

Wilburton Vision Implementation CPA

Attachment A: Draft Comprehensive Plan Amendments to the Wilburton/N.E. 8th Street Subarea Plan

Future Land Use

	Repealed Policy
	Modified Policy
	New Policy

The attachment lists only the policies with proposed changes (repealed, amended, or new) for this specific study session on *Future Land Use*. Policies to be retained are not listed.

Policy numbers for new policies are for reference during the study session only, and do not reflect final policy enumeration in the Wilburton/N.E. 8th Street Subarea Plan.

Wilburton Transit-Oriented Development (TOD) Vision

The Wilburton Transit-Oriented Development (TOD) is Bellevue's next urban, trail- and transit-oriented mixed-use community. Anchored by Downtown Bellevue and Interstate 405 to the west and residential neighborhoods and large city parks to the east, the Wilburton TOD contributes to the health, diversity, and equity of Bellevue's growing population.

A dense, walkable neighborhood is centered around light rail, Eastrail, and the Grand Connection as gateways into the community. Future housing and employment are well-connected to opportunities within the Wilburton TOD, its surrounding neighborhoods, and the region. A future fine-grained network of multimodal connections, vibrant street-level amenities, varied building forms, and active open spaces create a pedestrian-oriented experience where it is attractive to live, work, learn, and play. A focus on sustainable development and land use patterns within the Wilburton TOD supports the resilience of Bellevue's natural and built environments.

Draft policies proposed to be added or modified in the Wilburton/N.E. 8th Street Subarea Plan

Policy Number	Current Policy	Proposed Policy Update (New , Deleted, Retained)
Land Use Policies		
Goal: To develop a walkable, trail- and transit-oriented land use pattern that leverages investments in light rail, Eastrail, and the Grand Connection.		
NEW LU-1		Allow for the tallest buildings closest to Downtown and along Interstate 405, transitioning down in height toward the east.
NEW LU-2		Provide for mixed-use development with convenient access to jobs, daily necessities, services, and activities (<i>consistent with the Wilburton/N.E. 8th Street Land Use Plan map</i>). <i>*Further policy discussion on future land use map pending EIS analysis</i>
NEW LU-3		Provide for ground floor uses that support an engaging pedestrian experience.

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NEW LU-4		Right-size vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access.
NEW LU-5		Develop compact, mixed-use site and neighborhood configurations that support active transportation.
Housing Policies Goal: To expand diverse housing across unit types and affordability levels.		
S-WI-22	<p>Seek affordable and “work force” housing in new mixed use developments through regulatory and incentive approaches.</p> <p><i>Discussion: The area west of 120th Avenue NE may be an appropriate location for housing when it is rezoned to CB due to its proximity to Downtown and convenient access. The City Council initiated a citywide workforce/affordable housing work program on October 15, 2007. Housing development capacity created as part of a change in zoning in this area should be consistent with the citywide workforce/ affordable housing provisions derived through this work program.</i></p> <p><i>“Affordable” housing is defined in the Glossary as that which is affordable to a family that earns up to 80 percent of median income. “Work force” housing is considered to be housing affordable to a family that earns up to 120 percent of median income.</i></p>	<p>Seek Cultivate mixed-income communities that integrate market rate development with subsidized affordable and “work force” housing in new mixed use developments through regulatory and incentive approaches.</p> <p><i>Discussion: The area west of 120th Avenue NE may be an appropriate location for housing when it is rezoned to CB due to its proximity to Downtown and convenient access. The City Council initiated a citywide workforce/affordable housing work program on October 15, 2007. Housing development capacity created as part of a change in zoning in this area should be consistent with the citywide workforce/ affordable housing provisions derived through this work program.</i></p> <p><i>“Affordable” housing is defined in the Glossary as that which is affordable to a family that earns up to 80 percent of median income. “Work force” housing is considered to be housing affordable to a family that earns up to 120 percent of median income.</i></p>
NEW HSG-1		Increase opportunities for a range of residential unit types to serve community needs and are close to and/or integrated with neighborhood amenities and services.
NEW HSG-2		Provide for housing that supports a workforce representing a broad spectrum of professions and income levels being able to live in proximity to where they work.

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NEW HSG-3		Encourage the use of innovative, sustainable design and construction methods toward green affordable housing.
NEW HSG-4		Provide for housing units and amenity spaces that are directly accessible at ground level.
Implementation Policies		
Goal: To develop tools that are effective in attracting and sustaining investment and delivers equitable public benefit.		
NEW IMP-1		Develop land use code tools that enable development contributions toward public benefit, including affordable and family-sized housing units, open space, and community and cultural spaces.
NEW IMP-2		Use existing and new financial tools to support the construction and maintenance costs of public infrastructure and amenities needed to support the Wilburton TOD vision.
NEW IMP-3		Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.
NEW IMP-4		Encourage early planning and coordination between adjacent properties to ensure consistent improvements between development sites.
NEW IMP-5		Coordinate with state and regional agencies on the planning and provision of city desired amenities, including Eastrail and the Grand Connection.

