

Wilburton Vision Implementation CPA

Attachment A: Draft Comprehensive Plan Amendments to the Wilburton/N.E. 8th Street Subarea Plan
Open Space & Natural Systems

	Repealed Policy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The attachment lists only the policies with proposed changes (repealed, amended, or new) for this specific study session on *Open Space & Natural Systems*. Policies to be retained are not listed. Policies for upcoming focus areas (*Community & Cultural Connections, Scale & Urban Form*) will be included in subsequent study sessions.

Wilburton Transit-Oriented Development (TOD) Vision
<p>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.</p> <p>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.</p>

Policy Number	Current Policy	Proposed Policy Update (New, Deleted, Retained)	Review Date
Environment Policies			
Goal: To lead innovations in environmental sustainability that enhances the area’s natural features and contributes toward the city’s climate goals.			
NEW		Support the development of the Wilburton TOD as an environmentally resilient neighborhood through a sustainable district framework and public-private partnerships.	5/24
NEW		Support strategies for net-zero and net-positive development, including renewable energy, net-zero carbon emissions, and net-zero waste.	5/24
NEW		Support and pursue partnerships toward the development of a district energy system.	5/24

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NEW		Encourage the use of low-carbon building design principles toward the reduction of greenhouse gas emissions throughout the project life cycle.	5/24
NEW		Develop compact, mixed-use site and neighborhood configurations that support increased non-motorized trips throughout the Wilburton TOD.	5/24
NEW		Encourage improvements that enhance the aesthetic and functional qualities of natural features within the Wilburton TOD, such as Sturtevant Creek, Lake Bellevue, and the wetland at 116 th Ave NE and Main St.	5/24
NEW		Identify existing and future streets appropriate for stormwater management features and tree plantings that provide for better environmental performance and an enhanced visual experience.	5/24
Parks, Recreation & Open Space Policies Goal: To develop a network of publicly accessible parks, plazas, and open spaces that provides a variety of community recreation and gathering spaces in proximity to people and nature.			
S-WI-36	Support continuation of the Lake-to-Lake Trail through Wilburton. <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>	Support continuation of the Lake-to-Lake Trail and Greenway through Wilburton, with connections to multimodal infrastructure on Eastrail, 116 th Avenue NE, and 120 th Ave NE. <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>	5/24
NEW		Acquire land or rights to develop a dispersed network of neighborhood parks, or smaller mini parks, to serve the needs of Wilburton TOD and complement the citywide parks and open space system.	5/24
NEW		Incentivize small-scale facilities, such as neighborhood parks, plazas, and active recreation facilities, as public	5/24

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		amenities in new development to increase community access to open space opportunities.	
NEW		Provide a system of non-motorized connections that connects city parks, smaller mini parks, and greenways with central points of interest, including transit, employment, and medical facilities.	5/24
NEW		Enhance non-motorized connections with landscaping and amenities to serve as linear open spaces.	5/24
NEW		Encourage and support public waterfront access to Lake Bellevue.	5/24
NEW		Provide for centrally located civic gathering spaces as part of the Grand Connection, with emphasis on the Grand Connection intersection with I-405 and Eastrail as signature placemaking opportunities.	5/24
NEW		Encourage and support public access and open space opportunities linking the Grand Connection to residential neighborhoods east of the 120 th Ave NE.	5/24
NEW		Coordinate with King County and adjacent property owners on developing recreational and natural features within and adjacent to the Eastrail corridor complementing the regional trail.	5/24
NEW!		Pursue strategic land acquisitions around the Eastrail, Grand Connection, and Lake Bellevue to expand connection, public access, and activation opportunities.	5/24

Transportation Policies

Note: The following are proposed Transportation policies related to Eastrail for Open Space & Natural Systems; additional Transportation policies will be reviewed in subsequent study sessions.

Goal: To create a walkable, bikeable, and transit-rich urban environment that connects neighborhoods, expands mobility options, and integrates mobility needs for all modes.

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NEW		Prohibit new general-purpose vehicular crossings across Eastrail.	5/24
NEW		Provide safe and secure at-grade crossings where Eastrail intersects with NE 4 th St, SE 1 st St, and SE 5 th St.	5/24
NEW		Provide identifiable, safe, and frequent access onto Eastrail from adjacent development, Wilburton Station, Grand Connection, 120 th Ave NE, and 116 th Ave NE.	5/24
NEW		Consider design treatments within the Eastrail corridor that improve trail safety for all users, with enhanced treatments where there is greater volume or mixing of trail users.	5/24
NEW		Coordinate with adjacent property owners to secure dedicated pedestrian paths within and/or adjacent to the Eastrail corridor that provide greater local access along the regional trail.	5/24
S-WI-31	<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 Sante 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>	<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 Sante 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>	5/24
Urban Design Policies			

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Note: The following are proposed Urban Design Policies related to Eastrail for Open Space & Natural Systems; additional Urban Design policies will be reviewed in subsequent study sessions.

Goal: To achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, neighborhood blocks, diverse building forms, and unique placemaking elements along the Eastrail and Grand Connection.

NEW		Develop design guidelines and standards for development within and adjacent to the Eastrail corridor that reflect unique characteristics, topography, and adjacent uses.	5/24
NEW		Provide for appropriate tower and podium setbacks along Eastrail to give visual interest and solar access to the trail, especially where there is higher development intensity.	5/24
NEW		Allow adjacent developments to provide upper-story connections to Eastrail where there is significant elevation difference between Eastrail and adjacent properties.	5/24
NEW		Maximize usable Eastrail corridor space for programmable area and integration with adjacent development.	5/24