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TO: Chair Stash and members of the Transportation Commission

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SUBJECT: Wilburton Vision Implementation Comprehensive Plan Policy Amendments

DIRECTION REQUESTED

- Action
- Discussion
- Information

Staff will provide an update to recommended draft transportation policy amendments (Attachment A) and internal access concepts framework for the Wilburton Transit-Oriented Development (TOD) area. The Transportation Commission previously approved a recommendation on draft transportation policies, provided general concurrence on an internal access concepts framework, and approved a transmittal letter to the Planning Commission.

Staff have made minor refinements to policies to provide clearer, concise policy support for several major transportation topics pertinent to the Wilburton TOD area. Staff have also developed a composite multimodal access and walkability concept map (Attachment B) intended to illustrate draft transportation policies and to highlight the interface between future access concepts and existing/planned multimodal infrastructure to create a walkable TOD area.

Staff will also introduce evaluation criteria that will be used in the 2024-2044 Comprehensive Plan Periodic Update & Wilburton Vision Implementation Final Environmental Impact Statement (FEIS) to inform a staff recommendation in Q1 2024 for the NE 6th Street extension between 116th Avenue NE and 120th Avenue NE

This study session agenda item is for information and discussion. Staff will seek action on updated draft transportation policy amendments in Q1 2024.

BACKGROUND/INFORMATION

On July 13, 2023, the Transportation Commission approved recommending draft transportation policy amendments for the Wilburton/N.E. 8th Street Subarea Plan. These amendments are within the scope of the

Wilburton Vision Implementation planning initiative, which considers and determines how the Wilburton TOD area is a key component in implementing the citywide growth strategy for housing and jobs for the next 20 years.

To prepare the draft transportation policy amendments, staff met with the Transportation Commission on the following dates:

- **July 14, 2022:** Overview of the Wilburton Vision Implementation initiative
- **March 9, 2023:** Review of preliminary guidance for developing policy amendments (vision and goals)
- **June 6, 2023:** Review of draft transportation policy amendments
- **July 13, 2023:** Recommendation of draft transportation policy amendments and concurrence on internal access concepts

Early next year, the Transportation Commission will be requested to review and approve an updated recommendation for transportation policy amendments, informed by the FEIS that will include policy on the potential arterial extension of NE 6th Street between 116th Avenue NE and 120th Avenue NE. The analysis of the preferred alternative for the Wilburton TOD in the FEIS (expected to be released Q1 2024) includes analysis on quantitative and qualitative factors that will inform the staff recommendation.

POLICY ISSUES

NE 6th Street Extension

The Washington State Department of Transportation (WSDOT) I-405 Master Plan includes a planned extension of NE 6th Street between the center of I-405 and 116th Avenue NE to be dedicated for HOT/HOV/Transit use only. This project is a component of the I-405 Master Plan, and it is not currently designed or funded for construction. A determination of the EIS process will be regarding the potential extension of NE 6th Street between 116th Avenue NE and 120th Avenue NE, east of WSDOT's planned extension. An arterial extension of NE 6th Street has been studied previously and is supported through existing subarea plan policy (S-WI-25) and is identified in the Transportation Facilities Plan (TFP-211). As currently planned, the design for this extension would be a 5-lane arterial like the NE 4th Street extension between 116th Avenue NE and 120th Avenue NE, which was completed in 2015. The extension is currently being evaluated through the 2024-2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation EIS under the preferred land use alternative and transportation network assumptions.

Access Concepts

In 2018, the Citizen Advisory Committee (CAC) developed a conceptual street network and connectivity diagram showing different types and locations of future streets that might be constructed in the area. This diagram was intended to be illustrative of new connection locations and street types, with the actual new locations to be determined through the implementation process. Building from this 2018 work, staff developed access types that move away from prescribing these specific future connections as public streets, and instead communicate access functions that are needed to serve the needs of people in future development, Eastrail users, and active transportation connectivity at large. Policies and map exhibits are being developed to support the implementation of these access types.

STAFF RECOMMENDATION FOR DRAFT TRANSPORTATION POLICY AMENDMENTS

Draft Transportation policy amendments support the implementation of opportunities identified by a Citizen Advisory Committee (CAC) in the 2018 Wilburton Commercial Area Study, and alignment with the long-range transportation planning framework established in the Mobility Implementation Plan. Since the Transportation Commission's approval of draft transportation policy recommendations in July 2023, these policies have been further refined to better clarify intended policy outcomes and identify opportunities for consolidating redundant policies (Attachment A).