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Draft policies proposed to modified in the BelRed Subarea Plan

Policy Number	Current Policy	Proposed Policy Update (New, Deleted, Retained)
S-BR-86	<p>Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.</p> <p><i>Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside, and just south of the planned Seattle Children’s Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.</i></p> <p><i>At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need for additional land use planning in that area, which may warrant amendments to the Subarea Plan.</i></p>	<p>North of NE 12th Street, pProvide for office a mix of high intensity medical office and life science uses within half mile of light rail stations. in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.</p> <p><i>Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside, and just south of the planned Seattle Children’s Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.</i></p> <p><i>At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need</i></p>

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		<p>for additional land use planning in that area, which may warrant amendments to the Subarea Plan.</p> <p><i>*This existing policy applies to parcels within the N.E Wilburton/N.E. 8th Street and BelRed Subarea Plans. The purpose of this policy modification is to ensure consistency between both documents.</i></p>
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Existing policies proposed to be repealed

Policy Number	Current Policy	Rationale
S-WI-2	<p>Support the provision of commercial services in Wilburton that complement Downtown such as large retail and auto sales; mixed use opportunities; and services that provide convenient shopping for the adjacent neighborhoods. Implement this through zoning and development regulations.</p> <p><i>Discussion: The Wilburton/NE 8th Street subarea includes a variety of commercial areas.</i></p> <p><i>The eastern portion of the subarea includes small commercial sites that primarily serve the immediate neighborhood.</i></p> <p><i>The western portion of the subarea includes more intense commercial areas between 116th and 120th Avenues and near Lake Bellevue that serve the broader community. Some of these areas may be ready for redevelopment into new commercial or mixed uses.</i></p> <p><i>The area west of the BNSF corridor is appropriate for auto and</i></p>	<p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>

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	<p><i>motorcycle sales, large retail uses, office and hotel uses.</i></p> <p><i>The vision for the area on the west side of 120th Avenue, between NE 8th Street and the existing Home Depot property is for the development of a “retail village” that is an inviting, attractive, and pedestrian friendly retail area comprised of a mixture of community-oriented and neighborhood-oriented retail and residential uses.</i></p>	
<p>S-WI-3</p>	<p>Support the long term development of a “retail village” in the commercial area on the west side of 120th Avenue to provide a transition from more intense commercial areas to the west and the residential area to the east. Designate the area west of 120th Avenue NE between NE 8th and about NE 4th Streets, and on the east side of 116th Avenue from about NE 4th to SE 1st Streets General Commercial/Community Business (GC/CB). Without access improvements, the area remains appropriate for General Commercial uses. As NE 4th Street (East Bellevue Transportation Plan project #582) is extended to increase access to the area, Community Business uses are appropriate.</p> <p><i>Discussion: The intent is to increase transportation capacity as redevelopment occurs. It is recognized that the complexity of construction and property ownership may require phasing of the street project. Phasing may be accepted through a development agreement that assures adequate right of way and timely completion of the entire connection.</i></p> <p><i>The extension of NE 4th Street may occur as a city-funded capital project, associated with private development, or through an alternative financing mechanism, such as a local improvement district. If private financing is used, the city may facilitate methods of allowing others in the district to contribute</i></p>	<p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>

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	<i>as redevelopment occurs, such as through latecomers agreements.</i>	
S-WI-4	Recognize the area between I-405 and the BNSF corridor, and between NE 8th Street and SE 1st Street, as appropriate for a 75-foot height limit. Increased heights limits for the portion of this area east of 116th Avenue should be limited to those areas rezoned for more intense uses consistent with Policy S-WI-3 or future subarea plan amendments.	Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.
S-WI-5	Explore the potential for transit supportive land use designations for the area between I-405 and the BNSF corridor and NE 4th and NE 8th Streets. <i>Discussion: This policy signals the future potential for this area and its opportunity for a unique use especially given its relationship to future transit.</i>	Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.
S-WI-6	Retail auto and motorcycle sales are appropriate along Auto Row in GC, CB and OLB districts on both sides of 116th Avenue from the SE 8th Street exit off I-405 to NE 8th Street. <i>Discussion: The 116th Avenue Corridor between the SE 8th Street exit off I-405 and NE 8th Street is regionally known as “Auto Row”, an area of dealerships featuring cars of domestic and foreign automobile manufacturers. Maintaining this area as a place to purchase and service automobiles enhances the convenience for the citizens of Bellevue and preserves an important retail function. Although the west side of this corridor is designated OLB with specific freeway-oriented urban design objectives, auto sales shall be permitted along with modified landscape standards for retail auto sales only. All other design standards shall apply.</i>	Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.

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<p>S-WI-7</p>	<p>Provide for medical institution development within the area bounded by NE 8th and NE 12th Streets, 116th Avenue NE and I-405</p> <p><i>Discussion: The medical institution use in this area provides a vital public service for the Eastside community. The City should facilitate development of a long-term master plan that addresses the continued evolution and updating of this facility. Special dimensional standards are appropriate to accommodate the needs of the major medical institution and related uses, provided the facility provides a high quality of design that recognizes this site as a prominent community landmark. Building and site design should create a visual identity for the facility that contributes to the streetscape, is compatible with adjacent and nearby neighborhoods, and is sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.</i></p>	<p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>
<p>S-WI-10</p>	<p>The area between the Burlington Northern Railroad tracks and 118th Avenue S.E., if extended to the north, and approximately 190 feet north of S.E. 5th Street and south of the Main Street extension is appropriate for Office and Multifamily Medium-density residential uses in accordance with the Land Use Plan (Figure S-WI.1). Proposed projects within the area should be subject to design review to insure that structures are residential in design, height, and bulk. Properties north of Main Street need not be residential in design, height, and bulk if access and orientation are to N.E. 1st Street and if the structures are visually screened from properties to the south.</p>	<p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>

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<p>S-BR-91</p>	<p>Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.</p> <p><i>Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.</i></p>	<p>This policy pertains to parcels currently in the BelRed Subarea Plan but would be amended as part of updates to the Wilburton/N.E. 8th Street Subarea Plan.</p> <p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>
<p>S-BR-96</p>	<p>Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.</p>	<p>This policy pertains to parcels currently in the BelRed Subarea Plan but would be amended as part of updates to the Wilburton/N.E. 8th Street Subarea Plan.</p> <p>Policy outdated with future land use vision for Wilburton TOD, and articulates specific standards and regulations better addressed through the land use code.</p>