

**Wilburton Vision Implementation CPA: Proposed Policy Amendments to Wilburton/N.E. 8<sup>th</sup> Street and BelRed Subarea Plan**  
 (as of March 27 Planning Commission Study Session, updating in progress)

This packet includes proposed amendments in the Wilburton/N.E. 8<sup>th</sup> Street and BelRed subarea plans. The “New Number” column reflects proposed policy enumeration. All policy numbers in the notes column refer to the new number unless noted. ~~Strikethrough~~ means the text is deleted. Underline means the text is new. **The ones pertinent to the March 27 study session are highlighted in yellow starting on Page 17.**

Key				
	Repealed Policy		New Policy	
	Modified Policy		Retained Policy	

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Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan Amendments

New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Land Use</b>			
S-WI-1	S-WI-1	<p>Protect residential areas from impacts of other uses by maintaining the current boundaries <u>Distinguish</u> between residential, and non-residential, and mixed-use areas <u>through appropriate measures that limit impacts of more intensive uses.</u></p> <p><i>Discussion: This plan establishes appropriate areas for non-residential uses. Beyond these areas, non-residential uses, except for those normally permitted in residential areas, (such as parks, churches, schools, utilities, and home occupations) should not be permitted to encroach into residential areas. This does not limit the potential for development that mixes residential uses with commercial, institutional or other uses in areas that are predominately non-residential.</i></p>	<p>Note: Updated for consistency with the intended future land use pattern and the relationship between the Wilburton TOD area and adjacent residential areas.</p>
	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</i></p>	<p>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>

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		<p><i>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>	
	S-WI-3	<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>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>

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		<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>	
	S-WI-4	<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>	<p>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>
	S-WI-5	<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>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>
	S-WI-6	<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</i></p>	<p>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>

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		<del>be permitted along with modified landscape standards for retail auto sales only. All other design standards shall apply.</del>	
	S-WI-7	<p>Provide for medical institution development within the area bounded by NE 8<sup>th</sup> and NE 12<sup>th</sup> Streets, 116<sup>th</sup> Avenue NE and I-405.</p> <p><del>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</del></p>	Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.
S-WI-2	S-WI-8	Encourage developers of property located on the south side of N.E. 8 <sup>th</sup> Street between 124 <sup>th</sup> and 126 <sup>th</sup> Avenues N.E., the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-3	S-WI-9	A Multifamily Low-density designation is appropriate for the area north of the Lake Hills Connector, south of Wilburton Hill Park, and east of the Wilburton Addition as shown on the Land Use Plan (Figure S-WI.1). <del>The density should not exceed five dwelling units per acre in compliance with the Land Use Code Section 20.25H.100 Density/Intensity Calculations.</del> No access should be permitted from east of the site.	Note: Updated for consistency with recent legislation on minimum density requirements in HB 1110.

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	S-WI-10	<p>The area between the Burlington Northern Railroad tracks and 118<sup>th</sup> Avenue S.E., if extended to the north, and approximately 190 feet north of S.E. 5<sup>th</sup> 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. 1<sup>st</sup> Street and if the structures are visually screened from properties to the south.</p>	<p>Note: No longer consistent with the intended future land use pattern. Updated discussion on different areas of the TOD area to be described in vision and not as part of policy.</p>
S-WI-4	S-WI-11	<p>The Wilburton Addition area along both sides of S.E. 4th and 5th Streets and east of 118th Avenue S.E. is appropriate for Multifamily Medium- density uses in accordance with the Land Use Plan (Figure S-WI.1). Proposed development should be subject to design review to encourage preservation of significant views from the adjacent park land and to encourage structures which are similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E..</p> <p>Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.</p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>
S-WI-5	S-WI-12	<p>The Galeno property adjacent to and north of Main Street at 124th Avenue N.E. is appropriate for Single-family Medium-density in accordance with the Land Use Plan (Figure S-WI.1). Traffic impacts associated with development of this property should be mitigated by the developers.</p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>

