

## Wilburton Vision Implementation CPA

List of Wilburton/N.E. 8<sup>th</sup> Street and BelRed Subarea Plan Policies Considered for Amendment

Policy Number	Current Policy	Proposed Policy Update
<b>Land Use Policies</b>		
<p><b>S-WI-2</b></p>	<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 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>	

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<p><b>S-WI-3</b></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 as redevelopment occurs, such as through latecomers agreements.</i></p>	
<p><b>S-WI-4</b></p>	<p>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.</p>	

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<p><b>S-WI-5</b></p>	<p>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.</p> <p><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></p>	
<p><b>S-WI-6</b></p>	<p>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.</p> <p><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></p>	
<p><b>S-WI-7</b></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</i></p>	

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	<p><i>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>	
<b>S-WI-10</b>	<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>	
<b>S-BR-86</b>	<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</i></p>	

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	<p><i>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><b>S-BR-91</b></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><b>S-BR-96</b></p>	<p>Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.</p>	

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Economic Development Policies		
Environment Policies		
Housing Policies		
<b>S-WI-22</b>	<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>	
Parks, Recreation & Open Space Policies		
<b>S-WI-36</b>	<p>Support continuation of the Lake-to-Lake Trail through Wilburton.</p> <p><i>Discussion: The trail should connect from the N.E. 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.</i></p>	
Transportation Policies		

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<b>S-WI-25</b>	Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.	
<b>S-WI-26</b>	Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.	
<b>S-WI-29</b>	Make use of available right of way space to develop north and south bicycle lanes or additional traffic lanes on 116th Avenue NE if use of the auto delivery zone is discontinued.	
<b>S-WI-31</b>	<p>Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multimodal transportation use and access.</p> <p><i>Discussion: The Port of Seattle has proposed acquiring the rail corridor from Burlington-Northern Santa Fe (BNSF) for future use as a regional pedestrian/bicycle trail and/or a transportation/rail corridor. As development adjacent to the corridor occurs, the design and placement of streets, driveways, infrastructure, and buildings should take the potential future use of the rail corridor into account so as to avoid inherit conflicts.</i></p>	
<b>Urban Design Policies</b>		
<b>S-WI-45</b>	<p>Develop an entrance in the N.E. 8th Street corridor to create a sense of entry to the corridor.</p> <p><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</i></p>	

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	<p><i>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></p>	
<b>S-WI-46</b>	<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>	
<b>S-WI-47</b>	<p>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.</p>	
<b>S-WI-48</b>	<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>	



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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><b>S-WI-49</b></p>	<p>Allow flexibility for commercial buildings to be sited near frontage property lines.</p>	
<p><b>S-WI-50</b></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</i></p>	

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	<i>attractive and comfortable environment for the pedestrian to use when walking between Wilburton and Downtown.</i>	
<b>S-WI-51</b>	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.	
<b>S-WI-52</b>	Provide aesthetic and landscaping enhancements on 116th Avenue NE consistent with its designation as a Boulevard (see Urban Design Element).	
<b>S-WI-53</b>	Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120th Avenue NE between NE 8th Street and NE 1st Street to soften the impact of commercial areas on the residential area to the east.	
<b>Arts &amp; Culture Policies</b>		
<b>Implementation Policies</b>		