning horizon to 2035, consistent with GMA requirements. The proposal would also amend Comprehensive Plan policies to incorporate a number of changes that are recommended and/or required by GMA. Proposed amendments are discussed in Chapter 6 and listed in Appendix 2. As required by GMA, the city will submit its updated Plan for review by the state for review and comment prior to final adoption.

Please see Appendix 1, State and Regional Policy Framework for a summary list of policy guidance established by the GMA.

Vision 2040

Vision 2040, developed by the Puget Sound Regional Council and its member governments, is a growth strategy and transportation plan for the central Puget Sound region. It provides a coordinated framework for guiding growth and transportation actions over the next twenty years.

Vision 2040 discusses twelve major topic areas to guide regional growth and development, including Regional Growth Strategy, Environment, Climate Change, Urban Lands, Centers, Rural Lands, Health, Housing, Economy, Transportation, Public Services, and Plan Review.

Discussion

Vision 2040 designates the City of Bellevue as a metropolitan city and Downtown Bellevue as a regional growth center. Consistent with these designations, proposed comprehensive plan policies and land use designations accommodate planned growth. Policies also support design standards intended to preserve and enhance community character and services to support planned growth. Proposed amendments are discussed in Chapter 6 and listed in Appendix 2.

Please see Appendix 1, State and Regional Policy Framework for a summary list of policy guidance established by Vision 2040.

King County Countywide Planning Policies

GMA requires that counties adopt countywide planning policies to provide an agreed-upon framework within which cities and counties can develop comprehensive plans (RCW 36.70A.210). The purpose of these policies is to express a regional vision and help measure consistency of local plans. The King County Countywide Planning Policies (CPPs) were originally adopted in 1994 and were last updated in 2012. The CPPs address environment, development patterns, transportation, housing, economy, transportation and public facilities and services. Major themes described in the 2012 CPPs include:

- Promoting coordination and collaboration among jurisdictions;
- Establishing environmental sustainability as a foundational principle;
- Promoting economic growth and job creation;
- Integrating public health with land use and transportation; and
- Fostering social equity and environmental justice

Discussion

The 2015 Comprehensive Plan update provides capacity to provide urban levels of growth and meet the growth targets established in the CPPs. Consistent with the CPPs, goals and policies in the current Comprehensive Plan and the 2015 update have considered and are consistent with the environment, development patterns, transportation, housing, economy, transportation and public facilities and services topics. The current Comprehensive Plan and 2015 update also contain goals and policies that support the major themes established in the 2012 CPPs. Proposed amendments are discussed in Chapter 6 and listed in Appendix 2.

Please see Appendix 1, State and Regional Policy Framework for a summary list of policy guidance established by the King County CPPs.

Environmental Review

The purpose of this environmental document is to assist the public and decision-makers in considering the environmental impacts of the 2015 Comprehensive Plan update on the built and natural environment.

SEPA/GMA Integration

WAC 197-11-210 authorizes GMA jurisdictions to integrate the requirements of the SEPA and GMA. The goal is to ensure that environmental analysis under SEPA occurs as an integral part of the planning and decision-making process under GMA. Analysis of environmental impacts in the GMA planning process can result in better-informed GMA planning decision as well as avoid delays and duplication.

WAC 197-11-228 states that the appropriate scope and level of detail of environmental review should be tailored to the GMA action under consideration; jurisdictions may modify SEPA phased review as

necessary to track the phasing of GMA actions; and the process of integrating SEPA and GMA should begin at the early stages of plan development.

The City of Bellevue has elected to follow an integrated SEPA/GMA process for the 2015 Comprehensive Plan Update SEPA document. Integration of the environmental analysis with the planning process informs future decisions in refining the 2015 Comprehensive Plan Update.

Non-Project Environmental Analysis

The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less impacting ways to accomplish those proposed actions. The adoption of comprehensive plans or other long-range planning activities is classified by SEPA as a non-project, or programmatic, action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. SEPA establishes that environmental analysis for a non-project proposal may discuss potential impacts at a level of detail appropriate to the scope and level of planning for the proposal. This environmental document analyzes potential environmental impacts as appropriate to the general nature of this non-project proposal.

Scope of Analysis

As established in WAC 197-11-235, there is no standard format for an integrated GMA document. The environmental analysis in this document has been organized as a series of issue papers that correspond to the general citywide elements contained in Volume 1 and the limited amendments in Volume 2 of the proposed 2015 Comprehensive Plan update. Comprehensive Plan elements and approach to environmental review are shown in Table 1 on page 11.

Public Outreach

Washington Growth Management Act

Goal 11. *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts. (RCW 36.70A.020)*

Public participation is a fundamental goal of the Washington GMA and is central to the update of the Comprehensive Plan. Public engagement provides important opportunities for the community to help shape the plan, to learn more about the city and to build community connections. Recognizing the importance of this goal, WAC 365-196-800 establishes that jurisdictions planning under the GMA must establish procedures for early and continuous public participation in the development and amendment of comprehensive plans and development regulations.

The City of Bellevue prepared a Community Engagement Plan in 2013 that identifies the following objectives and strategies:[2]

Objectives

» Connect with all aspects of the community
» Conduct ongoing outreach throughout the entire project
» Provide multiple levels and styles of engagement
» Build relationships and connections in the community
» Coordinate and collaborate with other organizations and agencies
» Develop an increased understanding of city policy

Strategies

» Utilize city boards and commissions to review and provide consultation on proposed policy
» Hold public events and open houses
» Use a website to share project information and updates—Forming Our Future—Comprehensive Plan Update
» Conduct a “Best Ideas for Bellevue” social media campaign
» Connect with neighborhoods

2 *City of Bellevue. Forming Our Future Comprehensive Plan Update Draft Community Engagement Plan. May 13, 2013.*

- Host speakers forums
- Conduct key stakeholder and target meetings
- Host informal coffee and conversations at neighborhood locations
- Work with local media to get information out

Consistent with these objectives and strategies, the following summarizes key events and activities undertaken to promote public participation in the comprehensive plan update:

- **City Council meetings.** At public meetings, the City Council initiated the comprehensive plan update on October 22, 2012, approved the comprehensive plan work program and public outreach plan on May 13, 2013 and has been regularly updated through the course of the project.
- **Planning Commission meetings.** Planning Commission review of updated comprehensive plan elements was conducted at about 30 public meetings. Review began in late 2012 and has continued through 2015. The majority of meetings were conducted in 2013 and 2014.
- **Other Boards and Commissions.** The Human Services, Environmental Services, Arts, and Transportation commissions, the Bellevue Youth Council, the Network on Aging and the Parks and Community Services Boards reviewed specific applicable comprehensive plan elements at public meetings beginning in late 2012 and continuing through 2015. Collectively, these groups met over 30 times over the course of their review.
- **Joint Boards and Commissions.** Forums were held on a variety of topics on January 23, 2013, November 19, 2013 and May 7, 2014.
- Bellevue **Chamber of Commerce** Forum on December 12, 2012
- **Community discussions** on the city's vision were conducted on November 12, 2013 and December 3, 2013
- A **Community Forum** hosted by the East Bellevue Community Council on January 29, 2013.

- A **Vision Workshop** was held at Interlake High School on December 3, 2013
- **Sammamish High School.** The city worked with ninth grade students to provide input to the Comprehensive Plan. Participating students elected to research and analyze the goals and policies for the Eastgate, Lake Hills and Newport Hills neighborhoods and provided their recommendations to the Planning Commission on April 24. 2013.
- **Bellevue's Best Ideas** was an online campaign to invite ideas on how Bellevue should grow over the next twenty years. This campaign resulted in 126 ideas, 164 comments on ideas and 1,770 votes from 346 different people. May through July 2013.
- **Speakers Series.** Speakers were invited to speak on specific topics at public Planning Commission meetings. Invited speakers included:
  - Kemper Freeman spoke on the history, community building and future of downtown Bellevue, September 11, 2013
  - Jon Talton and Greg Johnson spoke on economic growth and development, December 11, 2013
  - Ron Sher spoke on neighborhood centers and community gathering places, January 8, 2014

4

SEPA Environmental Checklist Part B: Environmental Elements

As described in the Section 1 (Proposal Overview and Summary), the proposed Comprehensive Plan Update is a GMA action and environmental review is being conducted in an integrated SEPA/GMA document. Environmental documentation contained in the Proposal Overview, Parts A and D of this Environmental Checklist, and the attached issue papers provide the basis for the city's threshold determination. Part B is not required to be completed in an integrated SEPA/GMA document [WAC 197-11-235(3)(b)] and is not included in this document.

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SEPA Environmental Checklist Part D: Supplemental Sheet for Nonproject Actions

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

As a non-project action, the proposal would not directly impact water, air quality, noise or release of hazardous substances. However, project-level development envisioned by the plan could result in such impacts. Future

project specific development proposals within the city that may result in impacts to vegetation would be reviewed consistent with the applicable provisions of the Bellevue Land Use Code and Bellevue SEPA procedures.

Proposed measures to avoid or reduce such increases are:

The Comprehensive Plan provides a policy framework that is intended to protect water, air quality, noise impacts and release of hazardous substances, described below:

Water. Proposed policy guidance carries forward and expands upon the direction established in the current Comprehensive Plan, including guidance related to best management practices, conservation, maintenance and monitoring of water quality; and protection of watershed health. Please see additional discussion in Chapter 6, Environment Issue Paper.

Air. Draft goals and policies carry forward current policy to help protect clean air for and to take corrective action to reduce greenhouse gas emissions. Please see additional discussion in Chapter 6, Environment Issue Paper.

Hazardous Materials. Draft Comprehensive Plan policies support disposal of all wastes in a safe and responsible manner; reducing the purchasing of products with negative ecological impacts, city engagement in environmentally preferable purchasing. Please see additional discussion in Chapter 6, Environment Issue Paper.

Noise. The 2015 update carries forward existing noise policies that protect residential neighborhoods from excessive noise levels and seeks to reduce and mitigate noise associated with roadway and highway noise. Please see additional discussion in Chapter 6, Transportation Issue Paper.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action, the proposal would not directly impact plants, animals or marine life. However, project-level development envisioned by the plan could impact plants, animals or marine life.

Future project specific development proposals within the city that may result in impacts to vegetation would be reviewed consistent with the applicable provisions of the Bellevue Land Use Code and SEPA procedures.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The draft Comprehensive Plan contains goals and policies to support use of native plants, preserve landscaping and enhance vegetation. The Environment Element carries forward existing policies protect fish and wildlife habitat and critical areas. For additional discussion, please see Chapter 6, Environment Issue Paper.

3. How would the proposal be likely to deplete energy or natural resources?

As a non-project action, the proposal will not deplete energy or natural resources. However, project specific development proposals within the city may result in increased energy consumption and would be reviewed consistent with the City of Bellevue SEPA procedures and requirements of the applicable service provider.

Proposed measures to protect or conserve energy and natural resources are:

Draft policies in the Environment Element provide support for green building and infrastructure practices and establish that the city should serve as a model for higher development standards to conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

As a non-project action, the proposal would not directly impact the areas described above. The Comprehensive Plan provides a policy framework that is intended to preserve and enhance critical areas,

plant and animal habitat, wetlands and floodplains. Please see additional discussion in Chapter 6, Environment Issue Paper.

The proposal is entirely contained within a designated urban area and does not adjoin any designated agricultural, forest or wilderness areas, nor to any wild and scenic rivers. No impacts to farm or forest land normal business operations are anticipated and no mitigation is proposed.

The draft Comprehensive Plan Parks Element carries forward existing policy direction to establish a coordinated and connected system of open space and greenways through that the city that provide multiple benefits including preservation of natural systems, protecting wildlife habitat and corridors and providing land for recreation. Goals and policies focus on equitable distribution of parks and open space facilities; partnerships to expand services and facilities; provision of a variety of active and passive facilities; quality development of parks and facilities; public review of proposed recreational facilities; maintenance practices to maximize efficient operating practices and improve safety; preservation of valuable open space areas; and conservation of energy, water and natural resources.

The draft Urban Design Element carries forward existing goals and policies intended to preserve, enhance and interpret Bellevue's historical identity.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Please see the response to question 4, above.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The draft Comprehensive Plan continues and refines established land use policy for the City of Bellevue . In general, the proposed update is intended to revise and refine the current GMA Comprehensive Plan policy direction to reflect changed conditions and evolving city policy since prior plan adoption. Existing adopted plans, such as the

Bellevue Shoreline Master Plan and Parks & Open Space System Plan are incorporated. In addition, the proposal has been reviewed for consistency with the Washington Growth Management Act, the Puget Sound Regional Council Vision 2040 and the King County Countywide Planning Policies. Please see the discussion in Chapter 6, Land Use and Housing Issue Papers.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Please see the response to question 5, above.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As a non-project action, the proposal would not directly impact demand on transportation or public services or utilities. However, project-level development envisioned by the plan would generally increase motorized and non-motorized travel demand in the city. Intercity commuting and local intra-city trips will increase. Similarly, project-level development would result in an increased demand for public services and utilities.

Proposed measures to reduce or respond to such demand(s) are:

New and amended policies call of establishment of a multi-modal Level of Service standard; seek to minimize environmental and neighborhood impacts of transportation projects; seek to reduce single occupant vehicle usage with the adoption of a transportation management program; support use of the Eastside Rail Corridor for pedestrian/bicycle use; and integration of bicycle/pedestrian facilities with transit use. For additional discussion, please see Chapter 6, Transportation Issue Paper.

Proposed capital facilities goals and policies seek to provide adequate public facilities which address past deficiencies, anticipate growth needs; achieve acceptable levels of service, and use fiscal resources efficiently and meet realistic timelines. Proposed utilities goals and policies emphasize effective management to provide reliable, quality service for city-owned facilities and effective

coordination with other agencies for non-city owned facilities. Please see the discussion of public services and utilities in Chapter 6, Capital Facilities and Utilities Issue Paper.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

In general, the proposal seeks to protect the environment, so conflicts with local, state or federal laws for the protection of the environment are not anticipated. As described in Chapter 3, the city's current Comprehensive Plan is designed to minimize environmental impacts to the natural and built environment that could result from future growth and development. In the proposed update, existing goals and policies that are carried forward, amended goals and policies, and new goals and policies continue to focus on measures that eliminate or minimize the potential impacts of growth on the natural and built environment. Please see the discussion in Chapter 6 for a review of policies.

In addition, the proposal has been reviewed for consistency with the Washington Growth Management Act, the Puget Sound Regional Council Vision 2040 and the King County Countywide Planning Policies. No conflicts with local, state or federal laws for the protection of the environment have been identified.

Supplemental City of Bellevue Questions

State the major conclusions, significant areas of controversy and uncertainty:

Bellevue's adopted Comprehensive Plan complies with the Growth Management Act (GMA) and provides an effective policy framework for managing the city's growth. Proposed revisions in the 2015 update are intended to reflect current state and regional guidance; capture evolving city policy since the last major update; increase readability, clarify direction and remove redundancies; and add new or updated information since the last major update. The

update is directed by the requirements of state law, which include incorporating new 20-year population and employment targets and to address amendments to the King County Countywide Planning Policies (CPPs); to address the requirements of federal and state mandates, such as new stormwater management requirements pursuant to the Clean Water Act; and to address local issues that have emerged since the last update.

Proposed plan changes, conclusions and emerging issues are discussed more specifically in Chapter 6. The major conclusions of the analysis are as follows:

» The city can efficiently accommodate the King County CPP 2035 population and housing targets, based on the supply of vacant and re-developable land and the Comprehensive Plan's planned land use pattern. This pattern includes focusing the majority of growth in the Downtown and in designated mixed-use centers at higher densities. Focusing growth in this manner will reduce potential land use conflicts and incompatibilities.

» City policies and regulatory programs support and encourage the provision of affordable housing, but the city's ability to control the cost of housing is limited.

» Policies encourage special needs housing throughout the city and would avoid excessive concentrations in individual locations.

» Proposed policies would encourage distributing human services throughout the city and locating services proximate to transit options.

» Environmental policies and regulations will manage significant impacts to environmental resources, although some impacts are unavoidable. Fine-tuning of some policies and regulations are intended to preserve tree canopy, restore disturbed habitat, encourage green buildings and infrastructure, and reduce greenhouse gas emissions.

» New stormwater policies to implement the Clean Water Act would emphasize the use of low impact development (LID), which would result in numerous environmental benefits;

» A different measure of transportation system level of service—such as including pedestrian and bicycle facilities—could help to focus capital improvements and expand long-term capacity.

» Existing and planned capital facilities and utilities are adequate to accommodate anticipated growth.

The city has been conducting an extensive public involvement program concurrent with consideration of revisions to the Comprehensive Plan and early SEPA analysis (see the summary of public outreach in Chapter 3. Most concerns/areas of controversy that have emerged during these community conversations may be characterized as issues involving neighborhood quality and compatibility.

Overall, proposed Comprehensive Plan changes would result in neutral or positive impacts to the environment.

State the issues to be resolved, including the environmental choices to be made among alternative courses of action:

From a high-level perspective, the city is considering how to manage projected growth in a manner that is consistent with the requirements of the GMA and other state, regional and federal policies and mandates, including protection of the environment. The major issue to be resolved is how to allocate the King County CPP 20-year population and employment targets within the city. Additional issues specific to each Comprehensive Plan Element are discussed in Chapter 6.

State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated:

Proposed amendments to the Comprehensive Plan are generally intended to reflect current state and regional guidance, capture evolving city policy since the last major update, increase readability, clarify direction and remove redundancies. The adopted Comprehensive Plan provides a policy framework for managing and mitigating the potential impacts of growth. Policies provide the direction, for example, for development regulations, procedures and

interagency coordination activities that are intended to mitigate the impacts of growth. Proposed policy changes would fine-tune the existing policy and regulatory framework to be more responsive to changed conditions, emerging issues and new mandates.

No significant environmental impacts would occur as a result of the Comprehensive Plan policy changes that are proposed. Impacts that would occur are indirect and minor in extent and degree or are addressed by proposed policies and regulations. Overall, environmental impacts resulting from the proposal would be neutral or, more often, positive. In general, the city's Comprehensive Plan is designed to minimize environmental impacts to the natural and built environment that could result from future growth and development. For example, the Environment, Shoreline Management elements are focused on protection of the natural environment. Urban Design and Land Use elements promote the quality and character of community character and promote land use compatibility, among other goals.

Some impacts to the environment from growth are unavoidable, however. For example, the Comprehensive Plan's land use pattern continues to direct a significant portion of the city's forecast population and employment growth to Downtown Bellevue and other mixed-use centers. This concentrated, high density, mixed-use pattern is an efficient use of land, and helps to prevent growth from being more generally dispersed throughout the city and the region. Nevertheless, some modification of the environment in areas developed in this manner is unavoidable. Future site-specific development proposals will be reviewed through their own project-level environmental review processes. Environmental review for these projects will identify impacts, applicable mitigation to address impacts and unavoidable adverse impacts, if any.

Forecast growth will also result in some increase in vehicle trips, with or without the proposed action. Similarly, some increase in impervious surfaces, reduction in vegetation coverage and other modifications to the environment are common impacts associated with growth and development. Comprehensive Plan policies, in conjunction with the planned land use pattern, can reduce, minimize

or compensate for these impacts. Transportation Element policies, for example, encourage a greater percentage of these trips to occur on public transit or non-motorized forms of travel, and establishes level of service standards for components of the transportation system. Environment Element policies, and implementing regulations, would continue to protect the environment by avoiding, reducing, minimizing or compensating for impacts. The Capital Facilities and Utilities Elements help to ensure that the services and facilities needed to accommodate forecast growth are adequate. The plan update places a greater focus on ongoing management of infrastructure, which will help to prolong the life of these assets and avoid or reduce potential impacts associated with construction of new infrastructure.

Describe any proposed mitigation measures and their effectiveness:

The Comprehensive Plan establishes a framework for managing the effects of growth and provides direction for implementation programs that will apply through review of public and private development proposals. Plan policies may be viewed as an important, encompassing step towards identifying appropriate means to implement the city's priorities and to address significant impacts. Combined with zoning, environmental and other development regulations adopted to implement the Comprehensive Plan, policies are an element of an overall citywide program to mitigate the effects of growth.

6

Environmental Issue Papers

Introduction

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with considerations of possible policy changes. The issue papers contained in this chapter provide background information, a review of existing and proposed policy changes, and an environmental analysis of potential implications associated with proposed new or amended policies. Each issue paper begins with a summary table that highlights emerging issues and related SEPA implications, followed by a more complete discussion of these issues and existing conditions. The relationship between the issue papers and comprehensive plan elements is shown in Table 3 on the following page.

Table 3 Relationship between Issue Papers and Comprehensive Plan Elements

Issue Paper	Comprehensive Plan Elements Addressed
Environment	» *Environmental*
Land Use, Economic Development, Urban Design, & Neighborhoods	» *Land Use* » *Economic Development* » *Urban Design* » *Neighborhoods*
Housing and Human Services	» *Housing* » *Human Services*
Transportation	» *Transportation*
Capital Facilities & Utilities	» *Capital Facilities* » *Utilities*

Policy tables that identify existing and proposed policies and potential SEPA implications are contained in Appendix 2. Potential new or amended policies discussed in the issue papers and appendices may undergo some further change during the plan review process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Figure 3
City of Bellevue

Environment

The purpose of the Environment Element is to provide policy guidance that integrates the natural and developed environments for a sustainable urban habitat with clean air and water, habitat for fish and wildlife, and comfortable and secure places for people to live and work.

Executive Summary

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan's Environment Element. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with consideration of possible policy changes. Potential changes to environmental policies, as identified in the Environment Policy Table (Appendix 2), may undergo some further change during this process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Emerging Issues and SEPA Implications

Urban land uses can cause impacts to environmental resources, such as loss of habitat, increased air emissions and increased stormwater runoff. The City of Bellevue's adopted policies, regulations and programs are intended to mitigate these impacts. As part of the Comprehensive Plan update, the city is considering policy changes intended to further reduce impacts and to address emerging environmental issues.

Potential changes being considered for the Environment Element include clarifications and refinements of existing policy language, as well as new policy language. The potential changes are consistent with the overall direction of the existing Comprehensive Plan Environment Element. The environmental implications would either be minor or would have an environmental benefit.

Table 4 Emerging environmental issues and SEPA implications

Emerging Issues	SEPA Implications
Tree Canopy – Provide policy support to ensure that city's tree canopy is maintained over time.	*Current City policies, regulations and programs support tree retention and replacement. The City is considering a policy to set a tree canopy target and develop an action plan. This policy could result in an increase of trees in the City, which could have positive impacts to aesthetics, air quality and carbon sequestration.*
Public-Private Habitat Restoration Partnerships – Provide policy guidance consistent with City goals for partnerships to support habitat restoration on private land.	*Proposed policy changes encourage partnerships between the city and private landowners to steward natural resources for public benefit. This could result in an increase of healthy fish and wildlife habitat in the City.*
Lifecycle Materials Management – Shift policy emphasis from focus on how to dispose of materials at the end of their useful lifecycle to a more comprehensive approach that focuses on the entire lifecycle (including procurement and use of materials) for successful and continuous improvement in waste reduction.	*Current City policies, regulations and programs support waste reduction, reuse and recycling. Proposed policy changes add a lifecycle materials management focus. This could result in more efficient and environmentally responsible procurement and waste management in the City.*
Green Buildings and Infrastructure – Expand policy support for green buildings and green infrastructure.	*Proposed policy changes would expand support for green buildings and green infrastructure. This could result in an increase in the frequency of use of these techniques within the City, which would have positive effects on the environment.*
Greenhouse Gas Emissions – Provide policy support for City actions to reduce greenhouse gas emissions.	*Proposed policy changes would support City actions to reduce greenhouse gas emissions through actions such as reducing energy consumption and vehicle emissions and supporting land use patterns that reduce vehicle dependency. The implications of this policy will depend upon how it is implemented.*
National Pollution Discharge Elimination System (NPDES) Phase II Permit – Provide policy support for low impact development.	*Proposed policy changes would support education and incentives for the implementation of low impact development practices. Policies would also support the requirements of the NPDES Phase II Municipal Stormwater Permit issued by the state Department of Ecology.*

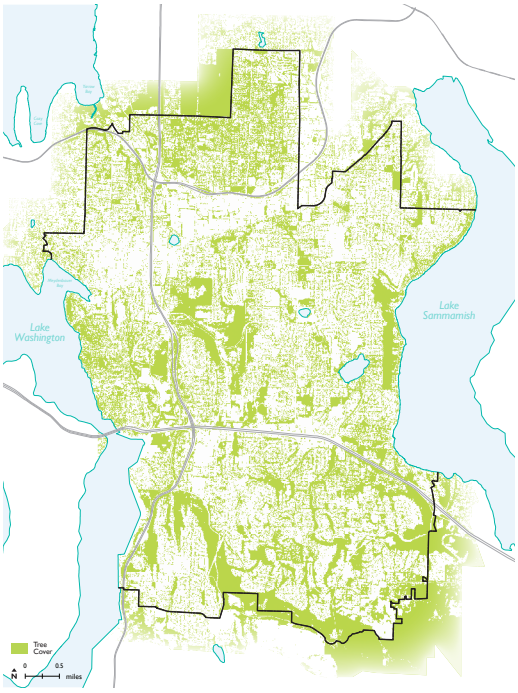
Emerging/Proposed Policy and Implementation Options: Environmental Implications

The focus of this section of the issue paper is on possible policy changes that have the potential to result in implications for the natural environment. Please see Existing Conditions on page 57 for background information on existing conditions, including policy and regulatory frameworks.

Tree Canopy

Trees are linked to Bellevue's vision of being a "City in a Park," but the city has experienced significant tree loss over the past thirty years. How should the city approach retaining and enhancing its tree canopy? Policy EN-67 in the existing Environment Element addresses tree cover. It calls for preserving a portion of the significant trees throughout the city in order to sustain fish and wildlife habitat. Policies EN-19, EN-44, EN-48, EN-64 and EN-65 provide general support for tree cover by calling for retention of vegetation in new developments, critical areas and buffer zones. These policies are currently implemented through the city's development regulations and critical areas protections (see regulatory framework discussion in Section c), and also through its tree replacement program and stream habitat restoration work.

Figure 4 Tree coverage in Bellevue



The city is considering adding an additional policy to the Comprehensive Plan that would establish quantitative citywide tree canopy targets to preserve Bellevue's "City in a Park" character, and call for an action plan for meeting targets across multiple land use types including right of way, public lands, and residential and commercial uses. This policy language would recognize the importance of trees to the community, and support enhancement of the tree canopy. An increase in the number of trees in the city would have positive environmental effects on aesthetics, air quality and carbon sequestration. The

targets and potential changes to existing regulatory requirements, if any, have not been identified at this time.

Public-Private Habitat Restoration Partnerships

Another emerging issue in Bellevue is the need for public-private partnerships to restore fish and wildlife habitat. Bellevue has made progress restoring habitat on public lands since the last Comprehensive Plan update. Today, many of the habitat restoration projects that have the greatest potential require collaboration with private land owners.

Figure 5 Stream team volunteer

There are many policies in the current Comprehensive Plan that support fish and wildlife habitat, including policies EN-19 through EN-20, EN-29 through EN-31, EN-40, and EN-59 through EN-77. In general, these policies call for the city to protect habitat in new development projects, preserve and enhance habitat on public lands, and encourage preservation and enhancement of habitat on private lands. These policies are implemented through the city's development regulations and critical area protections; through city programs that engage citizen volunteers in habitat monitoring and restoration; and by providing educational materials, such as the City of Bellevue Critical Areas Handbook, for property owners who are interested in conducting habitat restoration.

The city is considering minor wording changes to policies EN-62, EN-64 and EN-71, to clarify the intent or to make the language more concise. Policy EN-74 may be deleted because it is redundant with EN-23; both policies address protection of critical areas. The changes the city is looking to make to its existing fish and wildlife habitat policies are not expected to result in any significant adverse impacts to the physical environment and would generally be positive.

The city may add new policy language to the Environment Element to support partnerships between the city and private landowners to steward private lands for public benefit. Public-private partnerships could help to expand habitat corridors and restore degraded habitat that is outside of the scope of existing city programs. Public-private

partnerships come in many shapes and sizes. Examples include public and private entities working together to pool resources for restoration projects, or to facilitate conservation easement purchases. The environmental implications of such policy language are positive and could include an increased amount of healthy fish and wildlife habitat in the city.

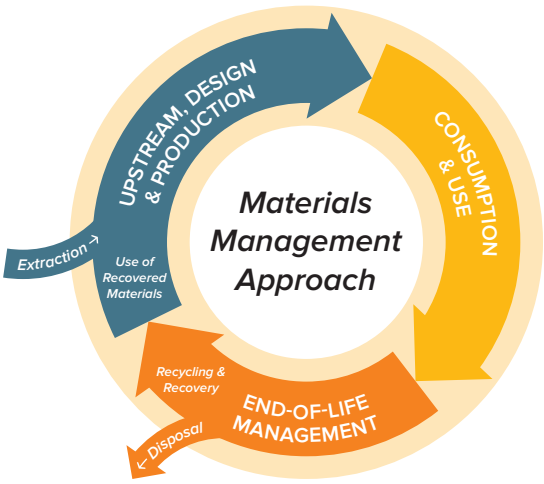
Lifecycle Materials Management

Bellevue is considering applying a lifecycle focus to its waste management and procurement activities in order to help accomplish city sustainability goals. The term "materials management" refers to the life cycle of materials as they move through their lifecycle, from raw material extraction to product manufacture, transport, use, source reduction, reuse, recycling, and disposal. Compared to the focus on recycling and use of recycled goods, an "upstream" focus on lifecycle materials management provides greater opportunity to capture the full economic potential of waste diversion efforts.

Lifecycle materials management is a systemic approach to using and reusing materials more productively over their entire lifecycles, including production, consumption and disposal.

Existing policies EN-5 and EN-6 call for the city to reduce waste, reuse and recycle materials, and promote the use of recycled products. The city is considering language to strengthen these policies and promote the use of products that have environmental benefits throughout their lifecycle. Existing policy EN-28 calls for the city to utilize best management practices and technology to demonstrate effective environmental stewardship and long-term fiscal responsibility. The city may update this policy to include utilization of lifecycle cost analysis in city projects and procurement activities. These policies are currently implemented through the city's waste management services and municipal operations practices.

Figure 6 Lifecycle materials management



The city is considering adding new policies to the Environment Element that encourage the purchase of environmentally preferable products, that discourage the purchase of products with

Figure 7 Recyclable materials

negative ecological impacts, and that support collaboration among residents, businesses and waste haulers to continue to improve the percentage of waste diverted from the landfill. The environmental implications of such policy language would likely be positive.

Green Buildings and Infrastructure

Another emerging issue in Bellevue is interest in green buildings and green infrastructure. The current Comprehensive Plan supports the development of green buildings and green infrastructure. Policy EN-27 encourages citywide use of low impact development techniques and green building practices. The city has taken steps to implement this policy by working with private sector partners to incorporate green building techniques into the design of public facilities and to install green infrastructure such as rain gardens and bioswales throughout the city.

Green building uses processes that are environmentally responsible and resource-efficient throughout a building's lifecycle.

Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments. This is also referred to as low impact development.

The city is considering strengthening support for green buildings and infrastructure by including additional policy language that encourages the building of public facilities to higher than required building standards that will conserve natural resources, support the use of emerging best practices in the area of green building and site design, and provide education and incentives to support the implementation of low impact development practices and

Figure 8 Rain garden

green building. This policy language could result in an increase in the frequency of use of green building and green infrastructure techniques, which would have positive effects to the environment.

Greenhouse Gas Emissions

Greenhouse gas emissions is an issue that has become more prominent since the last major update of the city's Comprehensive Plan. While multiple policies in the existing Environment Element support reductions in vehicle emissions, no policies mention greenhouse gas emissions or climate change explicitly. Existing policies that support these efforts include:

» EN-3 supports reduced or eliminated release of substances that contribute to global atmospheric changes.

» EN-79 promotes vehicle trip reduction and lower levels of automobile-related air pollution.

» Policies EN-82 and EN-83 support reduced vehicle emissions and the use of alternative fuels.

The city has worked to implement these policies through its Transportation Improvement Program, by encouraging Transit Oriented Development (TOD), and by making changes in municipal operations.[1] The city is making significant progress on reducing the greenhouse gas emissions of it's own operations. Since 2006, nearly a 25% reduction in emissions from city operators has been realized as a result of energy efficiency, fleet fuel conservation, and other efforts.

Bellevue committed to the Mayors' Climate Protection Agreement in 2007 and established a target for reducing greenhouse gas emissions below seven percent of 1990 levels by 2012. The target was just over eleven thousand metric tons of carbon dioxide emissions (mtCO2e) per year.[4]

Bellevue is considering adding new policy language to the Environment Element that calls for the city to establish an updated target for reducing greenhouse gas emissions and to encourage positive actions to achieve the target, such as increasing tree

Figure 9 Hybrid-electric-vehicles from City fleet

canopy, reducing energy consumption and vehicle emissions and supporting land use patterns that reduce vehicle dependency (e.g., mixed-use, pedestrian-oriented land use patterns in Downtown Bellevue, increased transit use). The effectiveness and environmental implications of this policy will depend, to an extent, upon how it is implemented, but would be positive overall. Quantitative targets have not been identified at this time, and some modifications to existing regulations are possible.

National Pollution Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit

To protect water quality, Bellevue manages stormwater runoff in a number of ways. The city follows best management practices and operates under a National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit issued by the state Department of Ecology in January 2007. This permit is a requirement of the Federal Clean Water Act.

The best management practices in the permit are collectively referred to as the NPDES Stormwater Management Program. They include actions that educate the public and encourage non-polluting behaviors.

Current and proposed policies in the Environment Element support best management practices consistent with the NPDES

permit. Policies include general statements that seek to protect the environment from the release of polluting substances, support effective environmental stewardship, and dispose of wastes in an environmentally responsible manner. Policies also provide more specific support for best management practices, including limiting impervious surfaces, low impact development measures, habitat enhancement and retention of trees and native vegetation.

Existing Conditions

Policy Framework

The policy framework for the Comprehensive Plan includes the Growth Management Act, King County Countywide Planning Policies, and Vision 2040. Relevant policies are included in Appendix 2.

Environmental Stewardship Initiative Strategic Plan. In June 2007, the Bellevue City Council launched the Environmental Stewardship Initiative, with an initial focus on the city's tree canopy, the expansion of recycling efforts at parks and ball fields, natural drainage practices and "green" buildings. Efforts have been expanded to include fleet improvements, energy efficiency upgrades, community outreach, and monitoring of key environmental performance trends, including greenhouse gas emissions. The Environmental Stewardship Initiative Strategic Plan (2013) establishes measurable goals and actions to support these initiatives and helps to implement broad comprehensive plan goals and policies.

Regulatory Framework

The regulatory framework for the Environment Element includes the Bellevue City Code and applicable state law.

Critical Areas Ordinance. The City of Bellevue added a Critical Areas Ordinance to its Land Use Code in 2006. The code protects six types of critical areas: streams and riparian areas, wetlands, habitats for species of local importance, geological hazard areas,

flood hazard areas and shorelines. The code also applies buffers and structure setbacks to the edges of these critical areas.[6] The ordinance includes protections for trees and fish and wildlife habitat, including the following:

» Prohibits the removal of significant trees, with few exceptions (20.25H.055)

» Prohibits the removal of trees and vegetation that would result in a significant impact to habitat associated with species of local importance, unless the impacted habitat can be replaced (20.25H.005)

» Permits disturbance, clearing and grading for the purpose of habitat improvement projects (20.25H.055)

» Permits instream structures only when there are demonstrable benefits for stream health (20.25H.055)

» Requires implementation of a wildlife management plan developed by the Washington State Department of Fish and Wildlife, if habitat associated with species of local importance will be impacted by a development proposal (20.25H.160)

» Requires a habitat assessment for requests to modify the performance standards for species of local importance (20.25H.165)

Other Environmental Regulations. The Bellevue City Code contains additional regulations that support the policies in the Environment Element of the Comprehensive Plan. For instance, the code:

» Requires retention or replacement of significant trees for land alternation or land development projects that requires a permit, approval or review under the city's Land Use Code (20.20.900)

» Requires street trees along walkways and sidewalks in the Downtown Land Use District (20.25A.060)

» Designates recyclable materials within the city limits and states that the city shall participate with King County in a commercial recycling program (9.26.030, 9.26.040)

» Allows for innovations and special features in Planned Unit

Development sites, such as the use of low impact development techniques and conservation of energy (20.30D.150)

» Allows for alterations of existing development in the Bel-Red Land Use District that meet LEED, Energy Star or other industry-recognized standards that result in improved mechanical system, water savings, or operational efficiency (20.25D.060)

Natural Environment

Bellevue's natural environment includes steep slopes and ridges, valleys, lakes, ponds, streams, wetlands and floodplains. Native flora ranges from water-dependent vegetation types to coniferous and deciduous forests associated with uplands. This diverse natural environment supports many species of wildlife.[5]

Tree Cover

Since 1986, the city's tree canopy has been reduced by an estimated 20 percent.[1] The reduction of trees in the city has had an impact on neighborhood aesthetics, wildlife habitat, storm water retention, energy conservation and air quality and carbon sequestration. Current tree coverage is less than the 40 percent recommended by the nonprofit organization American Forests.[2]

Fish and Wildlife Habitat

Bellevue contains public and private lands that provide habitat for fish and wildlife. The primary habitat areas in Bellevue are part of the open space and surface water network managed by the city, due to Bellevue's urban and suburban land use patterns. Specific issues facing the city today include habitat fragmentation and a need for restoration efforts on private lands that contain habitat areas.

Habitat fragmentation occurs when an area of habitat is separated into smaller pieces by barriers such as highways and urban land uses.

Anadromous Fish. State law requires that jurisdictions give "special consideration" to preserve or enhance anadromous fish species such as salmon. Anadromous fish spawn in fresh water, migrate to salt water, and then return to fresh water during the course of

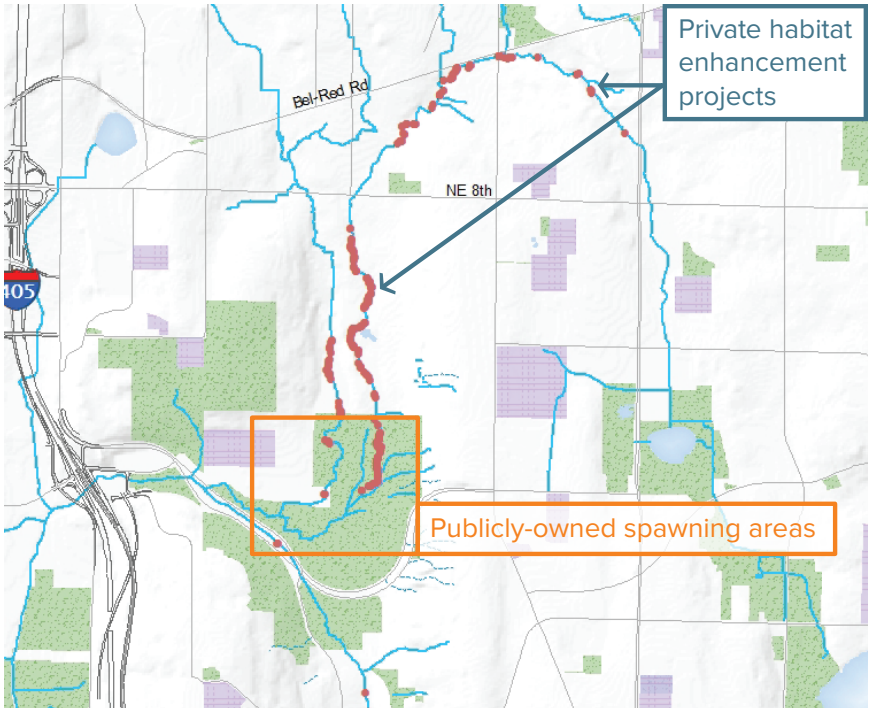


Figure 10 Salmon spawning habitat (spawning areas are shown with red dots)

their lives.[5] The Kelsey Creek basin system, Coal Creek, lower Lewis Creek and other smaller streams in Bellevue provide salmon habitat. Salmon also migrate through portions of Lake Washington and Lake Sammamish that are within the city's jurisdiction.[5]

Roughly half of the city's anadromous fish habitat is owned by the city and half is privately-owned. Salmon spawning habitat is located in both publicly-owned and privately-owned stream segments.[3] The city has taken steps to restore stream habitat on public lands and some private landowners have also undertaken habitat enhancement projects. There are remaining stream segments in Bellevue that currently do not provide an aquatic habitat that promotes species survival, due to degraded stream conditions such as scouring flows and fish barriers.[3]

Waste Reduction

The city is a regional leader in terms of residential waste diverted from landfill, with an estimated 66% diversion rate. The city also has business outreach programs for waste reduction and has also taken steps internally towards more sustainable waste management practices, including a paper and ink saving campaign, a paperless permit program, and a recycling program for asphalt shingles.[3]

Green Buildings and Green Infrastructure

The city has served as a model in green building and green infrastructure development. Green buildings in Bellevue include City Hall, the Youth Theatre, the Botanical Gardens and the Mercer Slough Environmental Education Center. Other actions include green stormwater improvements, including bioswales and rain gardens, and energy-efficient lighting upgrades to streets and ballfields.

Greenhouse Gas Emissions

Bellevue committed to the Mayors' Climate Protection Agreement in 2007 and established a target for reducing greenhouse gas emissions below seven percent of 1990 levels by 2012. The target was just over eleven thousand metric tons of carbon dioxide emissions (mtCO2e) per year.[4] Since then, progress has been made in both municipal emissions and community emissions, but the city has yet to achieve a seven percent reduction of 1990 levels.[2] The major source of greenhouse gas emissions is the transportation sector, which is responsible for about 47% of total community emissions. The second largest producer is the commercial sector, responsible for about 30% of all emissions.[7]

Figure 11 Municipal emissions

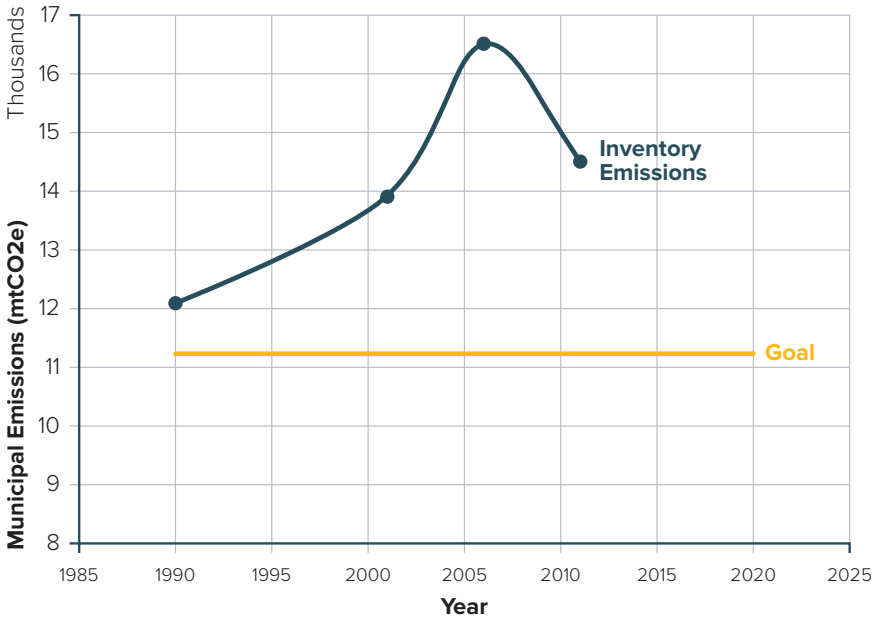
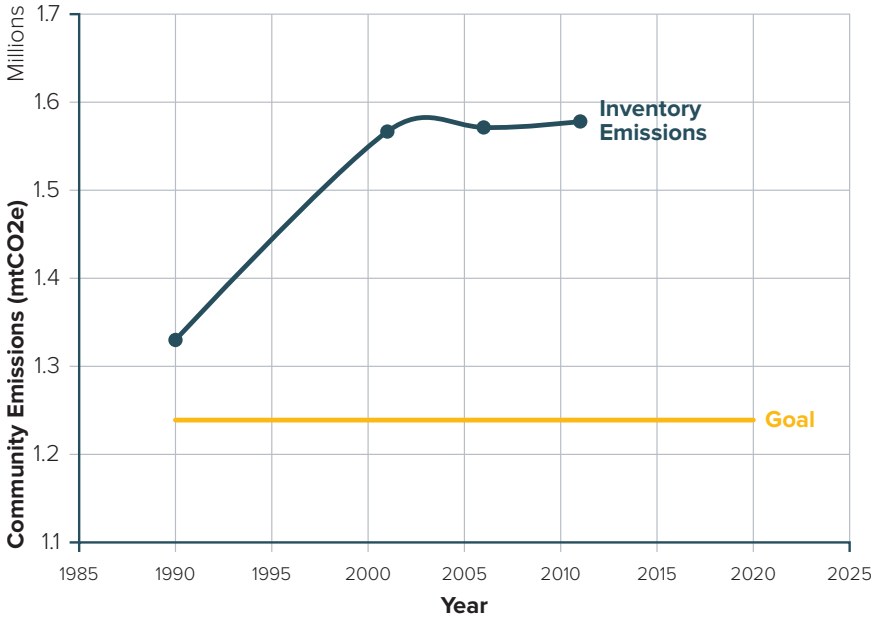


Figure 12 Community emissions



Land Use, Urban Design, Economic Development and Neighborhoods

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan's Land Use, Neighborhoods, Urban Design and Economic Development Elements and the Eastgate/I-90 Land Use and Transportation Project. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with consideration of possible policy changes. Potential changes to land use, neighborhoods, economic development and urban design policies—as identified in the Land Use and Neighborhoods Policy Table, the Urban Design Policy Table, and the Economic Development Policy Table (Appendix 2)—may undergo further change during this process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Executive Summary

In general, emerging policy changes advance the city's vision, carry forward current goals and policies and capture evolving city policy direction. It is not anticipated that new or amended goals and policies will result in a major departure in current policy direction or significant environmental implications. While the Comprehensive Plan anticipates substantial residential and employment growth over the next 20 years, the existing land use designations are sufficient to accommodate the growth forecast to occur by 2035. The development of land uses at prescribed intensities has been previously anticipated and analyzed as part of the review process for prior updates to the Comprehensive Plan. Environmental impacts directly associated with the Comprehensive Plan policy changes would be minor or non-existent, and would not be substantially different in type or magnitude compared to the effects of existing policy. Existing development regulations and programs at the project level would effectively mitigate the potential impacts identified in this issue paper.