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S-WI-6	S-WI-13	The WISC (Wilburton Instructional Service Center) property at Main Street and 124th Avenue is appropriate for Single-family High- density use in accordance with the Land Use Plan (Figure S-WI.1). <del>Density should not exceed four dwelling units per acre and traffic</del> Traffic impacts associated with future development of the area should be mitigated by the developer.	Note: Updated for consistency with recent legislation on minimum density requirements in HB 1110.
S-WI-7	S-WI-14	The City-owned land (exclusive of the West Slope area) between 118th Avenue S.E., Main Street, 128th Avenue S.E. and approximately S.E. 5th Street is appropriate for park uses and should be designated public facility/park in accordance with the Land Use Plan (Figure S-WI.1). Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-8	S-WI-15	The land east of 118th Avenue S.E. commonly referred to as the “West Slope” is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (Figure S-WI.1). <del>Thirty percent of the dwelling units should be for moderate income families/ seniors.</del> A child care center for not less than 40 children should be developed adjacent to the multifamily use. Design of this center. should be complementary to the multifamily use. Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization. Development should be subject to design review to encourage the preservation of significant views westward from the park and to encourage development that is similar in design, height, and bulk to structures along the western portion of 118th	Note: Updated for consistency with recent legislation on minimum density requirements in HB 1110.



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		Avenue S.E.. Development of the site should include trail easements from the adjacent park land to 118th Avenue S.E.. Location of these easements should be designated by the Parks Department.	
<b>Natural Determinants</b>			
S-WI-9	S-WI-16	Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-10	S-WI-17	Prevent development from intruding into the floodplain of Kelsey Creek.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-11	S-WI-18	Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
<b>Residential Development</b>			
S-WI-12	S-WI-19	Enhance the cohesiveness of established single-family and multifamily residential areas.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
		<i>Discussion: Neighborhood cohesiveness can be enhanced by: improving nonmotorized systems along streets and between properties, siting neighborhood identification signs, and encouraging community clubs, facilities, and centers.</i>	
S-WI-13	S-WI-20	Encourage multifamily development to provide adequate play areas and other amenities for families.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process



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S-WI-14	S-WI-21	The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.  <i>Discussion: The visual impression of the size (height and bulk) of these buildings should be compatible with the development in the surrounding neighborhood.</i>	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
<b>Circulation</b>			
S-WI-15	S-WI-23	No extension of 124th Avenue south of Main Street should be permitted.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-16	S-WI-24	Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
	S-WI-25	<del>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.</del>	Note: Updated policy direction provided in (new) S-WI-64 and (new) S-WI-71.
	S-WI-26	<del>Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.</del>	Updated policy direction provided in (new) S-WI-65.
S-WI-17	S-WI-27	Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process

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S-WI-18	S-WI-28	Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-19	S-WI-30	<p>Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.</p> <p><i>Discussion: Nonmotorized facilities along the following routes are a high priority:</i></p> <ul style="list-style-type: none"> <li>▪ <i>126th Avenue N.E. from N.E. 8th Street to N.E. 7th Street,</i></li> <li>▪ <i>N.E. 7th Street from 126th Avenue N.E. to 128th Avenue N.E.,</i></li> <li>▪ <i>128th Avenue N.E./S.E. from N.E. 7th Street, and</i></li> <li>▪ <i>S.E. 7th Street between 128th Avenue S.E. and the Lake Hills Connector.</i></li> </ul> <p><i>Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.</i></p> <p><i>Interim nonmotorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations). Interim nonmotorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.</i></p>	Note: Discussion is outdated. Otherwise, this policy is outside of the scope of updates, and will be addressed through neighborhood area planning process.
	S-WI-31	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.	Note: Duplicative with policies in Volume 1 – Transportation Element (TR-100 and TR-101). More specific policies developed for the Eastrail

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		<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>	<p>corridor as part of policy updates for the Wilburton TOD area.</p>
<b>Parks, Recreation, and Open Space</b>			
S-WI-20	S-WI-32	<p>Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).</p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>
S-WI-21	S-WI-33	<p>Retain and develop open spaces for a variety of purposes.</p> <p><i>Discussion: In addition to recreation, both active and passive, parks serve to preserve views, define neighborhoods, and provide relief from pavement and development.</i></p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>
S-WI-22	S-WI-34	<p>The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.</p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>
S-WI-23	S-WI-35	<p>Prepare designs for proposed parks with the participation of the community affected and served.</p>	<p>Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process</p>
S-WI-24	S-WI-36	<p>Support <u>the enhancement continuation of the Lake-to-Lake Trail and Greenway through Wilburton, with improvements along the Main Street corridor and connections to multimodal facilities on the Eastrail, 116<sup>th</sup> Avenue NE, and 120<sup>th</sup> Avenue NE.</u></p>	<p>Note: Updated for integration with Eastrail Framework Plan and future streetscape arterial enhancements.</p>