Staff will share these draft policy refinements with the Transportation Commission for review and discussion but will not seek a recommendation for transmittal to the Planning Commission for their review until after the FEIS is released in Q1 2024.

EVALUATION CRITERIA FOR NE 6TH STREET EXTENSION POLICY RECOMMENDATION

The policy recommendation for NE 6th Street will determine whether an arterial should be extended between 116th Avenue NE and 120th Avenue NE. The FEIS will include quantitative and qualitative metrics to determine if an arterial will provide significant public benefit to the Wilburton TOD area in terms of land use, transportation, environment, and urban design.

Quantitative Metrics

The quantitative metrics are vehicle performance based on Performance Targets established in the Mobility Implementation Plan. The Wilburton TOD area is in a Type 1 Performance Management Area (PMA), which means that System Intersections would need to achieve a 1.0 volume to capacity (V/C) ratio and a ≥ 0.5 typical urban travel speed for Primary Vehicle Corridors to meet the PMA Performance Target. A new arterial connection would include all required pedestrian and bicycle facilities; therefore, these are not quantitatively analyzed.

Qualitative Metrics

The metrics used to evaluate the impacts and benefits of the NE 6th Street extension are derived from existing policies in the Comprehensive Plan, including:

- **Land Use Compatibility:** Compatibility with the future land use and urban design vision of the Wilburton TOD area, specifically areas along or within the vicinity of the NE 6th Street alignment.
- **Climate and Environment:** Impacts that the future facility would have on air quality, greenhouse gas emissions, tree canopy, polluting surfaces, etc.
- **Connectivity and Access:** Improved access and connectivity throughout the Wilburton TOD area for different modes of travel, including motorists, bicyclists, and pedestrians.
- **Traffic:** Improvements to traffic toward the quality and safety of the travel experience for all users.
- **Constructability and Cost:** Financial and technical (geological, engineering, etc.) considerations throughout the planning, design, permitting, and construction phases.

These metrics will be used in the development and discussion of a staff recommendation for the NE 6th Street extension policy when the FEIS is released in Q1 2024.

ACCEPT CONCEPTS REFINEMENTS

Internal access concept definitions have been updated to better communicate the intended function and use of different access types. At minimum, all access concept types would share the following characteristics that are described in draft transportation policies and support their implementation through the development review process:

- Integrates with trail- and trail-oriented land use pattern (NEW WI-TR-1)
- Publicly accessible (NEW WI-TR-2)
- Provides for emergency and maintenance vehicle access to Eastrail (NEW WI-TR-7)
- Includes active transportation access components



<p>Flexible Access Active transportation and essential vehicular access to support future development.</p>	<p>Local Access Public street for vehicular and active transportation access</p>	<p>Active Transportation Access Pedestrian and bicycle access</p>	<p>Through-Block Access Access through and between larger blocks or development sites</p>
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MULTIMODAL ACCESS AND WALKABILITY CONCEPTS MAP

The access types are applied conceptually to a multimodal access and walkability concept map (Attachment B), and it is a refinement of the street network and connectivity map from the 2018 Wilburton Commercial Area Study. It is a composite map of different multimodal elements (conceptual, planned, and existing) intended to communicate the vision and application of policies that will support making the Wilburton TOD area a walkable, pedestrian-scale district. Specifically, it communicates how a future internal network consisting of facilities for different access functions could integrate with Bellevue’s bicycle network, Eastrail, Grand Connection, and arterial improvements.

The designation of access functions and their locations on this map are intended to be advisory to public and private development. They would serve as a basis/framework for implementation through development regulations developed as part of the Land Use Code Amendment (LUCA). The concepts in this map are being analyzed as part of the FEIS. Some key layers of the map include:

1. Major Infrastructure Projects

The concept map highlights several planned major infrastructure projects, including Eastrail, Grand Connection, and WSDOT's NE 6th Street extension to 116th Avenue NE. Coordination of these projects with broader planning efforts is expressed in draft policies NEW WI-TR-4, NEW WI-TR-6, and NEW WI-TR-11.

2. Bicycle Network

The Wilburton TOD area is currently served by bicycle facilities along NE 4th Street, 120th Avenue NE, and NE 12th Street, which link to other bicycle facilities in the Downtown and BelRed neighborhoods. Additional project concepts have been identified through the Wilburton vision and Bike Bellevue. The integration of bicycle facilities into the larger transportation and land use pattern is expressed in draft policy NEW WI-TR-1.