Table 5 Emerging Land Use Issues and SEPA Implications

Emerging Issues	SEPA Implications
Residential Growth and Land Capacity – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned population/housing growth?	*The existing supply of vacant and re-developable land is sufficient to accommodate 20-year planned population/ housing growth. No significant land use changes are needed to accommodate residential growth.*
Employment Growth and Land Capacity – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned employment growth?	*The existing supply of vacant and re-developable land is sufficient to accommodate 20-year planned employment growth. No significant land use changes are needed to accommodate employment growth.*
Land Use Compatibility; Major Growth Centers – Do planned land uses impact compatibility in and around the major growth centers?	*Some of the major growth centers are bounded by areas that are already urban in character and conflicts are not expected to be significant. Where there is a significant difference in land use character, existing regulations and policies provide for a compatible transition between uses. Proposed Neighborhoods Element policies that encourage neighborhood area planning provide an opportunity to assess and address potential land use compatibility issues at the neighborhood level.*
Land Use Compatibility: Residential Neighborhoods – How can existing residential character be preserved as of new non-residential and diverse housing development occurs?	*A range of non-residential uses are permitted in residential neighborhoods. Where uses are particularly large or intensive, there may be some compatibility impacts. The City's current development standards and conditional use process are intended to provide for compatible transition between uses. Proposed comprehensive plan policies promote measures to address the compatibility of commercial and institutional uses in predominately residential areas and encourage the use of master planning for large uses. Proposed Neighborhoods Element policies that encourage neighborhood area planning provide an opportunity to assess and address potential land use compatibility issues at the neighborhood level. These policies would help address potential compatibility impacts.*
Neighborhoods – How do neighborhood areas plans get updated? How are local concerns addressed in city policy?	*The Neighborhoods Element proposes new Neighborhood Areas that will be used for future subarea planning. As new Neighborhood Area plans are created they will replace the subarea plans, but the intention to address local vision, character, and development patterns remains the same. New policies in the Neighborhoods Element help define and support this process. No significant adverse impacts are anticipated to these changes.*

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Emerging Issues	SEPA Implications
Eastgate/I-90 Land Use and Transportation Project – Are there negative environmental impacts associated with the adoption of policies and land use designations consistent with the Eastgate/I-90 Land Use and Transportation project?	*The Eastgate/I-90 project proposes policy and land use designation changes to support the intensification of commercial and office uses in the existing commercial, office, and industrial areas along I-90 corridor east of I-405. Potential environmental implications include short term construction impacts and long-term increased demand for public services and increased traffic levels. Proposed policies address these potential impacts through support for site sensitive design, the use of green building techniques, and the development of a multi-modal transportation system to reduce auto dependency.*

Table 6 Emerging Urban Design Issues and SEPA Implications

Emerging Issues	SEPA Implications
Urban Design – What role do urban design measures play in supporting the diverse character of the City's centers and neighborhoods? How can public art and cultural facilities support the City's vision and distinctive character?	*In general, the urban design goals and policies carry forward existing direction to promote desired citywide character and the unique character of the City's centers and neighborhoods. Arts and culture goals and policies express programmatic support for development of a wide array of cultural facilities and support for artists and arts group working in the community.* *New policies continue to emphasize addressing issues of design and the built environment to both avoid and minimize impacts as well as to create a healthy, vibrant and livable environment. No significant adverse environmental implications are anticipated from these programmatic measures.*

Table 7 Emerging Economic Development Issues and SEPA Implications

Emerging Issues	SEPA Implications
Economic Development – How do economic development policies support community vitality and long-term economic sustainability?	*In general, the economic development goals and policies carry forward existing direction to promote long-term economic vitality and flexibility. As a whole, the Economic Development Element supports attracting businesses and job creation consistent with the city's adopted employment target. New education policies emphasize continued accesses to education and training as an important economic development strategy. No significant adverse environmental implications are anticipated from these programmatic measures.*

Emerging/Proposed Policy and Implementation Options: Environmental Implications

Land Capacity

Housing. The King County Countywide Planning Policies establish a housing target of 17,000 new housing units between 2006 and 2031. Based on the adopted Countywide target, Bellevue anticipates housing growth of 15,800 between 2012 and 2035. Bellevue has a sufficient supply of appropriately zoned vacant and re-developable land to accommodate the projected 2035 housing growth. No rezoning is required, although some zoning changes will occur as part of the Eastgate/I-90 project and some zoning classifications may be adjusted to encourage the desired types and forms of development and to ensure land use compatibility. Based on current policy and zoning, most land available for future housing development is located in mixed use zones in the Downtown and Bel-Red subareas and in smaller areas including Eastgate, Crossroads, Lake Hills and Wilburton. Please see the Housing Issue Paper for further discussion of housing supply and potential impacts associated with residential growth patterns.

Land use compatibility means that uses can coexist in proximity to each other without resulting in undue negative impacts on either use. For example, an automobile assembly plant would be unlikely to be compatible with residential uses. Residential uses at varying densities, however, could be compatible with each other as could some residential and commercial uses.

The standard for what is and is not compatible is determined by a number of factors, including the type of uses, the community's historic development pattern and expectations, and local development and design standards.

Employment. The King County Countywide Planning Policies establish an employment target of 53,000 new jobs between 2006 and 2031. Based on the adopted Countywide target, Bellevue anticipates employment growth of 51,800 net new jobs between 2012 and 2035. There is adequate capacity to meet this employment target. Future employment growth will be focused in the Downtown, Bel-Red and Eastgate/Factoria areas with much of the future employment growth anticipated to occur in the Downtown Subarea. The current downtown workforce is approximately 43,340, with a forecast downtown workforce of 70,300 by 2030. A major code update is currently underway in the Downtown subarea, intended to promote comprehensive plan goals for community character. Key issues include building form and height, design guidelines, pedestrian environment, parking, and transit interface. It is anticipated that the future code amendments will not result in a significant change to overall development capacity in Downtown.

Land Use Compatibility: Major Growth Centers

The city's vision for future growth is to accommodate most growth in its major mixed use centers: Downtown, Bel-Red, and Eastgate/ Factoria (see Figure 2 on page 23). Concentration of growth in these centers will reduce the potential for change and land use conflicts in the majority of the city's neighborhoods. Although some infill development and change in existing neighborhoods will likely occur, the focused pattern of growth encouraged by existing policy and zoning is more likely to maintain existing character in the majority of the city's neighborhoods.

Around the edges of the major centers, potential impacts from housing and employment growth include conflicts with adjacent uses, based primarily on differences in intensity or activity patterns, such as restaurant odors, delivery truck noise, lighting and similar impacts. However, the locations most likely to be affected by future housing and employment growth are for the most part already urban in character, and such conflicts are not expected to be significant and/or would likely be localized and could be addressed through the design and review of individual projects. Existing code provisions for each subarea are briefly noted below, with a focus on measures to maintain land use compatibility with the surrounding area.

Downtown. The Downtown area is bounded on the east by I-405, with commercial and medical uses east of I-405. Because of the presence of I-405 and the continuation of relatively intensive uses east of I-405, significant land use conflicts along the east boundary of the downtown area are not anticipated. Much of the remainder of the downtown is bounded by multifamily development and zoning that provides a transition to the surrounding single family neighborhoods. However, portions of the north and west boundaries directly adjoin single family residential zones. These areas are zoned DTN-R, which provides for urban residential uses and acts as a transition between lower density residential uses and the more intense commercial and mixed uses of Downtown. Limited office and retail uses are permitted secondary to residential use, in order to provide shopping and services within walking distance of residential uses.

As mentioned above, a major update to the Land Use Code for Downtown is underway separately and is likely to result in changes to building form and heights and design standards that may impact overall compatibility with the surrounding area. Proposed changes to the Downtown Land Use Code are anticipated to be consistent with the Comprehensive Plan and will be considered as part of a future SEPA review process. This review will incorporate a more detailed analysis of downtown compatibility with the surrounding area.

A correction to the southern boundary of the Downtown subarea is proposed for consistency. A handful of parcels along the southern boundary line are split between the Downtown and Southwest Bellevue subareas.

Bel-Red. The Bel-Red Subarea is bounded on the north by SR 520 and on the west by I-405, which provide natural boundaries and reduce the potential for land use conflict with adjoining development. To the south, the portions of the Bel-Red Subarea that abut single family residential zones are designated BR-ORT, which is specifically identified as a zone that provides for low-intensity offices and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties. To the east, the Bel-Red Subarea adjoins commercial development in the City of Redmond and would be compatible with planned development.

Eastgate/Factoria. The Eastgate and Factoria center is a mix of commercial, industrial, office and residential uses. The Factoria retail/commercial area is bounded on the north by I-90 and on the west by I-405, which provide natural boundaries and reduce the potential for land use conflict with adjoining development. To the south and east, the Factoria retail/commercial area adjoins multifamily zoning as a transition to the surrounding single family neighborhood. This transition of zones is intended to reduce the potential for land use conflicts.

The Eastgate corridor is comprised of the commercial, industrial, and office property on both sides of I-90 east of I-405 and extending to the

city limits. Proposed policy changes would allow the intensification of office and commercial development in this area as well as the development of a transit-oriented development area. The transit-oriented development area would include residential uses in a mixed-use area south of Bellevue College and north of I-90. Residential areas surrounding the Eastgate area are separated from the commercial, industrial, and office development by natural changes in topography or by existing vegetated buffers. These natural transition areas reduce the potential for land use conflicts. Proposed policies in the Eastgate, Richards Valley, and Factoria subareas encourage the preservation and creation of transition areas between lower and higher intensity uses to enhance land use compatibility.

Land Use Compatibility: Residential Neighborhoods

As Bellevue continues to grow and intensify, land use compatibility will continue to be a key issue in maintaining the city's character and desirability as a place to live.

Vacant and underutilized residential parcels may see additional infill development and re-development with more intense residential uses. City Land Use Code regulates fundamental development standards, such as height and setbacks, to address issues of compatibility. City policies also support efforts to maintain neighborhood character through enforcement of regulations and through programmatic efforts. Proposed neighborhood area policies in the Neighborhoods Element also support subarea planning that provides an opportunity to assess and address potential land use compatibility issues at the neighborhood level.

Non-residential uses that are often found in residential areas include schools, churches, parks, recreational services, childcare services and governmental functions. As these uses evolve, impacts to the surrounding area, including traffic, activity levels, and development scale, may emerge.

In Bellevue and many other jurisdictions, non-residential uses that are potentially compatible with single family residential areas are

frequently reviewed through a conditional use process. This process provides for consideration of the development and operational characteristics of a proposal through a public review process. Through this process, a jurisdiction has the ability to add specific conditions to promote compatibility with surrounding uses.

Other approaches for ensuring land use compatibility include:

» Master Development Plans for larger non-residential and institutional uses in residential areas, and

» Specific Zones that can recognize and ensure compatibility around larger non-residential uses in residential areas. For example, the City of Shoreline zoning designation for Shoreline Community College is Campus, with specific development standards applicable to that zone.

Compatible non-residential uses provide services that can enhance the quality of life and character of residential areas. The city's Comprehensive Plan provides policy support for inclusion of a limited mix of uses in residential zones that can serve these areas and maintain overall community character. Over time, the city should continue to monitor such uses to ensure that potential impacts are mitigated and land use compatibility is maintained.

Comprehensive Plan

Land Use

The updated Land Use Element will be organized according to the following sections: (1) Land Use Strategy; (2) Growth Management; (3) Residential Areas; (4) Neighborhood Commercial Centers; (5) Downtown and Mixed Use Centers; (6) Commercial and Light Industrial Areas Outside of Centers; (6) Land Use Compatibility; (7) Citywide Policies; and (8) Annexation (see the Land Use and Neighborhoods Policy Table (Appendix 2)). The Land Use Element also contains an updated Generalized Land Use Map, as shown in Figure 2 on page 23. Proposed new policies or significant revisions to policies are described below and shown in the Land

Use and Neighborhoods Policy Table.

» A new policy in the Land Use Strategy emphasizes measures to ensure that the city's park-like character is retained.

» Growth Management policies have been updated to recognize consistency with the GMA and other plans, to update projections for the 2035 planning horizon and for consistency with the Buildable Lands process. This section contains new policies addressing (1) regional partnerships to achieve a mix of jobs and housing that allow people to live closer to where they work and (2) working with school districts on future school facility siting.

» A new policy in the Downtown and Mixed Use Centers section supports compact, livable and walkable mixed use centers in BelRed, Eastgate, Factoria, Wilburton, and Crossroads.

» Revised policy that supports retaining a critical mass of Light Industrial zoning to serve local needs.

» The Citywide Policies section contains new policies that address distinctive neighborhood character; placemaking value of arts and cultural facilities; amenities, services and facilities that support all types of families.

» Annexation is a new section that will replace the Annexation Element. Because nearly all of the city's planned annexation areas have been annexed, the existing Annexation Element is no longer needed. A new policy in this section expresses support for comprehensive annexation of the remaining Planned Annexation Area. Other policies have been moved from the Annexation Element and updated as needed.

Refer to the land capacity discussion on pgs. 66

Overall proposed land use policy amendments will refine and revise current land use policies to reflect evolving city policy. As previously described, no significant changes to land use designations are needed to meet projected residential and employment targets. Proposed land use policies, such as those that support distinctive neighborhood character and compact walkable character, would continue to promote desired character and land use compatibility in the city's centers and residential neighborhoods. Other policies, such as the proposed changes to growth management and

annexation policies, reflect changed city conditions. No significant environmental implications are anticipated.

Neighborhoods

The Neighborhoods Element is a new chapter that contains new and relocated policies that support development and update of neighborhood (subarea) plans; and encourage neighborhood and community involvement. New and updated goals and policies also seek to maintain and enhance the high quality of life in Bellevue's neighborhoods. Proposed policies include measures to promote good communication and community connections, track changing demographics, and preserve and develop distinctive neighborhood character. Changes are shown in the Land Use and Neighborhoods Policy Table (Appendix 2).

In general, proposed neighborhood plan policies address procedural issues, such as community involvement, periodic assessment and updates of neighborhood plans, and recognizing the value of neighborhood plans. These procedural actions are not expected to result in any significant impacts to the natural and built environment.

Eastgate/I-90 Land Use and Transportation Project

The Eastgate/I-90 project proposes policy and land use designation changes to support the intensification of commercial and office uses in the existing commercial, office, and industrial areas along I-90 corridor east of I-405. Residential uses would also be allowed in the transit-oriented development area south of Bellevue College. Policy changes include land use, urban design, and transportation amendments to the Eastgate, Factoria, and Richards Valley subarea plans. These proposed policy changes are contained in the Eastgate/I-90 subarea plan in Volume 2 of the Comprehensive Plan.

Proposed Eastgate/I-90 project policy changes will increase land use intensity in areas along the I-90 corridor and in the transit-oriented development area south of Bellevue College. Potential increased development intensity could result in environmental impacts,

including short term construction impacts, long-term increased demand for resources and public services and increased traffic. Many of these potential impacts are addressed through proposed plan policies that focus on sensitive design, the use of green building techniques, and the development of a multi-modal transportation system to reduce auto dependency. In addition, the Bellevue Land Use Code includes specific measures to mitigate both short and long term impacts related to development. Future site-specific development proposals will also be subject to project-level SEPA review. No significant environmental implications are anticipated from the proposed Eastgate/I-90 Land Use and Transportation Project policy and land use designation changes.

Urban Design

As summarized below, the city has identified several major themes that influence the approach to the Urban Design Element.

» The role of Downtown as the city's primary commercial center and as the regional center for the Eastside.

» The role of other mixed centers, including BelRed, Wilburton, Crossroads, and Eastgate/Factoria as distinct places with residential opportunities, cultural offerings, and local services.

» The focus of employment and residential growth in the Downtown and other growth centers and an interest in preserving the character of predominantly residential areas.

» The importance of recognizing individual neighborhoods and neighborhood centers through character, signs, and connection to local shopping and services.

» Interest in increased walkability to services, restaurants and parks.

With these themes as context, the updated Urban Design Element would be organized in the following sections (1) Character; (2) Arts & Culture; (3) Design Quality; and (4) Public Space; and (5) Landmarks and Historic Resources (see the Urban Design Policy Table (Appendix 2)). Compared to the existing Urban Design Element, the arts and culture section is new. The remaining sections have been updated

and re-organized to better fit current needs, but generally are not substantively changed. The reorganization and minor updates to the urban design goals and policies have no environmental implications. Proposed new policies are briefly summarized below and shown in the Urban Design Policy Table.

» New policies in the arts and culture section express programmatic support for development of a wide array of cultural facilities; support for lifelong arts education; and support for artists and arts groups working in the community through city programs and partnerships.

» Design Quality is the largest section in the element and addresses an array of topics, including site and building design; downtown, commercial and mixed-use developments; signs and wayfinding; and vegetation and landscaping. New policies in this section address creating iconic visual reference points; use of solar panels, promoting greenroofs and walls, design treatments for blank walls; incorporation of the surrounding community into design of commercial and mixed use centers; and promoting water conservation in landscape design.

» One new policy in the public spaces section addresses use of appropriate street tree species. Other policies have been updated, combined and reorganized for greater clarity and focus.

» A new map that designates streets and intersections that play a significant role in establishing Bellevue's design character. Please see Figure 13, Boulevard and Intersection Elements.

Overall, the urban design goals and policies carry forward existing direction to promote desired citywide character and the unique character of the city's centers and neighborhoods. For example, design quality policies continue to focus on site and building design; downtown, commercial and mixed-use developments; signs and wayfinding; and vegetation and landscaping. New policies that address visual reference points; solar panels, greenroofs and walls, and other topics reinforce and carry forward existing policy direction. Similarly, arts and culture goals and policies express programmatic support for development of a wide array of cultural facilities and support for artists and arts group working in the community.

Figure 13 Boulevard and Intersection Elements

New policies continue to emphasize addressing issues of design and the built environment to both avoid and minimize impacts as well as to create a healthy, vibrant and livable environment. No significant adverse environmental implications are anticipated from these programmatic measures.

Economic Development

To a major extent, the updated Economic Development Element has retained many of the existing policies as still applicable and appropriate to relevant city priorities. These policies have been restructured and re-organized to more clearly align with and focus on the city's vision for economic development. Revised sections include (1) business climate; (2) community livability; (3) education; (4) supporting diverse and dynamic places; (5) planning and infrastructure; (6) business retention and recruitment; and (7) implementation strategies (see the Economic Development Policy Table (Appendix 2)). The reorganization and minor updates to the economic development goals and policies have no environmental implications.

New policies address programmatic measures to support economic development in Bellevue. In general, the measures are programmatic and do not have any direct implications for the natural or built environment. To the extent that any of the policies might support or lead to physical development, any proposals would be subject to project-level environmental review. Proposed new policies are briefly summarized below and shown in the Economic Development Policy Table (Appendix 2).

» The education section of the updated element includes new policies that encourage continued investment in higher education, accessible education and training opportunities; and a revised existing policy that supports high quality primary, secondary and post-secondary public education.

» The updated element also includes new policies focused on supporting diverse and dynamic places. The proposed new policies primarily address an emphasis on commercial centers as a retail destination, a visitor attraction, growth of new commercial

centers and support the concept of a range of commercial centers that serve diverse needs.

» The implementation section contains one new policy that supports regular updates to the city's Economic Development Strategy. The remainder of the implementation section contains existing policies with some minor updates.

As described above, the economic development goals and policies carry forward existing direction to promote long-term economic vitality and flexibility. As a whole, the Economic Development Element support attracting businesses and job creation consistent with the city's adopted employment target. New policies focus on continued investment in accessible education and training as an important economic development strategy; creating diverse and dynamic places/commercial destinations; and support regular updates of the Economic Development Strategy. No significant adverse environmental implications are anticipated from these programmatic measures that are consistent with and carry forward existing policy direction.

Existing Conditions

Land Use Character

The Washington State Department of Ecology's 2010 land use GIS dataset provides information about the existing land pattern in the City of Bellevue. This data is in draft form and has not been verified, but provides a good starting point in understanding current land use patterns in the city. Table 8 on the following page shows the acreage for existing land uses based on the state's data. See Figure 14 for a corresponding map.

Residential Development. As described in the city's Comprehensive Plan, residential land uses comprise much of the land area of the city, consisting of close to half (46.6%) of the total land area. Single-family residences are the primary residential use, but multi-family development is located throughout the city, generally focused around

Table 8 Existing Land Use Inventory

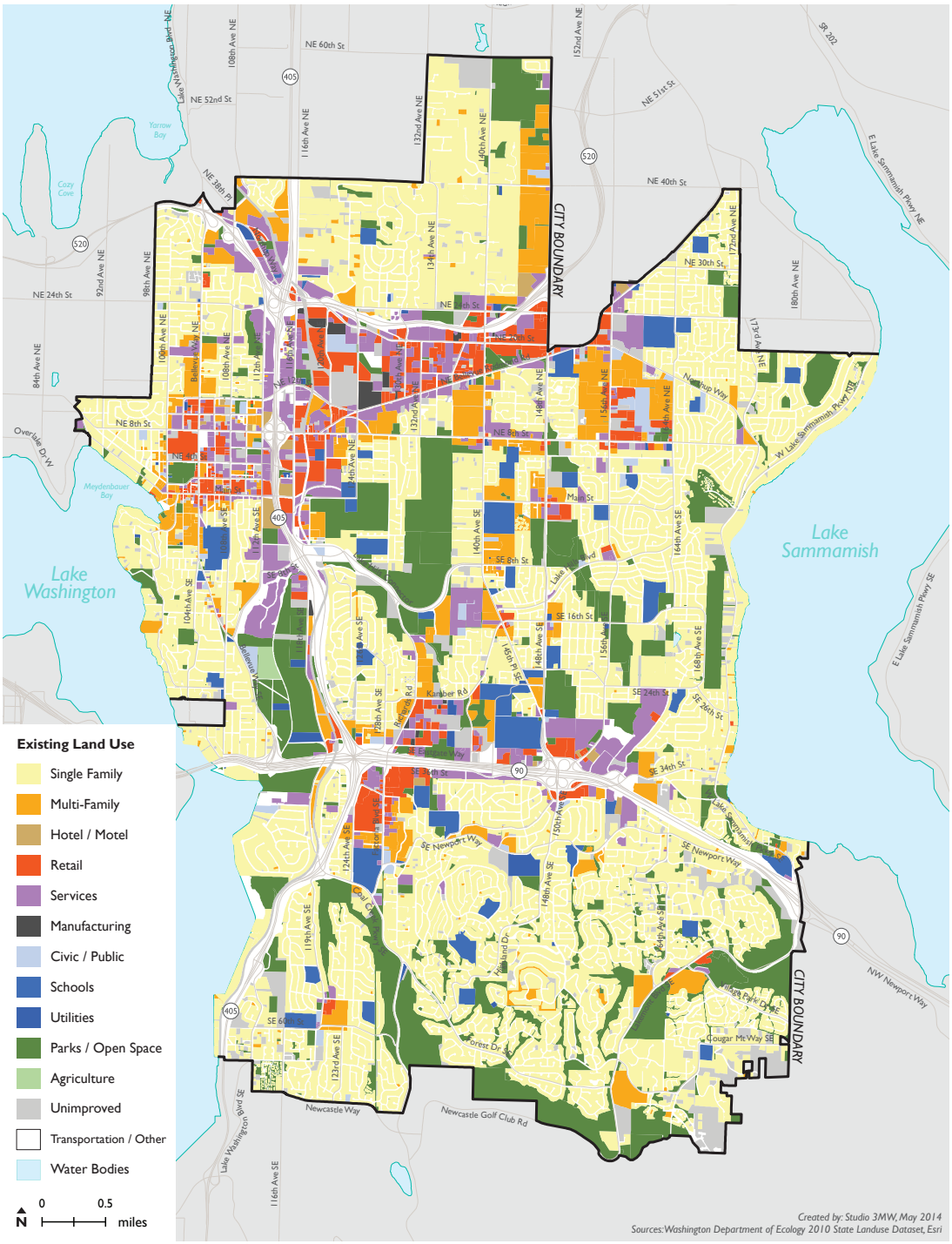
	Acreage	% of Total City Acreage
Single-Family	*9,061*	*40.4%*
Multi-Family	*1,392*	*6.2%*
Hotels	*65*	*0.3%*
Retail	*754*	*3.4%*
Services	*1,281*	*5.7%*
Manufacturing	*53*	*0.2%*
Agriculture	*23*	*0.1%*
Civic	*165*	*0.7%*
Schools	*671*	*3.0%*
Utilities	*87*	*0.4%*
Parks & Open Space	*2,890*	*12.9%*
Water	*854*	*3.8%*
Unimproved Lands	*1,036*	*4.6%*
Transportation-Related	*61*	*0.3%*
Other (including right of way)	*4,013*	*17.9%*
Total	**22,407**	**100%**

Sources: Washington Department of Ecology 2010 State Land Use Dataset, ESRI.
Note: while mixed-use development exists in Downtown and the City's other centers, the state dataset used in this analysis categorizes mixed-use parcels by the primary use.

major retail and service areas. Residential development ranges from Downtown mid- and high-rise apartments and condominiums to moderate density single-family subdivisions to large lot low density equestrian lots in the northern part of the city.

Commercial Development. As shown in Figure 15, commercial and employment areas are focused around Downtown and the I-405, SR-520 and I-90 corridors. Commercial areas include services, office space, retail sales and are found in all employment areas. Industrial lands are limited and focused primarily in the area of Richards Valley

Figure 14 Existing Land Use



east of Richards Road and between SR-520 and Bel-Red Road. The majority of Bellevue's jobs are located in the Downtown, Bel-Red and Eastgate/Factoria areas. The Downtown area contains the large majority of jobs, with an estimated 44,855 jobs in 2012.

Crossroads is a community commercial center containing retail stores and offices that serve both the nearby neighborhoods and the larger community. In addition, Bellevue has several smaller, neighborhood-oriented retail centers, such as Northtowne, Lake Hills, and Newport Hills. These centers provide goods and services to the nearby neighborhoods and serve as focal points and gathering spaces for surrounding residents.

Open Space. With approximately 2,700 acres, the city has significant holdings in parks and open space.[1] The city's park system includes a wide range of facilities, including regional, citywide, neighborhood, trails, and natural open space park and open space features.

City of Bellevue Subareas

For planning purposes, the city is divided into 14 existing subareas (see Figure 16 on the following page). Subareas are defined based on development character, size and geographic boundaries. The character of each of the city's 14 subareas is briefly described below. As discussed in the discussion of the proposed addition of a Neighborhood Element, these 14 subareas will transition into different Neighborhood Areas as local Neighborhood Area plans are adopted.

Bel-Red. As one of Bellevue's major employment areas, the Bel-Red subarea historically included a large share of the city's land zoned for light industrial and commercial uses. Recently, planning for Bel-Red has focused in redevelopment with a mixed use residential and commercial center, focused around future light rail stations.

Bridle Trails. Bridle Trails is a residential area, primarily developed with single family housing on lots ranging from 10,000 square feet

1 *Bellevue Parks & Open Space System Plan. 2010.*

Figure 15 Major Employment Centers

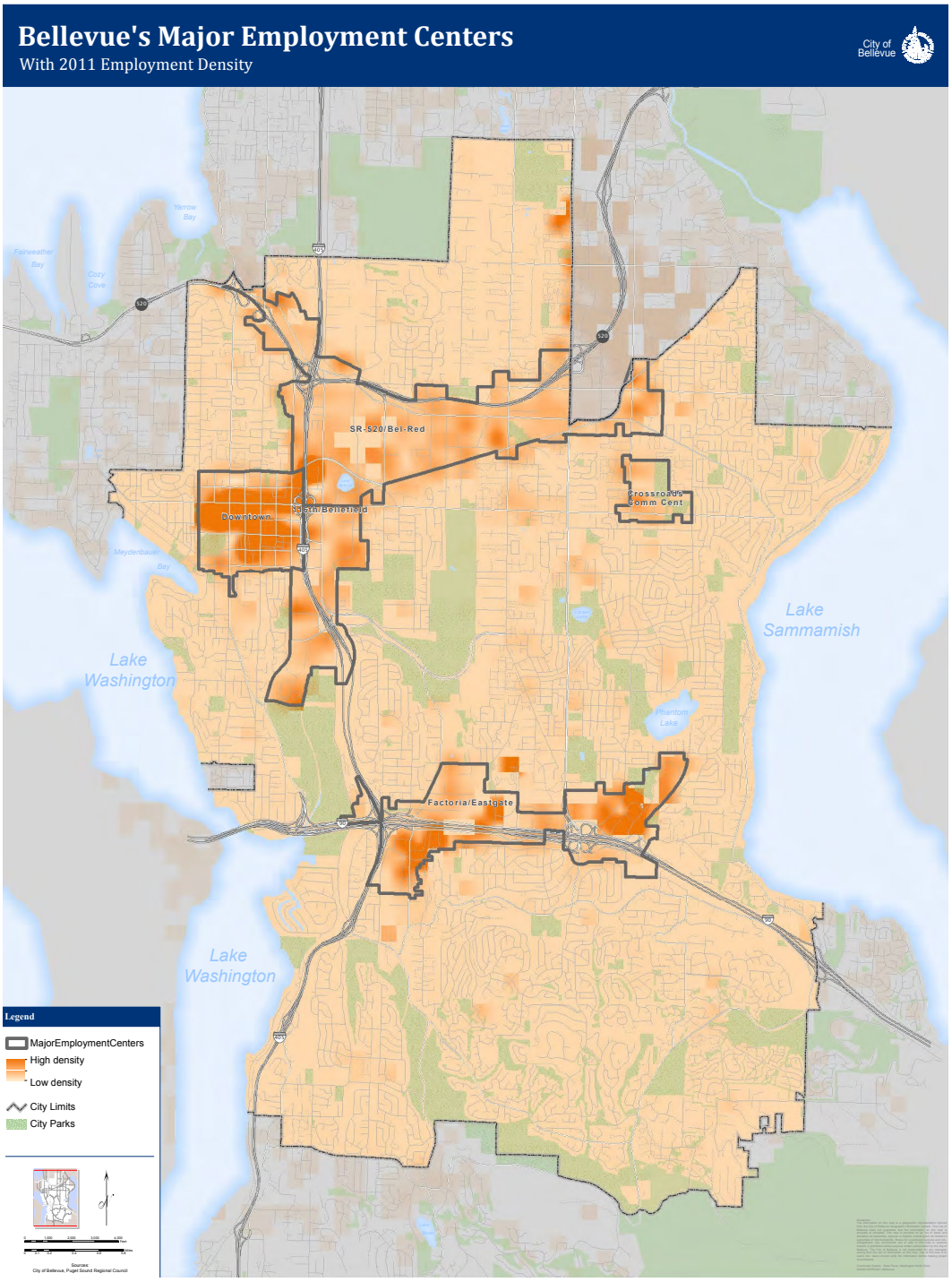
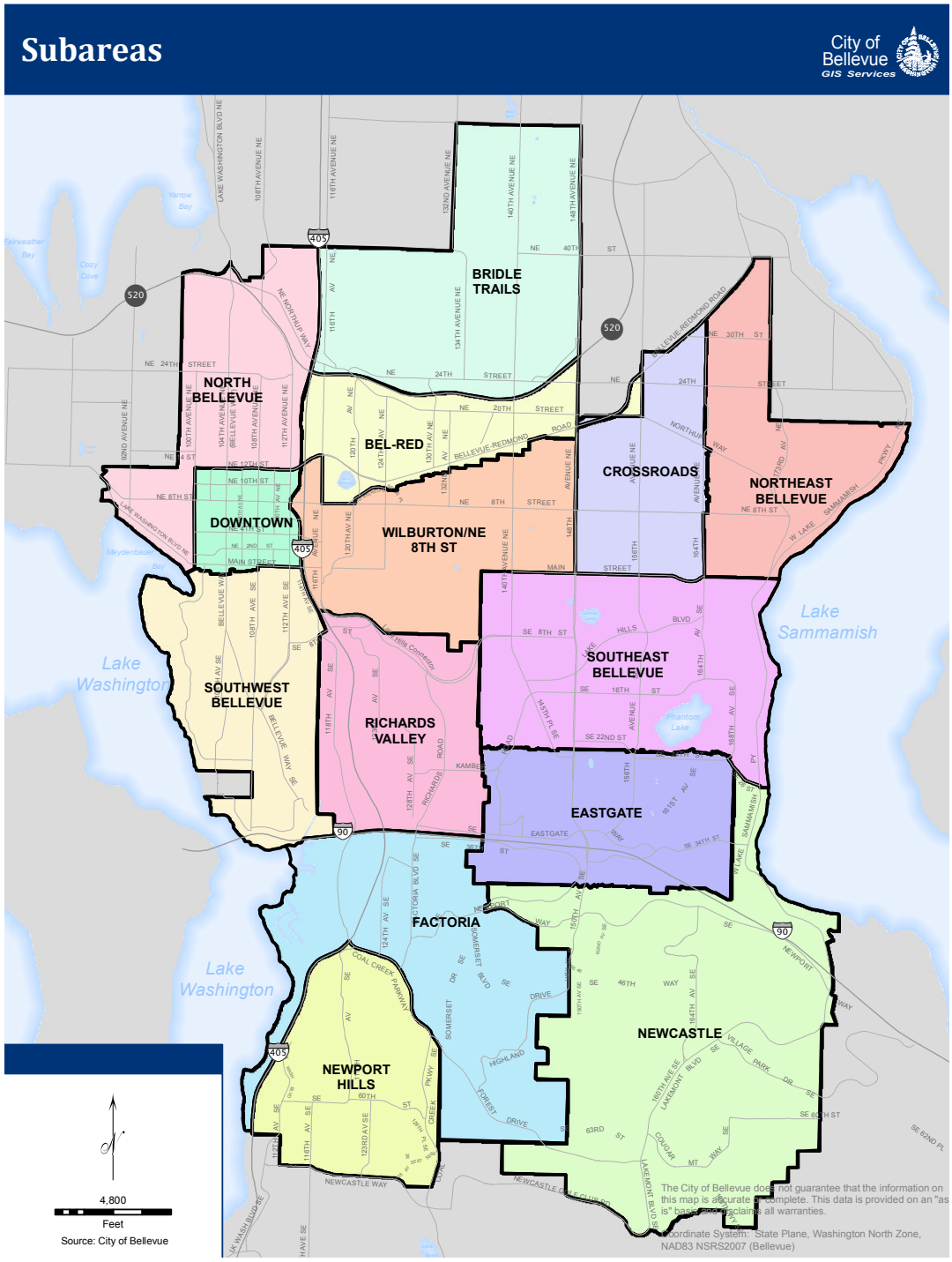


Figure 16 Subareas



to several acres. A mix of commercial and multifamily uses is found along the southern edge of the subarea, and multifamily uses extend along the eastern edge of the subarea.

Crossroads. Crossroads is characterized by a mix of multifamily and single family residences, together with retail development. Crossroads Bellevue, located at NE 8th St and 156th Ave NE, is a major retail center, drawing from throughout the city and neighboring areas. Crossroads offers a variety of housing, and is generally recognized as one of Bellevue's more affordable areas.

Downtown. High-rise, mixed-use buildings and a regional retail center (Bellevue Square, The Bravern and surrounding retail) anchor the downtown core. Residential development occurs throughout the Downtown in a variety of mid-rise and high-rise buildings. Neighborhood amenities include the NE 6th Street pedestrian corridor, the Bellevue Downtown Park, and the King County regional library. The Downtown area is also the most rapidly growing area and expected to accommodate much of the city's future growth.

Eastgate. The Eastgate subarea encompasses approximately 1,500 acres located north and south of the I-90 business corridor. Commercial uses include major corporations, high technology industries, and community shopping areas, such as Sunset Village and the Eastgate Shopping Center. North of I-90, other major uses include Bellevue College, churches, government agencies, a mix of residential development, and park and open space areas. South of I-90, much of the non-commercial area is developed with single family residential development.

Factoria. Located south of I-90 and east of I-405, Factoria is a regional commercial and employment center. It includes the Factoria Shopping Center, surrounding retail development and a number of business offices and corporate headquarters. Multifamily housing adjoins the commercial area, with single family areas focused primarily to the southern part of the subarea.

Newport. The Newport neighborhood lies east and west of I-405 and

south of I-90. On the west, Newport Hills is separated from I-405 by steep ravines and tree-covered hills. To the east, the neighborhood is bordered by the 146-acre Coal Creek Natural Area. It is largely fully developed, with residential neighborhoods along the Lake Washington shoreline, and on the plateau between Coal Creek and Lake Washington.

Newcastle. The Newcastle area is bounded on the northeast by Lake Sammamish and to the east and south by Bellevue city limits. The majority of the areas is developed with low density single family residences, and public open spaces focused around the steep slopes and valleys in the neighborhood.

Newport Hills. The subarea is made up of a number of single-family neighborhoods and multifamily neighborhoods surrounding a core commercial district. Portions of the area retain a semi-rural feel, protected by steep ravines and tree covered hills.

North Bellevue. Adjoining the Downtown on the north and west, North Bellevue is a mixed residential area of low to moderate densities. Bellevue Way NE bisects the community into west and east halves and connects residents to downtown businesses. A small retail center (Northtowne Shopping Center) located on 104th Avenue NE/Bellevue Way NE provides shopping for area residents.

Northeast Bellevue. Northeast Bellevue extends from Lake Sammamish to the City of Redmond and is primarily a residential neighborhood with a mix of single and multifamily housing.

Richards Valley. Richards Valley consists of three distinct districts. The area west of I-405 is heavily vegetated and is developed with a variety of uses—parkland, light industrial, and multifamily. The central portion (Woodridge Hill) of the subarea is largely residential with a mixture of single-family and multifamily units. The eastern part of the subarea includes a wide variety of uses—residential, park, warehousing, and extensive retail.

Southeast Bellevue. This residential neighborhood is located along the west side of Lake Sammamish and consists primarily of single family residential neighborhoods. Open space in the neighborhood includes Weowna Park, Phantom Lake and the Lake Hills Greenbelt.

Southwest Bellevue. Southwest Bellevue is a largely residential neighborhood, with multifamily development adjacent to the Downtown subarea and along Bellevue Way and much of the remainder of the neighborhood developed with a mix of single family densities. Major public facilities include Bellevue High School, the Mercer Slough Nature Park, and other park and open space facilities.

Wilburton/NE 8th Street. The Wilburton neighborhood encompasses about 1,600 acres, with a mix of commercial and residential development. Commercial development is found along the I-405, 116th Ave NE and NE 8th St corridors, while single family development makes up much of the remainder of the neighborhood. Parks in the neighborhood include the Bellevue Botanical Garden and the Kelsey Creek Farm Park.

Comprehensive Plan

Land Use Element

The current Comprehensive Plan Land Use Element sets expectations for future job and housing growth consistent with the Growth Management Act and it provides a framework for other parts of the plan. City plans for transportation, parks, utilities, and other services are designed to be consistent with the growth identified in the Land Use Element.

Urban Design Element

The current Urban Design Element focuses on creating and reinforcing the character of the city as a whole and each of its distinct neighborhoods. Urban design policies are related to and support corresponding parts of the Land Use, Housing, Transportation and Parks elements, with a focus on the design aspect of these features of the city's built and natural environment.

The Comprehensive Plan Urban Design Element sets expectations for community character, with a focus in four major topic areas; design quality, public places and connections, community design, and landmarks and historic character.

Economic Development Element

The current Economic Development Element of the Comprehensive Plan guides efforts to market the city, offer services to businesses, inform citizens and city leaders of the direction of the economy. The Economic Development Element also helps inform decision making in land use, infrastructure, capital budgeting, regional collaboration, local partnerships, and other city programs as they pertain to the success of businesses, employees, and related services.

Development Regulations

Zoning

The City of Bellevue has a wide range of specific zoning designations organized according to major use categories, such as single family residential, multifamily residential, office, commercial, etc. or geographic areas, such as Downtown, Bel-Red, etc. Information about the major districts and their applicable zoning designations are summarized in the following tables. Table 9 describes the major zoning districts, their intent and designations, based on the city's Land Use Code and Figure 17 is a generalized zoning map for the city.

Table 10 summarizes acreage by generalized zoning category, consistent with the generalized zoning map shown in Figure 17, on the previous page. As shown, the majority (76%) of the city's land area is zoned for single family residential use. Other major zoning categories include multifamily and office designations at nine percent each and commercial designations at five percent. Generalized zoning categories are also shown in Figure 17.

Table 9 Zoning Districts and Designations

Zoning Districts	Applicable Zoning Designations
Single Family Residential Estate – Provides for low density residential development (1–1.8 units/acre)	*R-1, R-1.8*
Single Family Residential – Provides for residential areas of low to moderate densities (2.5, 3.5, 4, 5 and 7.5 units/ acre).	*R-2.5, R-3.5, R-4, R-5, R-7.5*
Suburban Residential Districts – Provides for residential areas of low to moderate densities (2.5, 3.5, 4 and 5 units/acre).	*R-2.5, R-3.5, R-4, R-5*
Multifamily Residential – Provides for attached residential dwellings of low density (10 units per acre) and of moderate density (15, 20, and 30 units/acre).	*R-10, R-15, R-20, R-30*
Professional Office – Provides for low-intensity office uses compatible with surrounding developments, vegetation and topography.	*PO*
Office – Provides for business, financial and professional service offices, located on arterial or commercial access streets.	*O*
Office and Limited Business – Provides for the location of integrated complexes made up of offices, hotels or motels, eating establishments and retail sales accessory to permitted uses	*OLB*
Office and Limited Business – Open Space – Provides for significant amounts of open space and for offices, hotels, or motels, and other uses permitted in the Office and Limited Business District, except for residential uses	*OLB-OS*
Light Industrial – Provides for a broad array of activities, including manufacturing, wholesale trade and distribution activities	*LI*
General Commercial – Provides for a wide variety of business activities that provide goods and services to other businesses and the general public	*GC*
Neighborhood Business – Provides for small scale, mixed-use commercial areas that provide housing opportunities and retail and service businesses for the surrounding residential community	*NB*
Community Business – Intended to serve community markets and provide for the location of services and retail outlets, other than Downtown.	*CB*
Downtown – Intended to create an aesthetically attractive area of intense use that is the financial and business hub of the city. Uses include regional retail shopping facilities and major mixed office complexes along with specialty retail, business support services, urban residential, hotel and institutional uses.	*Downtown O-1, O-2; Downtown-MU; Downtown-R; Downtown-OB; Downtown-OLB*

continued on the following page

continued from the previous page

Zoning Districts	Applicable Zoning Designations
Bel-Red – Twelve districts intended to establish a major mixed use employment and residential area characterized by a transit-oriented, nodal development pattern. Range of uses include office, medical office, housing, retail, and service uses.	*Bel-Red-MO (1), Bel-Red-OR (1-2), Bel-Red-RC (1-3), Bel-Red-CR, Bel-Red-R, Bel-Red-GC, Bel-Red-ORT,*
Medical Institution – Provides for the location of hospital uses and ancillary uses to the primary hospital use located on the same site or in close proximity. Encourages comprehensive long-term master development planning and allows flexible dimensional standards.	*MI, DA1, DA2, DA3*
Factoria Land Use – Provides for a mixed use residential, regional retail, office and service center. F3 provides the most highly intensive office district outside of the Downtown and Bel-Red.	*F1, F2, F3*

Source: City of Bellevue Land Use Code; http://www.codepublishing.com/wa/bellevue/LUC/BellevueLUC2010.html

Design Guidelines

In addition to development regulations that establish height, bulk, setback and other standards, the city also has design guidelines that supplement the general land use regulations. Design guidelines may address specific geographic areas, such as Downtown, Bel-Red or Factoria. In these areas, design guidelines focus on tailored standards for connectivity, building design, lighting, landscaping, public gathering places and other features.

Design guidelines are also established for (1) specific zones or types of uses, such as community retail or medical institutions, or (2) transitions between more intensive and less intensive uses. In general, these design guidelines address site design, building design, landscaping, and street frontage relationship.