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		<i>Discussion: The trail should connect from the N.E. 4<sup>th</sup> Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley</i>	
S-WI-25	S-WI-37	The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-26	S-WI-38	Encourage development of the Highland-Glendale site, located on the northeast corner of N.E. 8th Street and 134th Avenue N.E., as a park facility. <i>Discussion: If this property is developed as a park, safe and obvious pedestrian access should be encouraged from surrounding apartments to this property. It may be appropriate to trade this site for another park site, north of N.E. 8th Street, which would better serve the multifamily community in this area of Wilburton.</i>	Note: Discussion is outdated. Otherwise, this policy is outside of the scope of updates, and will be addressed through neighborhood area planning process.
S-WI-27	S-WI-39	Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
<b>Community Design</b>			
S-WI-28	S-WI-40	Retain, reveal, and enhance the public views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea. <i>Discussion: Within the Subarea, there are numerous views, some of which are the view west from NE 8th Street and NE 5th Street on the ridge between 122nd and 123rd Avenues, the view south from the Lake Hills Connector north of SE 8th Street, the view east from SE 4th Street toward Kelsey Creek Park and the view from SE 1st</i>	Note: Policy to clarify this as public views related to aesthetic impacts in the Wilburton TOD area. Discussion redundant with policies on public views (UD-21) and rooflines (UD-16 and UD-17) covered in the Volume 1 - Urban Design & The Arts Element.

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		<i>Street and Main Street at the power line right-of-way at 136th Avenue. As development or public improvements occur, efforts should be made to provide public access to these viewing areas. Impacts to significant views may be minimized by encouraging alternative building orientation, roof designs, and the location of rooftop equipment during the design review process.</i>	
S-WI-29	S-WI-41	Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-30	S-WI-42	Develop street tree plans for arterial streets and non-residential areas. Investigate ways to encourage property owners to implement the City's street tree plan.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-31	S-WI-43	Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
S-WI-32	S-WI-44	Utilities should be provided to serve the present and future needs of the Subarea in a way that enhances the visual quality of the community (where practical).	Note: This policy is outside of the scope of updates and will be addressed through neighborhood area planning process
<b>NE 8<sup>th</sup> Street Corridor</b>			
	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. 8<sup>th</sup> 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</i></p>	Note: Improvements complete.

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		<i>markers as well as islands for pedestrians to cross from one side of N.E. 8<sup>th</sup> Street to the other. The scale of these features should have a large enough presence to balance the expanse of the N.E. 8<sup>th</sup> Street arterial and to be easily identified in the corridor.</i>	
	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.	Note: Read as design guidelines/standards
	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. 8<sup>th</sup> 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. 8<sup>th</sup> Street. Street trees should be the same as street trees planted along N.E. 8<sup>th</sup> Street east of 120<sup>th</sup> Avenue N.E. Other landscaping should include hardy, 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. 8<sup>th</sup> 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</i></p>	Note: Policy language too specific; read as design guidelines/standards

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		<i>possible, allowing for flexibility so that as redevelopment occurs or as additional funding is procured</i>	
	S-WI-50	<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. 8<sup>th</sup> Street Corridor.</p> <p><i>Discussion (Policies S-WI-34 through 39):                      The N.E. 8<sup>th</sup> Street corridor between 116<sup>th</sup> Avenue N.E. and 122<sup>nd</sup> 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 comfortable environment for the pedestrian to use when walking between Wilburton and Downtown.</i></p>	Note: Outdated. To be addressed with streetscape enhancement opportunities identified as part of the Wilburton TOD Multimodal Access and Walkability Concepts Map.
<b>Auto Row Corridor – 116<sup>th</sup> Avenue NE and 120<sup>th</sup> Avenue NE</b>			
	S-WI-51	Encourage buildings developed in the Auto Row area, bounded by I-405, NE 8 <sup>th</sup> Street, 120 <sup>th</sup> Avenue NE, and SE 5 <sup>th</sup> 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.	Note: Policy language too specific



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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
	S-WI-53	Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120 <sup>th</sup> Avenue NE between NE 8 <sup>th</sup> Street and NE 1 <sup>st</sup> Street to soften the impact of commercial areas on the residential area to the east.	Note: Outdated. To be addressed with streetscape enhancement opportunities identified as part of the Wilburton TOD Multimodal Access and Walkability Concepts Map.

