

Wilburton Vision Implementation CPA

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

Cultural and Community Connections

	Repealed Policy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The attachment lists only the policies with proposed changes (repealed, amended, or new) for this specific study session on *Cultural and Community Connections*. 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

Policy Number	Current Policy	Proposed Policy Update (New, Deleted, Retained)
Economic Development Policies		
Goal: To enable existing and new businesses to thrive and contribute toward vibrant places and corridors.		
NEW ED-1		Accommodate the continued operation of existing service and commercial uses and allow new service and commercial uses that are compatible with planned land uses.
NEW ED-2		Implement small format retail space to increase access to affordable space for smaller-scale retailers, emphasizing trail-oriented retail along the Eastrail and Grand Connection.
NEW ED-3		Provide flexibility toward developing building floorplates and commercial footprints that support a diverse business mix.

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NEW ED-4		Promote uses that create “third places” for people to gather, connect, and build community.
Urban Design Policies Goal: To achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, neighborhood blocks, buildings, and placemaking opportunities.		
S-WI-45	Develop an entrance in the N.E. 8 th Street corridor to create a sense of entry to the corridor. <i>Discussion: The existing Burlington Northern crossing lights and the change in grade at that point act as an entrance. A pedestrian entrance encouraged by this policy should be located as near as possible to the crossing lights to enhance and to increase its presence in the corridor. An entrance may include (on both sides of N.E. 8th Street): district signage, major landscaping, pedestrian shelters, and structures of a large enough scale to signify entry into Wilburton and into the Downtown and I-405.</i>	Develop distinctive gateway features at key entry points into the area that an entrance in the N.E. 8 th Street corridor to create a sense of arrival entry to the corridor. <i>Discussion: The existing Burlington Northern crossing lights and the change in grade at that point act as an entrance. A pedestrian entrance encouraged by this policy should be located as near as possible to the crossing lights to enhance and to increase its presence in the corridor. An entrance may include (on both sides of N.E. 8th Street): district signage, major landscaping, pedestrian shelters, and structures of a large enough scale to signify entry into Wilburton and into the Downtown and I-405.</i>
S-WI-49	Allow flexibility for commercial buildings to be sited near frontage property lines.	Allow flexibility for commercial buildings to be set back to be sited near frontage behind property lines to provide for activation along the building’s frontage zone.
S-WI-52	Provide aesthetic and landscaping enhancements on 116th Avenue NE consistent with its designation as a Boulevard (see Urban Design Element).	Provide aesthetic and landscaping enhancements on City Boulevards, including 116th Avenue NE and NE 8th Street, on 116th Avenue NE consistent with its designation as a Boulevard (see Map UD-1 of the Urban Design & The Arts Element) so they become visually distinctive corridors to and through the Wilburton TOD for all modes.
NEW UD-1		Develop design guidelines and standards that promote a high-quality and visually interesting pedestrian environment with access to sunlight and weather protection.
NEW UD-2		Support a wide range of active uses, prioritizing these opportunities fronting Eastrail and the Grand Connection.

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NEW UD-3		Integrate unique and easily understandable wayfinding into streetscapes and public spaces to enhance neighborhood identity.
NEW UD-4		Require buildings to be developed in a manner that provides direct connections to the Grand Connection.
NEW UD-5		Minimize exposure to noise and poor air quality around high-volume roadways through building and site development standards.
NEW UD-6		Develop design guidelines and standards for development within and adjacent to the Eastrail that consider unique characteristics, topography, and uses along the corridor.
NEW UD-7		Allow adjacent development to provide upper-story or podium connections to Eastrail where there is significant elevation difference between Eastrail and adjacent properties.
NEW UD-8		Maximize usable Eastrail corridor space for programmable area accessible to the public, and allow for integration with adjacent development where there is public benefit.
NEW UD-9		Clearly distinguish public space on the Eastrail from publicly-accessible spaces and facilities on adjacent private property.
Arts & Culture Policies		
Goal: To create a cultural nexus that connects people to arts and multicultural opportunities within the Wilburton TOD and throughout the city.		
NEW ART-1		Recognize Wilburton’s diverse histories and heritages, while elevating contributions of historically excluded communities in the area, through placemaking and activation.
NEW ART-2		Coordinate with Sound Transit on activation opportunities for underutilized space beneath East Link guideway without conflicting with transit safety and operations.
NEW ART-3		Pursue partnerships for arts and cultural activation of buildings and outdoor spaces along the Eastrail and Grand Connection.