Figure 17 Generalized Zoning

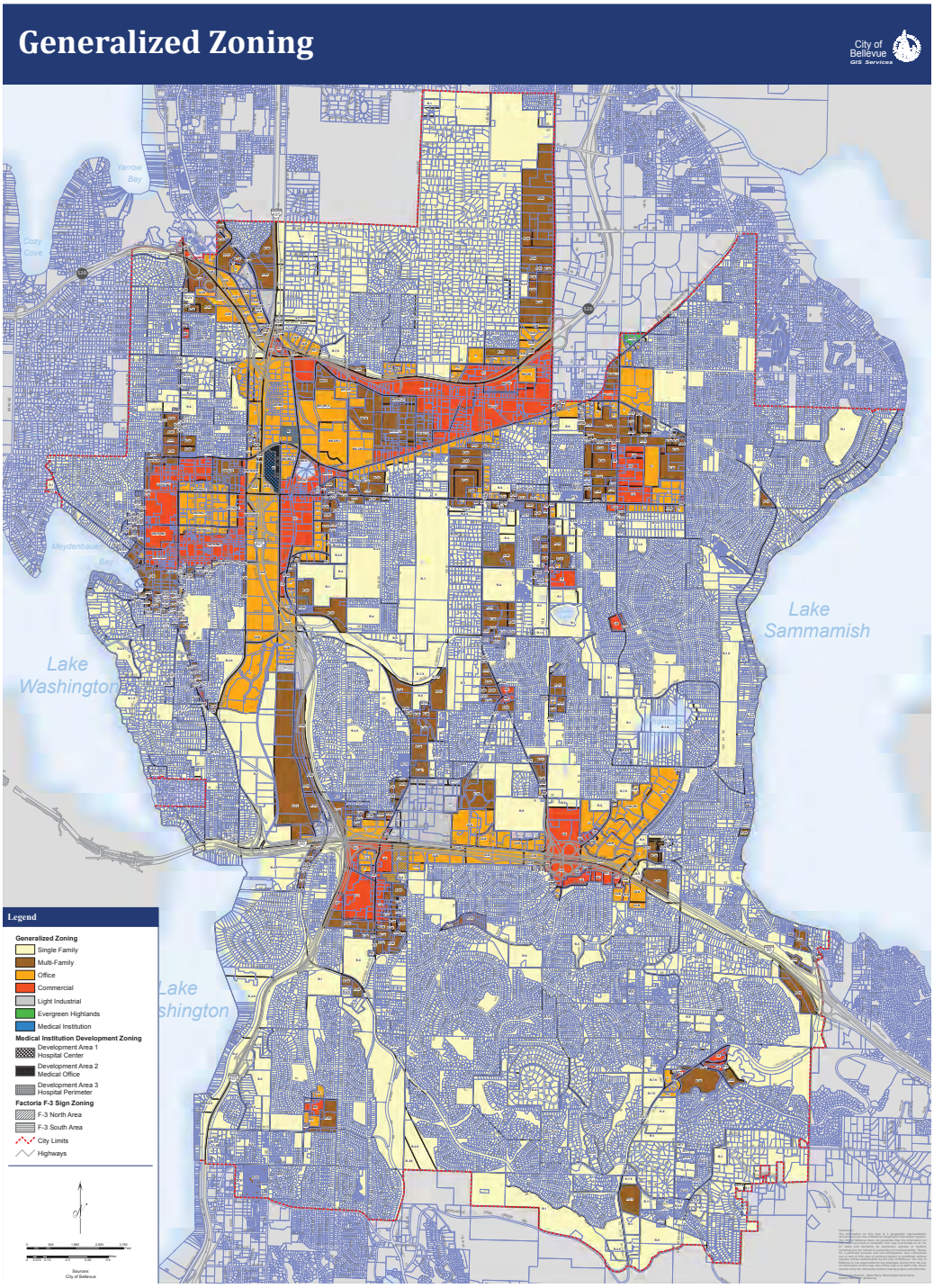


Table 10 Acreage by Zoning Category

Generalized Zoning Category	Acreage	% of Total Acreage[1]
Single Family	*16,312*	*76%*
Multi Family	*1,971*	*9%*
Office	*1,819*	*8%*
Commercial	*1,154*	*5%*
Light Industrial	*247*	*1%*
Evergreen Highlands	*7*	*<1%*
Medical Institution	*29*	*<1%*
Totals	**21,539**	**100%**

Source: City of Bellevue zoning shapefile, downloaded May 2014 from ftp://ftp.bellevuewa.gov/GISDownload/
Note 1: Percentages have been rounded

Demographics

Demographic data is available from the 2010 US Census, US Census American Community Survey and City of Bellevue. Key demographic data is summarized below.

Age and Household Composition

» In 2014, Bellevue's estimated population was 134,400.

» The average household size was estimated at 2.40 persons, consistent with the household size of King County as a whole and slightly lower than the statewide average of 2.52 persons.

» The median age is 37.8 citywide and 34.1 Downtown.

» Almost 14 percent of the city's population is 65 years of age and older, and 16 percent of the Downtown population is within this age category. While these proportions did not change significantly since the previous Census, the aging of the population is expected to be more significant over the next 20 years.

» In 2010, about 64% of the households were family households

and 36% in non-family households, including persons living alone or unrelated to each other.

Race and National Origin

» In 2010, approximately 41% of the city's population was racial/ethnic minority. Asians comprise the largest minority group, at approximately 28% of the total population in 2010.

» A relatively large number of foreign-born residents call Bellevue home. According to the 2008–2012 American Community Survey, approximately 33% of the population is foreign born and 38% speak a language other than English at home.

Income

» Bellevue is an affluent community with an estimated median household income of $88,073 (ACS 2008–2012), compared to $71,175 in King County as a whole.

» Approximately 7.2% of the population was below the poverty level (2008–2012)

Education

» Over 95% of the population over age 25 is a high school graduate or higher and almost 62% of the population over age 25 has a bachelor's degree or higher

Employment

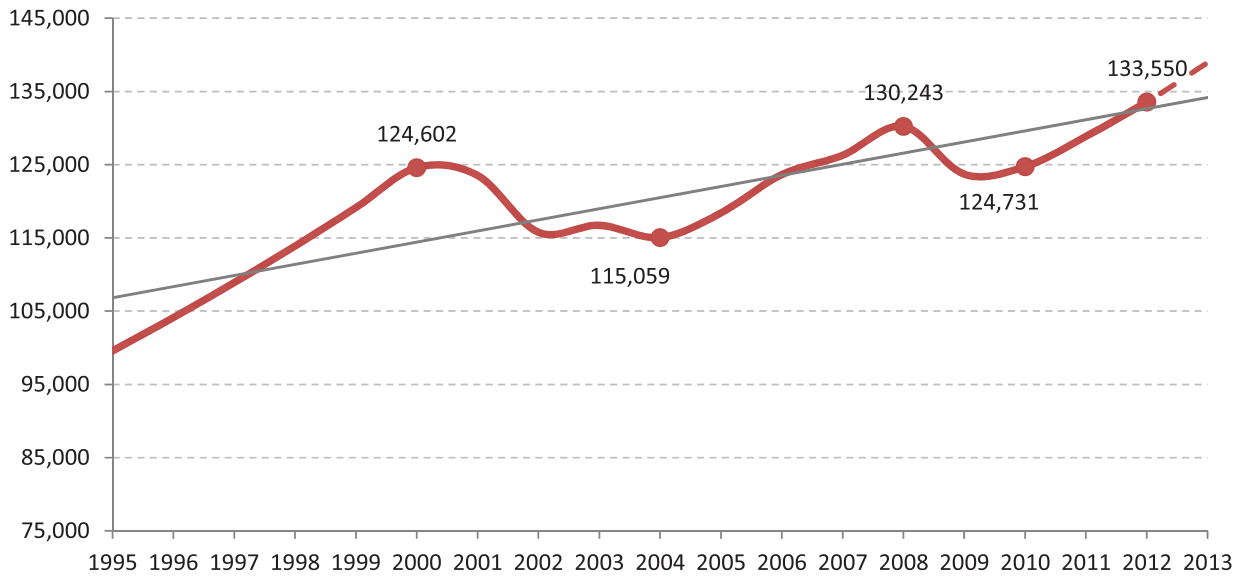
Concurrent with the comprehensive planning process, the city has been developing an Economic Development Strategic Plan. Major employment trends identified as part of this planning process are summarized below and shown in Figure 18.

Citywide Employment Trends

» Overall Bellevue's workforce has grown at an average annual growth rate of 1.6% over the last 17 years.

» Between 1995 and 2000 total employment in Bellevue (excluding construction) increased at an average annual growth rate of 4.6%, steadily rising from 99,600 to over 124,000.

Figure 18 Bellevue Total Employment, 1995-2012



Source: City of Bellevue, 2013

Note: Construction jobs are excluded from this exhibit as they are not often permanently located and tend to be volatile in reaction to economic cycles.

» Between 2000 and 2012, employment numbers trended slightly upward, although there were significant peaks and lulls that correlated with the early and late 2000s recessions, respectively. After a significant drop-off to begin the 2000s, between 2004 and 2012 employment increased from 121,000 to approximately 133,400.

Industry Cluster Assessment[8]

» Bellevue's economy is driven primarily by four major industry sectors, including Information Technology, Business Services, Retail, and Tourism/Visitors.

» In terms of IT, Bellevue has a strong, educated workforce with significant expertise in software development and other IT-related fields.

» In terms of retail, Bellevue has become a regional destination for high-end and other types of retail.

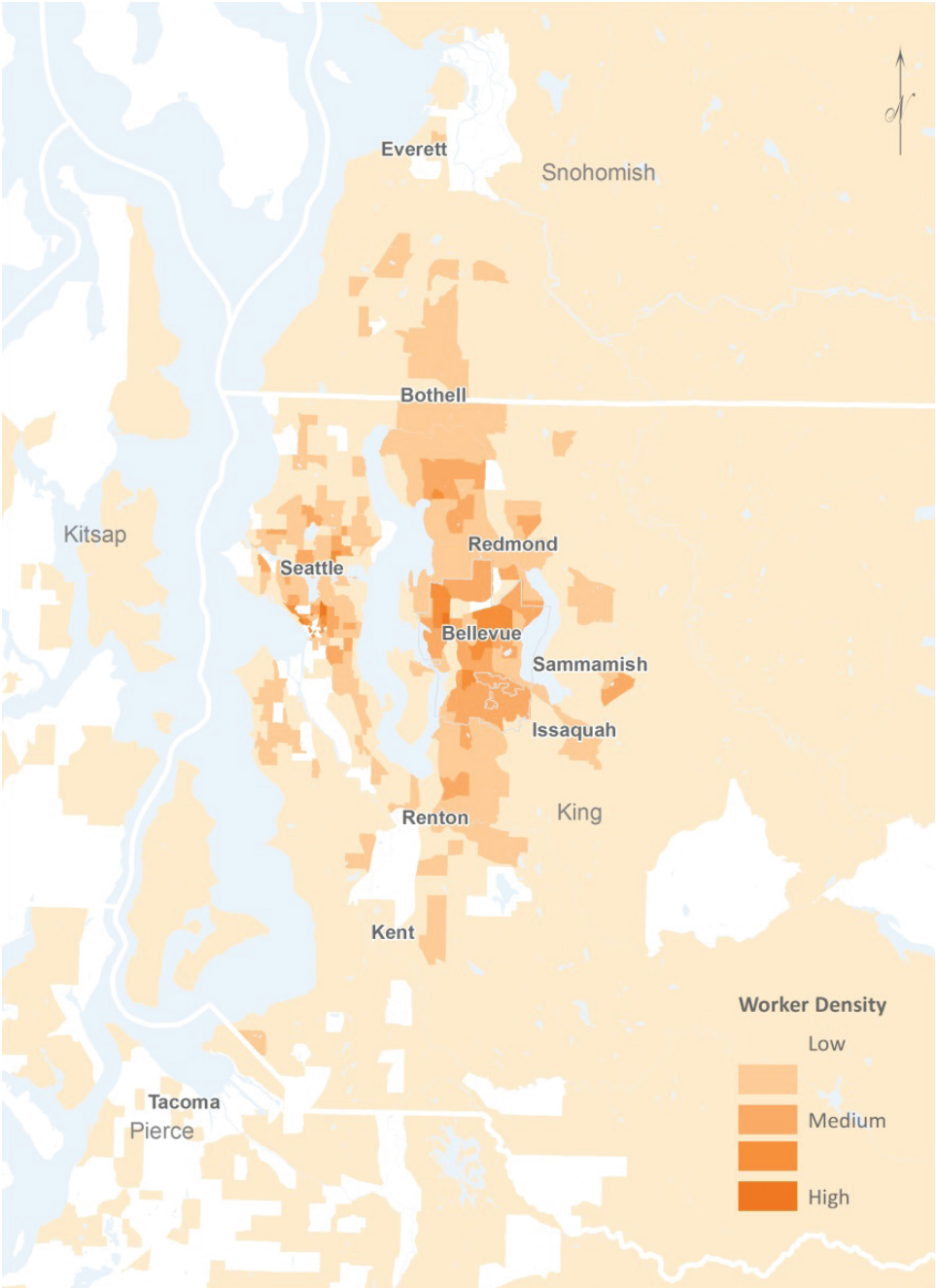
Commute Patterns

Figure 19 and Figure 21 provide a map and list of top places where Bellevue workers live. Figure 20 and Figure 22 provide a map and list of top places where Bellevue residents go to work. Overall, the data shows that Bellevue is a major regional employment center, with workers traveling from throughout the Puget Sound region to their jobs in Bellevue. In contrast, the majority of Bellevue residents work in a limited number of concentrated employment centers (Seattle, Bellevue, and Redmond).

Approximately 22% of Bellevue workers live in Bellevue. 14.6% of workers live in Seattle, while the remainder of Bellevue workers are spread throughout the region, with relatively strong concentrations in other Eastside cities and South King County.

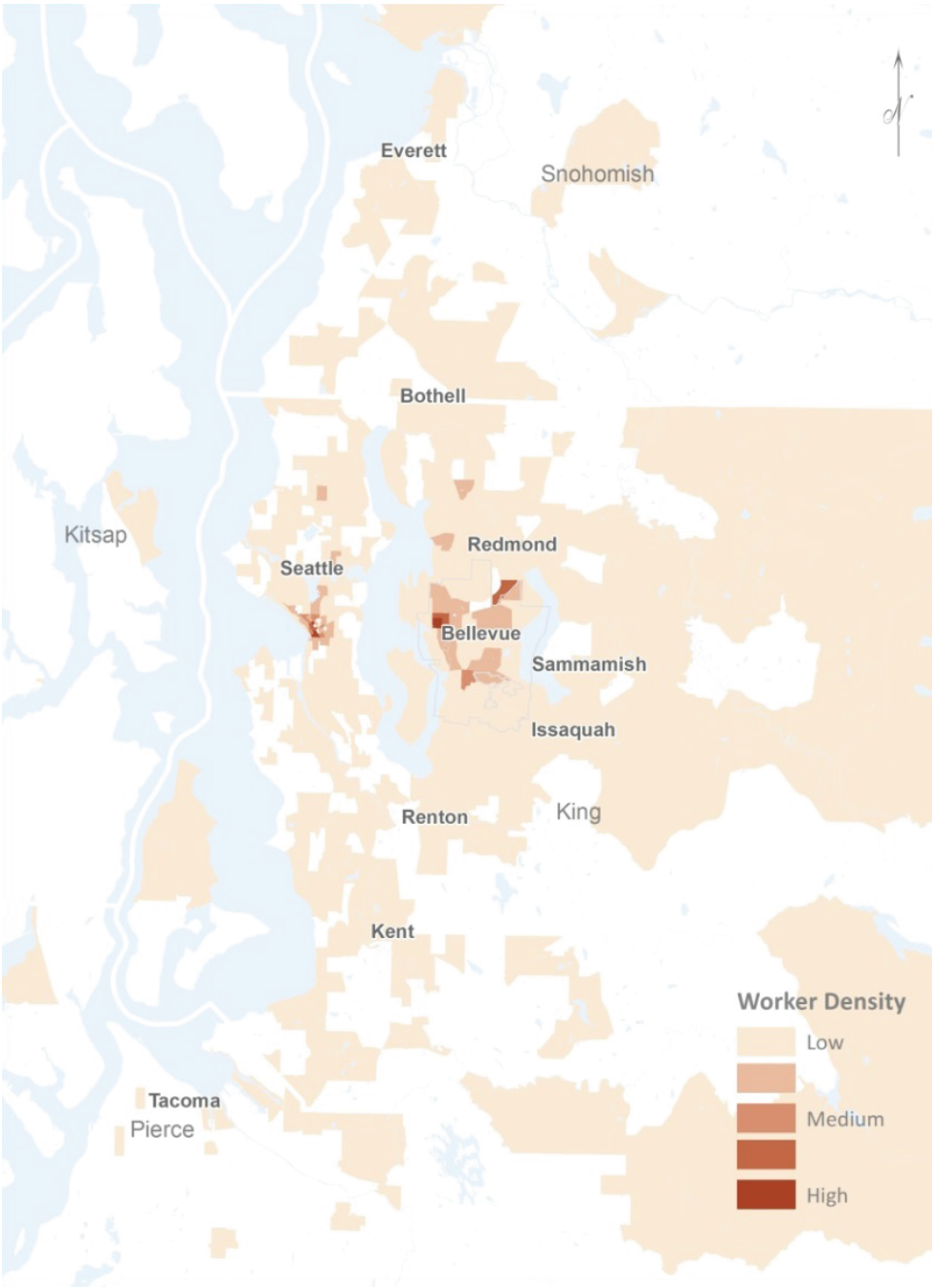
About 75% of Bellevue residents work in Bellevue (40%), Seattle (21%), or Redmond (15%). The remainder of residents work in other Eastside communities, South King County, and other cities across the region. Downtown Seattle, Downtown Bellevue, the Bel-Red Corridor, Factoria/Eastgate, and Microsoft in Redmond have the highest concentrations of workers who live in Bellevue.

Figure 19 Where Bellevue Workers Live, 2011



Source: Census Transportation Planning Products Program, Transportation Analysis Zone-level 2006-10 5-year avgs..
Note: Worker data are missing in Transportation analysis zones with no population. This data gap is expected to be corrected by the CTPP program in January.

Figure 20 Where Bellevue Residents Work, 2011



Source: Census Transportation Planning Products Program, Transportation Analysis Zone-level 2006-10 5-year avgs..
Note: Worker data are missing in Transportation analysis zones (TAZ) with no population. One TAZ in the Bel-Red corridor and one TAZ at the Microsoft Campus currently shaded white should have medium-high worker density instead. This data gap is expected to be corrected by the CTPP program in January.

Figure 21 Top Places Where Bellevue Workers Live, 2013

	Estimate	Percent	Percent
Bellevue	24,220	22.1%	
Seattle	15,955	14.6%	
Renton	5,525	5.0%	
Kirkland	5,165	4.7%	
Redmond	4,500	4.1%	
Unincorporated/non CDP	3,809	3.5%	
Sammamish	2,870	2.6%	
Issaquah	2,650	2.4%	
Inglewood-Finn Hill	2,065	1.9%	
Bothell	1,710	1.6%	
Kent	1,650	1.5%	
All other places	39,370	36.0%	
Total	**109,489**	**100%**	

Source: Census Transportation Planning Products Program, 2006-2010 five-year averages

Note: Locations represent Census Designated Places (CDPs)

Figure 22 Top Places Where Bellevue Residents Work, 2013

	Estimate	Percent	Percent
Bellevue	24,220	40.0%	
Seattle	12,600	20.8%	
Redmond	8,785	14.5%	
Kirkland	2,415	4.0%	
Renton	1,580	2.6%	
Issaquah	1,320	2.2%	
Unincorporated/non CDP	1,171	1.9%	
Bothell	865	1.4%	
Tukwila	775	1.3%	
Everett	740	1.2%	
Kent	710	1.2%	
All other places	5,430	9.0%	
Total	**60,611**	**100%**	

Source: Census Transportation Planning Products Program, 2006-2010 five year averages

Note: Locations represent Census Designated Places (CDPs)

Housing and Human Services

Executive Summary

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan's Housing and Human Services Elements. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with consideration of possible policy changes. Potential changes to housing and human services policies, as identified in the Housing Policy Table (Appendix 2), may undergo some further change during this process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Emerging Issues and SEPA Implications

In general, emerging policy changes consist primarily of clarifications and refinements of policy language and do not represent major changes in the direction of the Comprehensive Plan Housing element. Environmental impacts associated with these changes would be minor or non-existent, and would not be substantially different in type or magnitude compared to the effects of existing policy. Existing development regulations and programs would effectively mitigate the potential impacts identified in this issue paper.

Emerging/Proposed Policy and Implementation Options: Environmental Implications

The focus of this section of the issue paper is on possible policy changes that have the potential to result in a modification of the natural or built environment. In general, most potential impacts could affect land use patterns and/or neighborhood character, and those impacts are the focus of the discussion. While important issues of social policy are entwined with housing policy, social policy is not an environmental impact within the purview of SEPA.

Table 11 Emerging issues and SEPA implications

Emerging Issues	SEPA Implications
Housing Supply – Is the supply of vacant and re-developable land sufficient to accommodate the 20-year planned population/housing growth?	*The supply of vacant and re-developable land is sufficient to accommodate 20-year planned population/ housing growth. No significant impacts would occur.*
Jobs-Housing Balance – Is there a reasonable balance between planned population and job growth?	*There is an imbalance between housing and job targets, but this reflects Bellevue's role as a regional employment center.*
Housing Affordability – Do policies and development regulations support and encourage the provision of housing for a variety of household incomes, including low income?	*Policies and regulatory programs support and encourage provision of affordable housing, but the City's ability to control the cost of housing is limited. Options to strengthen incentive-based affordable housing programs could be considered.*
Special Needs Housing, Aging in Place & Homelessness – Do policies address changing housing needs associated with an aging population and the problem of homelessness?	*Policies would support special needs housing in the City but would seek to avoid potential land use conflicts.*
Access to Human Services – Do policies encourage equitable access to human services?	*Proposed policy changes encourage distributing human services throughout the City and siting them proximate to transit options. This would enhance access and avoid potential land use impacts from concentration.*

In general, policy changes identified in the Housing Policy Table (Appendix 2) consist of clarifications and refinements of policy language and do not represent major changes in the direction of the Comprehensive Plan Housing element. Environmental impacts associated with these changes would be minor or non-existent, and would not be substantially different in type or magnitude compared to the effects of existing policy. Existing development regulations and programs would effectively mitigate the potential impacts discussed in this issue paper.

Housing Supply

Based on the city's Buildable Lands Analysis (2012), Bellevue has a sufficient supply of appropriately zoned vacant and re-developable land to accommodate the King County Countywide Planning Policies (CPPs) 2006–2031 target of project growth of 17,000 housing units and 2012–2035 projected growth of 15,800 net new housing units.[2] No substantial rezoning will be required, although some zoning classifications may be adjusted somewhat to encourage the desired types and form of development and to ensure land use compatibility. Based on current policy and zoning, most land available for future housing development is located in mixed-use zones in Downtown and Bel-Red, and in smaller areas including Eastgate, Crossroads, Lake Hills and Wilburton. Housing growth would be concentrated in these areas and they would experience the greatest potential for impacts. Change would include development of vacant parcels and re-development of properties currently developed at less than their full potential under zoning. Since most of these developable areas are located in mixed-use zones, with the majority located Downtown, development would take the form of mixed-use (residential over retail or commercial) projects built at urban densities in a compact pattern. The existing urban land use pattern would intensify. Because mixed-use development would provide goods and services closer to housing and transit, this land use pattern would also provide greater opportunities for reducing auto dependency, increasing pedestrian mobility, and encouraging use of public transit,

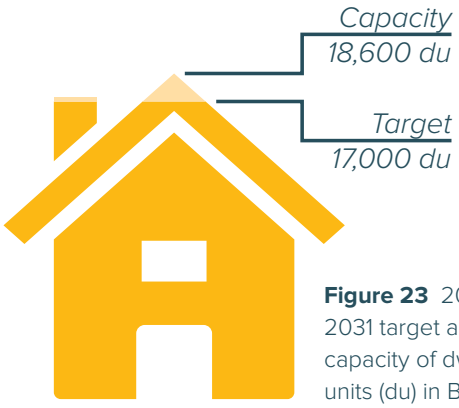


Figure 23 2006–2031 target and capacity of dwelling units (du) in Bellevue

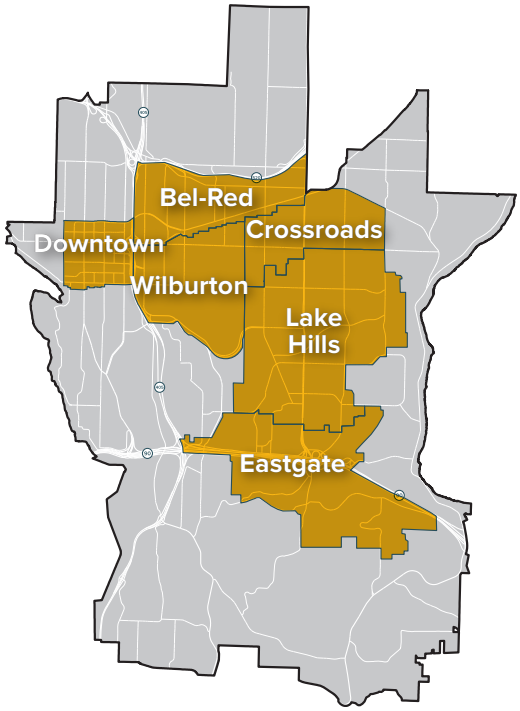


Figure 24 Neighborhoods with the most land available for future housing development

2 *The 2012 King County CPPs establish a total housing target of 17,000 units for the City of Bellevue through 2035. The net target reflects development that has occurred since the target was adopted.*

compared to a more dispersed land use pattern in which similar uses are clustered in separate zoning classifications.

Potential impacts from housing and population growth include conflicts with adjacent uses, based primarily on differences in intensity or activity patterns, such as restaurant odors, delivery truck noise, lighting and similar impacts. However, the locations most likely to be affected by future housing growth are for the most part already urban in character, and such conflicts are not expected to be significant and/or would likely be localized and could be addressed through the design and review of individual projects. Small commercial areas within existing residential neighborhoods, such as Lake Hills, which has been rezoned for mixed-use, could experience some contrasts in scale and density, and potentially some spill-over impacts (e.g., noise, lighting) at the boundary with single family residential areas. As noted above, these impacts are not expected to be significant and could be addressed through the design and review of individual projects.

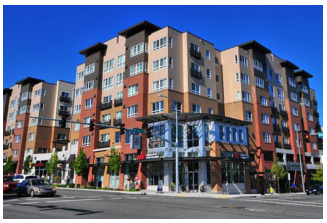


Figure 25 Examples of mixed-use housing in Downtown Bellevue
Sources: Ankrom Moisan (top), Hargis Engineers (middle), Vander Hoek (bottom)

The concentration of future housing growth in the Downtown and mixed-use areas would, in turn, reduce redevelopment pressure on existing neighborhoods. Compared to a more dispersed pattern of growth, the potential for neighborhood change or conflicts would be lower. Although some infill development and change in existing neighborhoods will likely occur, the focused pattern of growth encouraged by existing policy and zoning is more likely to maintain neighborhood character.

Higher construction and land costs in Downtown and in existing mixed-use centers would likely result in development of relatively more expensive housing. These market realities will continue the current challenge of producing affordable housing, particularly for lower income households, and achieving the desired proportion of county-wide housing need. It is noted that CPP Policy H-5 was amended in 2012 to focus on strategies, actions and regulations that promote housing supply, affordability and diversity, including a share of the county-wide need of low, very low and moderate income households. There is no longer a policy expressing a city-specific quantitative target, however.

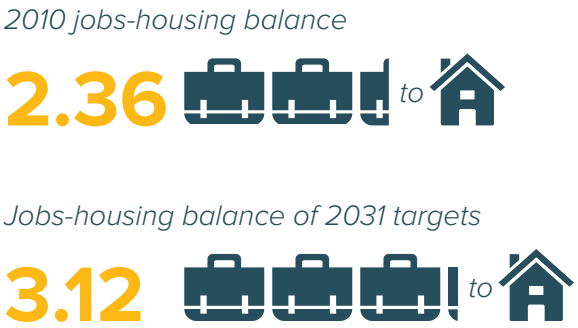
Increasing housing need and cost could result in some new forms of housing. One recent observed trend is the development of "apodments"—multi-family buildings with small units on re-development sites. These units are often rented by single occupants and have lower (but not necessarily low) rental costs. This form of development could provide more moderate income and workforce housing units. At the same time, it can also result in land use conflicts when located in established neighborhoods if buildings are of greater bulk or scale than surrounding housing or if sufficient parking is not provided. Such conflicts can be addressed, however, through control of density and design in zoning regulations and during permit review.

Jobs-housing Balance

Jobs-housing balance is a way to measure the relationship of job growth and housing demand. An imbalance—i.e., more local jobs than housing units—can increase demand relative to local supply, which can lead to increased housing cost and a reduction in affordability. Shortages of housing in an employment center can result in workers living further from job locations, which can increase commuting by auto, increase energy use, produce greater air emissions, and consume more land for parking facilities.

Bellevue's 2031 housing and job targets (53,000 jobs and 17,000 housing units) reflect a jobs-housing imbalance. However, this also reflects the city's, and particularly Downtown's role as a regional employment center. Based on data from the East King County Housing Analysis (ARCH, 2013), the majority of East King County cities, Seattle and King County as a whole, have all had jobs-housing imbalances since 1990. Nevertheless, continuing the focus of jobs and housing in the Downtown, a designated Urban Center, and in mixed-use zones is consistent with regional goals and policies and creates the potential for a more compact development pattern within

Figure 26 2010 and 2031 jobs-housing balance



the city and the region. Because a large proportion of the city's housing growth will occur in mixed-use districts, it will be important to monitor the number and affordability of those new units.

Housing Affordability

In general, existing Comprehensive Plan policies (HO-22 through HO-36) support the creation and maintenance of affordable housing. However, the city's ability to control the cost of housing is limited; land and construction costs, for example, are strongly influenced by economic market forces. While land use regulations are a factor in construction costs, such regulations also protect public health and safety and maintain compatible land uses; a balance must be struck between these goals.

Figure 27 Affordable family rental housing
Source: ARCH

Some options which could be considered to generate greater numbers of affordable housing units include strengthening, expanding and/or modifying Bellevue's existing implementation tools. The city's current affordable housing regulatory program is incentive-based. Suggested policy changes (e.g., policy HO-23) reinforce the emphasis on the use of incentives and removal of regulatory barriers.

Some incentive programs can also cause adverse impacts, however. For example, depending on the magnitude of changes to FAR, height or density, there could be some increase in building bulk, scale and height which create a potential for localized contrasts in scale. Limiting the application of such programs to appropriate districts would minimize these types of impacts. For example, incentives or requirements could be focused in or limited to mixed-use areas and/or new transit-oriented developments. Also, creating one or more demonstration projects, as identified in policy HO-15, could be a useful approach to test the effects of potential regulatory changes and to make adjustments that best address local conditions.

Special Needs Housing, Senior Facilities, Homelessness and Human Services

The city's population is aging and the number and longevity of people with disabilities (including developmental, physical and mental health) is increasing. Over time, these changes will result in increased need for housing and services for seniors and people with special needs. Proposed new policy #4 supports housing that is adaptable to a variety of needs to allow people to remain within the community as they age.

Figure 28 Senior congregate care facility
Source: ARCH

Existing Comprehensive Plan policy HO-37 and proposed new policy #9 encourage the accommodation of housing for people with special needs and protecting residential impacts from adverse impacts.

Proposed policies seek to avoid concentrations of special needs housing and human service facilities in order to ensure that access is widespread and equitable and to prevent neighborhood impacts. Locating facilities within walking distance of transit (fixed route and DART) and other services, including developed pedestrian networks, could enhance mobility and independence.

Figure 29 Tent city homeless encampment
Source: Seattle Times

As with group quarters generally, shelters for the homeless (excluding temporary shelters) are limited to Downtown and multifamily districts. Shelters that are associated with a religious facility are allowed outright as required by state law. The city could consider broadening the list of districts where this use is permitted (or conditionally permitted) where compatibility with adjacent uses can be achieved, where access to transit service is present and where external impacts from the use (traffic, parking, etc.) can be effectively managed.

Existing Conditions

Policy Framework

The policy framework for the Comprehensive Plan includes the Growth Management Act, King County Countywide Planning

Policies, and Vision 2040 (including the Housing Toolkit). Relevant policies are paraphrased in Appendix 1.

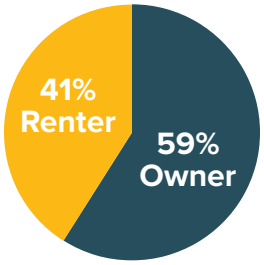
Housing Market Conditions and Trends

Housing Characteristics. As of the 2010 U.S. Census, Bellevue contained 55,551 housing units, reflecting an increase of close to 15 percent since 2000. Ninety percent of units were occupied. The city's housing supply is evenly divided between single family and multi-family units; approximately 59 percent are owner-occupied and 41 percent are renter occupied.

Population Growth. Population increased by more than 11 percent since 2000. The 2010 Census population of 122,363 people equates to an average household size of 2.4, after accounting for vacant units. Citywide, 28 percent of households consist of one person; in Downtown Bellevue, however, one-person households represent close to 60 percent of the total. Non-family households (unrelated people or people living alone) make up 36 percent of all Bellevue households.

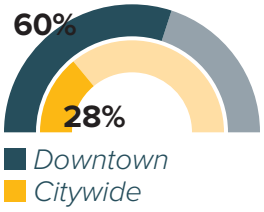
Demographics. The median age is 38.5 citywide and 34.1 Downtown. Almost 14 percent of the city's population is 65 years of age and older, and almost 16 percent of the Downtown population is within this age category. While these proportions did not change significantly since the previous Census, the aging of the population is expected to be more significant over the next 20 years, and will increase the need for specialized housing and services for elderly residents remaining in their homes.

Land Supply. Based on the city's Buildable Lands Analysis (2012), which measures the development capacity of vacant and re-developable land, Bellevue currently has sufficient capacity under current zoning to accommodate an additional 18,600 housing units. This compares to a 2031 housing target of 17,000 units established in the King County CPPs. More than 80 percent of existing housing capacity is located in mixed-use zones, and most of this supply is located in Downtown Bellevue.



Owner versus renter occupied housing

Average household size



One-person households in Downtown Bellevue versus Citywide.

Figure 30 Housing market conditions and trends

Housing Cost/Affordability. The median-priced home in Bellevue increased from $317,608 in 2000 to $592,819 in 2012. Housing for low income households (30-50 percent of area median income [AMI]) and very low income households (<30 percent of AMI) is particularly difficult to produce in sufficient quantity in all East King County cities due to high land and construction costs. Table 12 below compares the need and supply of housing for households by income category. Since 1992, Bellevue has produced an average of 47 low income units per year and 100 moderate income units per year (ARCH, 2013). Like most other East King County cities, Bellevue has been more successful producing moderate income housing compared to lower income housing.

Table 12 Need and supply of housing by household income level

Income Category	County-wide Need	Bellevue Supply[1]
50-80% AMI	*16% of total supply*	*22%*
30-50% AMI	*12% of total supply*	*7.4%*
<30% AMI	*12% of total supply*	*2.4%*

Source: Housing Affordability White Paper, City of Bellevue, 2013 ((Based on ACS 2006-2010 Gross Rents and Home Values, compiled by Rose Curran for King County IJT study)

(1) Percentage of total housing stock.

Adopted Policies and Regulatory Programs

Bellevue's framework for addressing housing need consists of numerous policies, development regulations and incentives, and a number of non-regulatory programs. These are briefly summarized below.

Comprehensive Plan Housing Element

Existing Comprehensive Plan Housing policies and potential amendments are included in Appendix 2. In general, most changes consist of clarifications and refinements of policy language and do not represent major changes in direction. New policies provide direction for implementing actions to address existing and emerging issues and are not major changes to underlying policy.

Development Regulations

The city has adopted a number of provisions that are intended to remove regulatory barriers and to encourage the provision of affordable housing. These include the transportation impact fee

exemption, density bonuses, parking reductions and allowance of accessory dwelling units. Existing programs are identified below. In general, Bellevue has opted to rely on incentive- based programs to encourage affordable housing rather than mandatory requirements.

» **20.20.120** Accessory dwelling units
» **20.20.128** Affordable housing density bonus (incentive based)
» **22.16.070(A)(2)** Transportation impact fee exemption
» **20.25A.050** note 5 Parking reduction for affordable housing
» **22.18** School Impact Fee exemption (Issaquah School District)
» **20.20.101** note (22) Smaller senior units count as .5 unit for density calculation
» **20.30.D** Planned Unit Development (PUD), which encourages innovative site design to achieve permitted density while protecting critical areas and providing open space and amenities
» **20.30.H** Temporary Encampment Permit

Non-regulatory Programs

Bellevue, along with other East King County cities, relies on a number of non-regulatory strategies to produce affordable housing. These programs include:

» ARCH/Housing Trust Fund and other public funding sources
» Home repair program (financial assistance to low income residents for maintenance and repair (per Policy HO-7)
» Donation or lease of surplus city land
» Sale of city land with conditions to provide affordable housing

These programs are all important elements of a comprehensive approach to housing supply. As noted in the East King County Housing Analysis (ARCH, 2013), incentives have been effective in encouraging moderate income housing, but almost all lower income housing development requires some form of direct financial assistance. Incentive programs do not generally result in direct physical or impacts to the environment.

Transportation

Executive Summary

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan's Transportation Element. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with considerations of possible policy changes. Potential new or amended transportation policies discussed in the issue paper may undergo some further change during this process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Emerging Issues and SEPA Implications

Draft Transportation Element policy amendments, formulated by the Transportation Commission and city staff, are included in the Transportation Policy Table (Appendix 2). Most potential policy changes being discussed at this time consist of editing, clarification and refinement of existing policy language; moving some policies to or from other Comprehensive Plan Elements; repealing redundant policies; and incorporating some existing policies from adopted functional plans (e.g., the Transit Master Plan, and Pedestrian and Bicycle Plan) to ensure policy consistency. The environmental implications of existing Comprehensive Plan policies have been evaluated in previous SEPA documents, and the editorial changes being discussed would not result in any new or significant impacts to the environment. The environmental implications of new substantive policies are summarized below. New or amended policies that are procedural, or that express support for, encourage or advocate for some future, indeterminate action, are generally considered conceptual or speculative and cannot be discussed in detail. The potential general direction of impacts (positive or negative) is identified where possible.

Table 13 Emerging Issues and SEPA Implications

Emerging Issues	SEPA Implications
How could the City revise its transportation level of service (LOS) standards and concurrency requirements to reflect the multi-modal nature of the transportation system?	*New and amended policies call for establishment of a multimodal LOS standard to measure and plan for transportation system performance. The details of this approach are still being researched and discussed and will ultimately be incorporated into revised development regulations. The environmental implications of the policy change cannot be meaningfully evaluated at this time.*
Can the Transportation Element provide additional support for policies in the Land Use Element and Environment Element?	*New policies place added emphasis on minimizing environmental and neighborhood impacts during the planning and implementation of transportation projects; express support for reducing greenhouse gas (GHG) emissions; and encourage use of electric vehicles. The environmental implications of providing "support" for or "encouraging" some future actions are conceptual, indirect and speculative, but impacts would be positive if the actions are implemented and realized (e.g., reduced air quality emissions).*
How could the City expand the use of Transportation Demand Management (TDM) to reduce drive-along commuting?	*A new policy would require adoption of a transportation management program (TMP) to reduce drive-alone commuting for projects that have "significant impacts" on the transportation system. The environmental implications of reduced single-occupant vehicle use are positive. The details of implementation are not known at this time.*
How can the City further encourage pedestrian and bicycle travel?	*New policies express support for developing the Eastside Rail Corridor for pedestrian and bicycle use. To the extent that this corridor was developed and resulted in an increase in pedestrian and bicycle travel, environmental impacts could be positive.*
Can the City further coordinate non-motorized transportation with transit?	*A proposed new policy calls for integrating pedestrian and bicycle access to neighborhoods as a means to facilitate transit use. Reduced drive-alone travel and increased transit use would have positive environmental impacts.*

Emerging/Proposed Policy and Implementation Options

Environmental Implications

Multimodal Level of Service Standard/Concurrency

The city's current level of service (LOS) standard and its approach to measuring transportation concurrency are based primarily on the capacity and congestion of system intersections (BMC 14.10.030, Traffic Standards Code). LOS standards vary in Mobility Management Areas (MMA) depending on adopted land use and transportation

policy. In MMAs with high levels of transit ridership or non-motorized travel, a vehicle-based LOS standard does not account for the full function and capacity of the overall transportation system. Similarly, an arterial intersection-based LOS standard does not help the city plan for non-arterial improvements.

Level of service (LOS) standards are measures set by the City to ensure quality public services, such as transportation.

Several proposed new and amended policies in the Transportation & Land Use, Mobility Management, and Roadways subsections of the Transportation Element call for the establishment of a "multimodal" LOS to measure concurrency and the performance of the transportation system (e.g., TR-6, TR-21, TR-22, TR-37, TR-38, TR-39, TR-42). This new standard would consider the capacity of the transportation system to accommodate all modes -- auto, transit, pedestrian and bicycle facilities. Other components of the multimodal LOS would include continued use of MMAs to reflect street patterns, other available mobility options, topography, development patterns and land use objectives. The boundaries of some existing MMAs could be modified. When adopted, the standards would be implemented through revised development regulations; would be used to evaluate and mitigate development proposals and to determine concurrency; and would help the city plan for comprehensive improvements to the transportation system. Further details of the potential multimodal LOS approach will be determined through analysis and outreach.

Mobility management areas (MMAs) are distinct areas with boundaries based on factors such as area-specific mobility targets. Some MMAs include intersections outside of the City's jurisdiction.

LOS is primarily a tool to measure the level of vehicular congestion at an intersection or group of intersections. When adopted as a standard, it is also linked to the provision of capital improvements necessary to maintain intersection operations within the adopted standard. Raising or lowering a LOS standard can effect levels of congestion, the need for capital improvements, and environmental impacts associated with congestion (e.g., noise, air quality emissions and energy consumption). However, a change in the approach or methodology for applying LOS, which is what the city is discussing, does not necessarily mean there will also be a change in the substantive standard or resulting impacts to the environment. In itself, adoption of the proposed multimodal LOS policy provides impetus

for continuing to evaluate options for a multimodal approach and would have no adverse impacts. Since the metrics of the resulting standard are not known at this time, the environmental implications of this changed system, if any, cannot now be analyzed.

Coordination with Land Use and Environmental Policies

Proposed policies in the Transportation and Land Use subsection call for minimizing environmental and neighborhood impacts, and incorporating natural drainage practices into transportation infrastructure projects. In addition, language revisions to policy TR-116 would emphasize that neighborhood impacts should be addressed during the planning, design, permitting and construction of public and private projects. A variety of existing development regulations and procedures—such as zoning regulations, the drainage code and SEPA review—are in place to implement the policies. The primary effect of the revised policy, therefore, is to add emphasis. These policies would have positive impacts to neighborhood land use and environmental conditions in the context of transportation projects. Changes to the city's stormwater management policies and regulations are also discussed in issue papers prepared on the Environment Element and the Utilities Element.

Greenhouse Gases (GHG) are gasses that trap heat in the atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases.

The Environment Element contains a general policy encouraging reduction of greenhouse gas emissions (GHG); please refer to the discussion in the SEPA issue paper on the Environment Element. Actions contemplated to accomplish the Environment Element policy include preserving tree canopy, reducing vehicle emissions, and enhancing land use patterns to reduce dependency on vehicles. A new policy expresses support for reducing transportation-source GHG emissions, and several new and existing policies in the Transportation Element are intended to help reduce drive-alone commute trips (see Transportation Demand Management below), or increase use of non-motorized transportation modes (see the Pedestrian & Bicycle discussion below). This group of policies would, when implemented, reduce transportation-related emissions, which would have a positive effect on the environment.

Similarly, another new policy would provide curbside spaces for electric vehicle charging stations. The added convenience could encourage use of electric vehicles, which would reduce GHG emissions and be beneficial to air quality. No significant reduction effect on on-street parking is anticipated.

A new policy in the Freight Mobility subsection would provide curbside space for parcel delivery and loading through the development review process. In general, this policy would expedite commerce, support economic development, and enhance convenience for residents. While implementation could possibly reduce on-street parking by some small amount, it could also reduce double parking or circling by delivery vehicles to find parking.

Transportation Demand Management

Proposed new policies would:

» Require new developments that place "significant impacts" on the transportation system to implement transportation management programs to reduce drive-alone/ single occupant vehicle (SOV) commute trips and parking demand. Transportation management programs take a variety of forms, and may include providing subsidies, coordination and/or education for on-site workers to encourage or facilitate use of transit, carpooling and non-motorized transportation, or arrange flexible work schedules. The details of implementing the policy are not known at this time. For example, it is not known whether thresholds would be established for applicability (e.g., focused on certain types or sizes of development), or how "significant impacts" would be determined (e.g., pursuant to SEPA or through another definition). Similarly, it is unclear how the new policy would relate to the city's adopted CTR regulations (BMC 14.40).

» Facilitate use of similar programs by "small" employers, i.e., those with less than 100 employees who are not subject to the state Commute Trip Reduction Act (CTR).In general, reductions in drive-alone trips through these means could reduce congestion

The Washington State Commute Trip Reduction Act (CTR) was passed in 1991 to address traffic congestion, air pollution and petroleum fuel consumption.

and reduce or postpone the need for construction of some improvements, which would reduce associated environmental impacts.

» Establish quantitative targets and a monitoring program for non-SOV commute trips, to measure how TMPs programs are performing.

Pedestrian & Bicycle Transportation

Several new and amended policies in the Pedestrian and Bicycle Transportation subsection express support for and call for promoting the design, development and use of the Eastside Rail Corridor as a regional multimodal facility. Expressing support for or promoting a transportation facility in policies does not in and of itself cause or imply any direct or indirect impact to the environment. It is theoretically possible that such a facility, if developed in the future, could facilitate increased bicycle commuting, which could, in turn, result in beneficial impacts to auto transportation, public health, the environment and quality of life. A more detailed discussion of such impacts is not possible at this time, however.

Transit

Although transit service is provided by King County Metro and Sound Transit, the city also plays an important role by providing transit-supportive infrastructure and by coordinating its planned land use pattern and transportation systems with transit service. As discussed in the Land Use issue paper, for example, focusing growth in Downtown Bellevue and in higher density mixed-use centers, along with numerous other transit-supportive policy actions, helps to encourage greater use of transit. A new transit policy expresses support for a frequent transit network in the city that serves transit hubs and population and centers; the spatial pattern of such a network is consistent with the Comprehensive Plan's land use map and policies.

Another new policy calls for integrating pedestrian and bicycle access to transit as a means to serve neighborhoods. Such actions could encourage and support greater use of transit, and reduce drive-alone

commute trips, which would have positive environmental effects. As described in the Level of Service discussion above, the city also intends to transition to a multimodal LOS standard, which would consider the capacity of pedestrian and bicycle facilities when calculating the overall capacity of the transportation network and determining future improvement needs. This approach could also support integration of pedestrian and bicycle systems, to better connect neighborhoods to the transit network.

Existing Conditions

Transportation Planning Framework

Comprehensive Plan

Bellevue's transportation system is comprised of a number of facilities, including local streets and roads, state highways, transit facilities, high-occupancy vehicle (HOV) facilities, park-and-ride lots, street lights, traffic signals, sidewalks, and pedestrian and bike trails. The Comprehensive Plan Transportation Element contains an inventory of existing transportation facilities, identifies future facility needs, adopts LOS standards to measure the performance of the transportation system, and identifies funding priorities. These individual components of the Transportation Element are consistent with GMA requirements, which are summarized in Appendix 1.

The Transportation Element also contains more than 100 policies which address a broad range of topics and establish the framework for planning and operating the city's transportation system. Policy topics include transportation and land use, transportation demand management, mobility management—which includes level of service standards and the transportation concurrency program, regional transportation coordination, roadways, transit, high capacity transit (HCT), the pedestrian and bicycle system, state highways/corridors, freight mobility, transportation finance, environmental considerations and neighborhood protection. New or modified policies are being considered for most of these topics; however, most of the changes

are editorial in nature (minor wording changes for clarification, reorganization, deletion of redundant policies, etc.), or are intended to ensure consistency with other adopted plans and policies. Inventory information and projections of future needs will also be updated to accurately portray the existing and planned transportation system.