**Wilburton Transit-Oriented Development (TOD) Area Vision**

The Wilburton Transit-Oriented Development (TOD) area is Bellevue’s next urban, trail- and transit-oriented mixed-use community. Anchored by Downtown Bellevue to the west, BelRed to the north, and residential neighborhoods and large city parks to the east, the Wilburton TOD area serves a diverse and growing population by providing excellent access to housing, transit, parks, retail, neighborhood services, and employment.

Land use changes in the Wilburton TOD area are supported by light rail, the development of the Eastrail corridor as an active linear park and regional trail, and the Grand Connection as defining entrances into the community. A pedestrian-oriented district is achieved through a fine-grained network of multimodal connections, street-level amenities, community gathering spaces, and higher-density building types that transition toward adjacent residential areas. The creation of a sustainable district within the Wilburton TOD area supports the implementation of bold sustainability strategies enhancing the resilience, livability, and quality of life of current and future generations.

Within this larger TOD area, the area between Interstate-405, NE 8<sup>th</sup> Street, the Eastrail corridor, and NE 4<sup>th</sup> Street is the primary TOD area, centered along the Grand Connection and its intersection with the Eastrail. This area accommodates the greatest amount and intensity of development, with a mix of housing, employment, services, and retail accessible from Wilburton Station, the Eastrail, and the Grand Connection. Development along the future multimodal 116<sup>th</sup> Avenue corridor accommodates mixed-use development at a high-rise scale, with the area across from Overlake Medical Center including a medical office mixed-use focus that complements nearby hospitals and similar uses along 116<sup>th</sup> Avenue NE in BelRed to the north. The area east of the Eastrail corridor accommodates residentially focused mixed-use TOD, with buildings transitioning from high-rise to mid-rise scale toward adjacent residential areas and city parks.

Distinct identity points include the historic revitalized Wilburton Trestle gateway into the Wilburton TOD area; the Grand Connection between I-405 and the Eastrail corridor; and Lake Bellevue, which can be revealed and enhanced as a unique public amenity through future redevelopment.

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Land Use</b>			
<b>Goal:</b> To develop a land use pattern that leverages investments in light rail, the Eastrail corridor, and the Grand Connection.			
S-WI-33		<u>Allow for the tallest buildings along Interstate-405 and around the Grand Connection, transitioning down in height toward the east.</u>	
S-WI-34		<u>Provide for mixed-use development with convenient access to transit, jobs, daily necessities, services, and activities consistent with the Wilburton/N.E. 8<sup>th</sup> Street Land Use Plan map.</u>	
S-WI-35		<u>Provide for ground floor uses and publicly accessible open spaces that support an engaging pedestrian experience.</u>	
S-WI-36		<u>Use appropriate vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access, and local access needs.</u>	
S-WI-37		<u>Develop compact, mixed-use site and neighborhood configurations that support through-block and active transportation access to transit, the Eastrail corridor, the Grand Connection, and adjacent developments.</u>	
<b>Economic Development</b>			
<b>Goal:</b> To enable existing and new businesses to thrive and contribute toward vibrant places and corridors.			
S-WI-38		<u>Accommodate the continued operation of existing service and commercial uses and allow new service and commercial businesses that are compatible with planned land uses.</u>	
S-WI-39		<u>Increase access to affordable commercial space for small-scale retailers, emphasizing trail-oriented retail along the Eastrail corridor and the Grand Connection.</u>	
S-WI-40		<u>Provide flexibility toward developing building floorplates that support a diverse business mix within higher density development.</u>	