3. Arterial Streetscape Enhancements

116th Avenue NE, NE 8th Street, and 120th Avenue today are challenging arterials for pedestrians and bicycles to travel along and to cross safely and conveniently. Enhancing these arterials with improved active transportation facilities would support a more connected land use pattern expressed in draft policy NEW WI-TR-1. A redesign of 116th Avenue NE to reflect the 2018 CAC vision is specifically called out in revised draft policy S-WI-29.

4. Eastrail Investments

The City is partnering with King County, Sound Transit and Eastrail Partners on a vision for the 1.2-mile Wilburton portion of the Eastrail corridor between SE 5th Street and NE 12th Street. Components of this corridor include the regional trail, frontage paths that complement the regional trail, and access points onto the corridor from nearby streets and adjacent development. Coordination of these elements are expressed in draft policies NEW WI-TR-10 and NEW WI-TR-11.

5. Internal Access Concepts

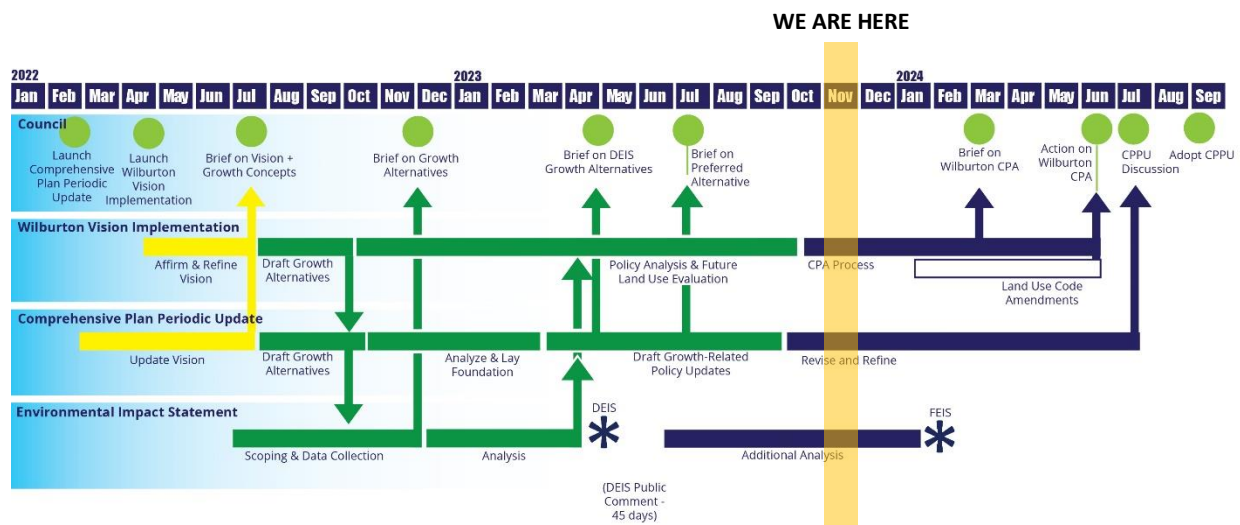
With further staff refinements of the 2018 CAC map, the planning team identified a few new streets that would be needed to facilitate internal local access and circulation through the area. These local access types are intended to be dedicated as public right-of-way.

A vast majority of new access types within the Wilburton TOD area are intended to be more flexible in their function and siting, dependent on essential vehicular access needs that would be identified through the development review process – such as parking access, pick-up/drop-off, etc. A few active transportation access types have been identified to serve predominantly pedestrians and cyclists connecting to and from Eastrail.

The implementation and role of these access types in supporting future mobility are expressed in draft policies NEW WI-TR-1, NEW WI-TR-2, NEW WI-TR-3, NEW WI-TR-7, NEW WI-TR-9, and NEW WI-TR-14. It is the intent of staff to support the access policies and map with a design document that will lay out the intended design components for each access type, as well as the process for implementing access types through development review.

SCHEDULE & NEXT STEPS

The analysis of the preferred alternative for the Wilburton TOD in the FEIS includes the potential arterial extension of NE 6th Street between 116th Avenue NE and 120th Avenue NE. Based on the outcomes of this analysis, staff will provide an update to the Transportation Commission with a recommendation regarding the NE 6th Street arterial extension. This recommendation will be reviewed within the full context of updated draft transportation policies, and staff will subsequently request the Transportation Commission review and approve updated draft transportation policies and prepare a transmittal letter to the Planning Commission.



ATTACHMENTS

- Attachment A: Staff Recommendation for Transportation Policy Amendments in the Wilburton/N.E. 8th Street Subarea Plan
- Attachment B: Multimodal Access and Walkability Concept Map