Volume II of the Comprehensive Plan contains several functional plans relating to the transportation system, including the *Pedestrian and Bicycle Plan*. The plan, which was updated in 2009, expresses the city's vision for creating a continuous, safe network of sidewalks, walkways, trails and bikeways. This non-motorized network is intended to increase mobility choices, provide access to a variety of destinations, and to reduce reliance on single-occupant vehicles. The plan establishes policy direction consistent with the Comprehensive Plan, and provides a framework for making decisions on capital projects. The plan also includes a prioritized list of concepts for capital projects which, when constructed, would add 90 miles of sidewalks, 144 miles of bikeways, and 20 miles of trail improvements. The prioritized projects are considered for the six-year Capital Improvement Program and the twelve-year Transportation Facilities Plan.

Other Transportation Plans and Initiatives

The *Transit Master Plan*, adopted in 2014, contains the city's vision for a seamless, fully integrated transit network that provides "abundant access" to transit service for most people, to most destinations, most of the time. As the city is not the provider of transit service, development of the Plan was closely coordinated with Metro and Sound Transit; the Plan anticipates Sound Transit's extension of light rail service to the eastside and to Northgate. The city's strategy includes developing a well-connected Frequent Transit Network (FTN) that supports growth in Downtown Bellevue and other mixed-use activity centers. Other local activities that support transit include connecting pedestrians and bicycles to the transit network, providing transit stops and commuter parking facilities, and maintaining roadways and other facilities that support efficient

transit operations. The plan includes guidance for prioritizing local capital investments which deliver the greatest possible degree of mobility and access to all populations.

The city is also updating the transportation section of the *Downtown Subarea Plan*, adopted in 2004, parallel to the Comprehensive Plan update. The subarea plan update will extend the planning horizon to 2030 and will include updated growth estimates for population and employment. It will also take into account planned regional transit improvements, including East Link light rail and Metro's RapidRide bus service, recent improvements to SR 520, and new city land use plans, such as for the Bel-Red Subarea. The plan will develop recommendations for improvements to roadways, transit, pedestrian and bicycle facilities, traffic signals, a project prioritization and funding strategy, and GHG reduction measures. The Downtown Plan update, and the I-90/Eastgate Plan, are proceeding as separate and independent proposals which will be subject to separate environmental and legislative review.

Connect Downtown, Downtown Bellevue Growth and Transportation Efficiency Center Plan (GTEC), adopted in 2008, is a component of the State Commute Trip Reduction (CTR) law that focuses on the downtown. The GTEC enables the city to work with smaller employers (less than 100 employees), and to develop customized trip reduction programs, to reduce single-occupant vehicles and vehicle miles traveled in Downtown Bellevue.

Development Regulations

The city has adopted several chapters in its Municipal Code that address transportation requirements. These regulations provide standards and procedures for the review of development projects and the planning of transportation facilities. Major regulatory programs are identified below.

» **14.10 Traffic Standards Code:** Definitions and procedures for complying with GMA requirements for concurrency and LOS standards:

  - *14.10.030* Establishes LOS standards (expressed as maximum volume/capacity ratios) for intersections within identified "mobility management areas" (MMAs). Includes exemptions for specified public and private institutional facilities, social services, and affordable housing.
- **14.40 Commute Trip Reduction (CTR) Program**
- **14.60 Transportation Development Code:**
  - *14.60.050* Traffic Impact Analysis Report
  - *14.60.060* Traffic Impact Mitigation
  - *14.60.070-.080* Transportation Management Programs
  - *14.60.090-.120* Requirements for ROW dedication, frontage improvements, landscaping, etc.
- **22.16 Traffic Impact Fee Program:** Includes exemptions for specified public and private facilities, social services, and affordable housing.

Capital Facilities and Utilities

Executive Summary

The city is using an integrated and iterative approach to conducting environmental review and amending the Comprehensive Plan's Capital Facilities and Utilities Elements. This approach is intended to help identify potential environmental issues early in the public review process, concurrent with considerations of possible policy changes. Potential new or amended utilities and capital facilities policies discussed in the issue paper may undergo some further change during this process. The environmental implications of any additional, substantial policy revisions will be discussed further, as appropriate, in a subsequent environmental document.

Emerging Issues and SEPA Implications

Potential Utilities or Capital Facilities Elements policy changes being discussed consist of the following: clarifications and refinements of existing policy language; additional policy direction for stormwater management programs with both substantive and administrative components to implement Low Impact Development (LID), as required by the National Pollution Discharge Elimination System (NPDES) Municipal Permit; and additional policy direction for undergrounding electrical distribution utility facilities and for telecommunications infrastructure. While siting electrical transmission lines is an emerging issue, it is addressed by existing policies and regulations.

Low-impact development (LID) is a stormwater and land use management strategy for new development and redevelopment that reduces adverse impacts while accommodating growth. It strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormawater practices that are integrated into project design.

Potential policy changes would incorporate city-managed utility mission statements, management of assets, planning procedures, and similar topics which do not have direct implications for the environment. Indirectly, however, more efficient management of utility system assets could reduce construction of system components to some extent, which could result in reduced construction-related impacts to the environment and reduced costs. Similarly, policy to coordinate undergrounding of electrical and telecommunication utility lines could help reduce impacts if they are identified through

See page 8 for a description of the National Pollutant Discharge Elimination System (NPDES).

Table 14 Emerging Issues and SEPA Implications—Utilities Element

Emerging Issues	SEPA Implications
Utility System Capacity – Do existing and planned municipal utility systems provide sufficient capacity to accommodate the City's 2035 population and employment targets?	*The Wastewater System Plan, adopted in 2013, identifies sufficient capacity, assuming recommended improvements, to accommodate forecast growth within its service area.* *The Water Comprehensive Plan, adopted in 2006, similarly identifies adequate supply and infrastructure to meet 2040 and build out demand, as calculated in 2006. The Water Plan is currently being updated and will revisit land use and growth projections.*
Stormwater Management – What actions are required to implement LID, consistent with the requirements of the NPDES program and Ecology's 2012 Stormwater Management Manual?	*Potential new policies in the Utilities and Environment Elements would emphasize the use of LID approaches for new development, redevelopment and construction sites. When implemented, according to the actions and timetable in the City's NPDES work program, LID policies would result in numerous environmental benefits, including reducing impervious surfaces, loss of native vegetation and stormwater runoff, which would improve water quality and habitat. No adverse impacts would occur.*
Undergrounding of Utility Lines – What policy actions could the City take to facilitate undergrounding of electric facility distribution and telecommunication utility lines?	*Potential policies being discussed include expressing support for neighborhood efforts to underground existing distribution lines when a method of neighborhood financing can be identified. Any increase in undergrounding of distribution lines and resulting minor and temporary construction-related impacts would be balanced by positive aesthetic impacts.*
Telecommunications – What policy actions could the City take to support emerging communication technology and reduce the aesthetic impacts of aerial telecommunication lines?	*Potential policies being discussed would express support for widespread high-speed internet access and new forms of technology, and would allow new telecommunications lines to be located on existing overhead systems. Such changes could support economic development programs and enhance communication for residents, which would result in positive impacts. Co-locating telecommunication lines could reduce visual clutter/aesthetic impacts.*

Table 15 Emerging Issues and SEPA Implications—Capital Facilities Element

Emerging Issues	SEPA Implications
Capital Facilities Element – What policy actions could Bellevue take to emphasize efficient management of capital assets?	*Potential policies provide belated guidance to the city's strategic approach to maintaining and replacing aging facilities; more clearly recognize system plans; promote interdepartmental coordination; and eliminate procedures and standards for essential public facilities in the Capital Facilities element that are also addressed in adopted regulations. These potential changes would result in neutral or positive environmental impacts.*

Figure 31 City of Bellevue Capital Facilities and Utilities

proposal review as such. Proposed policy changes would generally have positive environmental implications.

Emerging/Proposed Policy and Implementation Options: Environmental Implications

Utilities Element—City-Managed Utilities

Water, Wastewater and Stormwater Systems

Some modifications/clarifications of existing policies and new policies are being discussed which would incorporate agency mission statements, emphasize life-cycle management of assets, and describe the connection with utility functional plans. The environmental implications of policy amendments are positive.

Policy amendments to comply with NPDES municipal stormwater permit requirements reflect the language contained in Special Condition S5.C.4 regarding Low Impact Development (LID) approaches to stormwater management; see the Existing Conditions section of this issue paper for additional information. Such changes will be incorporated in several elements of the Comprehensive Plan, including Environment, Transportation and Urban Design as well as in the Utility Element. Implementation of LID through policy and code amendments would have positive impacts to the environment, by supporting reduced impervious surfaces and runoff, reduced

removal of native vegetation, reduced pollutant discharges, and improved water quality.

Other elements of the stormwater program would also be addressed in policy changes, including public education, outreach and involvement, and detection of illicit discharges. Implementation of these policy changes could result in the same types of positive environmental impacts described previously.

Undergrounding

Existing policy requires the undergrounding of new electrical distribution and telecommunication lines in situations where a change in use or intensification of an existing use is proposed (UT-39). New potential policies being discussed include expressing support for neighborhood efforts to underground existing distribution lines when a method of neighborhood financing can be identified. These changes could indirectly lead to an insignificant increase in the undergrounding of utility lines in some neighborhoods and could have both negative and positive impacts. On the one hand, undergrounding involves construction activity, which can produce environmental impacts such as noise, air emissions and traffic disruptions. These impacts would be temporary and minor, and are addressed by adopted development regulations. Coordinating the timing of undergrounding with new development could reduce construction-related impacts from multiple projects to some degree, but could also increase the magnitude of impacts occurring at one time by a minor amount. On the positive side, undergrounding can result in aesthetic benefits.

Telecommunications

Potential policies support widespread high-speed internet access and new forms of access to broadband technologies; would allow new telecommunications lines to be located on existing overhead systems; and would require undergrounding of existing aerial communication lines. The presence of high-speed internet access is a factor in the location decisions of many businesses and residents in

choosing a place to live, so providing policy support could enhance the city's economic development programs, as well as enhancing communication systems for residents. Environmental impacts would be positive.

Requiring the undergrounding of aerial telecommunication lines could result in a minor increase in construction-related impacts (e.g., noise, air emissions, traffic disruptions). These construction-related impacts are typically temporary and minor and are addressed by adopted city development regulations. In general, however, any impacts from construction would be balanced by aesthetic improvements (i.e., a reduction in the clutter of overhead lines).

Capital Facilities Element

The overall theme of revisions to the Capital Facilities Element is the efficient management of existing assets. Potential policies being discussed address planning for the replacement of aging facilities, more clearly recognize city functional plans for city-managed utility systems, promote interdepartmental coordination, and streamline procedures and standards for essential public facilities. These potential changes would result in neutral or positive environmental impacts. Planning for the replacement of aging infrastructure, for example, would help to ensure the reliability of capital facilities, reducing failures that could result in adverse change to the environment. The replacement of existing facilities would likely entail approximately the same types and levels of construction impacts, and requirements for mitigation, compared to construction of new facilities.

Existing Conditions

City-Managed Utilities

Wastewater System

As of 2015, Bellevue's wastewater system service area includes Bellevue, Clyde Hill, Medina, Hunts Point, Yarrow Point, Beaux Arts Village, and a small portion of unincorporated King County. The city's

system consists of collection and conveyance infrastructure; the city contracts with King County for treatment and disposal, primarily at the South Renton treatment plant and also at the Brightwater Treatment Plant north of Woodinville.

The 2013 Wastewater System Plan update evaluated system capacity for 2030 and buildout. By 2030, the service area population is estimated to reach approximately 168,000, and most of the growth is expected to occur in the Downtown and Bel-Red Corridor, as well as the Eastgate/I-90 Corridor and Wilburton neighborhoods.

The System Plan includes a recommended capital improvement program with numerous projects that address upgrading and rehabilitation of pump stations and pipelines as they wear out or are needed for growth. With recommended improvements, the system will have adequate capacity to accommodate the forecast service area population and maintain service levels for all customers. The plan does not identify capital improvements needed to serve individual development projects; such improvements are funded by the developer, or jointly by the developer and the city where existing deficiencies exist.

Water System

Bellevue purchases water from the Cascade Water Alliance, and provides potable water and water for fire protection and other emergencies to its service area, which includes the city, and small portions of Beaux Arts, Kirkland and unincorporated King County.

Bellevue's current Water Comprehensive Plan was adopted in 2006; an update is currently being prepared. Based on information in the existing plan, the city's system has sufficient capacity to serve a population of more than 154,000 at buildout. The Water Plan recommends a program of capital improvements to meet growth requirements as well as to replace worn out conveyance, pumping and storage facilities. With the recommended improvements, the system is sufficient to address growth over the 20-year planning horizon.

Stormwater

The mission of Bellevue's stormwater utility is to develop and operate a surface water system that controls damage from storms, protects surface water quality, supports fish and wildlife habitat, and protects the environment. The city's stormwater management system includes both public and private components, and uses natural surface water bodies such as streams and wetlands as well as constructed facilities for runoff conveyance and flood control. The city is currently updating its Surface Water System Plan to reflect changes in stormwater management and regulation, as well as to assess changed capital needs.

Bellevue's current and planned stormwater-related activities are described in the 2014 NPDES Annual Report (March 2014), which is a progress report on activities undertaken to meet the requirements of the federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program.

A significant change required by the NPDES permit requires the city to adopt Ecology's 2012 Surface Water Management Manual for Western Washington (or equivalent), and to conduct a review and revision process for land use and development related policies, codes and rules to incorporate and require LID principles and BMPs by 2016.

An "opportunity analysis" (AHBL, July 2014) was prepared to identify policy changes that should be considered to comply with the LID requirement. The analysis concluded that existing Comprehensive Plan policies provide support, but that some amended and new language was desirable to help emphasize LID and/or to remove potential barriers to implementation, and these policies are proposed.

The National Pollutant Discharge Elimination System (NPDES) permit program is a requirement of the federal Clean Water Act, which is intended to protect water quality and restore waters for "fishable, swimmable" uses. The federal program is delegated to the Washington State Department of Ecology (Ecology). Municipalities with populations of less than 100,000 (based on the 1990 census) have been designated as Phase II communities. Bellevue's Phase II Permit, for the 2013-2018 period, authorizes the discharge of stormwater runoff from municipal drainage systems into the state's surface waters (i.e., streams, rivers, lakes, wetlands, etc.) and groundwater as long as municipalities implement Permit-specified "best management practices" (BMPs). These BMPs are intended to protect water quality and reduce the discharge of "non-point source" pollutants. (City of Bellevue 2014 Municipal Stormwater Permit Annual Report)

Non-City-Managed Utilities

Telecommunications

As defined in the Comprehensive Plan, "telecommunications" is the transmission of sound, images and/or data by wire, radio,

optical cable, electromagnetic or other similar means; it includes telephone, personal wireless services, microwave and cable. Telecommunications represents an important, perhaps essential, category of services for individuals and businesses, with important ramifications for economic development, education, recreation, public safety and security and emergency response. These services are generally provided by private companies though their infrastructure is constructed within public rights-of-way and utility corridors and as well as on private property, buildings and structures.

Use of telecommunications technology is widespread in the city. Recent data from the U.S. Census Bureau, American Community Survey (2013), for example, indicates that 95 percent of Bellevue households own a computer and almost 90 percent have a broadband internet subscription. The technology involved in telecommunications has changed significantly over the past several decades and will continue to evolve. The city is working to facilitate a broad variety of options for internet and cable video services, and high-speed data options are part of the city's long-range vision for economic development.

The city's existing Comprehensive Plan contains numerous policies (Policies UT-32 through UT-67) which address the coordination of telecommunication services and best practices for the location and construction of facilities. Policies in the Economic Development element also encourage provision of state-of-the art communication technology.

Electrical System Transmission and Distribution Lines

Puget Sound Energy (PSE) is an investor-owned utility which builds, operates, and maintains the electrical utility system serving the city of Bellevue and the Eastside of Lake Washington. The Eastside service area generally encompasses the area between Lake Washington and Lake Sammamish, and between Redmond and Renton.

Natural Gas Service

PSE builds, operates and maintains the natural gas distribution service system serving the city, which serves more than 30,000 customers. PSE takes delivery of natural gas from the Northwest Pipeline east of Lake Sammamish and delivers it to customers through its own distribution system. PSE has been enhancing its natural gas system to serve development throughout the Eastside, and completed upgrades to serve Downtown Bellevue in 2010.

Other Systems

The Olympic Pipeline Company operates two fuel transmission pipelines that pass through Bellevue. Seattle City Light owns a 230kV electric transmission line (map reference is BPA Maple Valley-SnoKing 230kV) which passes through Bellevue. Neither provides direct service to Bellevue; but the city documents them in the Comprehensive Plan through its GMA utility inventory obligations.

Capital Facilities

The Capital Facilities element is a vehicle for identifying citywide capital needs to accommodate planned growth according to adopted level of service standards; planning to meet those needs; and programming the funding for necessary capital projects in conjunction with the city's budget. The Capital Facilities Element addresses facility needs for non-city managed utilities, the road system, parks and recreation, police and fire facilities, schools and other public services as well as city-provided utility services. The six-year capital improvement program (CIP), which is adopted by Bellevue every other year, is the legally-required tool used to coordinate planning for growth with funding capital facilities. Coordination among various Comprehensive Plan elements, therefore, is essential.

GMA requirements for the Capital Facilities element are specified in RCW 36.70A.070(3), which is included in Appendix 1. The required inventories and analyses are still being prepared as of this writing.

Sources

1. American Forests, Urban Ecosystem Analysis of Bellevue, Washington, October 2008.
2. City of Bellevue, Presentation to the Planning Commission on the Comprehensive Plan Environmental Element, 2013.
3. City of Bellevue, Presentation and speaker notes from the Joint Boards and Commissions Forum on Environmental Stewardship, 2013.
4. City of Bellevue, Resolution 7517.
5. City of Bellevue, Comprehensive Plan Environmental Element, 2010.
6. City of Bellevue website, accessed August 2014: http://www.bellevuewa.gov/critical_areas_update.htm.
7. ICLEI, City of Bellevue, Washington 2011 Greenhouse Gas Emissions Inventory. Updated December 2012.
8. City of Bellevue Economic Development Planning Situation Assessment. January 13, 2014 Bellevue City Council Packet. (Draft 11/18/13)

7

SEPA Environmental Checklist Part C: Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature _____

Name of Signee _____

Position and Agency/Organization _____

Date Submitted _____

APPENDIX 1

State and Regional Policy Framework

A. *Growth Management Act*

Goal (1) Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Goal (2) Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Goal (3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Goal (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Goal (10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Goal (12) Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current level of service levels below locally established minimum standards.

Comprehensive Plans, Land Use Element (RCW 36.70A.070(1)). A land use element designating:

- The proposed general distribution and general location and extent of the uses of land.
- Population densities, building intensities, and estimates of future population growth.
- Protection of the quality and quantity of groundwater used for public water supplies.
- Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity.
- Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

» Sufficient land capacity for development RCW 35.70A.115: adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the office of financial management.

Comprehensive Plans, Housing Element (RCW 36.70A.070(2)). A housing element ensuring the vitality and character of established residential neighborhoods that (a) includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government assisted housing for low income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all income segments of the community.

Comprehensive Plans, Mandatory Elements (RCW 36.70A.070(3)). A capital facilities plan element consisting of:

(a) an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
(b) a forecast of the future needs for such capital facilities;
(c) the proposed locations and capacities of expanded or new capital facilities;
(d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;
(e) a requirement to reassess the land use element if funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Comprehensive Plans, Mandatory Elements (RCW 36.70A.070(4)). A utilities element consisting of the general location, proposed location and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunications and natural gas lines.

Comprehensive Plans, Mandatory Elements (RCW 36.70A.070(6)). A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:
  (i) Land use assumptions used in estimating travel;
  (ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
  (iii) Facilities and services needs, including:
    (A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
    (B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
    (C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies

to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

Comprehensive Plans, Optional Elements (RCW 36.70A.085(1)). A comprehensive plan may include additional elements, items, or studies dealing with other subjects relating to the physical development within its jurisdiction.[1]

Urban Growth Areas (RCW 36.70A.110(2)). Based upon the growth management projection made for the county by the office of financial management, the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period...

Sufficient Land Capacity for Development (RCW 36.70A.115). Counties and cities...shall ensure that, taken collectively, adoption and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth...

1 *The GMA does not require an Environment Element as one of the mandatory elements of a comprehensive plan (RCW 36.70A.070). It does however require that cities adopt regulations designating and protecting critical areas (RCW 36.70A.170, RCW 36.70A.060(2), (RCW 36.70A.172(1)).*

B. *King County Countywide Planning Policies*

2031 Growth Target: 17,000 dwelling units, 53,000 jobs

Environmental Sustainability

EN-1 Incorporate environmental protection and restoration efforts into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.

EN-2 Encourage low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

EN-3 Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation and by meeting reduced needs from sustainable sources.

EN-4 Identify and preserve regionally significant open space networks in both Urban and Rural Areas. Develop strategies and funding to protect lands that provide the following valuable functions:

- Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;
- Active and passive outdoor recreation opportunities;
- Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;
- Preservation of ecologically sensitive, scenic or cultural resources;
- Urban green space, habitats, and ecosystems;
- Forest resources; and
- Food production potential.

EN-5 Identify and mitigate unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations.

Earth and Habitat

EN-6 Coordinate approaches and standards for defining and protecting critical areas especially where such areas and impacts to them cross jurisdictional boundaries.

EN-7 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.

EN-8 Develop an integrated and comprehensive approach to managing fish and wildlife habitat conservation, especially protecting endangered, threatened, and sensitive species.

EN-9 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.

Flood Hazards

EN-10 Coordinate and fund flood hazard management efforts through the King County Flood Control District.

EN-11 Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements including those related to the Endangered Species Act.

EN-12 Work cooperatively with the federal, state, and regional agencies and forums to develop regional levee maintenance standards that ensure public safety and protect habitat.

Water Resources

EN-13 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

EN-14 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water 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.

EN-15 Establish a multi-jurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.

Air Quality and Climate Change

EN-16 Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:

- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
- Directing growth to Urban Centers and other mixed use/ high density

locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;

- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
- Incorporating energy-saving strategies in infrastructure planning and design;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and "green" building techniques; and
- Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.

EN-17 Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.

EN-18 Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

EN-19 Promote energy efficiency, conservation methods and sustainable energy sources to support climate change reduction goals.

EN-20 Plan and implement land use, transportation, and building practices that will greatly reduce consumption of fossil fuels.

EN-21 Formulate and implement climate change adaptation strategies that address the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.

Urban Growth Area

DP-2 Pattern of compact development

DP-3 Efficiently develop and use residential, commercial, and manufacturing land to create healthy and vibrant urban communities

DP-5 Decrease greenhouse gas emissions through land use strategies

DP-6 Plan for development patterns that promote public health

DP-7 Safe and healthy routes to public schools

DP-8 Increase access to healthy food

DP-9 Designate urban separators

DP-11 Accommodate the most recent 20-year population projection

DP-13 Accommodate housing and employment targets

Housing

H-1 Countywide need for affordable housing): moderate: 50-80% AMA = 16% of total supply; low: 30-50% = 12%; very low 30% and below = 12%;

H-2 Address the greatest need for very low income.

H-3 Inventory and analysis of existing and projected housing needs.

H-4 Provide zoning capacity.

H-5 Adopt policies, strategies, actions and regulations that promote housing supply, affordability and diversity.

H-6 Preserve existing affordable housing units, where appropriate.

H-7 Identify barriers to housing affordability and implement strategies to overcome.

H-8 Tailor housing policies and strategies to local needs, conditions and opportunities.

H-9 Plan for housing that is accessible to major employment centers...improve the balance of housing to employment.

H-10 Promote housing affordability in coordination with transit, bicycle and pedestrian plans and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

H-11 Encourage the maintenance of existing housing stock in order to ensure that the condition and quality of the housing is safe and livable.

H-12 Protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments.

H-13 Promote fair housing and communities that include a range of abilities, ages, races, incomes, and other diverse characteristics.

H-14 Work cooperatively among jurisdictions toward meeting countywide housing growth targets and affordable housing needs.

H-15 Collaborate in housing resources and programs to provide affordable housing for very-low, low-, and moderate-income households.

H-16 Work cooperatively with the Puget Sound Regional Council and other agencies to support strategies that promote affordable housing.

H-17 Monitor housing supply, affordability, and diversity, including progress toward meeting a significant share of the countywide need for affordable housing for very- low, low, and moderate income households.

H-18 Review and amend, a minimum every five years, the countywide and local housing policies and strategies.

Transportation: Supporting Growth

T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

T-4 Develop station area plans for high capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, and place-making elements.

T-5 Support countywide growth management objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.

T-6 Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.

T-8 Prioritize regional and local funding to transportation investments that support adopted growth targets.

Transportation: Mobility

T-9 Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION 2040 and local comprehensive plans.

T-12 Address the needs of non-driving populations in the development and management of local and regional transportation systems.

T-13 Site and design transit stations and transit hubs to promote connectivity and access for pedestrian and bicycle patrons.

Transportation: System Operations

T-15 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.

T-17 Promote the use of tolling and other pricing strategies to effectively manage the transportation system, provide a stable and sustainable transportation funding source, and improve mobility.

T-19 Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.

T-20 Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.

T-21 Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

T-22 Plan and develop a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.

T-23 Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, and reduce the need for new infrastructure.

Public Facilities and Services: Urban and Rural Levels of Service

PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of services in the Rural Area consistent with VISION 2040.

Public Facilities and Services: Utilities

PF-4 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change on regional water resources.

PF-9 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.

PF-10 Encourage water reuse and reclamation, especially for high-volume non-potable water users such as parks, schools, and golf courses.

PF-11 Require all development in the Urban Growth Area to be served by a public sewer system except:

- single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or
- development served by alternative technology other than septic systems that:
  - provide equivalent performance to sewers;
  - provide the capacity to achieve planned densities; and
  - will not create a barrier to the extension of sewer service within the Urban Growth Area.

PF-13 Reduce the solid waste stream and encourage reuse and recycling.

PF-14 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

PF-15 Promote the use of renewable and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

PF-16 Plan for the provision of telecommunication infrastructure to serve growth.

C. Puget Sound Regional Council Vision 2040

Goal—Environmental Stewardship. The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

MPP-EN-1 Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.

MPP-EN-2 Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.

MPP-EN-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.

MPP-EN-4 Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.

MPP-EN-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-EN-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

MPP-EN-7 Mitigate noise caused by traffic, industries, and other sources.

Goal—Earth and Habitat. The region will preserve the beauty and natural ecological processes of the Puget Sound basin through the conservation and enhancement of natural resources and the environment.

MPP-EN-8 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.

MPP-EN-9 Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

MPP-EN-10 Preserve and enhance habitat to prevent species from inclusion on the

Endangered Species List and to accelerate their removal from the list.

MPP-EN-11 Identify and protect wildlife corridors both inside and outside the urban growth area.

MPP-EN-12 Preserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.

Goal—Water Quality. The region will meet or do better than standards established for water quality. The quality of the water flowing out of the region—including Puget Sound—should be as good as or better than the quality of water entering the region.

MPP-EN-13 Maintain natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restore them to a more natural state.

MPP-EN-14 Restore — where appropriate and possible — the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

MPP-EN-15 Reduce the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.

MPP-EN-16 Identify and address the impacts of climate change on the region's hydrological systems.

Goal—Air Quality. The overall quality of the region's air will be better than it is today.

MPP-EN-17 Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.

MPP-EN-18 Reduce levels for air toxics, fine particulates, and greenhouse gases.

MPP-EN-19 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

Goal—Climate Change. The region will reduce its overall production of harmful elements that contribute to climate change.

MPP-EN-20 Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse

gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.

MPP-EN-21 Reduce the rate of energy use per capita, both in building use and in transportation activities.

MPP-EN-22 Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-EN-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-EN-24 Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.

MPP-EN-25 Anticipate and address the impacts of climate change on regional water sources.

Goal—Urban Lands. The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area.

MPP-DP-2 Encourage efficient use of urban land.

Goal—Regional Growth Centers. The region will direct growth and development to a limited number of designated regional growth centers.

MPP-DP-5 Focus significant share of population and employment growth in regional growth centers.

Goal—Compact Urban Communities

MPP-DP-14 Preserve/enhance existing neighborhoods, create vibrant sustainable compact urban communities.

MPP-DP-15 Support transformation of key underutilized lands to higher densities...

Goal—Regional Design. The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.

MPP-DP-34 Preserve significant regional historic, visual and cultural resources

MPP-DP-36 Provide a wide range of building and community types to serve a diverse population.

MPP-DP-37 Support urban design, historic preservation, and arts to enhance quality of life.

MPP-DP-38 Design public buildings and spaces that contribute to a sense of community.

MPP-DP-39 Identify and create opportunities for parks, civic places and public spaces, especially in or adjacent to centers.

Development Patterns Action—County Level

DP-Action-17 Develop a subarea plan for the designated regional growth center.

Housing Diversity and Affordability

MPP-H-1 Provide a range of housing types and choices.

MPP-H-2 Achieve and sustain... a sufficient supply of housing to meet the needs of low-, moderate-, middle-income and special needs housing.

Jobs-housing Balance

MPP-H-4 Promote accessibility to jobs and opportunities to live in proximity to work.

Centers Housing

MPP-H-5 Expand supply and range of housing, including affordable units, in centers throughout the region.

Best Housing Practices

MPP-H-7 Review and streamline development standards and regulations to advance their public benefit, provide flexibility and minimize additional costs to housing.

Goal—Maintenance, Management, and Safety.

Sustainable Transportation

MPP-T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-6 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

MPP-T-7 Develop a transportation system that minimizes negative impacts to human health.

MPP-T-8 Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Goal—Supporting the Growth Strategy

Coordination

MPP-T-9 Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

MPP-T-10 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

Centers and Compact Communities

MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support com¬pact, pedestrian- and transit-oriented densities and development.

MPP-T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

MPP-T-13 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

MPP-T-15 Improve local street patterns—including their design and how they are used—for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Freight

MPP-T-17 Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

MPP-T-18 Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

MPP-T-19 Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

Context and Design

MPP-T-20 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

MPP-T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

Goal—Greater Options and Mobility. The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

MPP-T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

MPP-T-26 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce

the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-27 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-28 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-29 Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-30 Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

MPP-T-31 Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

MPP-T-32 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-33 Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

Policies—Public Services in General

MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.

MPP-PS-2 Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.

MPP-PS-3 Promote demand management and the conservation of services and facilities prior to developing new facilities.

MPP-PS-4 Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

MPP-PS-5 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

MPP-PS-6 Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.

D. Bellevue Comprehensive Plan

See Appendix 2.

APPENDIX 2

Comprehensive Plan Policy Tables

Environment Policy Table

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Environment Element Goal		Note: The Environment Element Goals will be considered in a subsequent discussion. They are not included in this Environment Element Policy Development table.		
Section 1: Environmental Stewardship				
1	EN-1	Consider the immediate and long range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the city's commitment to provide for public safety, infrastructure, economic development, and a compact Urban Center in a sustainable environment.	» Strengthen policy language and make it more concise	**Policy Edit:** ~~Consider~~ Balance the immediate and long range environmental impacts of policy and regulatory decisions ~~and evaluate those impacts~~ in the context of the city's commitment to provide for public safety, infrastructure, economic development, and other obligations ~~a compact Urban Center in a sustainable environment~~. **Environmental Implication:** None.
2	EN-2	Conduct city operations in a manner that provides high quality municipal services to the community while ensuring resource conservation, promoting an environmentally safe workplace for its employees, and minimizing adverse environmental impacts.	» Strengthen policy language and make it more concise	**Policy Edit:** Conduct city operations in a manner that ~~provides high quality municipal services to the community while ensuring resource conservation~~ ensures the sustainable use of natural resources, promotes~~ing~~ an environmentally safe workplace for its employees, and minimizes~~ing~~ adverse environmental impacts. **Environmental Implication:** None.
3	EN-3	Minimize, and where practicable, eliminate the release of substances into the air, water, and soil that may degrade the quality of these resources or contribute to global atmospheric changes.	» Strengthen policy language and make it more concise	**Policy Edit:** Minimize, and where practicable, eliminate the release of substances into the air, water, and soil that may ~~degrade the quality of these resources or contribute to global atmospheric changes~~ have harmful impacts on people, wildlife, or the environment. **Environmental Implication:** None.
4	EN-4	Encourage the wise use of renewable natural resources and conserve nonrenewable natural resources.	» Clarify policy intent to focus on energy efficiency	**Policy Edit:** ~~Encourage the wise use of renewable natural resources and conserve nonrenewable natural resources.~~ Promote and invest in energy efficiency and renewable energy resources as an alternative to non-renewable resources. **Environmental Implication:** Environmental benefits, including fewer air emissions.
5	EN-7	Promote growth management strategies that protect air, water, land, and energy resources consistent with Bellevue's role in the regional plan to contain an Urban Center.	» Strengthen policy language and make it more concise	**Policy Edit:** ~~Promote growth management strategies that protect air, water, land, and energy resources consistent with Bellevue's role in the regional plan to contain an Urban Center.~~ Protect air, water, land, and energy resources consistent with Bellevue's role in the regional growth strategy. **Environmental Implication:** None.

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
6	NEW	Greenhouse Gas Emissions	» Address MPP-EN-20 and CPP EN-17 » Address community input on greenhouse gas emissions	**Policy Draft:** Establish a citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency. **Environmental Implication:** Implications will depend on how the policy is implemented, but would have environmental benefits.
7	EN-8	Provide regional leadership on environmental issues that extend beyond Bellevue's boundaries and require regional cooperation.	*No change*	
8	EN-9	Promote and lead education and involvement programs to raise the public awareness about environmental issues, advocate respect for the environment, and demonstrate how individual actions and the cumulative effects of a community's actions can create significant improvements to the environment.	» Make policy language more concise	**Policy Edit:** ~~Promote and lead education and involvement programs to raise the public awareness~~ Educate the public about environmental issues~~, advocate respect for the environment,~~ and ~~demonstrate~~illustrate how individual actions ~~and the~~ can have a cumulative effect~~s of a community's actions can create significant improvements to the environment~~ to benefit the environment. **Environmental Implication:** None.
9	EN-28	Utilize best management practices and technology in city projects to demonstrate effective environmental stewardship and long-term fiscal responsibility.	» Strengthen policy language » Address community input on life cycle materials management	**Policy Edit:** ~~Utilize~~ Use life cycle cost analysis and best management practices ~~and technology~~ in city projects and procurement to achieve ~~to demonstrate~~ effective environmental stewardship and long-term fiscal responsibility. **Environmental Implication:** Environmental benefits, such as reduced demand for natural resources and less waste production.
10	NEW	Public-Private Stewardship Partnerships	» Respond to public support for use of public funds for stewardship projects with a public benefit	**Policy Draft:** Support partnerships between the city and private landowners to steward private lands, streams, and natural resources for public benefit. **Environmental Implication:** Environmental benefits, such as increased fish and wildlife habitat.
11	NEW	Tree Canopy Targets	» Address community input on tree canopy	**Policy Draft:** Establish citywide tree canopy targets that reflect our "City in a Park" character and an action plan for meeting targets across multiple land use types including right of way, public lands, and residential and commercial uses. **Environmental Implication:** Environmental benefits, such as improved air quality and increased carbon sequestration
12	NEW	Tree Canopy Protection in Infrastructure Projects	» Address need specific to infrastructure projects	**Policy Draft:** Minimize the loss of tree canopy and natural areas due to transportation and infrastructure projects and mitigate for losses, where impacts are unavoidable. **Environmental Implication:** Environmental benefits, such as improved air quality and increased carbon sequestration

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section 2: Waste Resources/Materials Management				
13	EN-5	Reduce waste, reuse and recycle materials, and dispose of all wastes in a safe and responsible manner.	» Strengthen policy language	**Policy Edit:** Reduce waste, reuse and recycle materials, and dispose of all wastes in a safe and environmentally responsible manner. **Environmental Implication:** None.
14	EN-6	Promote the use of products manufactured from recycled materials.	» Strengthen policy language and clarify intent » Address community input on lifecycle materials management	**Policy Edit:** ~~Promote~~Prioritize the use of products that are recyclable and ~~manufactured~~ made from recycled materials, or have other environmental attributes throughout their lifecycle. **Environmental Implication:** Environmental benefits, such as reduced demand for natural resources and less waste production.
15	NEW	Environmentally Preferable Purchasing	» Address input from community members, the Board and Commission on environmentally responsible purchasing	**Policy Draft:** Engage in Environmentally Preferable Purchasing practices and support product stewardship to reduce waste to landfill and carbon emissions. **Environmental Implication:** Environmental benefits, such as reduced waste production and lower carbon emissions
16	NEW	Waste Diversion	» Address input from community members, the Board and Commission on waste diversion	**Policy Draft:** Work with residents, businesses, and waste haulers to continue to improve percentage of waste diverted from landfill. **Environmental Implication:** Environmental benefits, such as reduced waste and longer lifespan of landfills
Section 3: Water Resources				
17	EN-15	Integrate site-specific development standards with urban watershed-scale approaches to managing and protecting the functions of critical areas.	*No change*	
18	EN-32	Retain existing open surface water systems in a natural state and restore conditions that have become degraded.	*No change*	
19	EN-33	Maintain surface water quality, defined as meeting federal and state standards and restore surface water that has become degraded, to the maximum extent practicable.		
20	EN-34	Monitor surface water quality and implement measures to identify and address the sources of contamination.	*No change*	
21	EN-35	Employ the best management practices and technology, education, and enforcement strategies to minimize non-point source pollution.	*No change*	

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
22	EN-36	Retrofit public storm drainage systems and prioritize investments where there is a significant potential for restoring surface water quality important to preserving or enhancing aquatic life.	*No change*	
23	EN-37	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.	*No change*	
24	EN-38	Restore and protect the biological health and diversity of the Lake Washington and Lake Sammamish watersheds in Bellevue's jurisdiction.	» Clarify intent of policy language	**Policy Edit:** Restore and protect the biological health and diversity of the Lake Washington and Lake Sammamish ~~watersheds~~ basins in Bellevue's jurisdiction. **Environmental Implication:** None.
25	EN-39	Restrict the runoff rate, volume, and quality to predevelopment levels for all new development and redevelopment.	» Reframe to capture policy direction for current regulations	**Policy Edit:** Manage water runoff for new development and redevelopment to meet water quality objectives, consistent with state law. **Environmental Implication:** None.
26	EN-42	Conserve groundwater resources.	*No change*	
27	EN-43	Allow existing farming and agriculture in wetlands and in the 100-year floodplain so long as water quality and buffer functions are not substantially impacted.	*No change*	
Section 4: Earth Resources and Geologic Hazards				
28	EN-56	Allow land alteration only for approved development proposals.	*No change*	
29	EN-44	Regulate land use and development to protect natural topographic, geologic, vegetational, and hydrological features.	*No change*	
30	EN-45	Protect geologically hazardous areas, especially forested steep slopes, recognizing that these areas provide multiple critical areas functions.	*No change*	
31	EN-46	Prepare geologic maps of the city, in conjunction with regional geologic mapping efforts.	» Update policy language to reflect current status of city mapping capabilities	**Policy Edit:** ~~Prepare~~ Maintain updated geologic maps of the city, in conjunction with regional geologic mapping efforts and other significant changes. **Environmental Implication:** None.

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
32	EN-47	Incorporate information from geotechnical reports and documented landslides and erosion problems into the city's Geographic Information System	*No change*	
33	EN-48	Promote soil stability and the use of the natural drainage system by retaining critical areas of existing native vegetation.	*No change*	
34	EN-49	Preserve existing vegetation or provide or enhance vegetation that is compatible with the natural character of Bellevue.	» Preservation of existing vegetation is addressed in Policy EN-44 and Policy EN-48	*Delete*
35	EN-50	Prohibit development on unstable land and restrict development on potentially unstable land to ensure public safety and conformity with natural constraints.	*No change*	
36	EN-51	Require an analysis of soil liquefaction potential where appropriate, in the siting and design of structures and infrastructure.	*No change*	
37	EN-52	Utilize geotechnical information and an analysis of critical areas functions and values to evaluate the geologic and environmental risks of potential development on slopes between 15% and 40%, and implement appropriate controls on development.	» Minor wording edit	**Policy Edit:** ~~Utilize~~Use geotechnical information and an analysis of critical areas functions and values to evaluate the geologic and environmental risks of potential development on slopes between 15% and 40%, and implement appropriate controls on development. **Environmental Implication:** None.
38	EN-53	Require a structure setback from the top and the toe of a steep slope (40%+) to protect public safety.	*No change*	
39	EN-54	Utilize specific criteria in decisions to exempt specific small, isolated, or artificially created steep slopes from critical areas designation.	» Minor wording edit	**Policy Edit:** ~~Utilize~~Use specific criteria in decisions to exempt specific small, isolated, or artificially created steep slopes from critical areas designation. **Environmental Implication:** None.
40	EN-55	Minimize and control soil erosion during and after development through the use of the best available technology and other development restrictions.	» Clarify intent of policy language	**Policy Edit:** Minimize and control soil erosion during and after development through the use of ~~the best available technology~~ best management practices and other development restrictions. **Environmental Implication:** None.
41	EN-57	Provide information to the public about potential geologic hazards, including site development and building techniques and disaster preparedness.	*No change*	

		Environment Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
42	EN-58	Regulate development in coal mine hazard areas by requiring that a project proponent (with review, oversight, and approval by the city): » Conservatively evaluate risks, » Eliminate the potential for catastrophic effects and keep development out of catastrophic risk areas, » Mitigate any non-catastrophic impacts, » Protect ratepayers from costs associated with development in areas potentially impacted by mining, and » Provide disclosure mechanisms to inform property purchasers of past mining activities.	*No change*	
Section 5: Green Infrastructure and Buildings				
43	EN-17	Establish land use regulations that limit the amount of impervious surface area in new development and redevelopment citywide.	» Clarify policy intent	**Policy Edit:** ~~Establish~~Maintain land use regulations that limit the amount of impervious surface area in new development and redevelopment citywide. **Environmental Implication:** None.
44	EN-18	Implement land use incentives to minimize the amount of impervious surface area below that allowed through prescriptive standards, in new development, redevelopment, and existing development citywide.	*No change*	
45	EN-27	Implement the citywide use of low impact development techniques and green building practices that provide benefits to critical areas functions.	» Clarify intent of policy language » Make consistent with NPDES requirements which apply citywide	**Policy Edit:** Implement the citywide use of low impact development techniques and green building practices ~~that provide benefits to critical areas functions~~. **Environmental Implication:** None.
46	NEW	High Development Standards for Public Facilities	» Address community input on higher development standards	**Policy Draft:** Construct and operate new city facilities to exceed required development standards in order to conserve energy, water, and environmental resources. **Environmental Implication:** Environmental benefits, such as conservation of natural resources and fewer air emissions.
47	NEW	Green Building and Site Design	» Address community input on green building and site design	**Policy Draft:** Support the use of emerging best practices in the area of green building and site design through the use of pilot programs and model ordinances. **Environmental Implication:** Environmental benefits, such as conservation of natural resources and healthy indoor environments

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
48	NEW	Greener Buildings and Infrastructure	» Address community input on low impact development practices	**Policy Draft:** 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. **Environmental Implication:** Environmental benefits, such as conservation of natural resources and on-site stormwater management.
49	NEW	Low Impact Development	» Ensure consistency with NPDES	**Policy Draft:** Make low impact development the preferred and commonly-used approach to site development to minimize native vegetation loss and stormwater runoff. **Environmental Implication:** Environmental benefits, such as conservation of natural resources and on-site stormwater management.
Section 6: Earth Resources and Geologic Hazards				
50	EN-78	Support federal, state, and regional policies intended to protect clean air in Bellevue and the Puget Sound Basin.	*No change*	
51	EN-79	Work with the private sector to reduce growth in vehicle trips as a key strategy for reducing automobile-related air pollution.	*No change*	
52	EN-80	Implement transportation projects that provide significant air quality improvements to areas with existing air quality problems, even where the project does not bring all locations up to adopted standards, provided that the project is the best feasible solution and it significantly improves the air quality at each substandard location.	*No change*	
53	EN-81	Provide transportation improvements for the purpose of relieving localized air quality problems by shifting traffic to less congested facilities nearby, provided this does not encourage cut-through traffic in neighborhoods.	*No change*	
54	EN-82	Support federal and state actions to reduce vehicle emissions through continued improvements in federal vehicle emission controls and state inspection and maintenance requirements, to include expansion to cover more vehicle classes and additional geographic area.	» State vehicle emission control testing will cease	*Delete*

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
55	EN-83	Promote the use of alternative fuels such as electricity and compressed natural gas and investigate the use of such fuels for the city's vehicles.	» Clarify policy intent	**Policy Edit:** Promote the use of alternative fuels such as electricity and compressed natural gas and ~~investigate~~evaluate the use of such fuels for the city's vehicles. **Environmental Implication:** None.
56	EN-84	Address transportation-related air quality developments in the annual "State of Mobility" report.	» No "State of the Mobility" report is published by the city	*Delete*
57	EN-85	Reduce automobile dependency by implementing growth management strategies that fully integrating land use and transportation planning and continue to develop downtown Bellevue as an Urban Center in order to improve regional air quality.	» Concept is addressed in new policy language regarding greenhouse gas emissions	*Delete*
58	EN-86	Maintain the ban on outdoor burning within the urban area and encourage the composting of leaves and other yard debris and other actions as alternatives to burning.	*No change*	
59	EN-87	Reduce the amount of air-borne particulates through a street sweeping program, dust abatement on construction sites, and other methods to reduce the sources of dust.	*No change*	
Section 7: Fish and Wildlife Habitat				
60	EN-19	Provide incentives to private property owners to achieve specific habitat improvement goals, including retention and enhancement of native vegetation.	*No change*	
61	EN-20	Encourage property owners to incorporate suitable indigenous plants in critical areas and buffers, consistent with the site's habitat type and successional stage.	*No change*	
62	EN-29	Recognize and support the broad benefits and educational value of public access to critical areas and appropriate low-impact uses such as trails.	*No change*	
63	EN-30	Identify, prioritize and implement public projects to improve habitat.	*No change*	
64	EN-31	Pursue grants to support habitat improvement projects.	*No change*	

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
65	EN-40	Preserve and maintain the 100-year floodplain in a natural and undeveloped state, and restore conditions that have become degraded.	*No change*	
66	EN-41	Preserve and maintain fish and wildlife habitat conservation areas and wetlands in a natural state and restore similar areas that have become degraded.	*No change*	
67	EN-59	Preserve and maintain fish and wildlife habitat conservation areas and wetlands in a natural state and restore similar areas that have become degraded.	*No Change*	
68	EN-60	Stabilize stream banks and shorelines if necessary by using bioengineering techniques except where hydrology, excessive cost, or other factors make this approach infeasible.	*No Change*	
69	EN-61	Give special consideration to conservation or protection measures necessary to preserve or enhance anadromous salmonids, recognizing that requirements will vary depending on the aquatic resources involved, including differing stream classification, and that additional efforts may be identified in the regional salmon recovery planning process.	*No Change*	
70	EN-62	Prohibit creating new fish passage barriers and remove existing artificial fish passage barriers in accordance with applicable state law regarding water crossing structures.	» Clarify policy language and make it more concise	**Policy Edit:** Prohibit creating new fish passage barriers and remove existing artificial fish passage barriers in accordance with applicable state law ~~regarding water crossing structures~~. **Environmental Implication:** None.
71	EN-63	Require and provide incentives for the opening of piped stream segments during redevelopment where scientific analysis demonstrates that substantial habitat function can be restored, and where the cost of restoration is not disproportionate to the community and environmental benefit.	*No change*	
72	EN-64	Preserve and enhance native vegetation in the Protection Zone and integrate suitable native plants in urban landscape development.	» Clarify policy language	**Policy Edit:** Preserve and enhance native vegetation in the ~~Protection Zone~~ Critical Area buffers and integrate suitable native plants in urban landscape development. **Environmental Implication:** None.