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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
S-WI-41		<u>Promote uses that create third place for people to gather, connect, and build community.</u>	
<b>Environment</b>			
<b>Goal:</b> To lead innovations in environmental sustainability that enhances the area's natural features and contributes toward the city's climate goals.			
S-WI-42		<u>Support the development of an environmentally resilient neighborhood through a sustainable district framework, code updates, and public-private partnerships.</u>	
S-WI-43		<u>Support strategies for net-zero and net-positive development, including renewable energy, net-zero carbon emissions, and net-zero waste.</u>	
S-WI-44		<u>Support and pursue partnerships toward the development of a district energy system.</u>	
S-WI-45		<u>Identify opportunities to pilot low-carbon building design principles toward the reduction of embodied carbon and greenhouse gas emissions throughout the project life cycle.</u>	
S-WI-46		<u>Encourage the use of innovative, sustainable design and construction methods toward green affordable housing.</u>	
S-WI-47		<u>Promote sustainable mobility through integrated transportation and land use planning, increased access to low carbon transportation options, and innovative technologies.</u>	
S-WI-48		<u>Encourage improvements that enhance the aesthetic and functional qualities of natural features, such as Sturtevant Creek, Lake Bellevue, and the wetland at 116<sup>th</sup> Avenue NE and Main Street.</u>	
S-WI-49		<u>Seek opportunities through the development process to expand green stormwater infrastructure, tree canopy, and landscaping that enhances ecological functions and urban wildlife habitat connectivity.</u>	

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Housing</b>			
<b>Goal:</b> <u>To expand diverse housing across unit types and affordability levels.</u>			
S-WI-50	S-WI-22	<p>Seek <u>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.</u></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>	Note: Future policy discussion on affordable housing program for Wilburton with the publication of the FEIS.
S-WI-51		<u>Increase opportunities for a range of residential unit types, including for seniors and families, that are close to and/or integrated with neighborhood amenities and services.</u>	
S-WI-52		<u>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.</u>	
S-WI-53		<u>Provide for housing units and amenity spaces that are directly accessible at ground level.</u>	

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Parks, Recreation, and Open Space</b>			
<b>Goal:</b> To provide for a variety of public community recreation and gathering spaces that will serve a growing community.			
		 <p><u>Concept for Wilburton TOD area parks and open space network. Park areas are shown conceptually to illustrate park needs for the area.</u></p>	<p>Note: To be included as a sidebar as a reference to Parks, Recreation &amp; Open Space policies.</p>

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
S-WI-54		<u>Acquire land or rights to develop a network of neighborhood parks of various sizes to serve the needs of the Wilburton TOD area and complement the citywide parks and open space system</u>	
S-WI-55		<u>Seek, through the development process, small-scale facilities, such as neighborhood parks, plazas, active recreation facilities, and natural features as public amenities to increase community access to open space opportunities.</u>	
S-WI-56		<u>Provide a system of active transportation connections that links park facilities, including Bellevue Botanical Gardens and Wilburton Hill Park, with other parks and points of interest, including transit, employment, and medical facilities.</u>	
S-WI-57		<u>Enhance active transportation and through-block connections with landscaping and amenities to serve as linear open spaces.</u>	
S-WI-58		<u>Enhance Lake Bellevue to become a unique public amenity.</u>	
S-WI-59		<u>Provide for centrally located public space as part of the Grand Connection between and including the I-405 lid park and the Grand Connection intersection with the Eastrail.</u>	
S-WI-60		<u>Encourage and support public access and open space opportunities linking the Grand Connection to 120<sup>th</sup> Avenue NE and residential neighborhoods east of 120<sup>th</sup> Avenue NE.</u>	
S-WI-61		<u>Collaborate with King County, Sound Transit, and adjacent property owners to develop the Eastrail corridor into a linear park, including recreational and natural features within and adjacent to the corridor.</u>	
S-WI-62		<u>Pursue strategic land acquisitions around the Eastrail corridor, the Grand Connection, north end of Wilburton Trestle, and Lake Bellevue to expand connection, public access, and activation opportunities.</u>	

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Transportation</b>			
<b>Goal:</b> <u>To create a safe, walkable, bikeable, and transit-rich urban neighborhood.</u>			
S-WI-63	S-WI-29	<u>Use and expand available right of way to develop north and south bicycle lanes or additional traffic lanes on 116<sup>th</sup> Ave NE if use of the auto delivery zone is discontinued. Redesign and develop the 116th Avenue NE corridor to include planned bicycle facilities, sidewalks, and landscaping.</u>	Note: Updated to align with the CAC's preferred streetscape concept and Wilburton TOD Multimodal Access and Walkability Concepts map.
S-WI-64		<u>Incorporate an integrated system of local access and active transportation facilities to support the intended transit-oriented and trail-oriented land use pattern.</u>	
S-WI-65		<u>Require publicly accessible internal access corridors to facilitate mobility and livability through development review.</u>	
S-WI-66		<u>Work with developers to provide vehicle access onto their site via internal access corridors rather than along arterial streets.</u>	
S-WI-67		<u>Design and implement a wayfinding program within the neighborhood and along the Grand Connection to the benefit of active transportation and transit users.</u>	
S-WI-68		<u>Coordinate with WSDOT to improve the NE 4<sup>th</sup> Street I-405 overpass to provide safer and more comfortable active transportation connections.</u>	
S-WI-69		<u>Coordinate with WSDOT to support the planned extension of NE 6<sup>th</sup> Street to 116<sup>th</sup> Avenue NE for high occupancy vehicle (HOV), high occupancy toll (HOT), and transit access to I-405.</u>	
S-WI-70		<u>Provide for emergency and maintenance vehicular access to the Eastrail.</u>	
S-WI-71		<u>Secure abundant active transportation access to the Eastrail and along/adjacent to the Eastrail through development review.</u>	