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Draft policies proposed to be repealed

Policy Number	Current Policy	Rationale
S-WI-46	<p>Consistent with future transportation improvements, enhance the traffic island and the eastern corner where old Bellevue-Redmond Road intersects with N.E. 8th Street, as major focal points.</p> <p><i>Discussion: These focal points are suitable for major landscaping, public art, pedestrian shelters, special paving, and historical markers as well as islands for pedestrians to cross from one side of N.E. 8th Street to the other. The scale of these features should have a large enough presence to balance the expanse of the N.E. 8th Street arterial and to be easily identified in the corridor.</i></p>	Project completed; policy is outdated.
S-WI-47	Pedestrian walkways should be clear and continuous from surrounding residential areas to the corridor, through the corridor, and from the sidewalks to the entrances of buildings.	Policy language is too general.
S-WI-48	<p>Promote pedestrian amenities which include the provision of sidewalks, street trees, landscape strips, and bus passenger shelters. Building facades should have awnings, windows, offsets, and material texture or color that add interest for the passing motorist and pedestrian. Signage should be integrated with building design.</p> <p><i>Discussion: The commercial corridor along N.E. 8th Street is along a wide arterial and the sidewalk and street landscaping dimensional requirements should be greater than the current development standards for N.E. 8th Street. Street trees should be the same as street trees planted along N.E. 8th Street east of 120th Avenue N.E. Other landscaping should include hardy,</i></p>	Policy language is outdated and too prescriptive. NEW UD-1 provides broader language while more concisely stating policy intent.

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	<p><i>pollution resistant, evergreen shrubs that are planted to form a solid band of separation (except driveway cuts and utilities) between the sidewalk and the street for the entire length of the corridor. The purpose of the landscaping is to protect pedestrians and provide a more comfortable pedestrian environment.</i></p> <p><i>The CIP #PW-W/B-29 for this section of N.E. 8th Street will include curb, gutter, and an eight-foot sidewalk along the curb. Where feasible, the sidewalk should be set back a minimum of four feet from the curb to allow for landscaping and street trees. The City should provide the best landscaping and pedestrian improvements possible, allowing for flexibility so that as redevelopment occurs or as additional funding is procured, this policy can be implemented.</i></p>	
<p>S-WI-50</p>	<p>Apply the Public Places and Connections policies from the Urban Design Element of the Comprehensive Plan and the attached Conceptual Design Plan (Figure S-WI.2) to the N.E. 8th Street Corridor.</p> <p><i>Discussion (Policies S-WI-34 through 39): The N.E. 8th Street corridor between 116th Avenue N.E. and 122nd Avenue N.E. (see Conceptual Design Plan, Figure SWI. 2.) is an area in a state of transition from an older suburban commercial strip to urban development. This corridor is a highly visible entry because it is the major passage for traffic between Downtown/I-405 and the east part of Bellevue. It is important to encourage cohesive, overall development and street improvements in the corridor. The enhancement of the corridor's appearance and function will help make it an identifiable district and an amenity to the community. This corridor should be an attractive and</i></p>	<p>Both the policy and N.E. 8th Street Corridor Conceptual Design Plan is outdated, and references a section of the Urban Design Element that no longer exists.</p>

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	<i>comfortable environment for the pedestrian to use when walking between Wilburton and Downtown.</i>	
S-WI-51	Encourage buildings developed in the Auto Row area, bounded by I-405, NE 8th Street, 120th Avenue NE, and SE 5th Street, to enhance the area’s urban design character and pedestrian environment. Buildings should be sited near the street front, with limited intervening surface parking, and include street oriented pedestrian entrances. Where buildings are visible from streets and pedestrian corridors they should be designed with visual interest and landscaping.	Policy language is outdated. Updated Urban Design policies are better aligned with the Wilburton 2018 CAC vision recommendations.
S-WI-53	Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120 th Avenue NE between NE 8 th Street and NE 1 st Street to soften the impact of commercial areas on the residential area to the east.	Policy language is outdated; streetscape enhancement opportunities are more broadly described in other sections.