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
73	EN-65	Improve wildlife habitat especially in patches and linkages by enhancing vegetation composition and structure, and incorporating indigenous plant species compatible with the site.	*No change*	
74	EN-66	Minimize habitat fragmentation, especially along existing linkages and in patches of native habitat.	» Redundant with policy EN-71	*Delete*
75	EN-67	Preserve a proportion of the significant trees throughout the city in order to sustain fish and wildlife habitat.	*No change*	
76	EN-68	Encourage residents and professional landscaping firms to utilize native plants in residential and commercial landscapes.	*No change*	
77	EN-69	Promote urban backyard wildlife habitat programs, and support "certification" of community and private backyard wildlife habitats.	*No change*	
78	EN-70	Develop and support additional habitat enhancement demonstration projects.	*No change*	
79	EN-71	Protect wildlife corridors in subdivisions, plats, and city projects.	» Clarify intent of policy language	**Policy Edit:** Protect wildlife corridors ~~in subdivisions, plats, and city projects~~ to minimize habitat fragmentation, especially along existing linkages and in patches of native habitat. **Environmental Implication:** None.
80	EN-72	Develop programs and regulations acknowledging that designated critical areas such as wetlands, shorelines, riparian corridors, floodplains, and steep slopes provide multiple functions including fish and wildlife habitat.	*No change*	
81	EN-73	Utilize studies and management recommendations to protect important wildlife habitat characteristics on land that is not a designated critical area.	*No change*	
82	EN-74	Obtain, for protection and restoration, areas that are sensitive to urbanization, represent valuable natural and aesthetic resources to the community, or provide the functions of critical areas that benefit the community's environment.	» Redundant with Policy EN-23	*Delete*

		Environment Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
83	EN-75	Manage fish and wildlife habitat conservation areas to protect overall habitat functions and values (food, water, cover, space), except where a "special status species" requires targeted habitat management.	*No change*	
84	EN-76	Rely on federal, state, and county agencies to identify "special status" wildlife species, but allow for a process to identify species of local importance to Bellevue.	*No change*	
85	EN-77	Manage naturally occurring ponds to provide fish and wildlife habitat, promote good water quality, and control invasive aquatic plants.	*No change*	
Section 8: Critical Areas				
86	EN-10	Utilize 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.	» Minor wording change	**Policy Edit:** ~~Utilize~~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. **Environmental Implication:** None.
87	EN-11	Utilize prescriptive development regulations for critical areas based on the type of critical area, and the functions to be protected; and as an alternative to the prescriptive regulations, allow for a site specific or programmatic critical areas study to provide a science-based approach to development that will achieve an equal or better result for the critical area functions.	» Minor wording change	**Policy Edit:** ~~Utilize~~Use prescriptive development regulations for critical areas based on the type of critical area, and the functions to be protected; and as an alternative to the prescriptive regulations, allow for a site specific or programmatic critical areas study to provide a science-based approach to development that will achieve an equal or better result for the critical area functions. **Environmental Implication:** None.
89	EN-12	Recognize critical area function in preparing programs and land use regulations to protect critical areas and to mitigate the lost function due to unavoidable impacts.	*No change*	
90	EN-13	Utilize science based mitigation for unavoidable adverse impacts to critical areas to protect overall critical areas function in the watershed.	» Minor wording change	**Policy Edit:** ~~Utilize~~Use science based mitigation for unavoidable adverse impacts to critical areas to protect overall critical areas function in the watershed. **Environmental Implication:** None.
91	EN-14	Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.	*No change*	

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
92	EN-16	Facilitate the transfer of development potential away from critical areas and the clustering of development on the least sensitive portion of a site.	*No change*	
93	EN-21	Reduce or eliminate regulatory barriers to protecting and enhancing critical areas.	*No change*	
94	EN-22	Develop partnerships with land conservation organizations to acquire critical areas and buffers to protect and restore critical areas functions.	*No change*	
95	EN-23	Explore opportunities for public acquisition and management of key critical areas of valuable natural and aesthetic resources, and fish and wildlife habitat sensitive to urbanization through a variety of land acquisition tools such as conservation easements and fee-simple purchase.	*No change*	
96	EN-24	Prioritize efforts to preserve or enhance fish and wildlife habitat through regulations and public investments in critical areas with largely intact functions and in degraded areas where there is a significant potential for restoring functions.	*No change*	
97	EN-25	Provide for limited building footprint expansion options for existing single family structures in the Protection Zone only in a manner that does not degrade critical area functions.	» Clarify intent of policy language	**Policy Edit:** Allow for building footprint expansion options for existing single family structures in critical areas, protective buffers, and setbacks only in a manner that does not degrade critical area functions. **Environmental Implication:** None.
98	EN-26	Require mitigation proportional to any adverse environmental impacts from development or redevelopment in the Protection Zone.	*No change*	
Section 9: Noise				
99	EN-88	Ensure that excessive noise does not impair the permitted land use activities in residential, commercial, and industrial land use districts.	*No change*	
100	EN-89	Protect residential neighborhoods from noise levels that interfere with sleep and repose through development standards and code enforcement.	*No change*	

Environment Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
101	EN-90	Require a noise analysis for arterial improvements in residential areas if existing or projected noise levels exceed city-adopted standards, and implement reasonable and effective noise mitigation measures when appropriate.	» Clarify policy intent	**Policy Edit:** Require a noise analysis for transportation projects in or near residential areas if existing or projected noise levels exceed city-adopted standards, and implement reasonable and effective noise mitigation measures when appropriate. **Environmental Implication:** None.
102	EN-91	Work with the state to mitigate freeway noise, while addressing aesthetic concerns.	*No change*	
103	EN-92	Require new residential development to include traffic noise abatement design and materials where necessary to minimize noise impacts from arterials and freeways.	» Clarify policy intent	**Policy Edit:** Require new residential development to include transportation noise abatement design and materials where necessary, including the preservation of vegetation, to minimize noise impacts from arterials and freeways. **Environmental Implication:** None.
104	EN-93	Evaluate the benefit of measures designed to mitigate arterial noise, particularly noise walls, along with impacts on the pedestrian environment and neighborhood character.	*No change*	
105	EN-94	Consider noise impacts when evaluating measures designed to keep traffic volumes and speeds within reasonable limits on collector arterials.	*No change*	

Land Use and Neighborhoods Policy Table

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Land Use Element Goal		Note: The Land Use Element vision statement and goal will be considered in a subsequent discussion. It is not included in this Land Use Element Policy Development table.		
Section 1: Land Use Strategy				
1	LU-1	Support a diverse community in an open and natural setting comprised of strong residential communities composed of stable neighborhoods with a variety of housing types and densities; a vibrant, robust Downtown which serves as an urban center; other employment and commercial areas; and distinctive community and neighborhood retail districts. Implement land use strategies by balancing community and neighborhood values, the neighborhood's quality of life, the natural environment, and the economy.	Maintain the policy intent that establishes a broad citywide perspective for growth and strong communities. However, it would be beneficial to split into several concise concepts that capture the city's overall growth strategy of focusing growth in Downtown and other centers while retaining and enhancing the city's reputation as a "City in a Park." These proposed policies also respond to a number of Countywide Planning Policies, such as directing growth to centers and supporting compact urban development and avoiding sprawl.	**Policy Edit:** *Replace* Promote a clear strategy for focusing the city's growth and development as follows: » Direct most of the city's growth to the Downtown regional growth center and to other areas designated for compact, mixed-use development served by a full range of transportation options. » Enhance the health and vitality of existing single family and multifamily residential neighborhoods. » Continue to provide for commercial uses and development that serve community needs. **Environmental Implication:** Environmental benefits associated with compact urban form. Potential need for compatible transitions between some mixed-use centers and existing neighborhoods.
2	NEW	Retain city's park-like character.	» Bring concept from LU-1 into a separate policy	**Policy Edit:** Retain the city's park-like character through the preservation and enhancement of parks, open space, tree canopy throughout the city. **Environmental Implication:** Environmental benefits, such as improved air quality and increased carbon sequestration.
3	NEW	Integrate land use and transportation planning.	» Include the concept from the Transportation Element that advocates for integrating land use and transportation planning in manner that improves neighborhood livability	**Policy Edit:** Promote a land use pattern and an integrated transportation system. **Environmental Implication:** Environmental benefits, such as reduced greenhouse gas emissions.

		Land Use Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section 2: Growth Management				
4	LU-2	Support the state Growth Management Act by developing and implementing a land use vision that is consistent with the GMA goals, the regional Vision 2020, and the King County Countywide Planning Policies.	» Minor update to recognize consistency with GMA and other current plans	**Policy Edit:** Support ~~the state Growth Management Act by developing and implementing~~ a land use vision that is consistent with the GMA goals, the regional Vision ~~2020~~2040, and the King County Countywide Planning Policies. **Environmental Implication:** None.
5	LU-3	Accommodate growth targets of 10,117 additional households and 40,000 additional jobs for the 2001-2022 period. These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.	» Update target numbers to align with Council adopted 2006–2031 targets and to recognize planning horizon of 2035	**Policy Edit:** Accommodate adopted growth targets of 17,000~~10,117~~ additional housing units ~~households~~ and 53,000~~40,000~~ additional jobs for the ~~2001- 2022~~2006-2031 period and plan for the additional growth anticipated by 2035. ~~These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.~~ *[Move second sentence to a discussion sidebar.]* **Environmental Implication:** Potential implications of growth addressed in all issue papers.
6	LU-4	Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.	*No change* » This policy relates to CPP DP-3	
7	LU-5	Ensure enough properly-zoned land to provide for Bellevue's share of the regionally-adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.	» Adjust language of policy to align with the Buildable Lands process that measures available land capacity for jobs and housing and combine with LU-6	**Policy Edit:** *Replace* Periodically update the city inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the city is able to meet its regionally-adopted housing and employment targets over the next 20 years. **Environmental Implication:** None.
8	LU-6	Evaluate household and employment forecasts on a periodic basis to ensure that land use policies based on previous assumptions are current.	» Combined policy with LU-5	*Delete* **Environmental Implication:** None.
9	TR-5	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	» Move from Transportation Element	**Policy Edit:** Work with regional partners ~~other jurisdictions~~ to achieve a mix of jobs and~~/~~ housing ~~balance~~ that makes it possible for people to live closer to where they work. **Environmental Implication:** None; see Transportation Issue Paper.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
10	NEW	Schools	It is anticipated that Bellevue Schools will need to site additional schools to meet the growing population in Bellevue. This new policy would advocate for taking an active role in working with the school district to help correlate future school sites with anticipated growth. This policy relates to CPP DP-7.	**Policy Edit:** Support school district efforts to identify and plan for future school facility siting that meets community needs. **Environmental Implication:** None.
Section 3: Residential Areas				
11	LU-19	Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations.	» Clarify wording	**Policy Edit:** Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's codes ~~land use regulations~~. **Environmental Implication:** None.
12	LU-20	Promote maintenance and establishment of small-scale activity areas within neighborhoods that encourage pedestrian patronage and provide informal opportunities for residents to meet.	*No change* » This policy supports retaining small, individual commercial sites, like the Little Store, that are important to the community	
13	LU-21	Develop land use strategies to encourage the maintenance and updating of the city's older housing stock, so that neighborhoods are well-maintained and existing housing is preserved, updated, or modified to meet the evolving needs of residents.	» Make policy language more concise	**Policy Edit:** Support neighborhood efforts to maintain and enhance their character and appearance. **Environmental Implication:** None.
14	LU-22	Protect residential areas from the impacts of non-residential uses of a scale not appropriate to the neighborhood.	*No change*	
15	LU-23	Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.	» Move to Housing Element	*Move* **Environmental Implication:** None, consistent with current housing policy guidance.
16	LU-24	Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.	*No change*	
Section 4: Neighborhood Commercial Centers				
17	LU-25	Maintain areas for shopping centers designed to serve neighborhoods, recognizing their multiple roles: serving residents' needs, acting as community gathering places, and helping to establishing a neighborhood's identity.	» Minor grammatical changes	**Policy Edit:** Maintain areas for shopping centers designed to serve neighborhoods, recognizing their multiple roles: serving residents' needs, acting as community gathering places, and helping to establish~~ing~~ a neighborhood's~~s~~ identity. **Environmental Implication:** None.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
18	LU-26	Encourage new neighborhood retail and personal services to locate at appropriate locations where local economic demand, local citizen acceptance, and design solutions demonstrate compatibility with the neighborhood. The following concepts should be considered when determining compatibility: 1. Retail and personal services should be encouraged to group together within planned centers to allow ease of pedestrian movement. 2. A large proportion of a Neighborhood Business-zoned center should consist of neighborhood-scale retail and personal services. 3. The location of such retail/service activities within the neighborhood should encourage pedestrian patronage.	» Make policy language more concise	**Policy Edit:** Encourage new neighborhood retail and personal services in locations that are compatible with the surrounding neighborhood, allow for ease of pedestrian access, and enhance neighborhood character and identity. **Environmental Implication:** None.
19	LU-35	Maintain a balance of commercial and residential uses within the city. If appropriate, additional neighborhood-serving centers can be identified or expanded through the Comprehensive Plan update process.	» Policy is fully covered by the language of LU-26	*Delete* **Environmental Implication:** None.
20	LU-27	Encourage mixed residential/commercial development in all Neighborhood Business and Community Business land use districts where compatibility with nearby uses can be demonstrated.	» Update policy to support efforts for mixed-use development, such as at Newport Hills, and to recognize the need for compatibility with adjacent uses	**Policy Edit:** Support ~~Encourage~~ mixed residential/commercial development in all Neighborhood Business and Community Business land use districts in a manner that is compatible ~~where compatibility~~ with nearby uses c~~an be demonstrated.~~ **Environmental Implication:** Environmental benefits associated with compact urban form, such as reduced greenhouse gas emissions resulting from fewer and shorter vehicle trips.
Section 5: Downtown and Mixed Use Centers				
21	LU-28	Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.	» Update policy to recognize Downtown Bellevue as a designated regional growth center	**Policy Edit:** Support Downtown's development as a regional growth ~~Urban~~ center, with the density, mix of uses and amenities and infrastructure that maintain~~ing~~ it as the financial, retail, transportation, and business hub of the Eastside. **Environmental Implication:** Environmental benefits associated with compact urban form, such as reduced greenhouse gas emissions resulting from fewer and shorter vehicle trips.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
22	LU-29	Strengthen Downtown as the primary commercial area to provide local goods and services to the surrounding neighborhoods and to the residents and employees within the district.	» Move to the Downtown Subarea Plan	*Move*
23	LU-30	Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.	» Move to the Downtown Subarea Plan	*Move*
24	NEW	Other mixed use centers	» Add a policy supporting development of the city's other major growth centers	**Policy Edit:** Support development of compact, livable and walkable mixed-use centers in BelRed, Eastgate, Factoria, Wilburton and Crossroads. **Environmental Implication:** Environmental benefits associated with compact urban form.
25	LU-33	Monitor trends in Bellevue's job centers and consider land use changes, if needed, to maintain the vitality of these centers.	*No change*	
Section 6: Commercial and Light Industrial Areas Outside of Centers				
26	LU-31	Encourage and foster economic development in areas designated for commercial uses.	*No change*	
27	LU-12	Retain land availability for specific commercial uses which are important to the community.	» Combined with LU-32 (below)	*Delete* **Environmental Implication:** None.
28	LU-32	Maintain commercial areas outside the Downtown which can provide additional business opportunities and serve other parts of the community.	» Recognize the need for a diversity of commercial lands throughout the city	**Policy Edit:** Provide a diversity of ~~Maintain~~ commercial areas outside the Downtown ~~which can~~ to provide ~~additional~~ an array of business and development opportunities and to serve other parts of the community. **Environmental Implication:** None.
29	LU-34	Explore the appropriate long-term direction for the location of light industrial businesses such as light manufacturing and warehousing.	» Update policy to capture long-term direction for light-industrial uses and to retain a critical supply of land for local uses such as R&D, small-scale manufacturing and utilities.	**Policy Edit:** *Replace* Maintain a critical mass of light industrial land in the Richards Valley area and other appropriate areas to serve local needs. **Environmental Implication:** None. Potential site specific impacts associated with individual development proposals would be addressed in SEPA review.
30	LU-36	Encourage continued development of office uses in designated districts.	» Remove this policy, which doesn't provide significant value and its objective isn't clear. The adopted Comprehensive Land Use map is sufficient in designating locations for office development.	*Delete* **Environmental Implication:** None.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
31	LU-37	Discourage the creation of additional potential for office development beyond the areas currently designated in the Land Use Plan Map, unless an area-wide planning process identifies office uses as appropriate for a nonresidential area under transition from an earlier use that is in decline.	» The original intent of the policy is unclear	*Delete*
Section 7: Land Use Compatibility				
32	LU-8	Ensure that commercial land uses are contained within carefully delineated areas.	Update to focus on avoiding the impacts of commercial areas. Strictly speaking, commercial uses are found in all land use districts. For example, home occupation businesses and day cares may be allowed in residential districts. This policy could be improved by compatibility of commercial uses.	**Policy Edit:** *Replace* Assess the compatibility of commercial uses and other more intense uses when located in mixed use and predominantly residential areas. **Environmental Implication:** Environmental benefit associated with addressing compatibility issues.
33	LU-9	Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed area.	No change	
34	LU-10	Access high-traffic generating land uses from arterials whenever possible. If this is not possible, provide mitigation to address access impacts.	*No change*	
35	LU-11	Encourage the master planning of large developments which emphasize aesthetics and community compatibility. Include circulation, landscaping, open space, storm drainage, utilities, and building location and design in the master plan.	» Minor adjustments to original policy, plus "and large institutions" added to encourage master planning of Bellevue College and other large institutions as a means to address potential impacts	**Policy Edit:** Encourage the master planning of ~~large~~ multi-building and multi-parcel developments and large institutions ~~which~~ to emphasize aesthetics and community compatibility. Include circulation, landscaping, open space, storm drainage, utilities, and building location and design in the master plan. **Environmental Implication:** None. Large institution master planning could result in benefits or increased compatibility.
36	TR-119	Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.	» Move from Transportation Element	*Move*
Section 8: Citywide Policies				
37	LU-13	Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.	» The city actively supports redevelopment, which is encouraged by the above policies on Downtown and other commercial and mixed use areas	*Delete*

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
38	NEW	Neighborhood character	» Support local neighborhood efforts to maintain their individual character and recognize that city efforts may need to adapt to the changing needs of the community, such as an aging population	**Policy Edit:** Help communities to maintain their local, distinctive neighborhood character, while recognizing that some neighborhoods may evolve. **Environmental Implication:** None.
39	NEW	Arts and culture	» Provide support for the development of arts and cultural functions	**Policy Edit:** Recognize the placemaking value of arts and cultural facilities and work to site them throughout the city as a means to enhance neighborhoods. **Environmental Implication:** None.
40	NEW	Families	» Continue to support Bellevue as a city for families even as parts of the city become more urbanized	**Policy Edit:** Encourage development of amenities, services and facilities that are supportive of all types of families through investment, incentives and development regulations. **Environmental Implication:** None.
41	LU-14	Distribute park and recreation opportunities equitably throughout the city.	» LU-14 and LU-15 could be merged to better connect to the Parks, Rec & OS Element and to state the general land use strategy of maintaining Bellevue's park-like setting. Other policies on developing the parks system are contained in the Parks, Rec & OS Element.	**Policy Edit:** *Replace* Acquire and maintain a system of parks, open space and other landscaped areas to perpetuate Bellevue's park-like setting and enhance the livability of the city's neighborhoods. **Environmental Implication:** Environmental benefits, such as improved air quality and carbon sequestration.
42	LU-15	Encourage dedication of open space and preservation and restoration of trees and vegetation to perpetuate Bellevue's park-like setting and enhance the city's natural environment.	» Merge with LU-14 above	*Delete*
43	LU-16	Promote a variety of techniques to preserve open space and key natural features, such as sensitive site planning, conservation easements, and open space taxation.	» Update policy to include transferring density and land use incentives as potential tools for preserving open space.	**Policy Edit:** ~~Promote a variety of techniques to~~ Preserve open space and key natural features through a variety of techniques, such as sensitive site planning, conservation easements, transferring density, land use incentives and open space taxation. **Environmental Implication:** Environmental benefits associated with greater flexibility to preserve open space.
44	LU-17	Support provision of child care equitably throughout the city: 1. Allow family child care homes in residences in all single-family land use districts through a discretionary review process, unless otherwise required by state law or regulation. 2. Permit child care centers in all non-single-family land use districts and allow child care centers as part of a community facility as long as the center has been identified as part of any discretionary review permit.	*No change*	

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
45	LU-18	Adopt and maintain policies, codes, and land use patterns that promote walking in order to increase public health.	» More work is continuing on assessing how the Comprehensive Plan can encourage physical development that is supportive of health	*[May update and expand policy following the review Community Health.]*
46	TR-7	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.	» Move from Transportation Element	*Move*
Section 9: Neighborhood Areas (Subareas)				
47	NEW	Neighborhood area plans	» Policy recognizing the value and role of neighborhood area plans (subarea plans)	**Policy Edit:** Use neighborhood area (subarea) plans to preserve the unique character and objectives of individual neighborhood areas in the city. **Environmental Implication:** None.
49	HO-4	Initiate and encourage neighborhood and community involvement to foster a positive civic and neighborhood image through the Neighborhood Enhancement Program, or similar program.	» Retain NEP policy and move from Housing Element to Land Use	*Move*
50	NEW (N-1)	Safe and welcoming neighborhoods	» Recognize the role that neighborhoods plan in creating a welcoming environment	**Policy Edit:** Maintain neighborhoods as safe and welcoming environments for everyone to enjoy. **Environmental Implication:** None.
51	NEW (N-2)	Emergency services and public safety	» Policy to support high levels of public safety through police, fire and emergency services	**Policy Edit:** Ensure police, fire and emergency services provide high levels of public safety that respond to growth and changing community needs. **Environmental Implication:** None.
52	NEW (N-3)	Public safety	» Policy to support public safety	**Policy Edit:** Equip residents, businesses, and community service providers through education and training to be active participants in public safety (including, but not limited to, emergency preparedness, crime prevention, first aid and fire prevention). **Environmental Implication:** None.
53	NEW (N-4)	Disaster and hazard mitgiation and preparation	» Plan and prepare for potential disasters and hazards	**Policy Edit:** Plan and prepare for the response, recovery, and mitigation of potential disasters and hazards. **Environmental Implication:** None.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
54	NEW (N-5)	Community connections	» Support for community connections that strengthen the social fabric of neighborhoods	**Policy Edit:** Promote community connections that strengthen the social fabric of neighborhoods, including support for local neighborhood associations, community clubs, community centers, school organizations and non-profits that invest in building community. **Environmental Implication:** None.
55	NEW (N-6)	Two-way communication		**Policy Edit:** Provide venues for two-way communication with residents to listen and respond to emerging neighborhood opportunities and concerns. **Environmental Implication:** None.
56	NEW (N-7)	Ability to respond to changing needs	» Policy to increase neighborhood capacity to respond to change	**Policy Edit:** Support the capacity of local neighborhood communities to actively engage and respond to changing internal neighborhood needs and external stresses. **Environmental Implication:** None.
57	NEW (N-8)	Changing conditions	» Policy to support monitoring to track changing neighborhood conditions	**Policy Edit:** Regularly track changes in demographics and neighborhood indicators to improve city responsiveness to changing conditions in neighborhoods. **Environmental Implication:** None.
58	NEW (N-9)	Neighborhood character	» Support for distinctive character and diversity of neighborhoods	**Policy Edit:** Preserve and develop distinctive neighborhood character within Bellevue's diverse neighborhoods. **Environmental Implication:** None.
59	NEW (N-10)	Neighborhood improvement programs	» Policy to encourage programs for local neighborhood improvements	**Policy Edit:** Provide programs and support for residents to make a difference in local neighborhood improvements. This includes ways to direct neighborhood enhancement projects, neighborhood identity signage, gateways, park enhancements, neighborhood art and maintenance of public right-of-ways. **Environmental Implication:** None.
60	NEW (N-11)	Neighborhood-specific approaches	» Policy to address neighborhood scale issues within the neighborhood within the framework of citywide needs and responsibilities	**Policy Edit:** Enable neighborhood-tailored solutions to localized issues while ensuring that they meet citywide responsibilities. **Environmental Implication:** None.
61	NEW (N-12)	Periodic update of neighborhood plans	» Policy addressing the need to update the subarea plans in a programmatic manner	**Policy Edit:** Periodically assess and update neighborhood area plans and adapt plans to changing conditions. **Environmental Implication:** None.

Land Use Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
62	NEW (N-13)	Subarea boundaries	» Policy to update subarea planning boundaries	**Policy Edit:** Update neighborhood area plans consistent with the planning boundaries shown in Map N1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies. **Environmental Implication:** None.
63	NEW (N-14)	Neighborhood planning process	» Support for use of the planning process to define neighborhood values and policies	**Policy Edit:** Use the neighborhood area planning process to engage local communities to define neighborhood area specific values and policies. **Environmental Implication:** None.
64	NEW (N-15)	Comprehensive Plan consistency	» Ensure consistency with other Comprehensive Plan policies	**Policy Edit:** Ensure Neighborhood area plans and policies are consistent with the other policies of the Comprehensive Plan. **Environmental Implication:** None.
Section 10: Annexation *(Note: This section replaces the Annexation Element)*				
65	NEW	Support for annexation	» New policy that clarifies the city position to support annexation of the remaining planned annexation area	**Policy Edit:** Support the comprehensive annexation of the city's remaining Planned Annexation Area. **Environmental Implication:** None.
66	AN-10	Require owners of land annexing to the city to be subject to their proportionate share of the city's bonded indebtedness.	*No change* » Relocated from Annexation Element	*Move*
67	AN-7	Make every effort, whether by interlocal agreement or other mechanism, to ensure that land which lies within King County's jurisdiction, but which simultaneously lies within Bellevue's Potential Annexation Area, develops according to the Comprehensive Plan policies or other development standards the City of Bellevue has developed for these particular areas.	» Move to LU Element » Shorten and add in concept from existing AN-18	**Policy Edit:** Make every effort~~, whether by interlocal agreement or other mechanism,~~ to ensure that land ~~which lies within King County's jurisdiction, but which simultaneously lies~~ within Bellevue's Potential Annexation Area~~,~~ develops according to ~~the~~ Bellevue Comprehensive Plan policies ~~or other~~ and development standards ~~the City of Bellevue has developed for these particular areas~~. **Environmental Implication:** Environmental benefit associated with joint development review, and ensuring development complies with both County and City regulations.
68	AN-13	After annexation, transfer all review authority for all land currently undergoing development review in King County to the City of Bellevue.	*No change* » Retain in LU Element	*Move*

Urban Design Policy Table

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Urban Design Element Goal Note: The Urban Design Element goals will be considered in a subsequent discussion. They are not included in this Economic Development Element Policy Development table.				
Section 1: Character				
1	UD-67	Enhance the appearance, image, and design character of the Downtown to be an inspiring place to live, shop, play, and work.	» The original policy is specific to Downtown but should apply to the entire city	**Policy Edit:** Enhance the appearance, image, and design character of Bellevue ~~the Downtown~~ to be an inspiring place to live, shop, play, and work. **Environmental Implication:** None.
2	UD-19	Preserve trees as a component of the skyline to retain the image of a "City in a Park."	*No change*	
3	UD-20	Preserve and encourage open space as a dominant element of the community's character.	» Clarify policy intent	**Policy Edit:** Foster and value the p~~P~~reserv~~e~~ation of ~~and encourage~~ open space as a dominant element of the community's character. **Environmental Implication:** None.
4	UD-22	Foster and value private open space as a contribution to the visual character of the community.	» Duplicative of UD-20	*Delete* **Environmental Implication:** None.
5	UD-75	Use urban design features to soften the public right-of-way and sidewalk environment as appropriate. These features include, but are not limited to, street trees, landscaping, water features, raised planter boxes, potted plantings, pedestrian-scaled lighting, street furniture, paving treatments, medians, and the separation of pedestrians from traffic.	The intent of the original policy is to create a quality pedestrian environment by using urban design features. Rewriting the policy allows the focus to be on that. Additionally, examples of urban design features can be given in the introduction to the Element.	**Policy Edit:** *Replace* Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features. **Environmental Implication:** None.
6	UD-24	Take aggressive steps to protect waterfronts and make them accessible to the public so that they continue to give Bellevue an image of a city surrounded by natural beauty.	» Policy is unnecessary due to Stormwater Management Program and Critical Areas Ordinance	*Delete*
7	UD-61	Encourage the green and wooded character of existing neighborhoods.	*No change*	

		Urban Design Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
8	UD-60	Incorporate entry designs to residential neighborhoods such as low profile, identification signs, and landscaping which is in character with the neighborhood.	» Entrance designs are one way to use urban design to promote neighborhood identity and a sense of place	**Policy Edit:** *Replace* Support neighborhood efforts to maintain and enhance their character and appearance. **Environmental Implication:** None.
9	UD-63	Maintain vegetation along major neighborhood arterials.	» Strengthen policy language	**Policy Edit:** *Replace* Enhance trees and landscaping along major neighborhood arterials. **Environmental Implication:** None.
10	UD-64	Design collector arterials that go through residential neighborhoods to reduce traffic impacts and to support the existing residential character.	*No change*	
11	UD-66	Enhance the appearance of neighborhoods, especially those that are older, with targeted city programs and services, such as landscaping and maintenance along the public right-of-way, sidewalk enhancements, identity treatments, and other actions that may enhance neighborhood appearance.	The original policy implies that older neighborhoods are somehow in poorer condition. The real issue that the policy is attempting to address is enhancing the appearance of neighborhoods that have an established need for such improvement.	**Policy Edit:** *Replace* Enhance the appearance of neighborhoods with targeted right-of-way improvements. **Environmental Implication:** None.
12	UD-68	Encourage rooflines which create interesting and distinctive forms against the sky within the Downtown.	The skyline is an important public amenity. With future growth planned for many mixed use centers, this policy should apply to all such areas.	**Policy Edit:** Encourage rooflines that~~which~~ create interesting and distinctive forms against the sky within the Downtown and other mixed use centers. **Environmental Implication:** None.
13	UD-69	Develop a functional and attractive Downtown which is harmonious with adjacent neighborhoods by considering the impacts of through-traffic, views, building scale, and land use.	» Minor grammatical change	**Policy Edit:** *Replace* Develop Downtown and other mixed-use centers to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts. **Environmental Implication:** None.
14	UD-73	Create a pedestrian environment with a sense of activity and protection.	Bellevue increasingly is seeing families and aging residents moving into mixed-use centers. Improved pedestrian amenities for the young and old are necessary to meet this growing demand.	**Policy Edit:** *Replace* Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities. **Environmental Implication:** None.
Section 2: Arts & Culture				
15	NEW	Encourage the arts	» Art offers unique opportunities to create inter-cultural connections in the community	**Policy Edit:** Encourage art and arts programs that create understanding and respect among the city's culturally diverse population. **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
16	UD-36	Encourage development, display, and performance opportunities for a wide range of artistic expression throughout the city.	*No change*	
17	NEW	Cultural facilities	» City Council has expressed the desire to see cultural facilities addressed with a regional approach	**Policy Edit:** Encourage the development of a wide array of cultural facilities throughout the city and the Eastside through local and regional strategies. **Environmental Implication:** None.
18	NEW	Lifelong arts education	Lifelong engagement in the arts is an important element in the development of a rich artistic culture. Engagement can involve going and seeing a performance or an exhibition, practicing a skill, learning, teaching and so much more.	**Policy Edit:** Encourage lifelong arts education for all skill levels. **Environmental Implication:** None.
19	UD-35	Support a variety of artwork and arts activities in public places, such as parks, public buildings, and plazas.	The original policy is specific to public art and publicly available arts activities while the discussion is specific to public art. The city defines public art as physical objects and not performances or activities. Removing "arts activities" simplifies the policy to be focused on public art.	**Policy Edit:** Support a variety of artwork ~~and arts activities~~ in public places, such as parks, public buildings, and plazas. **Environmental Implication:** None.
20	UD-37	Expand the city's public art collection; involve the community in selection of new major items; and encourage partnerships with other arts organizations and private enterprise in city artistic activities.	Policy is focused on two different components; public art and partnerships between arts organizations and private enterprise. Private partnerships with arts organizations are one way of supporting arts organization, financially or otherwise. New policy below incorporates this into policy language.	**Policy Edit:** Expand the city's public art collection~~;~~ and involve the community in selection of new major items~~; and encourage partnerships with other arts organizations and private enterprise in city artistic activities~~. **Environmental Implication:** None.
21	NEW	Support artists	This policy supports artists and arts groups working in the community. This support translates into a variety of forms including arts activities, performances, collaborative artworks and more.	**Policy Edit:** Support artists and arts groups working in the community through city programs and private partnerships. **Environmental Implication:** None.
Section 3: Design Quality				
22	UD-1	Encourage high quality, attractive, architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community.	» Policy change incorporates language from UD-6 and UD-2	**Policy Edit:** *Replace* Encourage excellence in architecture, site design, workmanship, and durability in building materials to enrich the appearance of their surroundings. **Environmental Implication:** None.
23	UD-6	Design buildings located on the edge of public places using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.	» Combined with UD-1	*Delete* **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
24	NEW	Visual icons	» Addressed need for new policy	**Policy Edit:** Encourage the creation of iconic visual reference points in the community using innovative site and building designs. **Environmental Implication:** None.
25	UD-2	Support designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.	» Combined with UD-1 and new policy on line 24	*Delete* **Environmental Implication:** None
26	UD-4	Ensure that development relates, connects, and continues design quality and site functions from site to site.	The discussion highlights the use of similar building form and landscaping. This promotes little variation from site to site. Compatible building forms and landscaping maintains functions from site to site while allowing for a more interesting and varied pedestrian experience.	**Policy Edit:** *Replace* Ensure that site and building design relates and connects from site to site. **Environmental Implication:** None.
27	UD-3	Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this Plan.	» Combined with UD-4	*Delete* **Environmental Implication:** None.
28	UD-13	Encourage water as an auditory and tactile design element in both the built and natural environment. In the built environment such features should be designed to minimize water loss and be required to utilize recirculating or recycled water.	» Water is one element that can be used to create a memorable experience	**Policy Edit:** Encourage ~~water as an~~ visual, auditory and tactile design element in both the built and natural environment that enhance the experience of the place. ~~In the built environment such features should be designed to minimize water loss and be required to utilize recirculating or recycled water.~~ **Environmental Implication:** None.
29	UD-21	Encourage major development to integrate public and semi-public open spaces.	» Strengthens language to be more in line with feedback from Bellevue's Best Ideas, the Joint Boards and Commissions Forum and the Public Forum	**Policy Edit:** *Replace* Integrate high quality inviting public and semi-public open spaces into major development. **Environmental Implication:** None
30	UD-5	Include accessible and attractive places for the general public, employees and visitors to wait, to be outdoors, or to socialize in more intensive commercial development. Less intensive commercial development should include such places for employees and visitors.	» Combined with UD-21	*Delete* **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
31	UD-7	Encourage private and institutional developers to include artists on design teams and incorporate artwork into the public areas of their projects through the use of incentives.	» Clearer language	**Policy Edit:** Encourage private ~~and institutional~~ and public developers to ~~include artists on design teams and incorporate~~integrate art~~work~~ into the public areas of their projects ~~through the use of incentives~~. **Environmental Implication:** None.
32	UD-8	Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes, on building design.	» Language is outdated in many cases » It is best to leave the policy open to new technological developments	**Policy Edit:** ~~Design~~Integrate rooftop mechanical equipment screening ~~so that it is integral~~ with building architecture. ~~Consider the visual effects of technical advances such as satellite dishes, on building design.~~ **Environmental Implication:** None.
33	NEW	Solar panels	The inclusion of solar panels or other environmental design equipment and features are not mentioned in the Urban Design Element. While solar panels would seem to be rooftop mechanical equipment, they clearly have a different effect on the appearance of a building than vents and other electrical equipment.	**Policy Edit:** Encourage the use of solar panels and energy efficient technologies into private and public development. **Environmental Implication:** Environmental benefits such as clean energy.
34	NEW	Greenroof & greenwalls	» Greenroofs and walls provide an opportunity to contribute to the image of Bellevue as a "City in a Park," help meet environmental goals and to help mitigate the visual impacts of development	**Policy Edit:** Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and to soften the visual impact of development. **Environmental Implication:** Environmental benefit such as reduced stormwater runoff and energy savings.
35	NEW	Blank walls	» A policy is needed promote to promote design treatment of blank walls	**Policy Edit:** Provide design treatments for blank walls that are visible from the public right of way. **Environmental Implication:** None.
36	UD-10	Encourage public and private development to incorporate access to sunlight.	*No change*	
37	UD-11	Encourage architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.	» Strengthens language	**Policy Edit:** *Replace* Provide both weather protection and access to sunlight in pedestrian areas using architectural elements. **Environmental Implication:** None.
38	UD-39	Include clear and ample walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	» Original policy is redundant with ADA requirements	**Policy Edit:** *Replace* Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design. **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
39	UD-9	Use site design, landscaping, and appropriate lighting to reduce the visual impact of parking lots to public areas.	» Policy is about reducing the visual impact of parking lots so that should lead the policy » Additionally, code allows for screening as an option so this should be listed	**Policy Edit:** *Replace* Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting. **Environmental Implication:** None.
40	NEW	Reduce Impacts of Impervious Surfaces	» Supports new NPDES Permit requirements by reducing the environmental impact of parking lots	**Policy Edit:** Use site design, water efficient landscaping, and stormwater management practices to reduce the environmental impact of impervious surfaces. **Environmental Implication:** Environmental impacts would likely be positive and could include improved surface water quality.
41	NEW	Minimize Paved Surfaces within Open Spaces	» Supports new NPDES Permit requirements by minimizing impervious surfaces within open spaces	**Policy Edit:** Minimize paved surfaces within open spaces and use permeable surfaces where appropriate. **Environmental Implication:** Environmental impacts would likely be positive and could include improved surface water quality.
42	UD-12	Place and design outdoor lighting around buildings, in parking lots, and along streets to prevent excessive glare into residential areas.	» Policy should lead with the goal	**Policy Edit:** *Replace* Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology. **Environmental Implication:** None
43	NEW	Wind Effects	» Address the effect building architecture has on the amount of wind in public places	**Policy Edit:** Consider the adverse effects of wind in site and building designs adjacent to public spaces. **Environmental Implication:** This policy would likely have positive impacts, such as reduced wind speed in public places.
44	NEW	Context Appropriate Stormwater Facilities	» Supports new NPDES permit requirements while maintaining and reinforcing neighborhood character	**Policy Edit:** Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated. **Environmental Implication:** Environmental impacts will depend on how the policy is implemented, but would likely be positive.
45	NEW	Low Impact Development Techniques	» Supports new NPDES Permit requirements related to low impact development techniques	**Policy Edit:** Use low impact development principles early in the site design and development process. **Environmental Implication:** Environmental impacts would likely be positive, and could improve surface water quality.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
46	UD-71	Permit high intensity residential development subject to design criteria which assures a livable urban environment.	» All high intensity development should be subject to design criteria	**Policy Edit:** Permit high intensity ~~residential~~ development subject to design criteria which assures a livable urban environment. **Environmental Implication:** None.
47	NEW	Character of surrounding community		**Policy Edit:** Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers. **Environmental Implication:** None.
48	UD-59	Assure that more intense development is compatible with adjacent, less intense development by incorporating elements in site and building design that soften the impact from commercial to residential areas or from multifamily to single-family areas.	» Proposed language incorporates the original policy intent while adding the importance of these areas connecting to surrounding areas where appropriate	**Policy Edit:** *Replace* Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate. **Environmental Implication:** None.
49	UD-56	Ensure that perimeter areas of major commercial and public centers use appropriate planting, lighting, and signs to blend with surrounding development and to be compatible with surrounding residential neighborhoods.	» Combined with UD-59	*Delete* **Environmental Implication:** None.
50	UD-48	Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.	*No change*	
51	UD-70	Use landscaping or greenspace to mitigate the potential impacts on surrounding neighborhoods.	» Policy should lead with the goal » How the policy is achieved is broadened to allow for other solutions in addition to using landscaping and greenspace	**Policy Edit:** *Replace* Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements. **Environmental Implication:** Benefit of increased land use compatibility.
52	UD-72	Link the increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, midblock connections, public spaces, activities, openness, sunlight, and view preservation.	» Slight grammatical change simplifies the language of the policy » Potentially updated per Downtown Livability recommendations	**Policy Edit:** Link ~~the~~ increased intensity of development with ~~the~~ increased pedestrian amenities, pedestrian-oriented building design, ~~midblock~~through-block connections, public spaces, activities, openness, sunlight, and view preservation. **Environmental Implication:** None.
53	UD-74	Discourage signs at upper levels of high-rise buildings with limited exception for hotel names and logos when compatible with the building's architecture.	» Policy updated to limit color and match current practice	**Policy Edit:** *Replace* Maintain the skyline as a public view discouraging signs at upper levels of major buildings with limited exceptions. When allowed, signs should be in a subdued color and not impact the skyline. **Environmental Implication:** None

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
54	UD-55	Incorporate architectural character, landscaping, and signs into commercial and public centers that make them appear and function cohesively.	*No change*	
55	UD-57	Allow buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished.	» Strengthen language while recognizing that it is not always appropriate	**Policy Edit:** ~~Allow~~Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate. **Environmental Implication:** None.
56	UD-58	Allow buildings on adjacent but separate properties to have common walls.	» This is already a common practice	*Delete* **Environmental Implication:** None.
57	UD-25	Assure that sign design and placement is compatible with building architecture.	Policies UD-25 with UD-26 and UD-27 are all about the compatibility of signs with surrounding elements; building architecture, neighboring signs in commercial developments, and the surrounding community. Combining the three policies allows for maintaining all previous policy intent while simplifying into one policy.	**Policy Edit:** ~~Assure~~Ensure ~~that~~ sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community. **Environmental Implication:** None.
58	UD-26	Ensure compatible signs in commercial development with multiple businesses.	» Combined with UD-25	*Delete* **Environmental Implication:** None.
59	UD-27	Ensure that signs are compatible with their surroundings. Signs should provide information and make a positive visual contribution to the character of the community.	» Combined with UD-25	*Delete* **Environmental Implication:** None.
60	UD-28	Develop a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods.	» Ensures that wayfinding will be up to date by including maintenance	**Policy Edit:** Develop and maintain a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods. **Environmental Implication:** None.
61	UD-14	Encourage seasonal color plantings in public and semipublic areas.	» Policy is in conflict with UD-16 » These plantings often don't work well with many public or semi-public areas	*Delete* **Environmental Implication:** None.
62	UD-15	Use landscape design that is urban in character in more urban settings and use natural landscape design in more suburban settings.	» Original policy is both too specific and unclear about what urban landscaping might be	**Policy Edit:** Use landscape designs that ~~is~~are appropriate for ~~urban in character in more~~urban and suburban settings~~ and use natural landscape design in more suburban settings~~. **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
63	UD-16	Exemplify the Pacific Northwest character through the retention of existing vegetation and through use of native plants in new landscaping. Encourage water conservation in landscape designs.	Policy as written is two policies; one on native plants and another on water conservation. Native plants are often not suited to many applications because they often require conditions that are not possible for the site like in many streetscapes. New policy addressing water conservation is proposed in NEW-10.	**Policy Edit:** Exemplify the Pacific Northwest character through the ~~retention of existing vegetation and through~~ use of ~~native~~appropriate plants in new landscaping. ~~Encourage water conservation in landscape designs.~~ **Environmental Implication:** None.
64	NEW	Water conservation	» Address need for a policy about water conservation	**Policy Edit:** Promote water conservation in landscape and irrigation system designs. **Environmental Implication:** Environmental benefits including lower irrigation requirements and less stormwater runoff.
65	UD-18	Preserve vegetation, with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.	*No change*	
66	UD-65	Clear and trim vegetation selectively when developing land to enhance views of prominent landforms and panoramas and soften views of commercial development.	» Policy promotes clearing for views which may be out of character with an existing neighborhood	*Delete* **Environmental Implication:** None.
67	UD-17	Consider the maintenance of existing and added vegetation in site design and development.	» Weak policy with no clear action	*Delete* **Environmental Implication:** None.
Section 4: Public Space				
68	UD-29	Provide a system of public places of various sizes and types throughout the community.	» The proposed change incorporates key components of the discussion	**Policy Edit:** Provide a system of public places of various sizes and types throughout the community that offer a variety of experiences and accommodations. **Environmental Implication:** None.
69	UD-30	Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.	*No change*	
70	UD-32	Ensure access to sunlight in public places by avoiding building shadows during periods of the year and times of the day when outdoor activity is most prevalent.	» Solar access is addressed in UD-30	*Delete* **Environmental Implication:** None.
71	UD-33	Incorporate pavilions in major public places that provide protection from inclement weather. While total enclosure is generally discouraged, some enclosure may be necessary.	» Weather protection is a broader term for what pavilions do	**Policy Edit:** *Replace* Incorporate weather protection into major public places. **Environmental Implication:** None.

		Urban Design Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
72	UD-31	Consider the edges of public places that abut residential property for special design treatment that creates a buffer effect, but does not interfere with security or visual access.	» Simple revision	**Policy Edit:** Consider the edges of public places that abut residential property for special design treatment that creates a buffer ~~effect~~, but does not interfere with security or visual access. **Environmental Implication:** None.
73	UD-23	Preserve and enhance views of water, mountains, skylines, or other unique landmarks from public places as valuable civic assets.	» Enhancing views of water could be understood as removing trees	**Policy Edit:** Identify and preserve ~~and enhance~~ views of water, mountains, skylines, or other unique landmarks from public places as valuable civic assets. **Environmental Implication:** None.
74	UD-34	Identify and maintain prime views from public places through regulations and standards.	» Combined with UD-23	*Delete* **Environmental Implication:** None.
75	UD-38	Ensure continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.	Ample implies wide which is not always desirable or necessary for the pedestrian experience. The scale of the sidewalk should be in line with the level of use. In most cases, a buffer, created through separation from the street, landscaping or potentially public art, between the pedestrian and the street would help create a feeling of safety among pedestrians.	**Policy Edit:** Ensure continuous and safe~~ample~~ sidewalks that are an adequate width to serve current and planned uses along principle, minor, and collector arterials that~~which~~ are integrated with abutting land uses. **Environmental Implication:** None.
76	NEW	Pervious Surfaces for Sidewalks	» Supports new NPDES Permit requirements by encouraging the use of pervious surfaces for sidewalk construction	**Policy Edit:** Consider alternative street and sidewalk designs that minimize environmental impacts and use permeable surfaces where appropriate. **Environmental Implication:** Environmental impacts will depend upon how the policy is implemented, but could include reduced stormwater runoff.
77	NEW	Appropriate tree plantings	» Conflicts between street trees and public sidewalks are expensive to repair, create potential tripping and mobility hazards and limit the health and lifespan of street trees	**Policy Edit:** Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure. **Environmental Implication:** None.
78	UD-40	Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.		**Policy Edit:** Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation. **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
79	UD-41	Design vehicular and pedestrian routes to be visually appealing connections between different parts of Bellevue.	Motorists, bicyclists and pedestrians experience the city in much different ways. The needs of each of these user groups can be addressed in the design of streets.	**Policy Edit:** *Replace* Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists and pedestrians. **Environmental Implication:** None.
80	UD-54	Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.	*No change*	
81	UD-42	Design boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a "city in a park." Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns, and public art.	» Updated to align with new Figure UD.1	**Policy Edit:** *Replace* Design key city boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a "city in a park." Both within the right-of-way and on adjacent private development, utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns, and public art. (See Figure UD.1) **Environmental Implication:** None.
82	NEW	Boulevards Adjacent to Parks	Bellevue's parks and open spaces help define the unique character of the city. Adjacent streets should reflect this and embrace the scenic and park-line character of these areas.	**Policy Edit:** Design boulevards adjacent to parks, natural areas and open spaces to reflect scenic elements of the surrounding areas and neighborhoods. Streetscape design should promote a safe and comfortable park-like experience for all users. (See Figure UD.1) **Environmental Implication:** None.
83	NEW	Neighborhood Shopping Streets	Streets adjacent to neighborhood shopping centers should promote these areas as the community's "main street" with an attractive appearance that is in character with the neighborhood and offers easy access from surrounding neighborhoods.	**Policy Edit:** Enhance neighborhood shopping streets to operate as the local "main street" with exceptional landscaping, increased pedestrian and bicycle facilities and neighborhood specific character elements. (See Figure UD.2) **Environmental Implication:** None.
84	NEW	Neighborhood Greenways	Greenways offer an alternative to busy arterials for pedestrians and bicyclists to safely move throughout the city. Typically, low volume streets are retrofitted with increased pedestrian and bicycle facilities.	**Policy Edit:** Work with the community to identify and develop a system of neighborhood greenways that offer safe alternative routes for pedestrians and bicyclists to provide local access to parks, schools and services. **Environmental Implication:** Environmental impacts would likely be positive, and could include increased green space and non-motorized travel.

		Urban Design Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
85	UD-43	Provide clear and identifiable circulation systems into and through Bellevue's large commercial blocks to improve pedestrian activity.	» Wording clarification	**Policy Edit:** Provide clear and identifiable ~~circulation systems~~walkways into and through Bellevue's large commercial blocks to improve pedestrian activity. **Environmental Implication:** None.
86	UD-44	Encourage special streetscape design for designated intersections that create entry points into the city or neighborhoods or that warrant enhanced pedestrian features.	» UD-44 and UD-45 are easily combined into one policy	**Policy Edit:** *Replace* Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Figure UD.1) **Environmental Implication:** None.
87	UD-45	Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city.	» Combined with UD-44	*Delete* **Environmental Implication:** None.
88	UD-62	Minimize the removal of existing vegetation when improving streets to preserve the natural character of neighborhoods.	Minimizing the removal of existing vegetation when improving streets supports the retention of natural areas in more urban areas and in more residential areas. Since residents support the idea of Bellevue as a "city in a park," this policy should apply to the entire city.	**Policy Edit:** Minimize the removal of existing vegetation when improving streets to preserve the natural character of ~~neighborhoods~~Bellevue. **Environmental Implication:** None.
89	UD-46	Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key gateways.	» Broaden the policy	**Policy Edit:** Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key ~~gateways~~intersections. **Environmental Implication:** None.
90	UD-47	Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.	*No change*	
91	UD-49	Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.	» Clarify policy intent	**Policy Edit:** Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, non-motorized trails and other modes of transportation with transit facilities. **Environmental Implication:** None.
92	UD-50	Work with the state to achieve high quality design on new freeway projects, with special consideration for both views from the freeways and views of the freeways.	» This is an outdated policy » Views from the freeway and of the freeway are not nearly as important as noise pollution, appropriate alignments, landscaping materials and lighting	**Policy Edit:** *Replace* Work with the state and federal governments on new freeway projects to see that appropriate alignments, landscaping materials and lighting enhance the community's image while limiting noise. **Environmental Implication:** None.

Urban Design Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
93	UD-51	Encourage dense plantings, hedges, or large, fast-growing trees to act as visual screens at locations where existing views of or from freeways are unappealing.	*No change*	
94	UD-52	Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city and presents the city in an attractive manner.	*No change*	
95	UD-53	Integrate into the designs of frontage roads along the I-90 freeway corridor the Mountain-to-Sound greenway concept. Give particular attention to multiuse trails, large scale landscaping, and pedestrian amenities.	*No change*	
Section 5: Landmarks and Historic Resources				
96	UD-76	Preserve, enhance and interpret Bellevue's historical identity.	*No change*	
97	UD-77	Recognize the heritage of the community by naming (or renaming) parks, streets, and other public places after major figures and events.	*No change*	
98	UD-78	Designate historic landmark sites and structures and review proposed changes to ensure that these sites and structures will continue to be a part of the community and explore incentives for rehabilitation.	*No change*	
99	UD-79	Identify vista points and landmarks such as major trees, buildings and landforms to preserve as Bellevue develops.	*No change*	

Economic Development Policy Table

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Economic Element Goal		Note: The Economic Element goals will be considered in a subsequent discussion. They are not included in this Economic Development Element Policy Development table.		
Section 1: Business Climate				
1	ED-1	Maintain a business climate that supports the retention and expansion of the city's economic base.	*No change*	
2	NEW	Promote local businesses	» Address need for a new policy about promoting local businesses	**Policy Edit:** Promote local businesses and locally-produced goods and services. **Environmental Implication:** Environmental benefits associated with shorter supply chains, such as less greenhouse gas emissions resulting from shipping.
3	ED-2	Continue to provide high quality and cost efficient city services and facilities, and promote this as one of Bellevue's outstanding economic development assets.	» Revise policy to make clearer the link between evolving nature of community needs and the cost of city services	**Policy Edit:** Continue to provide high quality and cost efficient city services and facilities consistent with the community's priorities and growth, and promote these~~is~~ as one of Bellevue's outstanding economic development assets. **Environmental Implication:** None.
4	NEW	Support business innovation	» Address need for a new policy supporting business innovation	**Policy Edit:** Foster business innovation and start-ups through development strategies and promoting digital infrastructure. **Environmental Implication:** None.
5	ED-3	Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.	*No change*	
6	ED-4	Maintain an efficient, timely, predictable and customer-focused permit process, conducted in a manner that integrates multiple city departments into a coordinated entity.	» Strengthen policy language	**Policy Edit:** Strive to provide~~Maintain~~ an efficient, streamlined, timely, predictable and customer-focused permit processes, conducted in a manner that integrates multiple city departments into a coordinated entity, recognizing the role of development in creating places for economic activity. **Environmental Implication:** None.

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
7	ED-6	Consider the impacts of the city's policies regarding taxes, fees and utility rates on Bellevue's economic development goals, while recognizing the balance between economic development, the maintenance of high quality services, and the financial health of city government.	*No change*	
8	ED-8	Recognize and consider the economic and environmental impacts of proposed legislative actions prior to adoption.	*No change*	
9	ED-14	Work with the business community and residential interests to promote community interests and to address differences in a manner that minimizes conflict.	*No change*	
10	ED-11	Build on the strengths of Bellevue's diverse residents and businesses to increase connections and relationships with other countries.	» Strengthen policy language	**Policy Edit:** Build on the strengths of Bellevue's diverse residents and businesses to increase connections and relationships with other countries as Bellevue develops into an increasingly global business center. **Environmental Implication:** None.
11	ED-29	Provide city leadership and direction to maximize the business retention and recruitment efforts of Bellevue's economic development partners.	*No change*	
Section 2: Community Livability				
12	ED-17	Recognize the economic development benefits of city and private sector investments in urban amenities like arts and culture, open space and recreational facilities, and high quality urban design. Strengthen the city's assets in these areas as an explicit component of the city's economic development strategy.	*No change*	
13	ED-18	Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.	*No change*	

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
14	ED-7	Encourage an adequate supply of workforce housing that meets the needs of the city's diverse employment base.	» Moved from ED-7 and revised	**Policy Edit:** *Replace* Encourage development of a range of housing opportunities to accommodate Bellevue's growing workforce. **Environmental Implication:** None. See discussion in Housing Issue Paper.
15	ED-12	Develop an environment that fosters respect for all individuals and groups.	» Combined with ED-13	**Policy Edit:** Develop an environment that fosters respect for all individuals and groups and promotes equal opportunity. **Environmental Implication:** None.
16	ED-13	Encourage and promote employment opportunities for all residents, including youth.	» Combined with ED-12	*Delete* **Environmental Implication:** None.
17	NEW	Downtown as a destination	» Address need to promote Downtown as a regional destination	**Policy Edit:** Emphasize economic development of Downtown as a major regional center and retail destination. **Environmental Implication:** None.
18	NEW	Retail strength	» Recognize value of retail	**Policy Edit:** Recognize retail strength as an engine of economic activity and magnet for visitors. **Environmental Implication:** None.
19	NEW	Tourism, hotel, retail and arts	» Address need to support these types of businesses	**Policy Edit:** Support efforts that promote tourism, hotel, retail and arts businesses. **Environmental Implication:** None.
20	NEW	Range of commercial centers	» Recognize value of a range of commercial centers	**Policy Edit:** Emphasize the value of a range of commercial centers to provide opportunities for a diverse range of businesses. **Environmental Implication:** None.
21	ED-28	Facilitate the redevelopment and re-invigoration of older neighborhood shopping centers that are experiencing decline. Work with stakeholders to transform such centers into high quality and dynamic retail/mixed use commercial areas that also provide a gathering place and sense of community for the neighborhood.	» Add additional reference to the priority of supporting existing and new dynamic places as they enhance/support the city's economic vitality	**Policy Edit:** *Replace* Cultivate development of diverse, distinctive, well-defined places that invite community activity and gathering. Specifically, facilitate the redevelopment and re-invigoration of older neighborhood shopping centers. Work with stakeholders to transform such centers into high quality and dynamic retail/mixed use commercial areas that also provide a gathering place and sense of community for the neighborhood. Allow for flexibility to repurpose and re-use building types to accommodate new uses. **Environmental Implication:** None.

		Economic Development Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
22	ED-26	Where commercial areas are in decline, work with businesses and other stakeholders to identify corrective actions, which may include: 1. Planning for new uses and new urban forms, leading to proposals for changes to the Comprehensive Plan and zoning 2. Developing incentives and other strategies to promote re-investment. 3. Targeting investments in public infrastructure that may help catalyze new private sector investment.	*No change*	
23	ED-27	Where a commercial revitalization effort involves significant changes to plans and regulations that may impact a residential neighborhood, develop strategies to avoid or minimize these impacts.	*No change*	
Section 3: Education				
24	NEW	Adults/talent hub	» Address need for a new policy about access to higher education	**Policy Edit:** Encourage the continued investment in higher education and training that creates economic stimulus to local businesses. **Environmental Implication:** None.
25	ED-9	Encourage the provision of a high quality primary, secondary and post-secondary public education system in Bellevue.	» Strengthen policy language	**Policy Edit:** Support~~Encourage~~ the provision of a high quality primary, secondary and post-secondary public education system in Bellevue. **Environmental Implication:** None.
26	NEW	Life-long learning	» Address the need to support life-long learning	**Policy Edit:** Encourage provision of life-long learning opportunities. **Environmental Implication:** None.
27	ED-10	Facilitate efforts of businesses and institutions to train workers for today's and tomorrow's jobs, and support continuing education in the community.	*No change*	
Section 4: Planning and Infrastructure				
28	ED-19	Maintain and update integrated land use and transportation plans to guide the future of the city's major commercial areas and help them respond to change.	*No change*	

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
29	ED-21	Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. Anticipate needs and coordinate city infrastructure investments with economic development opportunities.	*No change*	
30	ED-22	Provide a reliable source of high-quality water at a reasonable cost.	» Revise to mirror the economic development aspects of other infrastructure-related economic development policies	**Policy Edit:** *Replace* Maintain and improve communications, electric utility and other infrastructure needed to support the city's economic needs and growth. **Environmental Implication:** None.
31	ED-23	Facilitate private sector efforts to implement state-of-the-art technology, including communication technology, throughout the community.	*No change*	
32	ED-24	Maintain land use development standards within the city's commercial areas that promote high quality, aesthetically attractive development, in order to add economic value to these areas and to ensure they are good neighbors.	» This policy is already covered in the Land Use Element and Urban Design Element	*Delete* **Environmental Implication:** None.
33	ED-31	Create a vision that clearly communicates Bellevue's future as the leading Eastside employment and activity center, as a visitor destination, and as a leading American city. Communicate this image within the Puget Sound region and beyond.	» Clarify policy intent	**Policy Edit:** *Replace* Communicate Bellevue's vision as a leading regional employment and activity center, as a visitor destination, and as a leading global city. Communicate this image within the region, nationally and internationally. **Environmental Implication:** None.
34	ED-32	Develop partnerships with other organizations, such as the Chamber of Commerce, the Bellevue Downtown Association, King County Economic Development Commission, the Port of Seattle, and others, to effectively market Bellevue's economic assets.	» This policy is not needed to support ongoing partnerships	*Delete* **Environmental Implication:** None.
35	ED-33	Promote and nurture entrepreneurial development in Bellevue, by supporting efforts such as the Bellevue Entrepreneur Center and exploring ways to retain or create areas where small or emerging businesses can develop and flourish.	» Clarify policy intent	**Policy Edit:** *Replace* Promote and nurture entrepreneurial development in Bellevue by exploring ways to retain or create areas where small or emerging businesses can develop and flourish. **Environmental Implication:** None
36	ED-34	Seek ongoing private sector guidance for the city's marketing and development efforts, to ensure this work is on target and well connected to the city's private sector partners.	» Revise to more generally refer to city's intent to incorporate private sector guidance in ongoing ED strategic planning, marketing and implementation	**Policy Edit:** *Replace* Promote ongoing communication between City and private sector to help guide the city's marketing and development efforts. **Environmental Implication:** None.

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
37	ED-35	Provide adequate resources to support a first-rate economic development program, while leveraging private sector contributions as appropriate.		*Delete* **Environmental Implication:** None.
Section 5: Economic Implementation				
38	ED-16	Ensure that economic development strategies are reviewed regularly to be flexible and to respond to changes in the market.	» Revise to support the Economic Development strategy	**Policy Edit:** *Replace* Maintain and regularly update the Economic Development Strategy to ensure the City's focus areas and goals are forward-looking and targeted while being flexible enough to be able to respond to market changes. **Environmental Implication:** None.
39	ED-37	Consider the use of organizational and financial tools to leverage private sector resources in accomplishing the city's economic development and land use vision.	» Revise to reference separate strategic planning work/document	**Policy Edit:** As part of ongoing Economic Development strategic planning, c~~C~~onsider the use of organizational and financial tools or investments, including public-private partnerships where appropriate, to catalyze or leverage private sector and other resources to ~~in~~accomplish~~ing~~ the city's economic development and land use vision. **Environmental Implication:** None.
40	ED-38	Facilitate economic development in commercial areas through public/private partnerships if the activity is consistent with the city's adopted policies, if there is a compelling public benefit, and if there is an acceptable level of risk.	» Clarify policy language	**Policy Edit:** *Replace* Facilitate economic development in commercial areas through public/private partnerships where appropriate, as demonstrated by the following factors: (1) the activity is consistent with the city's adopted policies; (2) there is a compelling public benefit; and (3) there is an acceptable level of risk. **Environmental Implication:** None.
41	ED-30	Monitor the city's strengths and weaknesses for various economic sectors, and promote specific industries or industry clusters that capitalize on Bellevue's strengths and create higher paying, family wage jobs. In particular, promote the retention and recruitment of high technology and other firms that are a good fit with Bellevue's highly-educated workforce.	» Clarify policy intent	**Policy Edit:** *Replace* Develop, refine and implement economic monitoring to assist the City and businesses best advance the City's economic development objectives. **Environmental Implication:** None.
43	ED-20	Encourage economic development in designated locations through a mix of incentives, regulations, and strategic investments that support the city's adopted plans.	» Revised to add "economic and planning data, business assistance services"	**Policy Edit:** Encourage economic development ~~in designated locations~~ through a mix of incentives, regulations, economic and planning data, business assistance services, and strategic investments that support the city's adopted plans. **Environmental Implication:** None.

Economic Development Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
44	ED-15	Cooperate and coordinate with local and regional government and economic agencies to implement the countywide economic development policies.	» Merged with ED-36 to strengthen policy	**Policy Edit:** Actively ~~Cooperate and~~ coordinate with local and regional government and economic agencies to develop and implement countywide and shared economic development policies. **Environmental Implication:** None.
45	ED-5	Facilitate the collection, analysis and dissemination of information that contributes to economic activity.	» Combined with ED-25	**Policy Edit:** Facilitate the collection, analysis and dissemination of information that contributes to economic activity, anticipates economic issues, and helps identify early action to avoid decline in the city's commercial areas. **Environmental Implication:** None.
46	ED-25	Work with the private sector to evaluate economic trends, opportunities and needs of key industries, with the intention of anticipating issues and taking early action to avoid decline in the city's commercial areas.	» Combined with ED-5	~~*Delete*~~ **Environmental Implication:** None.
47	ED-36	Recognizing that Bellevue is highly interrelated to the larger regional economy, foster collaboration with other cities on the Eastside, Seattle, and the larger region to meet common marketing, retention and recruitment interests.	» Merged with ED-15	~~*Delete*~~ **Environmental Implication:** None.

Housing Policy Table

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Housing Chapter Goal		Note: Housing Chapter Goal, Housing Section Goals and Housing Vision Statement will be considered in a subsequent discussion. They are not included in this Housing Element Policy Development table.		
Section 1: Neighborhood Quality & Vitality				
1	HO-1	Encourage investment in and revitalization of single family and multifamily neighborhoods where private investment patterns are not accomplishing this objective.	*No change*	
2	HO-2	Promote quality, community-friendly multifamily development, through features such as enhanced open space and pedestrian connectivity.	» Support for walking, accessibility and safety in neighborhoods » Encourage Family Friendly Housing » Addresses Housing CPP H-12	**Policy Edit:** Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity. **Environmental Implication:** Positive impact.
3	HO-3	Refine Land Use Code standards to improve the compatibility of single family infill development with the neighborhood.	» Emphasize maintaining or enhancing the character of residential neighborhoods	**Policy Edit:** ~~Refine Land Use Code standards to improve~~ Maintain the character of ~~the compatibility of single family infill development with the~~ established single family neighborhoods through adoption and enforcement of appropriate regulations. **Environmental Implication:** Protects residential neighborhoods from significant changes from the character or scale or development.
4	NEW (#5a)	Student Housing	» Support development of on-campus student housing at Bellevue College that is compatible with the surrounding neighborhood » Support development of off-campus student housing in adjacent MF and mixed use zones (part of Eastgate plan) **Planning Commission comments:** Policy should not be specific to Bellevue College. Policy should address housing need of younger adults in general. Need to address other issues that could result from small units e.g. traffic, parking, density. (see HO-3)	**Policy Edit:** Monitor and appropriately regulate room rentals in single family areas. **Environmental Implication:** Seeks to manage land use impacts of expanded student housing by protecting residential neighborhoods from significant changes to the character or scale or development. Impacts will also be addressed in environmental review for the Eastgate Neighborhood Plan. *See also New Student Housing Policy #5b in Housing Opportunity section, and New affordable housing policy #2a in Affordable Housing section.*

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
5	HO-4	Initiate and encourage neighborhood and community involvement to foster a positive civic and neighborhood image through the Neighborhood Enhancement Program, or similar program.		*Move to Land Use element*
6	HO-5	Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.	» Address in Urban Design element	*Delete*
7	HO-6	Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions. Report results of such surveys to residents.	*No change*	
8	HO-7	Provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through the Housing Repair Program, or similar program.	*No change*	
9	HO-8	Protect residential areas from illegal land use activities through enforcement of city codes.	Address in Land Use Policy LU-19: Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations.	*Delete*
10	HO-9	Explore opportunities to implement alternative neighborhood design concepts. Involve residents and other stakeholders in this process.	Repeats HO-15	*Delete*
Section 2: Housing Opportunities				
11	Move from LU	LU-23 Provide the potential for a broad range of housing choices to meet the changing needs of the community.	» Recognize the range of needs in the community, and in particular the housing needs of lower income households » Addresses Housing CPP H-3, H-13	*Move from Land Use to Housing Element* **Environmental Implication:** Positive impact from expanded low income housing opportunities.
12	NEW (#1)	Fair Housing	Bellevue is one of 14 jurisdictions in the Puget Sound Region that receive federal housing funds (CDBG) and are required to not only abide by fair housing law, but also to go a step further and include real and effective fair housing strategies that affirmatively further fair housing. » Addresses Housing CPP H-13	**Policy Edit:** Employ effective strategies that support the Fair Housing Act and affirmatively further fair housing. **Environmental Implication:** Likely positive social impact.

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
13	HO-10	Support housing with appropriate amenities for families with children.	» Encourage Family Friendly Housing » Addresses Housing CPP H-12	**Policy Edit:** *Replace* Encourage development of appropriate amenities for families with children throughout the City through investments, development regulations and incentives. **Environmental Implication:** Positive impact to neighborhoods.
14	NEW (#5b)	Student Housing	» Support development of on-campus student housing at Bellevue College that is compatible with the surrounding neighborhood » Support development of off-campus student housing in adjacent MF and mixed use zones (part of Eastgate plan) » Addresses Housing CPP H-10 **Planning Commission comments:** Policy should not be specific to Bellevue College. Policy should address housing need of younger adults in general. *Need to address other issues that could result from small units e.g. traffic, parking, density. (see HO-3)*	**Policy Edit:** Work with colleges, including Bellevue College, and private developers to support housing for students on-campus and in adjacent transit served mixed use/ commercial areas. **Environmental Implication:** Would help to manage potential land use impacts of expanded student housing by locating it in appropriate areas. *See also New Student Housing Policy #5b in Housing Opportunity section, and New affordable housing policy #2a in Affordable Housing section.*
15	HO-11	Encourage housing opportunities in mixed residential/ commercial settings throughout the city.	*No change*	
16	HO-12	Provide incentives to encourage residential development for a range of household types and income levels in commercial zones.	» Better reflect that new housing growth will be in MF and mixed use areas. » Update policy to better reflect today's conditions and future growth. » Addresses Housing CPP H-9 **Planning Commission Comment:** Include in policy that Lake Heights /Newport Hills could benefit from mixed use redevelopment.	**Policy Edit:** Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones. **Environmental Implication:** Would help to direct low income housing, which is likely to be multifamily, to areas of similar character and scale.
17	HO-13	Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	*No change*	
18	HO-14	Encourage housing development Downtown including innovative, affordable housing.	» Policy HO-14 and HO-29 are repetitious	*Delete and merge with HO-29*

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
19	HO-15	Adopt an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue. *Discussion: The interim ordinance would set factors such as number of demonstration projects, size of project, types of housing to be demonstrated, ability to vary from certain standards, compatibility with surrounding development, review by the affected neighborhood, etc.*	For example, feasibility studies for Newport Hills have shown there is potential for mixed use redevelopment including housing. If redevelopment moves forward, an innovative housing ordinance is one tool that could be explored. **Planning Commission Comment:** Include in policy that Lake Heights/Newport Hills could benefit from mixed use redevelopment.	**Policy Edit:** Provide opportunity to allow a demonstration(s) project through methods such as an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue. **Environmental Implication:** Positive implementation approach to identify and manage potential impacts associated with new forms of housing.
20	HO-16	Allow attached and detached accessory dwelling units in single family districts subject to specific development, design, and owner occupancy standards.	» Update ADU policy to support neighborhood compatibility **Human Services Commission Comment:** ADUs should be allowed where compatible.	**Policy Edit:** Allow attached and detached accessory dwelling units in single family districts subject to specific development, design, location, and owner occupancy standards, where consistent with neighborhood subarea plans. **Environmental Implication:** Location standards could help achieve a good fit of accessory dwelling units in neighborhoods, provided that permitted locations are not overly restricted.
21	HO-17	Encourage infill development on vacant or under-utilized sites that have adequate urban services and ensure that the infill is compatible with the surrounding neighborhoods.	» Policy is no longer needed	*Delete*
22	HO-18	Provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.	*No change*	
23	HO-19	Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.	» Address in Land Use element compatibility section	*Delete*
24	HO-20	Evaluate the housing cost and supply implications of proposed regulations and procedures.	*No change*	

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
25	HO-21	Adopt an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue. *Discussion: The interim ordinance would set factors such as number of demonstration projects, size of project, types of housing to be demonstrated, ability to vary from certain standards, compatibility with surrounding development, review by the affected neighborhood, etc.*	For example, feasibility studies for Newport Hills have shown there is potential for mixed use redevelopment including housing. If redevelopment moves forward, an innovative housing ordinance is one tool that could be explored. **Planning Commission Comment:** Include in policy that Lake Heights/Newport Hills could benefit from mixed use redevelopment.	**Policy Edit:** Promote working partnerships with housing developers to help create ~~opportunities for~~ a variety of housing types in the community. **Environmental Implication:** Likely positive impact on residents' access to housing opportunity.
26	NEW (#4)	Universal Design / Aging in Place	» Preservation of older homes; ability to adapt homes as people age » Support for Universal Design that improves accessibility in public spaces; for private residential development increase Universal Design education to development community » Support for programs and services that allow seniors to stay in their homes » Support for MF senior housing that allows seniors to stay close to their neighborhood » Addresses Housing CPP H-5 **Planning Commission comment:** Do not propose added requirements that increase the cost of housing.	**Policy Edit:** Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Promote awareness of Universal Design improvements that increase housing accessibility. **Environmental Implication:** Potential positive impact.
27	NEW (#10)	Senior	» Current housing element does not address housing needs specific to seniors » This policy may be important as the city's demographic continues to get older	**Policy Edit:** Encourage a range of housing types for seniors affordable at a variety of income levels. **Environmental Implication:** None.
Section 3: Affordable Housing				
27	HO-34	Address the entire spectrum of housing needs in the city's affordable housing programs.	» Moved to the beginning of the Affordable Housing section	
28	HO-22	Work cooperatively with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions to assess the need for, and to create, affordable housing.	*No change*	

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
30	HO-23	Review Land Use Code regulations to remove barriers or unnecessary standards that discourage affordable multifamily housing and to refine affordable housing incentives so they are more successful. *Discussion: The city has spent considerable time revising processes and standards to remove barriers. This policy encourages continuation of this work with an emphasis on housing affordability.*	» Assess code to remove unintended barriers in commercial and mixed use areas » Addresses Housing CPP H-7	**Policy Edit:** *Replace* Encourage the development of affordable housing consistent with state-enabling legislation. **Environmental Implication:** See discussion of potential for modifying focus of incentives.
31	HO-24	Ensure that all affordable housing development is consistent with currently adopted building codes and design standards.	» Address in Land Use element compatibility section	*Delete*
32	HO-25	Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the city.	» Need for affordability near transit options » Addresses Housing CPP H-10	**Policy Edit:** Develop an effective strategy to e~~E~~nsure ~~that~~ affordable housing opportunities are available~~not concentrated, but rather are dispersed~~ throughout the city at a range of affordability levels. Monitor quantity, types and affordability of housing achieved and for potential unintended consequences. **Environmental Implication:** Could expand affordable housing in areas supported by transit, which could reduce auto dependency.
33	HO-26	Involve both the public and private sectors in the provision of affordable housing.	» Concepts in this policy are covered by HO-28	*Delete*
34	HO-27	Re-assess city guidelines approximately every five years for use of the Housing Trust Fund to ensure they are consistent with changing community needs and priorities.	» Emphasize strategies to increase housing for very low income households, e.g. funding support for non-profit housing providers » Addresses Housing CPP H-3	**Policy Edit:** *Replace* Consider funding to support housing need, especially for low and very low income households. Assess housing fund guidelines on a regular basis to ensure they are consistent with changing community needs and priorities. **Environmental Implication:** No impact to the physical environment.
35	HO-28	Provide incentives and work in partnership with not-for-profit and for-profit developers and agencies to build permanent low- and moderate-income housing.	*No change*	
36	HO-29	Encourage the building of affordable housing Downtown.	» Concepts in this policy are covered by HO-25	*Delete*
37	HO-30	Encourage preservation, maintenance, and improvements to existing affordable housing.	*No change*	

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
38	HO-31	Encourage the development of long-term management strategies for affordable housing in cooperation with not-for-profit housing organizations.	» Delete and address as a strategy (usually a condition of funding)	*Delete*
39	HO-32	Explore all available federal, state, and local programs and private options for financing affordable housing.	*No change*	
40	HO-33	Explore financial incentives to encourage affordable multifamily housing, such as partial exemptions from city permit fees and use of the state property tax exemption program.	» Related to success of other strategies to increase affordable housing **Planning Commission Comment:** Implement programs enabled by the state to increase affordable housing.	**Policy Edit:** Explore financial incentives to encourage affordable ~~multifamily~~ housing, such as partial exemptions from city permit fees, ~~and use of~~ the state property tax exemption program, and other state enabled programs. **Environmental Implication:** No impact to the physical environment.
41	HO-35	Ensure that all affordable housing created in the city with public funds or by regulation remains affordable for the longest possible term.	*No change*	
42	HO-36	Participate in relocation assistance to low-income households whose housing may be displaced by condemnation or city-initiated code enforcement.	*No change*	
Section 4: Special Needs Housing				
43	HO-37	Plan for housing for people with special needs. Avoid concentrations of such housing and protect residential neighborhoods from adverse impacts. Encourage ongoing stable family living situations for people with special needs. Provide in all areas for the siting of facilities devoted to the care of people with handicaps.	Edit Policy HO-37 into policy that supports housing for special needs that is not concentrated (HO-37), and addresses HO-41: Encourage a variety of local incentives and support activities that help provide housing that is affordable and accommodates people with special needs.	**Policy Edit:** *Replace* Provide reasonable accommodation for housing for people with special needs in all areas, and avoid concentrations of such housing while protecting residential neighborhoods from adverse impacts. **Environmental Implication:** Could expand locations for special needs housing somewhat, but would continue policy of protecting residential neighborhoods from adverse impacts.
44	NEW	Adult family homes and special needs housing		**Policy draft:** Recognize that adult family homes and other state regulated special needs housing provide stable, neighborhood housing options for elderly and disabled residents. Work to address needs for services, emergency response and other potential accommodation. **Environmental Implication:** Potential impacts would depend on whether permitted locations for special needs housing are expanded.

Housing Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
45	HO-38	Encourage and support social and health service organizations that offer programs and facilities for people with special needs, particularly those programs that address homelessness and help people remain in the community.	» Address city position to work towards ending homelessness, including city's role in 10-year plan to end homelessness » Support for strategies that avoid displacement (foreclosure mediation) and that move people out of homelessness (rapid rehousing) **Planning Commission comment:** Support for policy that uses clearly defined housing responses, and focuses on responses that work to move people from homelessness to independence.	**Policy Edit:** *Replace* Support regional efforts to prevent homelessness. Provide a range of affordable housing options and support efforts to move homeless persons and families to long-term financial independence. **Environmental Implication:** No impact to the physical environment.
46	HO-39	Assist social service organizations in their efforts to obtain funds and to operate emergency and transitional housing in the community.	» Address city position to work towards ending homelessness, including city's role in 10-year plan to end homelessness » Addresses Housing CPP H-14	**Policy edit:** *Replace* Collaborate with other jurisdictions and social service organizations in their efforts to fund and operate emergency shelters and day centers that address homelessness. **Environmental Implication:** No impact to the physical environment.
47	NEW #9	Direction for Temporary Encampments	» Establish direction for temporary encampments consistent with State HB1956 » Bellevue's current Temporary Encampment Ordinance includes a Consent Decree that will sunset 1-27-16	**Policy draft:** Allow hosting of Temporary Encampments at religious facilities as a form of religious expression and consistent with state law pertaining to religious use. **Environmental Implication:** Impacts, if any, dependent on location and development regulations.
48	HO-40	Support and plan for assisted housing using federal or state aid and private resources.	*No change*	
49	HO-41	Encourage a variety of local incentives and support activities that help provide housing that is affordable and accommodates people with special needs.	» Repeats edited HO-37	*Delete*

Human Services Policy Table

Human Services Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
1	HS-1	Anticipate human services needs and provide leadership in the development of community responses.	» Reducing overall number of policies is a goal of the update » Policies 1, 3 and 7 can be merged without losing content	**Policy Edit:** *Replace* Build public awareness and engage the community in an informed and collective response by assessing and planning for human services needs. **Environmental Implication:** None.
2	HS-2	Identify opportunities and develop strategies that are preventive in their approach to human services needs.	*No change*	
3	HS-3	Assess local human service needs and promote community awareness of needs and resources available to meet them.	» Merge with HS-1	*Delete*
4	HS-4	Allocate funds and other resources, for services which address the full spectrum of community needs and meet the city's funding criteria by requesting program proposals from community-based non profit agencies providing direct services to low- and moderate-income residents.	» Edit to improve clarity and add specific reference to the Continuum of needs used by Parks & Community Services	**Policy Edit:** *Replace* Allocate funds and other resources across the continuum of human service needs by soliciting proposals from nonprofit agencies for services benefiting low- and moderate-income residents. **Environmental Implication:** None.
5	HS-5	Maintain the city's role as a human services planner and facilitator for the community by continually engaging service providers and community organizations in dialogue regarding the functioning of the present service systems, the emerging needs of the community and the building of a complete system of services.	*No change*	
6	HS-6	Support the development and operation of facilities housing human services agencies and, where appropriate, seek opportunities to achieve efficiencies through agency co-location and coordination.	» Edit to emphasize support for facilities located in Bellevue and replace "coordination" with "collaboration"	**Policy Edit:** Support agencies locating human services facilities in Bellevue and, ~~the development and operation of facilities housing human services agencies and,~~ where appropriate, ~~seek opportunities to achieve~~encourage efficiencies through agency ~~co-~~collocation and ~~coordination~~collaboration. **Environmental Implication:** None.
7	HS-7	Facilitate and encourage broad community participation in planning, providing, and promoting human services.	» Merge with HS-1	*Delete*

Human Services Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
8	HS-8	Support and actively coordinate with local, regional, and national efforts that address local human services needs and ensure that local programs complement programs provided at the state and federal level.	» Edit to add "county" to last phrase	**Policy Edit:** Support and actively coordinate with local, regional, and national efforts that address local human services needs and ensure that local programs complement programs provided at the county, state and federal level. **Environmental Implication:** None.
9	HS-9	Encourage the development of partnerships among the city, schools, human services providers, and others to address the needs of children and families within the school setting.	» Edit to add specific reference to the collective impact model and increases partnership pool to include more public and private institutions (per HSC)	**Policy Edit:** Encourage ~~the development of~~ partnerships among ~~the city~~,public and private institutions, schools, human services providers, and others to collectively address the needs of children and families ~~within the school setting~~using schools as a focal point for the community. **Environmental Implication:** None.
10	HS-10	Encourage cooperation with the school district in the development and utilization of schools as a focal point for the identification of needs and delivery of services to children and families.	» Policy concepts covered by HS-9	*Delete*
11	HS-11	Encourage services that respect the diversity and dignity of individuals and families, and foster self-determination and self-sufficiency.	» Edit to incorporate contemporary terminology	**Policy Edit:** *Replace* Encourage culturally competent service delivery that respects the dignity of individuals and families, and fosters self-determination and self-sufficiency. **Environmental Implication:** None.
12	HS-12	Foster a community free of discrimination and prejudice.	» Use contemporary terminology and set a higher bar than current policy	**Policy Edit:** *Replace* Make Bellevue a welcoming, safe and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination and victimization. **Environmental Implication:** None.
13	HS-13	Encourage services to become accessible to all in the community by removing any barriers, including but not limited to architectural, cultural, language, communication, or location.	» Add more proactive language	**Policy Edit:** *Replace* Improve access to services throughout the community by removing physical and systemic barriers and empowering individuals to overcome other barriers that may exist. **Environmental Implication:** If this policy leads to a reduction in physical barriers, it could have positive benefits such as increased non-motorized trips and better access to human service providers.
14	HS-14	Encourage services to efficiently use public and private resources and develop a broad base of community support.	*No change*	

		Human Services Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
15	HS-15	Provide leadership and work in partnership with community agencies to encourage and promote the development and expansion of the supply of affordable, accessible, and quality child care which meets the diverse needs of the community and is encouraged in all areas of the city.	*No change*	
16	HS-16	Encourage services that support employees in maintaining or advancing their employment opportunities including, but not limited to, transportation and child care.	» Simplify policy language	**Policy Edit:** Encourage services that support employees in maintaining or advancing their employment opportunities ~~including, but not limited to, transportation and child care~~. **Environmental Implication:** None
17	HS-17	Consider the human services impacts of proposed legislation prior to formal adoption and provide mechanisms that encourage human services objectives in developing city regulations and codes.	» Concepts from the second half of this policy are addressed in a new policy (below)	**Policy Edit:** Consider the human services impacts of proposed legislation prior to formal adoption ~~and provide mechanisms that encourage human services objectives in developing city regulations and codes~~. **Environmental Implication:** None
18	HS-18	Facilitate the community response to human service needs. Involve the city in direct delivery of human service needs when delivery is consistent with a department's mission or as a last resort when: » The city is the most equitable and effective provider, or » There are no other qualified providers.	*No change*	
19	NEW	Geographic Distribution of Service Providers	» Noting the recent loss of several human service providers in the Downtown Subarea, the HS Commission recommends a policy that promotes the advantages of geographic distribution and siting services within reach of public transit options	**Policy Edit:** Support a network of service points that are easily accessible by Bellevue residents and workers, geographically distributed within the city and proximate to public transit. **Environmental Implication:** The implications of this policy will depend on how it is implemented, but would likely be positive and could include increased non-motorized trips and better access to human service providers.
20	NEW	Homelessness	» The HS Commission recommends a policy targeting the specific needs around homelessness » In recent years and for the near future, homeless housing and services will be a major focus of the City's human services program	**Policy Edit:** Support an intentional local community response to homelessness with housing and supportive services provided to families, youth and single adults. **Environmental Implication:** The implications of this policy will depend on how it is implemented. It could lead to an increase in sites providing services to the homeless, which could raise land use compatibility issues, but these could likely be mitigated.

Human Services Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
21	NEW	Regulate to Protect Individuals' Rights	» Add a new policy to incorporate concepts from the second half of existing HS-17 » Add a more specific reference to City's role in civil rights protection » Include consideration of human services and community health	**Policy Edit:** Use City regulatory powers to protect individuals' rights and advance community health and human service objectives. **Environmental Implication:** The implications of this policy will depend on the regulations adopted to implement it.

Transportation Policy Table

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Transportation Element Goal Note: The Transportation Element goal will be considered in a subsequent discussion. It is not included in this table.				
Section 1: Land Uset				
1	TR-1	Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.	» Edit to clarify policy intent	**Policy Edit:** Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan ~~Land Use vision~~. **Environmental Implication:** None.
2	TR-2	Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that carry out the city's transportation and land use goals.	» Edit to clarify policy intent » Move to a new Regional Coordination section	**Policy Edit:** Work actively and cooperatively with other Eastside jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support ~~carry out~~ the city's Comprehensive Plan ~~transportation and land use goals~~. **Environmental Implication:** None.
3	TR-3	Support the Urban Centers growth strategy of the Countywide Planning Policies by directing growth to Urban Centers and the areas with existing infrastructure capacity.	» Edit to add a focus on transportation	**Policy Edit:** Direct transportation investments and service to S~~s~~upport the Urban Centers growth strategy of the Countywide Planning Policies ~~by directing growth to Urban Centers and the areas with existing or planned transportation infrastructure capacity~~. **Environmental Implication:** None.
4	TR-4	Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following: 1. Intensity/density of land uses sufficient to support high capacity transit; 2. Mixed uses for both day and night activities; 3. Pedestrian emphasis; and 4. Alternatives to single-occupant vehicles.	» Edit to add the concept of mobility options » Remove numbered descriptions of the characteristics of Downtown	**Policy Edit:** Ensure that transportation infrastructure ~~downtown Bellevue and other activity centers, the major Urban Center of the Eastside, includes the following: supports walking and~~ provides mobility options for all modes. ~~1. Intensity/density of land uses sufficient to support high capacity transit;~~ ~~2. Mixed uses for both day and night activities;~~ ~~3. Pedestrian emphasis; and~~ ~~4. Alternatives to single-occupant vehicles~~ **Environmental Implication:** None.
5	TR-5	Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	» Policy is outdated	*Delete* **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
6	TR-6	Establish arterial level of service standards and other mobility targets in each area of the city in light of area-by-area development patterns and growth management objectives.	» Incorporate multimodal level of service concept, as recommended by the Transportation Commission	**Policy Edit:** Establish ~~arterial~~ multimodal level of service standards and other mobility measures and targets ~~in~~ for roadway corridors and in each area of the city in ~~light~~ consideration of ~~area-by-area~~ planned development patterns and mobility options~~growth management objectives~~. **Environmental Implication:** None.
7	TR-7	Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.	» Edit to clarify policy intent » Move to Capital Facilities Element or Land Use Element	**Policy Edit:** Locate new community facilities near ~~major~~ frequent transit network routes and in areas convenient to pedestrians and bicyclists. **Environmental Implication:** None.
8	TR-8	Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: 1. Orient the major building entries to the street and closer to transit stops; 2. Avoid constructing large surface parking areas between the building frontage and the street; 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops; 4. Cluster major buildings within developments to improve pedestrian and transit access; 5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and 10. Encourage the availability of restrooms for public use.	» Substitute narrative text for all the policy bullets » The new points could be a stand-alone policy or could be narrative in Urban Design Element	**Policy Edit:** Incorporate transit-supportive and pedestrian-~~friendly~~ oriented design features in new development through ~~the~~ development review ~~process. Examples include:~~ ~~1. Orient the major building entries to the street and closer to transit stops;~~ ~~2. Avoid constructing large surface parking areas between the building frontage and the street;~~ ~~3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;~~ ~~4. Cluster major buildings within developments to improve pedestrian and transit access;~~ ~~5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;~~ ~~6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;~~ ~~7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;~~ ~~8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;~~ ~~9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and~~ ~~10. Encourage the availability of restrooms for public use.~~ *(continued on next page)*

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
8	TR-8 (cont.)			Transit oriented and pedestrian friendly design features support active transportation. Transportation and land use decisions should incorporate the following principles: » Orient the major building entries to the street and closer to transit stops; » Avoid constructing large surface parking areas between the building frontage and the street; » Provide pedestrian pathways that minimize walking distances to activities and to transit stops; » Cluster major buildings within developments for easy pedestrian and transit access; » Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for exceptional crosswalks, transit and ridesharing; » Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; » Provide bicycle connections and secure bicycle parking and storage convenient to bicycle commuters, visitors and residents; » Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; » Design transit access to serve developments, considering bus lanes, stops, and passenger shelters as part of project design; and » Encourage the availability of restrooms for public use. **Environmental Implication:** None.
9	NEW	Low impact development	» Incorporate the non-point source pollution principle, and make low-impact development/ natural drainage practices a preferred and commonly-used approach to transportation infrastructure development	**Policy Edit:** Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives. **Environmental Implication:** Environmental benefits could result from low-impact development practices.
10	NEW	Natural drainage	» Address need for new policy about natural drainage	**Policy Edit:** Incorporate natural drainage practices into transportation infrastructure projects where effective and feasible. **Environmental Implication:** Environmental benefits could result from natural drainage practices.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section 2: Transportation Demand Management				
11	TR-9	Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors: 1. Parking; 2. Services to increase high-occupancy vehicle use; 3. Demand management program elements, including incentives; and 4. Reporting, monitoring, and performance evaluation standards.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Coordinate with other Eastside jurisdictions, the private sector, educational institutions and ~~the~~ transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies ~~that are consistent with and implement the state Commute Trip Reduction Act and~~ that address the following factors: 1. Parking; 2. Services to facilitate and increase ~~high-occupancy vehicle~~the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules; 3. Other d~~D~~emand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring, and performance evaluation standards. **Environmental Implication:** None.
12	TR-10	Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction ~~Act~~law, and e~~. E~~valuate program effectiveness ~~every two years~~on a regular basis ~~and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles~~. **Environmental Implication:** None.
13	NEW	Partnerships with small employers and property owners to reduce drive-alone trips.	» Add to address feedback from Transportation Demand Management staff	**Policy Edit:** Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities. **Environmental Implication:** Environmental implications will depend on how the policy is implemented, and may include benefits such as lower levels of vehicle emissions.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
14	TR-11	Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as: 1. Establish methods to charge for parking single-occupant vehicles; 2. Impose a parking tax, through state enabling legislation; and 3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as: 1. Ensuring that parking supply meets parking demand without encouraging drive-alone trips; 2. Establishing methods to charge for parking single-occupant vehicles; ~~2~~3. ~~Impose~~ Imposing a parking tax, through state enabling legislation; ~~and~~ ~~3~~4. ~~Provide~~ Providing tax incentives and other credits to employers that eliminate employee parking subsidies; and 5. Facilitating and encouraging employer cash-out programs for their employees. **Environmental Implication:** Environmental implications will depend on how the policy is implemented, and may include benefits such as lower levels of vehicle emissions.
15	TR-12	Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Encourage employers to help reduce peak hour commute trips by facilitating employees' use of ~~telecommuting~~telework, flexible work hours, compressed work week schedules, and other scheduling options. **Environmental Implication:** None.
16	TR-13	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	*No change*	

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
17	TR-14	Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as: 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and 4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities.	» Edit to clarify policy intent	**Policy Edit:** Promote use of travel options by requiring~~Require~~ new development to incorporate physical features~~ designed to promote use of alternatives to single-occupant vehicles travel options~~, such as: 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit passenger facilities, including comfortable bus stops and waiting areas that may be integrated in the building design~~, adequate turning room, and where appropriate, signal preemption and queue-jump lanes~~; and 4. Secure and covered b~~B~~icycle parking, showers, ~~secure storage facilities,~~ lockers, and related facilities to support bicycle commuting. **Environmental Implication:** None.
18	TR-15	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.	» Not needed in the Transportation Element, move to Land Use Element	*Move* **Environmental Implication:** None.
19	TR-16	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.	» Edit to clarify policy intent, and move to Land Use/ Parking section	**Policy Edit:** Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities~~, with provision for pedestrian linkages~~. **Environmental Implication:** None.
20	TR-17	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Provide outreach and assistance to increase awareness and use of~~Promote increased citizen awareness of travel~~ alternatives to driving alone for all types and purposes of trips~~available for midday as well as commute trips~~. **Environmental Implication:** None.
21	TR-18	Evaluate and promote a car-sharing program in Downtown Bellevue.	» Edit to incorporate feedback from Transportation Demand Management staff	**Policy Edit:** Evaluate and ~~promote~~ facilitate a car-~~-~~sharing and bike sharing program~~s in Downtown Bellevue~~. **Environmental Implication:** Environmental benefit associated with more bike trips, such as reduced vehicle emissions and greater access for citizens to healthy lifestyles.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
23	NEW	Transportation management associations	» Amended policy moved from the Downtown Transportation Plan	**Policy Edit:** Support the ~~Bellevue Transportation Management Association~~establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of demand management. **Environmental Implication:** None.
24	NEW	Transportation management programs	» Add to address feedback from Transportation Demand Management staff *Note: Programs may include installing and maintaining an on-site transit information kiosk.*	**Policy Edit:** Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site. **Environmental Implication:** Environmental benefits associated with fewer drive-alone trips.
25	NEW	Targets for non-SOV commute trips	» Add to address feedback from Transportation Demand Management staff	**Policy Edit:** Establish targets for non-SOV commute trips, and periodically evaluate progress to these targets. **Environmental Implication:** None.
Section 3: Mobility				
26	TR-21	Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.	» Incorporate Transportation Commission recommendation for a multimodal level of service standard that includes a corridor approach within reconfigured mobility management areas.	**Policy Edit:** Manage the multimodal transportation system in a corridor approach within and across~~through the~~ Mobility Management Areas shown in Figure TR.1~~, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives~~. **Environmental Implication:** If new multimodal metrics result in increased non-SOV trips, environmental befits will include decreased vehicle emissions.
27	NEW	Mobility management areas	» New policy derived from TR-21	**Policy Edit:** Define mobility management areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives. **Environmental Implication:** None.
28	NEW	Multimodal level of service	» Address need for policy about multimodal level of service	**Policy Edit:** Utilize level of service standards for transportation corridors that reflect the range of available and intended mobility options. **Environmental Implication:** If new multimodal metrics result in increased non-SOV trips, environmental befits will include decreased vehicle emissions.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
29	NEW	Multimodal concurrency	» Address need for policy about multimodal concurrency	**Policy Edit:** Utilize transportation concurrency standards that consider the available and intended mobility options for transportation corridors, mobility management areas and implementation and management priorities. **Environmental Implication:** If new multimodal metrics result in increased non-SOV trips, environmental befits will include decreased vehicle emissions.
30	TR-22	Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.	» Add policy direction to do what is needed to achieve the LOS standards » Also, policy TR-22 contains two subjects; split into two policies	**Policy Edit:** Implement and prioritize ~~programs and projects~~transportation system improvements to meet the level of service standards ~~and other mobility targets~~ for ~~major~~ all transportation modes ~~along corridors and within each Mobility Management Areas, as shown in Table TR.1,~~ recognizing the range of mobility needs of each corridor and mobility management area~~'s needs as well as its relationships with other corridors and areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes~~. **Environmental Implication:** If new multimodal metrics result in increased non-SOV trips, environmental befits will include decreased vehicle emissions.
31	NEW	Monitor level of service	» Policy derived from TR-22	**Policy Edit:** Monitor the level of service for all modes and adjust programs and resources as necessary to achieve mobility objectives. **Environmental Implication:** None.
32	TR-23	Coordinate improvements and operations among travel modes, providing connections between modes.	» Minor wording edits	**Policy Edit:** Coordinate improvements and operations among travel modes~~,~~ and provide~~ing~~ connections between modes. **Environmental Implication:** None.
33	TR-24	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.	» Policy contains two concepts; split into two » Reference applicable functional plans and/or Transportation Master Plan	**Policy Edit:** Incorporate pedestrian and bicycle facility improvements into roadway projects~~, and~~ in accordance with the Pedestrian and Bicycle Transportation Plan. **Environmental Implication:** None.
34	NEW	Transit/HOV facility improvements	» Policy derived from TR-24	**Policy Edit:** Incorporate transit/high-occupancy vehicle facility improvements ~~where feasible~~ in accordance with the Transit Master Plan and corridor studies. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
35	TR-25	Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.	» Edit to clarify policy intent	**Policy Edit:** Increase system connectivity for all modes by prProvidinge for ~~adequate~~ roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas.~~ of the city, promoting both internal access and linkages with the rest of the city.~~ **Environmental Implication:** None.
36	TR-26	Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).	» Edit to streamline policy language	**Policy Edit:** ~~Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, d~~Design~~ing~~, implement~~ing~~, and maintain~~ing~~ transportation system improvements ~~particularly non-motorized improvements, and other transportation facilities~~ and ~~in~~ deliver~~ing~~ transportation services and programs; in accordance with the Americans with Disabilities Act (ADA). **Environmental Implication:** None.
37	TR-27	Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.	» Not needed, the Transportation Master Plan provides project guidance	*Delete* **Environmental Implication:** None.
38	NEW	Transportation Master Plan	» Introduce the Transportation Master Plan	**Policy Edit:** Use the city's Transportation Master Plan to identify and prioritize the implementation of transportation system improvements. **Environmental Implication:** None.
39	TR-28	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.	*No change*	
40	TR-29	Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.	» Edit to update policy references	**Policy Edit:** Develop the transportation system in a manner that supports the regional land use and transportation vision ~~presented~~ adopted in ~~Vision~~ VISION ~~2020~~2040, ~~Destination~~ Transportation ~~2030~~ 2040 and the Countywide Planning policies for King County. **Environmental Implication:** None.
41	TR-30	Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments	*No change*	
42	TR-31	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.	*No change*	

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
43	TR-32	Develop and implement strong inter-jurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.	» Edit to streamline policy language	**Policy Edit:** Develop and implement ~~strong~~ inter-~~jurisdictional~~ local agreements for cooperative solutions ~~to~~ for mutual land use and transportation concerns~~problems that cross the city border~~. **Environmental Implication:** None.
44	TR-33	Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.	» Multijurisdictional MMAs no longer exist	*Delete* **Environmental Implication:** None, policy is no longer relevant.
45	TR-34	Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.	» Edit to clarify policy intent	**Policy Edit:** Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue. **Environmental Implication:** None.
Section 4: Roadway Network				
46	TR-35	Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.	» Move to the Pedestrian and Bicycle section and update policy	*Move* *(Note: the updated version of the policy is in the Pedestrian and Bicycle section of this table)*

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
47	TR-36	Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area: 1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions: a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve. 2. Establish roadway levels of service adequate to prevent system failure and to protect residential neighborhoods from cut-through traffic.	» Edit to incorporate the notion of corridors and multimodal level of service	**Policy Edit:** Observe the following policy guidance~~elines~~ in~~adopting and~~ revising vehicle level of service standards by Mobility Management Area: 1. Reflect the availability of ~~alternative travel~~ mobility options ~~and;~~ ~~1.~~2. Ccommunity goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, livability, or economic vitality. For example, a higher level of ~~allow more~~ congestion is allowed in some areas of the city under the following conditions: a. In return for stronger emphasis on transit, walking, and other mobility options ~~travel alternatives to the single-occupant vehicle~~, and b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve. ~~2.~~3. Establish ~~roadway vehicular~~ multimodal levels of service standards adequate to ensure a functional transportation system~~prevent system failure and to protect residential neighborhoods from cut-through traffic~~. **Environmental Implication:** None.
48	TR-37	Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.	» Edit to clarify policy intent	**Policy Edit:** Review transportation system impacts of proposed developments and require appropriate mitigation ~~of traffic impacts where~~as necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts. **Environmental Implication:** None.
49	TR-38	Require mitigation to provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.	» Edit to clarify policy intent	**Policy Edit:** Require transportation system mitigation to offset the adverse impacts of development with regard to safety, access and neighborhoods. ~~provide safety and site access, and to mitigate neighborhood impacts as needed to address the effects of development.~~ **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
50	TR-39	Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.	» Edit to clarify policy intent	**Policy Edit:** Provide an arterial system, and encourage the state to provide a freeway system, that together ~~permit~~ support ~~reasonable~~local and regional mobility and land use plans. ~~Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.~~ **Environmental Implication:** None.
51	TR-40	Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.	» Incorporate the concept of intelligent technology and clarify policy intent	**Policy Edit:** *Replace* Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city. **Environmental Implication:** None.
52	TR-41	Classify city streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.	» Edit to clarify policy intent	**Policy Edit:** Classify city streets according to their function, so that needed ~~traffic~~ mobility capacity may be preserved, and planned street improvements will be consistent with those functions. **Environmental Implication:** None.
53	TR-42	Expand arterial capacities through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.	» Edit to include multimodal level of service and livability expectations	**Policy Edit:** Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood. ~~through construction of channelization improvements at intersections when they are an alternative to the construction of additional lanes along the entire roadway.~~ **Environmental Implication:** None.
54	TR-43	Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.	» Edit to include street trees	**Policy Edit:** Provide sufficient arterial right-of-way width to permit street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context. **Environmental Implication:** If this policy results in more street trees, environmental benefits will include improved air quality and carbon sequestration.
55	TR-44	Design arterials and streets to fit the character of the areas through which they pass.	» Edit to clarify policy intent	**Policy Edit:** Design arterials and streets to fit the intended character of the areas through which they pass. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
56	TR-45	Implement adopted concepts for gateway design and pedestrian safety enhancements included in the Urban Design Element and Southwest Bellevue Subarea Plan on Bellevue Way SE, between I-90 and 112th Avenue SE.	» Redundant to other policy—refers to Urban Design Element and Southwest Bellevue Subarea Plan	*Delete* **Environmental Implication:** None, policy intent is covered in other areas of the Comprehensive Plan.
57	TR-46	Maintain and enhance safety for all users of the roadway network using measures such as the following: 1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes; 2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs; 3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic; 4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations; 5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and 6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.	» This is a big catch-all policy that should be broken into policies dealing with design and enforcement	**Policy Edit:** Maintain and enhance safety for all users of the roadway network. ~~using measures such as the following:~~ ~~1. Maintain an accident reduction program to identify high accident locations in the city, evaluate potential alternative solutions and implement recommended changes;~~ ~~2. Enforce traffic laws, particularly speeding, and failing to make a full stop at red lights and stop signs;~~ ~~3. Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce cut-through traffic;~~ ~~4. Improve the opportunities for pedestrians to safely cross streets at intersection and mid-block locations;~~ ~~5. Provide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels; and~~ ~~6. Minimize the number of driveways on all arterials to reduce the potential for pedestrian and vehicle collisions.~~ **Environmental Implication:** None. Deleted policy topics are covered by new policies (below).
58	NEW		» Part of existing policy TR-46	**Policy Edit:** Maintain a collision reduction program to identify high collision locations, evaluate potential safety improvements and implement recommended changes. **Environmental Implication:** None.
59	NEW		» Part of existing policy TR-46	**Policy Edit:** Employ traffic calming measures to slow vehicular travel speed along residential streets and to reduce the volume of cut-through traffic. **Environmental Implication:** None.
60	NEW		» Part of existing policy TR-46	**Policy Edit:** Improve the opportunities for pedestrians to safely cross streets at intersections and mid-block locations. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
61	NEW		» Part of existing policy TR-46	**Policy Edit:** ~~P~~rovide street lighting where needed and appropriate based on neighborhood context to improve visibility and safety while minimizing light/glare spillover onto adjacent parcels. **Environmental Implication:** None.
62	NEW		» Part of existing policy TR-46	**Policy Edit:** Minimize the number of driveways on all arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions. **Environmental Implication:** None.
63	TR-47	Minimize visual distractions, extraneous objects, and excessive clutter in circulation corridors.	» Edit to clarify policy intent	**Policy Edit:** Minimize visual distractions, extraneous objects, and excessive clutter ~~in circular coridors~~ along arterials. **Environmental Implication:** None.
64	TR-48	Minimize the amount of through-traffic on local streets in residential areas.	» This concept is covered in the preceding policies	*Delete* **Environmental Implication:** None.
65	TR-49	Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an adjacent residential neighborhood.	» Edit to clarify policy intent	**Policy Edit:** Ensure that roadway improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect ~~an adjacent~~ residential neighborhoods. **Environmental Implication:** None.
Section #5: Transit				
66	TR-50	Work with transit providers to implement the Bellevue Transit Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities (See Figure TR.10).	» Edit to clarify policy intent	**Policy Edit:** Work with transit providers and other partners to implement the Bellevue Transit Master Plan to ensure that transit is an easy and attractive travel option for those who live, work, visit, learn or do business in Bellevue ~~local residents, employees, students, visitors, businesses and other users of regional facilities~~. **Environmental Implication:** None
67	TR-51	Work with transit providers to establish a hierarchy of transit services focused on three major elements: 1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria) 2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah) 3. Bellevue-Regional Connections (e.g. Seattle, south county)	» Edit to clarify policy intent	**Policy Edit:** Work with transit providers to ~~establish~~ enhance a ~~hierarchy of~~frequent transit network ~~services focused on three major elements:~~that provides connections within Bellevue, to the greater Eastside, and to regional destinations.~~Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/ BCC, Factoria) (Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah) Bellevue-Regional Connections (e.g. Seattle, south county).~~ **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
68	TR-52	Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.	» See proposed new policy on line 93 (below) where this concept is incorporated	*Delete* **Environmental Implication:** None, this concept is captured in another policy.
69	TR-53	Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.	» This concept is covered in Transportation Demand Management policies	*Delete* **Environmental Implication:** None, policy intent is captured by policies in the Transportation Demand Management section of the Transportation Element.
70	TR-54	Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: 1. Transit stations and centers; 2. Passenger shelters; 3. Park and ride lots; 4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities; 5. Pedestrian and bicycle facilities, including secure bicycle parking; 6. Pricing; 7. Kiosks and on-line information; and 8. Incentive programs.	» Edit, remove concepts covered by other policies	**Policy Edit:** Work with transit providers to create, maintain, and enhance a system of transit-supportive facilities and systems ~~services~~amenities.~~such as:~~ ~~1. Transit stations and centers;~~ ~~2. Passenger shelters;~~ ~~3. Park and ride lots;~~ ~~4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities;~~ ~~5. Pedestrian and bicycle facilities, including secure bicycle parking;~~ ~~6. Pricing;~~ ~~7. Kiosks, electronic displays and on-line information; and~~ ~~8. Incentive programs.~~ **Environmental Implication:** None, deleted concepts covered by other policies.
71	TR-55	Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.	» Add land use/transportation integration and collaboration with transit agencies and private sector	**Policy Edit:** ~~Work~~ Coordinate with private developers and transit providers to integrate transit passenger information and facilities, ~~and~~ pedestrian connections and weather protection, and bicycle ~~connections~~ access and parking into ~~residential, retail, manufacturing, office, and other types of~~new development and redevelopment. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
72	TR-56	Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.	» Policy concept addressed by TR-55	*Delete* **Environmental Implication:** None, policy intent is captured by preceding policy.
73	TR-57	Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.	» Policy concept covered in TR-55 and in Transportation Demand Management policies	*Delete* **Environmental Implication:** None, policy intent is captured by other policies.
74	TR-58	Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.	» Combine TR-58 and TR-59	**Policy Edit:** ~~Participate actively in efforts to expand the regional transit system. Work to~~ E~~e~~nsure that ~~Eastside~~ transit services and facilities in Bellevue and the Eastside are high priorities for regional system plans and improvements consistent with the Bellevue Transit Master Plan ~~in Bellevue and the Eastside~~. **Environmental Implication:** None.
75	TR-59	Provide regional leadership for regional transit system planning efforts.	» Combined with TR-58	*Delete* **Environmental Implication:** None, policy intent is captured by preceding policy.
76	TR-60	Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.	» Policy refers to subarea equity model that was replaced with performance metrics, covered in TR-58, TR-59, TR-60 » Also, update to ensure transit service supports intended land use	**Policy Edit:** Secure ~~a share of regional~~ transit system facilities and service to support planned land use. ~~priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.~~ **Environmental Implication:** None.
77	TR-61	Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.	» Edit to clarify policy intent	**Policy Edit:** Work with transit providers to maintain and expand ~~direct and~~ frequent and reliable ~~regional bus~~transit ~~routes~~ service in Bellevue to support community needs, the city's land use plans and mode ~~split~~ share goals. **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
78	TR-62	Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to: 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.	» Items 2 and 3 may or may not be accomplished by the citing of commuter parking facilities	**Policy Edit:** ~~Work with transit providers and the state to e~~Ensure that the ~~regional frequent~~ transit ~~system network~~system includes commuter parking facilities ~~park and ride lots~~ that are located and managed to ~~serve activity centers in the region and on the Eastside to i:~~ ~~1. I~~intercept trips ~~by single occupant vehicles~~ closer to the trip origins.~~;~~ ~~2. Reduce traffic congestion; and~~ ~~3. Reduce total vehicle miles traveled.~~ **Environmental Implication:** None.
79	TR-63	Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.	» Covered in TR-62	*Delete* **Environmental Implication:** None, concept is covered by another policy.
80	TR-64	Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.	» Combined w/TR-62	*Delete* **Environmental Implication:** None, concept is covered by another policy.
81	TR-65	Work with transit providers and local property owners to develop new leased park and ride lots.	» Covered in TR-62	*Delete* **Environmental Implication:** None, concept is covered by another policy.
82	TR-66	Work with the regional transit provider to ensure that transit system development occurs in accordance with the adopted Sound Transit long-range system map and plan (see Figure TR.10).	» Covered in TR-58	*Delete* **Environmental Implication:** None, concept is covered by another policy.
83	TR-67	Identify and preserve necessary right-of-way for regional transit facilities.	» Edit to clarify policy intent	**Policy Edit:** Identify and preserve necessary right-of-way for ~~regional~~ transit facilities. **Environmental Implication:** None.
84	TR-68	Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.	» Covered in TR-58	*Delete* **Environmental Implication:** None, concept is covered by another policy.
85	TR-69	Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.	» Covered in TR-55 and in Transportation Demand Management policies	*Delete* **Environmental Implication:** None, concept is covered by other policies.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section #6: Transit				
86	TR-70	Promote transit use and achieve land use objectives through transit system planning that includes consideration of: 1. Land uses that support transit, including mixed use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; 5. Provisions for bicycles on transit vehicles; and 6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and 7. Urban design and community character that support and facilitate transit use; and 8. Protecting nearby neighborhoods from undesirable impacts.	» Covered in the following: Land Use Element, TR-51, TR-61, TR-B, and TR-F	*Delete* **Environmental Implication:** None, concept is covered by other policies.
87	TR-71	Improve transit connections between downtown Bellevue and other designated urban centers.	» Covered in TR-51	*Delete* **Environmental Implication:** None, concept is covered by another policy.
88	TR-72	Provide regional leadership to implement a successful high capacity transit system to serve Bellevue and the Eastside.	» Combined with TR-58	*Delete* **Environmental Implication:** None, concept is covered by another policy.
89	TR-73	Work with Sound Transit to ensure that any HCT service to and within the Eastside serves Downtown Bellevue as the major hub of the Eastside.	» Add emphasis to position Bellevue for ST3	**Policy Edit:** Work with ~~Sound Transit regional~~ transit providers to ensure that ~~any~~ HCT service ~~to and within the Eastsideserves Downtown Bellevue as the major hub of the Eastside and is commensurate with~~supports Bellevue's role as a Regional Growth Center with frequent, reliable transit service to population and employment centers within the city, and providing direct transit connections to Eastside cities and the region. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
90	TR-74	Work with Sound Transit to ensure that HCT services to Downtown Bellevue are provided at levels commensurate with Downtown Bellevue being the highest concentration of population and employment in King County outside of Seattle and its designation as an urban center as well as a Metropolitan Regional Growth Center. HCT services should include frequent service to downtown Seattle and other urban centers.	» Consolidated with TR-73	*Delete* **Environmental Implication:** None, concept is covered by another policy.
91	TR-75	Strengthen Bellevue's role as the Eastside urban center through provision of high levels of HCT service.	» Incorporated in revised TR-75.3	*Delete* **Environmental Implication:** None, concept is covered by another policy.
92	NEW	Advocate for transit service	» Address need for a policy about advocating for transit service	**Policy Edit:** Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure. **Environmental Implication:** Policy could lead to greater transit ridership, which would have environmental benefits, such as reduced vehicle emissions.
93	NEW	Frequent transit network	» Address need for a policy about supporting a frequent transit network	**Policy Edit:** Support a frequent transit network in Bellevue that serves transit hubs and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes. **Environmental Implication:** Policy could lead to greater transit ridership, which would have environmental benefits.
94	NEW	Infrastructure and technology for transit	» Address need for a policy about infrastructure and technology for transit	**Policy Edit:** Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network. **Environmental Implication:** Policy could lead to greater transit ridership, which would have environmental benefits.
95	NEW	Pedestrian and bicycle access to transit	» Address need for a policy about pedestrian and bicycle access to transit	**Policy Edit:** Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods. **Environmental Implication:** Policy could lead to increased bicycle, pedestrian and transit trips, which would have environmental benefits.
96	NEW	Funding for transit	» Address need for a policy about funding for transit. Move to Finance section	**Policy Edit:** Secure funding to implement transit service and capital facilities. **Environmental Implication:** Policy could lead to greater transit ridership, which would have environmental benefits.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section #7: High Capacity Transit				
97	TR-75.1	Develop a light rail system in collaboration with the regional transit provider that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.	» Remove "regional" in reference to transit providers	**Policy Edit:** Develop a ~~light rail~~HCT system in collaboration with the ~~regional~~ transit providers that advances the city's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and optimizes regional system performance. **Environmental Implication:** None.
98	TR-75.2	Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.	» Information in LRBP is becoming dated & could be outdated by next update » Reference "best practices" in a more generic sense to keep it current	**Policy Edit:** ~~Use the Light Rail Best Practices Report, including City expectations of Sound Transit,~~ Research and apply best practices of other cities and systems to guide city actions and advocacy in pursuit of the best community outcomes for developing and operating ~~light rail~~ high capacity transit ~~in Bellevue~~. **Environmental Implication:** None.
99	TR-75.3	Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.	» Delete reference to LRT and regional transit provider to address all providers and transit services	**Policy Edit:** Develop and maintain a strong working relationship with ~~the regional~~ transit providers to ensure a collaborative effort to implement ~~light rail~~ HCT ~~in Bellevue~~. **Environmental Implication:** None.
100	TR-75.4	Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.	» There will be additional planning (e.g. ST3) that should engage the public early and often in the planning	**Policy Edit:** Provide ample opportunity for meaningful, comprehensive ~~public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a~~ cooperative and coordinated community involvement program with ~~the regional~~ transit providers ~~. Members of the community should have opportunities throughout any light rail the planning and implementation process~~ to help shape the ultimate configuration and operation of any ~~light rail~~ HCT system ~~in Bellevue and throughout the Eastside~~. **Environmental Implication:** None.
101	TR-75.5	Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.	» First part of policy is addressed in TR-73 and others » Policy should be broadened to cover HCT rather than just LRT	**Policy Edit:** ~~Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A~~ Ensure that ~~light rail~~ HCT ~~should~~ adds new travel capacity within its own right-of-way, rather than replace~~e~~ing existing travel lane capacity, in order to maximize speed and reliability for ~~light rail~~ HCT while minimizing impacts to other modes. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
102	TR-76.6	Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."	» Broaden language to be inclusive of what the City would like to see in future extensions of all forms of future regional transit service	**Policy Edit:** Support plans by ~~the regional~~ transit providers to connect Bellevue, Seattle and Redmond activity centers~~, including downtown Bellevue and the developing center of Bel-Red,~~ with service that optimizes convenience for riders. ~~Light rail should connect "somewhere to somewhere."~~ **Environmental Implication:** None.
103	TR-75.7	Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.	» This policy is redundant with TR-75.1	*Delete* **Environmental Implication:** None, concept is covered by another policy.
104	TR-75.8	Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by: 1. optimizing ridership, system performance, and user convenience; 2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. minimizing impacts on businesses and residents during construction; and 5. minimizing overall impacts of a light rail system on the operation of the downtown street network.	» Alignment language is no longer valid » Revise or consolidate to maintain policy language about optimizing ridership, design and integration with existing uses in a way that applies to all stations	**Policy Edit:** ~~Advocate for an alignment for~~Plan and implement HCT service within~~ downtown~~ Bellevue in a manner that advances the adopted land use vision ~~for an urban downtown~~ by: 1. ~~optimizing~~ Optimizing ridership, system performance, and user convenience; 2. ~~locating~~ Providing exceptional pedestrian and bicycle access to stations~~in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea~~; 3. ~~addressing aesthetic concerns and~~ P~~p~~romoting superior urban design~~ integration, within the established urban context~~; 4. M~~m~~inimizing impacts on businesses and residents during construction; ~~and~~ 5. M~~m~~inimizing overall impacts ~~of a light rail system~~ on the operation of the ~~downtown~~ street network~~.~~; and 6. Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
105	TR-75.9	Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: 1. Protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. Minimizing impacts to wetlands and other natural resources; 3. Providing local access to the system for Bellevue neighborhoods; and 4. Optimizing ridership and user convenience.	» Combined with TR-75.8	*Delete* **Environmental Implication:** None, concept is covered by another policy.
106	TR-75.10	Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.	» For Bel-Red, this work is already completed » Also, this policy is covered by others that call for consistency with local land use plans	*Delete* **Environmental Implication:** None, concept is covered by other policies.
107	TR-75.11	Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.	» Consolidated with revised policy TR-75.9	*Delete* **Environmental Implication:** None, concept is covered by another policy.
108	TR-75.12	Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following: 1. Incorporating superior urban design, complementary building materials, and public art; and 2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.	» Consolidated with policies TR-75.13 and TR-75.14	**Policy Edit:** Partner with ~~the regional~~ transit providers~~ to~~ and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities ~~incorporating neighborhood objectives and context sensitive design~~ to ~~better~~ integrate ~~facilities~~ them ~~as assets for~~ into the community;~~. This includes, but is not limited to the following~~follows: 1. Incorporate context sensitive design that considers ~~Incorporating~~ neighborhood objectives and superior urban design; 2. Integrate art, public spaces and other public amenities; ~~1.~~3. Utilize durable, high-quality and complementary building materials;~~complementary building materials, and public art; and~~ 4. Integrate substantial landscaping at stations and along the alignment, ~~including retained significant trees and transplanted trees that are, at a minimum, saplings;~~ . and 5. Protect sensitive land uses (e.g. residential, outdoor recreation, and commercial land uses) by minimizing and mitigating environmental, traffic and noise impacts. **Environmental Implication:** None.

	Transportation Element Policies		If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
109	TR-75.13	Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.	» Consolidated with policy TR-75.12	*Delete* **Environmental Implication:** None, concept is covered by another policy.
110	TR-75.14	Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.	» Consolidated with policy TR-75.12	*Delete* **Environmental Implication:** None, concept is covered by another policy.
111	TR-75.15	Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing: 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.	» Edit to clarify policy intent	**Policy Edit:** ~~Formulate and i~~Implement standards and guidelines ~~that can be applied by the regional transit providers~~ to create transit stations that are ~~a~~ valued places in the community by providing: 1. Comfortable and safe a~~A~~ccess ~~and linkages~~ to the surrounding community; ~~2. A comfortable place to be, not just pass through;~~ ~~3.~~2. ~~A place~~Space that ~~works~~ is comfortable for both large and small numbers of people; and ~~4.~~3. Design that encourages social interaction ~~among people~~. **Environmental Implication:** None.
112	TR-75.16	Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.	» Edit to clarify policy intent	**Policy Edit:** Work with neighborhood groups, business owners, other stakeholders, and ~~the regional~~ transit providers to identify and fund ~~additional~~ improvements that can be constructed efficiently in conjunction with ~~project~~ construction of transit projects. **Environmental Implication:** None.
113	TR-75.17	Protect Bellevue's residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.	» Consolidated with TR-75.12	*Delete* **Environmental Implication:** None, concept is covered by another policy.

	Transportation Element Policies		If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
114	TR-75.18	Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.	» Edit to clarify policy intent	**Policy Edit:** Protect residential neighborhoods adjacent to ~~light rail~~ HCT facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, ~~with~~ using techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness. **Environmental Implication:** None.
115	TR-75.19	Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that: 1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit; 2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and 3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).	» Edit, and move to Land Use Element	**Policy Edit:** Ensure that ~~any future~~ land use changes that occur~~s~~ around HCT station~~s~~ ~~areas~~ are~~is~~ consistent with the Comprehensive Plan ~~land use vision for that area~~, recognizing that: 1. Transit may support more intense development around s~~S~~ome ~~potential~~ station~~sareas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit~~; 2. ~~Some potential station areas (e.g. Downtown) could sustain a more~~ T~~t~~ransit supportive design and orientation may be implemented without changes to land use intensity; and ~~2.~~3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas~~ (e.g. south Bellevue, Mercer Slough)~~. **Environmental Implication:** None.
116	TR-75.20	Maintain and enhance the safety of Bellevue's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.	» Edit to clarify policy intent	**Policy Edit:** Maintain and enhance the safety of Bellevue's streets when incorporating ~~light rail~~HCT, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists. **Environmental Implication:** None.
117	TR-75.21	Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.	» Incorporate transit signal priority as an overall intelligent transportation systems policy not specific to high capacity transit	**Policy Edit:** ~~Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology.~~ Provide for efficient ~~light rail~~ HCT operation and ~~minimize delay~~support transit speed and reliability, while maintaining capacity for ~~non-rail HCT vehicle movements~~other modes. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
118	TR-75.22	Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.	» Combined with TR-75.12	*Delete* **Environmental Implication:** None, concept is covered by another policy.
119	TR-75.23	Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include: 1. Visibility of station platform from adjacent streets and parking; 2. Open and well-lighted pedestrian connections to parking and adjacent community; 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing a fare paid zone for station platforms.	» Edit to clarify policy intent	**Policy Edit:** Coordinate with ~~the regional~~ transit providers to employ crime prevention principles in the design of ~~light rail~~HCT stations, and use available technologies to deter crime. Examples include: 1. Design the station platform for v~~V~~isibility ~~of station platform~~ from adjacent streets, sidewalks, and parking; ~~1.~~2. Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community; ~~2.~~ Implement ~~Open and well-lighted pedestrian connections to parking and adjacent community;~~ 3. ~~V~~video surveillance on station platforms and trains; and 4. Establish~~ing~~ and ~~enforcing~~ enforce a fare paid zone for station platforms. **Environmental Implication:** None.
120	TR-75.24	Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.	» Edit to clarify policy intent	**Policy Edit:** ~~Develop~~ Ensure that agreements with ~~the regional~~ transit providers ~~to ensure~~ include elements to provide long-term safety and security, operation and maintenance of stations. **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
121	TR-75.25	Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to: 1. Provide short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize safety for all pedestrians at street crossings; and 4. Give priority to pedestrian access and safety in station areas.	» Expand to include other major transit centers and stations with a high level of service by transit.	**Policy Edit:** Develop and maintain ~~a~~ safe and convenient pedestrian ~~network~~ access to ~~light rail~~ HCT stations, through shared responsibility with ~~the regional~~ transit providers, that ~~is intended to~~: 1. Provides short, direct routes within a ten-minute walk; 2. ~~Incorporate principles of universal design, i.e. designing~~ Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximizes safety for ~~all~~ pedestrians at street crossings; and 4. Gives priority to pedestrian access and safety in station areas. **Environmental Implication:** None.
122	TR-75.26	Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.	» Covered in TR-75.25	*Delete* **Environmental Implication:** None, concept is covered by another policy.
123	TR-75.27	Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.	» This policy is redundant with overall transit policies (e.g. TR-50, TR-52, TR-62)	*Delete* **Environmental Implication:** None, concept is covered by another policy.
124	TR-75.28	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.	» Edit to streamline policy language	**Policy Edit:** Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. ~~Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers,~~ with an emphasis on safety for people transferring between the station platform and the various modes. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
125	TR-75.29	Develop and implement an integrated way-finding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.	» Edit to clarify policy intent	**Policy Edit:** Develop and implement, in conjunction with the regional transit providers an integrated way-finding system~~;~~ that incorporate~~ting~~s principles of universal design ~~(i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation)~~ and uses multiple languages, to facilitate transit ridership~~ in conjunction with the regional transit providers, to facilitate transit ridership by all users~~. **Environmental Implication:** None.
126	TR-75.30	Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.	» Edit to clarify policy intent	**Policy Edit:** Evaluate proposed new ~~park and ride facilities~~ and expanded~~sion of existing~~ park and ride facilities in Bellevue~~ to serve light railhigh capacity transit~~, for their effectiveness to serve the community and the ~~light rail~~ HCT system, and for their potential environmental and community impacts. ~~New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.~~ **Environmental Implication:** None.
127	TR-75.31	Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	» Edit to clarify policy intent	**Policy Edit:** Develop~~ an interlocal~~ permit conditions and other agreements with ~~the regional~~ transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures. **Environmental Implication:** None.
128	TR-75.32	Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.	» Edit to clarify policy intent	**Policy Edit:** Collaborate with ~~the regional~~ transit providers to create a Construction Management Plan for all new major transit investments~~. The Construction Management Plan should include a Construction Phasing Plan~~ that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption. **Environmental Implication:** None.
129	TR-75.33	Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.	» Edit to clarify policy intent	**Policy Edit:** P~~lace a p~~riority~~y~~ize~~ on~~ the use of noise avoidance or absorption techniques over noise deflection ~~for~~ from residential uses when developing mitigation measures with~~ the regional~~ transit providers. Monitor the outcomes of these efforts and pursue adjustments with ~~the regional~~ transit providers to ensure continued effectiveness. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
130	TR-75.34	Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.	» Edit to clarify policy intent	**Policy Edit:** Develop and implement an early and ongoing program with ~~the regional~~ transit providers to provide assistance to residents and businesses ~~affected~~ to address adverse impacts of ~~by~~ construction. **Environmental Implication:** None.
131	TR-75.35	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	» Edit to clarify policy intent	**Policy Edit:** Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with ~~the regional~~ transit providers, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists. **Environmental Implication:** None.
Section #8: Pedestrian and Bicycle Transportation System				
132	TR-76	Promote and facilitate the effective use of non-motorized transportation.	» Edit to clarify policy intent	**Policy Edit:** Promote and facilitate ~~the effective use of non-motorized transportation~~walking and bicycling. **Environmental Implication:** None.
133	TR-77	Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.	» Convert to term “mobility option”	**Policy Edit:** *Replace* Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system. **Environmental Implication:** None.
134	TR-78	Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.	» Covered in TR-75.9	*Delete* **Environmental Implication:** None, concept is covered by another policy.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
135	TR-79	Assign high priority to pedestrian and bicycle projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; 6. Conform to and are consistent with Bellevue's roadway classification system; and 7. Serve concentrations of residents with special accessibility needs.	» Edit to clarify policy intent	**Policy Edit:** *Replace* Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that: 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south or east-west bicycle routes through the city; 6. Improve multimodal level of service along travel corridors; and 7. Serve residents who have special accessibility needs. **Environmental Implication:** None.
136	TR-80	Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.	» Covered in TR-75.9	*Delete* **Environmental Implication:** None, concept is covered by another policy.
137	TR-81	Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects as identified in the Pedestrian and Bicycle Transportation Plan.	» Covered in TR-75.9	*Delete* **Environmental Implication:** None, concept is covered by another policy.
138	TR-82	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring that the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.	» Covered adequately in amended TR-83	*Delete* **Environmental Implication:** None, concept is covered by another policy.
139	TR-83	Continue programs to construct, maintain and repair sidewalks. Periodically review standards for maintenance and repair and revise as appropriate.	» Edit to clarify policy intent	**Policy Edit:** *Replace* Continue programs to construct, maintain and repair sidewalks pedestrian and bicycle facilities in accordance with current standards. Periodically review standards for maintenance and repair and revise as appropriate. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
140	TR-84	Secure sidewalk and trail improvements and easements, and on-site bicycle parking and storage consistent with the Pedestrian and Bicycle Transportation Plan through the development review process.	» Edit to clarify policy intent	**Policy Edit:** ~~Secure~~ Obtain sidewalk and trail improvements and easements, and on-site bicycle parking ~~and storage~~ consistent with the Pedestrian and Bicycle Transportation Plan and the Land Use Code through the development review process. **Environmental Implication:** None.
141	TR-85	Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors, such as the Lake Washington Loop system, continue into neighboring jurisdictions.	» Include description of regional system in narrative—Lake Washington Loop, Eastside Rail Corridor, I-90 Trail, SR 520 trail, Mountains to Sound Greenway	**Policy Edit:** *Replace* Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system. **Environmental Implication:** None.
142	TR-86	Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street walkway or bikeway.	» Edit to clarify policy intent	**Policy Edit:** Ensure that a safe, permanent, and convenient alternative facility is present prior to the permanent vacation of an off-street pedestrian or bicycle facility ~~walkway or bikeway~~. **Environmental Implication:** None.
143	TR-87	Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	» Edit to clarify policy intent	**Policy Edit:** *Replace* Support education and information programs to promote a share the road/share the trail message. **Environmental Implication:** None.
144	TR-88	Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.	» Edit to clarify policy intent	**Policy Edit:** *Replace* Consider the health benefits and environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding. **Environmental Implication:** Environmental benefits associated with considering impacts during project design.
145	NEW	Eastside rail corridor	» Address need for an Eastside rail corridor policy	**Policy Edit:** Promote and support the design, development and use of the Eastside Rail Corridor as a regional multimodal mobility facility. **Environmental Implication:** If this corridor was developed and resulted in an increase in pedestrian and bicycle travel, environmental impacts could be positive.
146	TR-35	Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.	» Moved from the Roadways section of the Transportation Element and updated to change from BNSF to Eastside Rail Corridor policy and prioritize preserving the opportunity for multimodal use	**Policy Edit:** *Replace* Preserve the opportunity for multi-modal transportation use and access for the Eastside Rail Corridor when considering public and private projects adjacent to and across the corridor. **Environmental Implication:** None.

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
147	NEW	Bike sharing	» Bike sharing policy extracted from policy TR-94	**Policy Edit:** Support establishment and operation of a bicycle sharing program in Bellevue. **Environmental Implication:** If this policy results in increased bicycle trips, environmental benefits could include reduced vehicle emissions.
Section #9: State Highways/Corridors				
148	TR-89	Work with state and regional agencies to improve freeway-to-freeway access.	» Update to include support and advocacy concepts	**Policy Edit:** *Replace* Support and advocate for improved freeway-to-freeway access. **Environmental Implication:** None.
149	TR-90	Support completion of the regional HOV system. Work with state and regional agencies to improve HOV access to the freeway system and freeway-to-freeway HOV linkages at I-405/SR 520, I-405/I-90 and I-5/SR-520.	» Edit to clarify policy intent	**Policy Edit:** Support and advocate for the completion of the regional HOV system, including ~~. Work with state and regional agencies to improved~~ HOV access to the freeway system and freeway-to-freeway HOV linkages ~~at I-405/SR-520, I-405/I-90 and I-5/SR-520~~. **Environmental Implication:** None.
150	TR-91	Encourage enhanced access and improved freeway interchanges to serve downtown Bellevue and other key activity centers.	» Edit to clarify policy intent	**Policy Edit:** *Replace* Encourage the Washington State Department of Transportation to enhance freeway access to serve downtown Bellevue, Wiburton, Bel-Red, Eastgate and Factoria. **Environmental Implication:** None.
151	TR-92	Work with state and regional agencies to ensure adequate capacity for both general purpose and HOV traffic on state highways.	*No change*	
152	TR-93	Work with state agencies to incorporate enhancements to minimize neighborhood impacts when improving state highways.	*No change*	
153	TR-94	Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.	» Project types embedded in this policy are covered within other policies	*Delete* **Environmental Implication:** None, concept is covered by other policies.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
154	TR-95	Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.	» A design decision has been made for the I-90 bridge, this policy is outdated	*Delete* **Environmental Implication:** None, this policy is outdated and no longer needed.
155	TR-96	Support High Capacity Transit (HCT) facilities on I-90 and SR- 520, with service to Downtown Bellevue included as an integral part of each option.	» I -90 west is covered with ST-2 implementation of East link, I-90 east plus potential new HCT of I-405 and SR 520 would be part of ST-3	**Policy Edit:** *Replace* Support High Capacity Transit (HCT) facilities and service on I-90, I-405, and SR- 520 that will accommodate anticipated transit ridership. **Environmental Implication:** None.
156	TR-97	Work with the state and other local jurisdictions to coordinate signalization at freeway interchanges.	*No change*	
157	TR-98	Work with state agencies to include non-motorized facilities when planning, designing and constructing enhancements to I-90 (east of I-405), I-405 and SR-520 (including non-motorized facilities on a replacement for the Evergreen Point floating bridge, and completing the connection between the bridge and the existing non-motorized trail).	» Edit to clarify intent. Remove reference to the completion of the 520 Trail, which is included in TR-100	**Policy Edit:** *Replace* Support including facilities for pedestrians and bicycles when planning, designing and constructing enhancements to I-90, I-405 and SR-520. **Environmental Implication:** None.
158	TR-99	Recognize level of service standards for Highways of Statewide Significance as established by the Washington State Department of Transportation.	» Policy is not needed, as level of service standards for Highways of Statewide Significance are acknowledged in Figure TR-13	*Delete* **Environmental Implication:** None, this policy is no longer needed.
159	TR-100	Actively participate in the SR-520 bridge replacement and HOV project. Evaluate access needs in the SR-520 corridor including the recommended new on-ramp at Bellevue Way NE.	Project under construction in two parts: » I-5 to Medina: Bridge Replacement and HOV Project will replace the interchanges and roadway between I-5 in Seattle and the eastern end of the floating bridge. » Medina to SR 202: The Eastside Transit and HOV Project will complete and improve the 8.8-mile HOV system from Evergreen Point Road to the SR 202 interchange. The improved six-lane corridor will include two general-purpose lanes and one transit/HOV lane in each direction.	**Policy Edit:** *Replace* Actively participate in the planning, design and construction of the Eastside Transit and HOV Project on SR-520, including interchange improvements at 124th Avenue NE and the completion of the 520 Trail. **Environmental Implication:** None.
Section #10: Freight Mobility				
160	TR-101	Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.	*No change*	

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
161	TR-102	Require that new private development provide for freight loading and unloading on-site rather than on the public right-of-way.	*No change*	
162	NEW		» Recommendation from Downtown Transportation Plan to accommodate curbside deliveries to the benefit of residents and small businesses; expand to citywide	**Policy Edit:** Provide for curbside space to accommodate parcel delivery and loading through the development review process. **Environmental Implication:** None.
Section #11: Finance				
163	TR-103	Maintain financing capability to meet the city's adopted Mobility Targets through a balanced mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses; and 3. New development.	» Edit to clarify policy intent, add reference to specific property owners	**Policy Edit:** Maintain financing capability to meet the city's adopted Mobility Targets through a ~~balanced~~ mix of funding sources. Seek broadly based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses and property owners; and 3. New development. **Environmental Implication:** None.
164	TR-104	Support state action that will increase the local share of the state gas tax.	» There is a broader context than just the state gas tax, per Transportation Finance staff	**Policy Edit:** *Replace* Support state legislation that preserves or increases state-shared revenues (e.g., gas tax) and retains and develops programs and local authorities (e.g., Public Works Trust Fund, Transportation Improvement Board, motor vehicle excise taxes, transportation benefit districts, etc.) that benefit and support the state, regional, and local transportation system. **Environmental Implication:** None.
165	TR-105	Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.	» Edit to address input provided by Transportation Finance staff	**Policy Edit:** ~~Aggressively~~ ~~S~~seek state and federal funds for transportation capital, maintenance, and operation~~al, service, and demand-oriented improvements~~. **Environmental Implication:** None.
166	TR-106	Balance funding to achieve scheduled progress on Mobility Targets for all modes within the Mobility Management Areas, by using results from monitoring the targets to prioritize transportation facility and service investments.	» Emphasize that funding for multimodal transportation projects can help achieve level of service standards	**Policy Edit:** *Replace* Balance funding to achieve scheduled progress on mobility targets/level of service standards for all modes within the mobility management areas, by using results from monitoring the targets/level of service to prioritize transportation facility and service investments. **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
167	TR-107	Provide adequate transportation funding to prevent intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action.	» Focus on maintaining adopted level of service standards for corridors and/or mobility management areas, per Transportation Finance staff	**Policy Edit:** Provide adequate transportation funding to ensure that adopted level of service standards are met ~~intolerable traffic conditions, recognizing that, while congestion cannot be cured through road building, major investment in the roadway system continues to be a critical and responsible action~~. **Environmental Implication:** None.
168	TR-108	Take one of the following actions if transportation funding falls short of meeting the city's adopted Mobility Targets over the long term and methods of obtaining more revenue have been exhausted: 1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate at a tolerable level; 2. Review and adjust the Mobility Targets to accept lower standards for traffic conditions.	» Introduce the concept of multimodal metrics	**Policy Edit:** *Replace* Take one of the following actions if transportation funding falls short of meeting the city's adopted level of service standards and methods of obtaining more revenue have been exhausted: 1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate within adopted levels of service; 2. Review and adjust the level of service standards to accept lower standards 3. Reallocate capital resources to implement mobility options that maintain or enhance level of service. **Environmental Implication:** If new multimodal metrics result in increased non-SOV trips, environmental befits will include decreased vehicle emissions.
169	TR-109	Use Local Improvement Districts (LIDs) for funding transportation improvements only in exceptional circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the city would otherwise provide.	» There is a broader "Special Benefit" context than just LIDs	**Policy Edit:** *Replace* Use statutorily authorized funding mechanisms available to local governments that are based on the special benefits received by property owners to fund transportation improvements. (e.g.: Local Improvement Districts , Latecomer Agreements, and Special Benefit Offsets). **Environmental Implication:** None.
170	TR-110	Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.	» Edit to clarify policy intent	**Policy Edit:** Support joint projects, including the contribution of Ceity matching funds, with adjoining cities, ~~unincorporated~~ King County, the transit providers, or the state, where such partnerships ~~may~~ help establish or accelerate ~~a~~ projects beneficial to the city. **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section #12: Transportation, Environment, and Quality of Life				
171	TR-111	Support programs to meet air quality standards including the continuation and expansion of the state vehicle emission inspection and maintenance program.	*No change*	
172	NEW	Greenhouse gas emissions	» Add policy on climate change about reducing transportation-source contributions to greenhouse gas emissions	**Policy Edit:** Support means to reduce transportation-source greenhouse gas emissions. **Environmental Implication:** Environmental implications will depend upon how policy is implemented, and may include decreased greenhouse gas emissions.
173	NEW	Electric vehicle charging stations	» Referral from Downtown Transportation Plan and Downtown Livability Initiative; citywide application	**Policy Edit:** Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed. **Environmental Implication:** If this policy results in greater use of electric vehicles, environmental benefits could include decreased vehicle emissions.
174	TR-112	Consider physical design treatments to reduce noise in residential neighborhoods before a major street construction program is implemented.	» Edit to clarify policy intent	**Policy Edit:** Consider ~~physical~~ design treatments for arterials to reduce traffic noise in residential neighborhoods ~~before a major street construction program is implemented~~. **Environmental Implication:** None.
175	TR-113	Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing city needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions	» The intent of this policy is reiterated in subsequent policies	*Delete* **Environmental Implication:** None, this concept is addressed in other policies.
176	TR-114	Advocate for state-funded freeway expansion and multi-modal improvements that may reduce the need to widen arterials to ease congestion.	» This concept is covered by policies in the State Highways/Corridors section.	*Delete* **Environmental Implication:** None, this concept is addressed in other policies.
177	TR-115	Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures: 1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and 2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.	» Update policy to reference an adequately funded neighborhood traffic safety program, to ensure all neighborhood protection policies can be sufficiently upheld	**Policy Edit:** *Replace with one of two policies:* Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program. *OR* Adequately fund a neighborhood traffic safety program to preserve the safety and livability of residential streets **Environmental Implication:** None.

		Transportation Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
178	NEW	Discourage cut-through traffic	» New policy extracted from TR-115	**Policy Edit:** Design or retrofit residential streets to discourage cut-through traffic, while providing for connectivity. **Environmental Implication:** None.
179	TR-116	Consider neighborhood traffic conditions in prioritizing planned capacity improvements.	» The existing policy does not connect with the gamut of projects that may impact neighborhoods. Update policy language to be stronger to and ensure that neighborhood protection is embedded and considered throughout the lifecycle of any project	**Policy Edit:** Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the planning, designing, permitting, and construction phases~~in prioritizing planned capacity improvements~~. **Environmental Implication:** None.
180	TR-117	Evaluate neighborhood impacts as part of corridor and subarea transportation studies.	*No change*	
181	TR-118	Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.	» Update to pertain to all road projects, not just those tied to neighborhood protection » Consider moving policy to a new subsection	**Policy Edit:** *Replace* Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects. **Environmental Implication:** None.
182	TR-119	Minimize spillover parking from commercial areas, parks, and other facilities encroaching on residential neighborhoods, through residential parking zones and other measures.	» Incorporate references to spillover parking around transit facilities and Park and Ride lots	**Policy Edit:** Minimize spillover parking from ~~commercial areas, parks, and other facilitiesencroaching on~~ into residential neighborhoods, through residential parking zones and other measures. **Environmental Implication:** None.
183	TR-120	Develop and implement an arterial street plan, addressing the nature and conditions of collector arterials, and guidelines for designing these streets to be compatible with the abutting uses to the greatest extent possible.	» Edit and move to Roadways section	**Policy Edit:** Develop and implement an arterial street plan, addressing the nature and conditions of ~~collector~~ arterials, and establishing guidelines for the design~~ing~~ of these streets to be compatible with the abutting uses~~ to the greatest extent possible~~. **Environmental Implication:** None.
184	TR-121	Monitor traffic growth on collector arterials and take measures to keep volumes within reasonable limits.	*No change*	

Transportation Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
185	NEW	Repurposing corridor right-or-way	» Add new policy to allow for repurposing the right-of-way along a corridor to optimize person throughput—consistent with multimodal level of service policy recommendation » Move to appropriate section as this is no longer a policy focused on Neighborhood Protection	**Policy Edit:** Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor. **Environmental Implication:** Environmental implications will depend upon how policy is implemented. If it results in greater transit, pedestrian and bicycle uses along corridors, environmental benefits may include reduced vehicle emissions.
186	NEW	Balance the needs of all roadway users	» Add a policy to recognize that neighborhood traffic safety projects should not be intended to solely reduce vehicle speeds, for example (even in an outcome is improved pedestrian experience) but can also actively enhance the experience for other roadway users	**Policy Edit:** Balance the needs of all roadway users when designing and building neighborhood traffic safety projects. **Environmental Implication:** None.

Utilities Policy Table

		Utilities Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section 1: City-Managed Utilities, General Utility System				
1	UT-2	Manage utility systems effectively in order to provide reliable, quality service.	» The Utility uses metrics including reliable and quality to measure service » Adding sustainable to the list reflects the Utilities broader, evolving mission captured in its system plan	**Policy Edit:** Manage utility systems effectively in order to provide reliable, sustainable, quality service. **Environmental Implication:** Implications will depend upon how the policy is implemented, but could include more sustainable management of the natural resources used by utility providers, such as water.
2	NEW	Asset Risk Management	» There are currently no policies about asset management in the Comp Plan	**Policy Edit:** Build and manage city-owned utility infrastructure assets to reduce the likelihood of risks to public safety, property and environment, and disruption due to asset failure. **Environmental Implication:** Policy would likely have positive environmental impacts.
3	UT-1	Utilize design and construction standards which are environmentally sensitive, safe, cost-effective, and appropriate.	» Minor wording edits	**Policy Edit:** ~~Utilize~~Use design and construction standards ~~which~~that are environmentally sensitive, safe, cost-effective, and appropriate. **Environmental Implication:** None.
4	NEW	Fiber Optic Network	» Introduces a concept for the city's fiber optic network, encouraging public/private partnerships and establishing key facilities for co-location to minimize disruption and facilitate service delivery and competition	**Policy Edit:** Encourage public-private partnerships to take advantage of the city's fiber optic network to facilitate innovation, service delivery and competition for broadband deployment throughout the city. **Environmental Implication:** Implications will depend upon how the policy is implemented.
5	NEW	New and Emerging Information Technology	» Add a policy in support of new and emerging technologies that would benefit city-managed utility service delivery	**Policy Edit:** Encourage new and emerging cost-effective information and telecommunications technologies that would benefit city utility users and improve utility service and efficient water and energy use. **Environmental Implication:** Implications of this policy would likely be positive, and could include energy efficienty and water conservation.
6	UT-3	Ensure that the location, type, and size of all public facilities is determined and/or approved by the city.	*No change*	

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
7	UT-4	Base the extension and sizing of system components on the land use plan of the area. System capacity will not determine land use.	*No change*	
8	UT-5	Design, construct, and maintain facilities to minimize their impact on surrounding neighborhoods.	*No change*	
9	UT-6	Encourage the joint use of public facilities.	» Update terminology to reflect current practice	**Policy Edit:** Encourage the joint use of public facilities such as the development of a storm and surface water detention area as passive recreation. **Environmental Implication:** None.
10	NEW	Cost Effective Asset Management	» There are currently no policies about using an asset management approach for utility infrastructure in the Comp Plan	**Policy Edit:** Emphasize cost effective management of city utility systems over their lifetime, including planning for their renewal and replacement, balancing risk, and maintaining desired service levels. Forecast future capital and maintenance costs and manage rates so that customer rate revenue funds the cost of ownership equitably across generations. **Environmental Implication:** None.
11	NEW	Education	» Education is a key part of Utility's mission and links to conservation efforts with existing technology	**Policy Edit:** Educate and inform utility providers, consumers and the community about the costs and benefits of emerging technologies. **Environmental Implication:** None.
12	NEW	Long Range Planning	» Provide policy support that long range planning is appropriate and necessary	**Policy Edit:** Develop and periodically update functional utility system plans that forecast system capacity and needs for at least a 20 year planning horizon. **Environmental Implication:** None.
13	NEW	Low Impact Development	» Recommended by the Environmental Services Commission to ensure that Low Impact Development techniques are considered in infrastructure projects	**Policy Edit:** Consider Low Impact Development principles to minimize impervious surfaces and native vegetation loss on all infrastructure improvement projects. **Environmental Implication:** Environmental implications would be positive.
14	AN-3	Make the city's public service and utility service areas coincide with the Potential Annexation Area, wherever mutually agreeable.	» Merge into the Utilities Element from defunct Annexation Element. Clarify policy intent	**Policy Edit:** Make the city's ~~public service and~~ utility service areas coincide with the Potential Annexation Area~~, wherever mutually agreeable~~. **Environmental Implication:** None

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
15	AN-6	Extend the service area boundaries only if landowners requesting service have begun the annexation process or have made prior agreements with the city.	*Merge into the Utilities Element from defunct Annexation Element. No change.*	
16	AN-8	Utilize pre-annexation agreements only if immediate annexation cannot be required or is not reasonable.	*Merge into the Utilities Element from defunct Annexation Element. No change.*	
Section 2: City-Managed Utilities, Utility Coordination				
17	UT-7	Extend water and sewer utility service to unserved areas of the utility service area, including extensions into potential annexation areas, if the city's costs are reimbursed and provided that service will be extended only upon annexation to the city, or if extensions are consistent with local and regional land use and utility comprehensive plans.	» By their definition, service areas are consistent with local plans	**Policy Edit:** Extend water and sewer utility service to unserved areas of the utility service area, including extensions into potential annexation areas, if the city's costs are reimbursed and provided that service will be extended only upon annexation to the city~~, or if extensions are consistent with local and regional land use and utility comprehensive plans~~. **Environmental Implication:** None.
18	UT-8	Recover all costs, including overhead costs, related to the extension of services, as well as the costs to maintain and operate these systems.	» Codified and no longer needed	*Delete*
19	UT-9	Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.	*No change*	
20	UT-10	Coordinate with the appropriate jurisdictions to ensure that utility facilities that are to be constructed in potential annexation areas are designed and built in accord with City of Bellevue standards.	*No change*	
21	NEW	Emergency Response	» Plan is currently silent on inter-agency coordination for emergency preparedness » Response is critical to utility service delivery following an event	**Policy Edit:** Coordinate emergency preparedness and response with local and regional utility partners. **Environmental Implication:** None.
Section 3: City-Managed Utilities, Hazardous Waste				
22	UT-11	Cooperate with other private and public agencies in the region to manage and control hazardous waste and moderate risk waste, including hazardous household substances.	» Add consideration of medical wastes resulting from epidemic treatments	**Policy Edit:** Cooperate with other private and public agencies in the region to manage and control hazardous waste and moderate risk waste, including medical wastes and hazardous household substances. **Environmental Implication:** None.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
23	UT-12	Educate the public in the proper handling and disposal of hazardous household waste and on the use of alternative products or practices which result in reducing the use and storage of hazardous materials in homes and businesses.	*No change*	
24	UT-13	Provide for the safe and convenient disposal of hazardous household waste through a permanent and conveniently located collection facility for Bellevue residents.	*No change*	
Section 4: City-Managed Utilities, Solid Waste				
25	UT-14	Promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting, and other waste reduction methods.	*No change*	
26	UT-15	Encourage and actively seek an effective regional approach to solid waste management.	*No change*	
27	UT-16	Utilize the public review process in the selection and approval of sites for any disposal facility.	» Rewrite for clarity	**Policy Edit:** ~~Utilize the~~Use a public review process in the selection and approval of sites for any disposal facility, to study and consider aesthetics, health effects and the environment. **Environmental Implication:** None
28	UT-17	Maintain a cost-effective and responsive solid waste collection system.	» Add a broad policy statement that fully captures the Solid Waste Utility mission » Adding reference to these components and updating the discussion text makes them measurable	**Policy Edit:** Maintain a safe, cost-effective and responsive solid waste collection system that provides convenient, efficient, environmentally-friendly and visually unobtrusive components and services. **Environmental Implication:** Environmental implications would be positive.
29	UT-18	Manage solid waste collection to minimize litter and neighborhood disruption.	*No change*	
30	UT-19	Provide uniform collection service to areas annexed to city as soon as practicable.	» Annexation statutes already provide for this	*Delete*
Section 5: City-Managed Utilities, Wastewater Utility				
31	NEW	Wastewater System	» Add an umbrella policy to direct the city to implement a wastewater system is consistent with implementing the Wastewater Utility Mission for ensuring public health and safety, and protecting the environment	**Policy Edit:** Provide a reliable wastewater disposal system that ensures public health and safety, and protects the environment. **Environmental Implication:** Environmental implications would be positive.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
32	UT-20	Require sewer connections for all new development, including single family plats, unless otherwise allowed by state or county regulations.	» Clarify policy intent	**Policy Edit:** Require ~~sewer~~wastewater connections for all new development, including single family plats, unless otherwise allowed by state or county regulations. **Environmental Implication:** None.
33	UT-21	Allow existing single family homes with septic systems to continue to utilize septic systems, providing there are no health or environmental problems.	» Seattle-King County Public Health determines requirements for connection, so clarity is needed around this responsibility	**Policy Edit:** *Replace* Allow existing single family homes with septic systems to continue to use septic systems, provided they remain in compliance with Seattle-King County Public Health requirements. Homeowners are encouraged to connect to wastewater systems where available. If existing septic systems fail to maintain compliance with Seattle-King County Public Health standards and cannot be brought into compliance, homeowners should be required to connect to the wastewater system. **Environmental Implication:** None.
Section 6: City-Managed Utilities, Storm and Surface Water Utility				
34	UT-23	Manage the storm and surface water system in Bellevue to maintain a hydrologic balance in order to prevent property damage, protect water quality, provide for the safety and enjoyment of citizens, and preserve and enhance habitat and sensitive areas.	» Improve clarity, consistency with the storm and surface water utility mission, and support the goals of Low Impact Development and of watershed-scale stormwater planning	**Policy Edit:** *Replace* Provide a storm and surface water system that controls damage from storms, protects surface water quality, provides for the safety and enjoyment of citizens, supports fish and wildlife habitat, and protects the environment. **Environmental Implication:** None.
35	UT-22	Participate in regional watershed based efforts with the goals of achieving local watershed health and addressing Endangered Species Act issues, and strive to manage the city's storm and surface water system within a system wide, watershed based context.	» Separate the participatory and management parts of this policy: Changing 'watershed' to "drainage basin" provides consistency with NPDES permit terminology and avoids confusion » Add concept about watershed-scale stormwater planning	**Policy Edit:** Participate in regional watershed based efforts with the goals of achieving local ~~watershed~~drainage basin health and addressing Endangered Species Act issues~~, and strive to manage the city's storm and surface water system within a system wide, watershed based context~~. Manage the storm and surface water system within a system wide, watershed based context. **Environmental Implication:** None.
36	NEW	Context Appropriate Facilities	» Policy language in the Utilities Element should acknowledge that the City has a number of neighborhood plans that reflect unique existing conditions and visions of future development and redevelopment	**Policy Edit:** Design context appropriate stormwater management facilities that reflect the unique character of the neighborhood in which the site is situated. **Environmental Implication:** Environmental benefits could include reduced potential for land use compatibility issues.
37	UT-24	Enforce surface water controls to protect surface water quality.	» Surface water quality is now broadly protected by local, state and federal regulations	*Delete*
38	UT-25	Educate the public on water quality issues.	*No change*	

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
39	NEW	Stormwater Best Management Practices	» Add a policy that connects the use of Low Impact Development with how we manage stormwater	**Policy Edit:** Encourage the use of Low Impact Development and stormwater best management practices to manage stormwater runoff, which may result in smaller facilities constructed on- and off-site for flow control, conveyance, and water quality. **Environmental Implication:** Environmental implications would be positive.
Section 7: City-Managed Utilities, Water Utility				
40	UT-26	Ensure a cost-effective water supply that meets the needs of the City of Bellevue.	» Revise this umbrella policy to fully capture water utility mission	**Policy Edit:** *Replace* Provide a reliable, cost-effective supply of safe, secure, high quality drinking water that meets the community's water needs in an environmentally responsible manner. **Environmental Implication:** None.
41	UT-27	Provide a water supply that meets all federal drinking water quality standards.	» Recognize that there are federal and state drinking water quality standards	**Policy Edit:** Provide a water supply that meets all federal and state drinking water quality standards. **Environmental Implication:** None.
42	UT-28	Provide reliable water service for domestic use, fire flow protection, and emergencies.	*No change*	
43	UT-29	Promote conservation and the wise and efficient use of the public water supply and discourage the waste of this valuable resource.	*No change*	
43	UT-30	Improve the quality and quantity of the water supply of well water users by allowing access to the city water system as contained in the Water Comprehensive functional Plan, and provided that at least the fair share costs are paid by the benefiting parties.	» Clarify text reference to functional plan	**Policy Edit:** Improve the quality and quantity of the water supply of well water users by allowing access to the city water system as contained in the Water Comprehensive System ~~F~~functional Plan, and provided that at least the fair share costs are paid by the benefiting parties. **Environmental Implication:** None.
44	UT-31	Serve as a role model for the community in the efficient use of water.	*No change*	
Section 8: Non City-Managed Utilities, General				
45	NEW	System Growth Planning	» Address need for a policy about system growth planning	**Policy Edit:** Coordinate with non-city utility providers to ensure planning for system growth consistent with the city's Comprehensive Plan and growth forecasts. **Environmental Implication:** None.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
46	NEW	New And Emerging Technologies	» Acknowledging support for emerging technologies in specific impact areas reinforces Utility intent to lessen demand on the utility grids	**Policy Edit:** Support new and emerging information and telecommunications technologies that would benefit utility service delivery by being sustainable, appropriate and viable. **Environmental Implication:** Implications of this policy would likely be positive.
47	UT-32	Defer to the serving utility the implementation sequence of utility plan components.	*No change*	
48	UT-33	Coordinate with the appropriate jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.	*No change*	
49	UT-34	Require effective and timely coordination of all public and private utility trenching activities.	» Expand this policy to require coordination beyond just trenching	**Policy Edit:** Encourage widespread, affordable, high-speed internet access, including access to competing telecommunications services and new forms of technology to provide the community with choice and to facilitate innovation. **Environmental Implication:** None.
50	NEW	Internet Access	» Advance city's objective of increasing internet access	**Policy Edit:** Require effective and timely coordination of all public and private utility ~~trenching~~activities including trenching and culvert replacements. **Environmental Implication:** None.
51	NEW	Connected City	» Add an aspirational policy about being a connected city	**Policy Edit:** Maintain Bellevue's competitive advantage and attraction as a highly connected community. **Environmental Implication:** None.
52	NEW	Assess Coverage	» Add to address a need for a policy of this type	**Policy Edit:** Assess the coverage and quality of residential and business access to internet and telecommunication services and explore opportunities to enhance service to areas of need. **Environmental Implication:** None.
53	NEW	Balanced Permitting Process	» Provide guidance to the permitting process to be supportive of deploying new technology while protecting neighborhood character	**Policy Edit:** Ensure a permitting process that achieves a balance between encouraging deployment of advanced high-speed telecommunications infrastructure and protecting neighborhood character. **Environmental Implication:** Policy implications would depend upon how it is implemented.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
54	UT-35	For infrastructure projects within street public rights-of-way, assist in the coordination between telecommunications providers to ensure that all interested parties are given the opportunity to install facilities in common trenches.	» Clarify policy intent	**Policy Edit:** ~~For infrastructure projects within street public rights-of-way, assist in the~~ Facilitate coordination between telecommunications providers as a key consideration in city street right of way infrastructure projects to ensure ~~that all interested parties are given the~~ opportunity~~y~~ies to install facilities in common trenches. **Environmental Implication:** None.
55	UT-36	Limit the amount of disturbance to city infrastructure by encouraging co-location of telecommunications conduit in the public right-of-way.	*No change*	
56	UT-37	Routinely inform telecommunications companies authorized to provide services within Bellevue about the schedules for projects within the city's Capital Investment Program which offer an opportunity to install telecommunications infrastructure during the construction of the city's projects.	» Simplify policy language	**Policy Edit:** *Replace* Inform telecommunications companies authorized to provide services within Bellevue about the schedule for capital projects and opportunities to install telecommunications infrastructure. **Environmental Implication:** None.
57	UT-38	Require notification to the city prior to a utility's maintenance or removal of vegetation in city right-of-way.	*No change*	
58	UT-39	Require the undergrounding of all new electrical distribution and communication lines except that interim installation of new aerial facilities may be allowed if accompanied by a program to underground through coordination with the city and other utilities. Require the undergrounding of all existing electrical distribution and communication lines where a change in use or intensification of an existing use occurs, unless delayed installation is approved as part of a specific program to coordinate undergrounding of several utilities or in conjunction with an undergrounding program for several sites or when related to street improvements. Interim facilities should be limited to the aerial installation of a new line of 1/2" diameter or less.	» Clarify policy intent	**Policy Edit:** Require the undergrounding of all new electrical distribution ~~and communication lines~~ except that interim installation of new aerial facilities may be allowed if accompanied by a program to underground through coordination with the city and other utilities. Require the undergrounding of all existing electrical distribution ~~and communication lines~~ where a change in use or intensification of an existing use occurs, unless delayed installation is approved as part of a specific program to coordinate undergrounding of several utilities or in conjunction with an undergrounding program for several sites or when related to street improvements. ~~Interim facilities should be limited to the aerial installation of a new line of 1/2" diameter or less.~~ **Environmental Implication:** None.
59	NEW	Undergrounding Coordination	» Provide additional direction on underground coordination at the time of street projects	**Policy Edit:** When implementing street projects, determine whether the relocation of distribution facilities underground is required. If so, determine the manner of payment: tariff schedule, capital improvement program, or the formation of a local improvement district. **Environmental Implication:** None.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
60	NEW	Focus on Neighborhood Efforts	» Provide policy support for neighborhood efforts	**Policy Edit:** Support neighborhood efforts to underground existing electrical distribution lines where neighborhood residents have indicated a willingness and ability to cover the non-utility share of project costs. **Environmental Implication:** None.
61	NEW	Telecommunication Lines	» Address need for a policy which addresses telecommunication lines separately from electrical lines	**Policy Edit:** Allow new aerial telecommunication lines on existing systems provided that they shall be designed to address visual impacts, and are required to be placed underground at the time of undergrounding electrical distribution lines. **Environmental Implication:** None.
62	NEW	New Funding Sources for Mitigation	» Provide policy support for seeking state legislation	**Policy Edit:** Seek opportunities to mitigate the neighborhood impacts of deploying electrical and telecommunications infrastructure through new funding sources. **Environmental Implication:** None.
63	NEW	Screening	» Address need for a policy about utility screening	**Policy Edit:** Require the reasonable screening and/or architecturally compatible integration of all new utility and telecommunication facilities. **Environmental Implication:** Environmental implications would likely be positive and could include reduced risk for land use compatibility issues.
64	UT-40	Require the reasonable screening and/or architecturally compatible integration of all new above ground utility facilities.	» Minor wording changes	**Policy Edit:** Require the reasonable screening and/or architecturally compatible integration of all new ~~above-ground~~ utility and telecommunications facilities. **Environmental Implication:** None.
65	UT-41	Protect Bellevue's aesthetic quality and infrastructure investment from unnecessary degradation caused by the construction of telecommunication infrastructure.	*No change*	
66	UT-42	Encourage directional pruning of trees and phased replacement of improperly located vegetation planted in the right-of-way. Perform pruning and trimming of trees in an environmentally sensitive and aesthetically acceptable manner and according to professional arboricultural specs and standards.	» Minor wording change	**Policy Edit:** Encourage directional pruning of trees and phased replacement of improperly located vegetation ~~planted~~ in the right-of-way. Perform pruning and trimming of trees in an environmentally sensitive and aesthetically acceptable manner and according to professional arboricultural specs and standards. **Environmental Implication:** None.

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
67	UT-43	Encourage consolidation on existing facilities where reasonably feasible and where such consolidation leads to fewer impacts than would construction of separate facilities.	*No change*	
68	UT-44	Encourage the use of utility corridors as non-motorized trails.	*No change*	
69	UT-45	Avoid, when reasonably possible, locating overhead lines in greenbelt and open spaces as identified in the Parks, Recreation, and Open Space Plan.	*No change*	
70	UT-46	Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.	*No change*	
71	UT-47	Facilitate and encourage conservation of resources.	*No change*	
72	UT-48	Encourage cooperation with other jurisdictions in the planning and implementation of multi-jurisdictional utility facility additions and improvements. Decisions made regarding utility facilities shall be made in a manner consistent with, and complementary to, regional demand and resources, and shall reinforce an interconnected regional distribution network.	*No change*	
73	UT-49	Encourage communication among the city, the WUTC, and utilities regulated by the WUTC about the distribution of costs for existing and proposed utility facilities; especially requirements for the undergrounding of transmission, distribution, and communication lines exceeding statewide norms.	*No change*	
74	UT-50	Encourage system practices intended to minimize the number and duration of interruptions to customer service.	*No change*	
75	UT-51	Prior to seeking city approval for facilities, encourage utilities service providers to solicit community input on the siting of proposed facilities which may have a significant adverse impact on the surrounding community.	*No change*	
76	UT-52	Encourage utility providers to erect limited on-site signage on all sites purchased for future major utility facilities to indicate the utility's intended use of the site.	*No change*	

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
77	UT-53	Require all utility equipment support facilities to be aesthetically compatible with the area in which they are placed by using landscape screening and/ or architecturally compatible details and integration.	*No change*	
78	UT-54	Support federal or state actions that would preserve local government authority to regulate time, manner and place of construction in the right-of-way.	*No change*	
79	NEW	New Funding Sources for Mitigation	» Provide policy support for seeking state legislation	**Policy Edit:** Work with PSE, telecom providers, state regulatory agencies, and other responsible parties to develop funding tools that enable full mitigation of the neighborhood impacts of deploying electrical and telecommunications infrastructure. **Environmental Implication:** None.
Section 9: Non City-Managed Utilities, Wireless Communication Facilities				
80	UT-55	Require the placement of personal wireless communication facilities in a manner that minimizes the adverse impacts on adjacent land uses.	Minor change to address design and to be consistent with the code definition of wireless communication facility.	**Policy Edit:** Require the placement and design of ~~personal~~ wireless communication facilities in a manner that minimizes the adverse impacts on adjacent land uses. **Environmental Implication:** None.
81	UT-56	Encourage permit applicants to submit an area wide plan that demonstrates the lowest land use impacts consistent with telecommunication customer needs.	Make it clear that this is required in the code.	**Policy Edit:** ~~Encourage~~Require permit applicants to submit an area wide plan that demonstrates the lowest land use impacts consistent with telecommunication customer needs. **Environmental Implication:** None
82	UT-57	Allow exchanges ("swaps") between providers of permitted wireless communication facilities sites, to encourage industry cooperation and coordination.	*No change*	
83	UT-58	Require wireless equipment constructed in the public rights of way in residential areas to be under 30 inches high.	*No change*	

		Utilities Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
84	UT-59	Recognize that personal wireless communication facilities will be deployed in all areas of the city to provide coverage and capacity consistent with the changing use of wireless technology. Minimize the attendant impacts, particularly the visual impacts of, personal wireless communication facility towers, lattice towers and structures by utilizing criteria for the design and location of such facilities that appropriately balance the need for wireless services and the impacts of the necessary facilities.	» Minor wording change	**Policy Edit:** Recognize that ~~personal~~ wireless communication facilities will be deployed in all areas of the city to provide coverage and capacity consistent with the changing use of wireless technology. Minimize the attendant impacts, particularly the visual impacts of, personal wireless communication facility towers, lattice towers and structures by utilizing criteria for the design and location of such facilities that appropriately balance the need for wireless services and the impacts of the necessary facilities. **Environmental Implication:** None.
85	UT-60	Minimize visual impacts of personal wireless communication facilities by encouraging deployment in land use districts in the following preferred and descending order when possible, considering the provider's coverage needs: 1) Nonresidential land use districts, except Transition Areas; 2) Transition Areas; 3) Multifamily (R-20 and R-30) districts; and 4) and Park sites and Residential districts.	» Change to be consistent with the code definition of wireless communication facility	**Policy Edit:** Minimize visual impacts of ~~personal~~ wireless communication facilities by encouraging deployment in land use districts in the following preferred and descending order when possible, considering the provider's coverage needs: 1) Nonresidential land use districts, except Transition Areas; 2) Transition Areas; 3) Multifamily (R-20 and R-30) districts; and 4) and Park sites and Residential districts. **Environmental Implication:** None.
86	UT-61	Minimize visual impacts of personal wireless communication facilities by encouraging system designs in the following preferred and descending order: 1) attached to public facility structures, building mounted, or integrated with utility poles, light standards, and signal supports; 2) co-located on utility poles, light standards, signal supports; and 3) free standing towers.	» Change to be consistent with the code definition of wireless communication facility	**Policy Edit:** Minimize visual impacts of ~~personal~~ wireless communication facilities by encouraging system designs in the following preferred and descending order: 1) attached to public facility structures, building mounted, or integrated with utility poles, light standards, and signal supports; 2) co-located on utility poles, light standards, signal supports; and 3) free standing towers. **Environmental Implication:** None.
87	UT-62	Upgrade wireless communication facilities as improvements in telecommunications technology create smaller and less visually intrusive facilities by requiring removal of abandoned facilities.	» Simplify policy language	**Policy Edit:** *Replace* Require timely removal of abandoned facilities that are visually intrusive whenever facilities are replaced or upgraded. **Environmental Implication:** None.
88	UT-63	New freestanding facility towers and structures should only be considered when no feasible alternative exists or when visual intrusion is less than associated with placing the facility on an existing structure or building.	» Policy concepts covered in UT-61	*Delete*
89	UT-64	Encourage the use of utility poles and towers on public rights of way to install wireless equipment compatible with other utility functions.	» Policy concepts covered in UT-61	*Delete*

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
90	UT-65	Encourage the use of sites developed with utility facilities to install wireless equipment compatible with other utility functions.	» Clarify policy language	**Policy Edit:** Encourage ~~the use of sites developed with utility facilities to install~~ wireless equipment to be installed in a manner compatible with other utility functions. **Environmental Implication:** None.
91	UT-67	Encourage the co-location of telecommunications equipment on city sites which reduce total impact of antennas on the community.	*No change*	
92	NEW	Recognize Evolving Industry	» Recognize that this industry is constantly evolving and regulations may need to be updated	**Policy Edit:** Periodically review and update regulations to respond to changes in technology and community conditions to balance impacts with the need for service. **Environmental Implication:** None.
Section 10: Non City-Managed Utilities, Additional Electrical Facilities Policies				
93	UT-68	Encourage the public to conserve electrical energy through public education.	*No change*	
94	UT-69	Encourage city and utility involvement with regional or statewide agencies when and if they are developing policies regarding exposure to electric and magnetic fields (EMF) or other utility issues.	*No change*	
95	UT-70	Review periodically, the state of scientific research on EMF and make changes to policies if the situation warrants.	» Broaden policy to ensure that it remains relevant	**Policy Edit:** Review periodically~~, the state of~~ new accepted scientific research of potential health impacts associated with electrical and telecommunications facilities ~~on EMF~~ and make changes to policies if the situation warrants. **Environmental Implication:** None.
96	UT-71	Require in the planning, siting, and construction of all electrical facilities, systems, lines, and substations that the electrical utility strike a reasonable balance between potential health effects and the cost and impacts of mitigating those effects by taking reasonable cost-effective steps.	*No change*	
97	UT-72	Work with Puget Sound Energy to implement the electrical service system serving Bellevue in such a manner that new and expanded transmission and substation facilities are compatible and consistent with the land use pattern established in the Comprehensive Plan.	*No change*	

Utilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
98	UT-73	Require siting analysis through the development review process for new facilities, and expanded facilities at sensitive sites, including a consideration of alternative sites.	*No change*	
99	UT-74	Avoid, minimize and mitigate the impacts of new or expanded electrical facilities through the use of land use regulations and performance standards that address siting considerations, architectural design, site screening, landscaping, maintenance, available technologies, and other appropriate measures.	*No change*	
100	UT-75	Work with and encourage Puget Sound Energy to plan, site, build and maintain an electrical system that meets the needs of existing and future development, and provides highly reliable service for Bellevue customers.	*No change*	
101	NEW	Prioritization of Utilities for Electrical Service	» Water and wastewater utility facilities such as pump stations and reservoirs provide lifeline support to residents and businesses and prevent property and environmental damages should take precedence over other less critical user needs	**Policy Edit:** Encourage the prioritization of restoring electrical service to water and wastewater utility facilities following power outages. **Environmental Implication:** None.
102	NEW	City's Role in Regional Systems	» Clarify the city's role in regional utility systems	**Policy Edit:** Provide oversight of Seattle City Light and Olympic Pipeline infrastructure located in Bellevue by implementing applicable electrical facility regulatory and franchise agreement authority. **Environmental Implication:** None.

Capital Facilities Policy Table

		Capital Facilities Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
Section 1: Reassessment of Land Use Element				
1	CF-1	Ensure that necessary capital facilities are provided within a reasonable time of the occurrence of impacts resulting there from.	» Clarify that the need for capital facilities relates to adopted service levels that correlate with future need	**Policy Edit:** Ensure that ~~necessary~~ capital facilities necessary to meet level of service standards are provided within a reasonable time. ~~of the identified need of the occurrence of impacts resulting there from.~~ **Environmental Implication:** None.
2	NEW	Aging Infrastructure	» Address the need to plan for aging infrastructure	**Policy Edit:** Plan for the long-term renewal or replacement of aging capital facilities as needed to maintain target service levels. **Environmental Implication:** None.
3	CF-2	Use the city's Capital Investment Program to prioritize the financing of capital facilities within projected funding capacities.	» Adjust language to recognize that the CIP is updated every other year	**Policy Edit:** Use the city's Capital Investment Program, as amended every other year, to prioritize the financing of capital facilities within projected funding capacities. **Environmental Implication:** None.
4	CF-3	Amend the "Capital Facilities Needs" and "Financing Mechanisms and Revenue Sources" sections of this Element concurrently with adoption of the biennial Capital Investment Program (CIP).	» This is a task and doesn't add to the city's policy framework » Policy CF-2 makes appropriate reference to the adopted CIP, the city's capital planning and financing tool	*Delete*
5	CF-7	Ensure that Bellevue's Land Use Element and its Capital Facilities Plan Element are internally consistent.	*No change*	
6	CF-9	Reassess Bellevue's Land Use Plan periodically to ensure that capital facilities needs, financing, and level of service are consistent.	*No change*	
7	CF-4	Base capital facilities needs on employment and population projections developed by the city in conjunction with county and regional estimates.	*No change*	
8	NEW	System Plans	» Provide policy support to help standardize a city approach to using system plans as a tool for more detailed planning and to look beyond the seven-year timeframe of the CIP	**Policy Edit:** Use facility system plans to identify and plan for the long-range facility needs for individual city services. **Environmental Implication:** None.

		Capital Facilities Element Policies	If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
9	CF-5	Use adopted LOS, operating criteria, or performance standards to evaluate capital facilities needs.	» Spell out Level of Service	**Policy Edit:** Use adopted ~~LOS~~Level of Service, operating criteria, or performance standards to evaluate capital facilities needs. **Environmental Implication:** None.
10	NEW	Cross-Department Collaboration	» Address the need for long-range facility, system and functional plans to interface with each other through the CIP process to avoid infrastructure conflicts	**Policy Edit:** Coordinate planned capital investments across departments. **Environmental Implication:** None.
11	CF-6	Encourage non-city-managed capital facilities providers to develop, in cooperation with Bellevue, LOS, operating criteria, performance standards, or other forms of standardized measurement to evaluate its capital facilities needs and ensure consistency with Bellevue's Comprehensive Plan.	» Consolidate and shorten CF-6 and CF-8 while maintaining the original intent of seeking other providers (such as the school districts) to align their plans with the city's	**Policy Edit:** *Replace* Coordinate with non-city managed capital facility providers consistent with Bellevue's Comprehensive Plan. **Environmental Implication:** None.
12	CF-8	Coordinate the review of non-city-managed capital facilities plans to ensure that their plans are consistent with Bellevue's Comprehensive Plan.	» Combine with CF-6	*Delete*
13	CF-10	Coordinate the transfer of capital facility programming from the county to the city prior to the annexation of new areas into the city.	» With the annexation of the Eastgate/South Bellevue areas, this policy is no longer needed	*Delete*
14	CF-11	Consider levying impact fees on development in the portion of Bellevue served by a school district upon the request of the district, presentation of its adopted Capital Facilities Plan and demonstration that such facilities are needed to accommodate projected growth in the district.	*No change*	
15	CF-12	Adopt a City of Bellevue post-disaster Response and Recovery Plan that will structure the city's capability to provide services to facilitate recovery and reconstruction in the event of a disaster.	» Update policy to recognize adopted plan	**Policy Edit:** *Replace* Maintain the post-disaster Response and Recovery Plan that ensures the city's capability to recover and reconstruct from a disaster. **Environmental Implication:** None.
16	AN-21	Support consolidation (by mutual agreement) of those portions of special purpose service districts and King County Flood Control Districts with the city where the service district is providing service within the city's corporate boundary and where, as in the case of Water District 117, there are not major conflicts with existing subarea policies.	» Merge into the Capital Facilities Element from defunct Annexation Element AN-21 » Simplify policy language	**Policy Edit:** Support consolidation (by mutual agreement) of those portions of special purpose service districts and King County Flood Control Districts with the city where the service district is providing service within the city's corporate boundary~~ and where, as in the case of Water District 117, there are not major conflicts with existing subarea policies~~. **Environmental Implication:** None.

Capital Facilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
17	AN-22	Provide public services and/or utilities within the corporate limits of adjoining cities when there is a service agreement in effect or when such temporary service is necessary because of an emergency.	*Merge into the Capital Facilities Element from defunct Annexation Element AN-22. No change.*	
18	AN-23	Recognize existing utility agreements with adjacent cities, towns, and districts, and acknowledge the continuation of such agreements. Ensure that these agreements contain conditions which have the necessary development review authority in order to maintain acceptable service levels to those municipalities.	*Merge into the Capital Facilities Element from defunct Annexation Element AN-23. No change.*	
Section 2: Essential Public Facilities				
19	CF-13	Define essential public facilities, consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation.	The following changes to policies CF-13 to CF-17 maintain the city's policy direction consistent with the state framework for siting difficult facilities, known as "essential public facilities." Since these policies where put in place the city has adopted a definition and review process into the Land Use Code. Therefore these policies can be significantly shortened while retaining the overall policy direction.	**Policy Edit:** Define essential public facilities, consistent with the Growth Management Act~~GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation~~. **Environmental Implication:** None.
20	CF-14	Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in Policy CF-16: » The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or » The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; AND » The facility is not otherwise regulated by the Bellevue Land Use Code (LUC).	The definition of essential public facility is now included in the Land Use Code with reference to applicable state law.	**Policy Edit:** Replace Require essential public facilities to be sited and designed according to city standards and criteria in order to minimize potential impacts to the community, while recognizing the public importance and difficult-to-site nature of such facilities. **Environmental Implication:** None

Capital Facilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
21	CF-15	Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional or county-wide nature. The essential public facility siting process set forth in Policy CF-16 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council the city may modify this process to be consistent with the GMPC recommendations.	Countywide Planning Policy FW-32 no longer exists, but the participating in regional efforts remains important for the siting of potential countywide, regional or state facilities.	**Policy Edit:** Replace Participate in inter-jurisdictional efforts to site countywide or statewide essential public facilities. Pursue agreements among jurisdictions to mitigate against the disproportionate burden that may fall on the jurisdiction which becomes the site of a facility. **Environmental Implication:** None
22	CF-16	Use this interim Siting Process to site the essential public facilities described in Policy CF-14 in Bellevue. Implement this process through appropriate procedures incorporated into the Land Use Code. » Use policies CF-13 and CF-14 to determine if a proposed essential public facility serves local, countywide or statewide public needs. » Site EPF through a separate multi-jurisdictional process, if one is available, if the city determines that a proposed essential public facility serves a countywide or statewide need. » Require an agency, special district or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the essential public facility proposed » Process applications for siting essential public facilities through LUC Section 20.30B — Conditional Use Permit. » Address the following criteria in addition to the Conditional Use Permit decision criteria.. » Use the Process I review and appeal procedures described in the Land Use Code as the public participation component of the siting process.	The siting process is no longer 'interim' and much of the review process is now documented in the city's Land Use Code. Staff suggests shortening the policy to maintain the process while removing redundancy with the code.	**Policy Edit:** Replace Impose conditions of approval or other measures within the scope of the city's authority to mitigate environmental, compatibility, public safety or other impacts of the essential public facility. **Environmental Implication:** None

Capital Facilities Element Policies			If Action Proposed, Why?	Proposed Change/Environmental Implications (new and revised policies)
23	CF-17	After a final siting decision has been made on an essential public facility according to the process described in Policy CF-16, pursue any amenities or incentives offered by the operating agency or by state law or other rule or regulation to jurisdictions within which such EPF are located.	This policy may send an unintended message that the city is open to accepting Essential Public Facilities provided that the payoff is sufficient.	Delete
24	CF-18	For EPF having public safety impacts that cannot be mitigated through the process described in Policy CF-16, the city should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the city should encourage consideration of such comments and conditions through coordination with the agency, special district or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the city as a result of the public safety impacts of a proposal.	The city is able to require mitigation through the review process defined in the Land Use Code and as addressed by CF-16 above. This policy suggests an inability to address mitigation issues and was written prior to the city having a defined review process.	Delete
25	CF-19	Locate essential public facilities equitably throughout the city, county and state. No jurisdiction or area of the city should take a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from locations in the city.	Policy needs to be adjusted to clarify the city's role in influencing regional decisions—the city often isn't the one locating the facility, rather is typically responding to some other agency. The policy can also be made more concise.	**Policy Edit:** Replace Work to site or expand essential public facilities in ways that equitably balance social, environmental and economic impacts to achieve citywide and regional planning objectives. **Environmental Implication:** None
26	CF-20	Locate Secure Community Transition Facilities, as defined by RCW 71.09.020 now or as hereafter amended, outside of Single-family and Multi¬family Residential districts. Provide a separation between Secure Community Transition Facilities and residentially developed property in other land use districts.	*No change*	

APPENDIX 3

Annotated SEPA Environmental Checklist

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:** [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:
Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [help]

Part A is included in Chapter 1 on page 3

1. Name of proposed project, if applicable: [help]

2. Name of applicant: [help]

3. Address and phone number of applicant and contact person: [help]

4. Date checklist prepared: [help]

5. Agency requesting checklist: [help]

6. Proposed timing or schedule (including phasing, if applicable): [help]

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

B. ENVIRONMENTAL ELEMENTS [help]

Part B is included in Chapter 4 on page 35

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

3. **Water**

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type
and provide names. If appropriate, state what stream or river it flows into. [help]

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass

____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [help]

c. List threatened and endangered species known to be on or near the site. [help]

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

e. List all noxious weeds and invasive species known to be on or near the site.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. [help]

c. Is the site part of a migration route? If so, explain. [help]

d. Proposed measures to preserve or enhance wildlife, if any: [help]

e. List any invasive animal species known to be on or near the site.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

1) Describe any known or possible contamination at the site from present or past uses.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

4) Describe special emergency services that might be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

3) Proposed measures to reduce or control noise impacts, if any: [help]

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

c. Describe any structures on the site. [help]

d. Will any structures be demolished? If so, what? [help]

e. What is the current zoning classification of the site? [help]

f. What is the current comprehensive plan designation of the site? [help]

g. If applicable, what is the current shoreline master program designation of the site? [help]

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

i. Approximately how many people would reside or work in the completed project? [help]

j. Approximately how many people would the completed project displace? [help]

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

c. Proposed measures to reduce or control housing impacts, if any: [help]

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

b. What views in the immediate vicinity would be altered or obstructed? [help]

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

c. What existing off-site sources of light or glare may affect your proposal? [help]

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

Part C is included in Chapter 7 on page 127

D. supplemental sheet for nonproject actions [help]

Part D is included in Chapter 5 on page 37

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general
terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

   Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

   Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.