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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
S-WI-72		<u>Collaborate with King County to incorporate trail paving and safety-related design treatments within the Eastrail corridor.</u>	
S-WI-73		<u>Use transportation facility design guidelines and standards that support the intended land use pattern, ensure safety and accessibility for all users, and advance an efficient development review process.</u>	
<b>Urban Design</b>			
<b>Goal:</b> To achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, buildings, trails, and open spaces.			
S-WI-74	S-WI-45	<p><u>Develop Use distinctive gateway features at key entry points into the area that an entrance in the N.E. 8<sup>th</sup> Street corridor to create a sense of arrival from Wilburton Station, the Eastrail, the Grand Connection, and major corridors into the neighborhood. entry to the corridor.</u></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 increase its presence in the corridor. An entrance may include (on both sides of N.E. 8<sup>th</sup> 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>	Note: Updated gateway opportunities to include light rail, the Eastrail, and the Grand Connection. Discussion is outdated.
S-WI-75	S-WI-49	<u>Allow flexibility for commercial buildings to be sited near frontage property lines to provide for activation along the building's frontage zone.</u>	Note: Updated to clarify and broaden policy intent around building siting.
S-WI-76	S-WI-52	<u>Provide aesthetic and landscaping enhancements on City Boulevards, including 116<sup>th</sup> Avenue NE, NE 8<sup>th</sup> Street, and 120<sup>th</sup> Avenue NE on 116<sup>th</sup> Avenue NE consistent with its designation as a Boulevard (see Map UD-1 of the Urban Design &amp; The Arts</u>	Note: Updated to align with updates to Map UD-1 in the Urban Design & The Arts Element on Urban Boulevards.

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		Element) so they become visually attractive, safe, and comfortable corridors to and through the area.	
S-WI-77		<u>Use design guidelines and standards that promote a high-quality, attractive, and safe pedestrian environment with ample access to sunlight, air, and weather protection.</u>	
S-WI-78		<u>Support a wide range of active uses and gathering spaces, prioritizing these opportunities fronting the Eastrail corridor and the Grand Connection.</u>	
S-WI-79		<u>Integrate unique and easily understandable wayfinding into streetscapes and public spaces to enhance neighborhood identity.</u>	
S-WI-80		<u>Require buildings to be developed in a manner that provides direct connections to the Grand Connection.</u>	
S-WI-81		<u>Use design guidelines and standards for development within and adjacent to the Eastrail corridor that consider unique characteristics, topography, and different user groups along the corridor.</u>	
S-WI-82		<u>Allow adjacent developments to provide upper-story or podium connections to the Eastrail where there is significant elevation difference between the Eastrail corridor and adjacent properties.</u>	
S-WI-83		<u>Maximize usable Eastrail corridor space for programmable area accessible to the public and allow for integration with adjacent development where there is public benefit.</u>	
S-WI-84		<u>Ensure that spaces and amenities developed within the Eastrail corridor are designed to be clearly public and foster a sense of welcoming to all.</u>	

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Arts and Culture</b>			
<b>Goal:</b> To connect people to arts and multicultural opportunities within the Wilburton TOD area and throughout the city.			
S-WI-85		<u>Recognize Wilburton’s diverse histories and heritages, while elevating contributions of historically marginalized or underserved communities in the area, through placemaking and activation.</u>	
S-WI-86		<u>Coordinate with Sound Transit on activation opportunities for underutilized space beneath the light rail guideway that is consistent with transit safety and operations.</u>	
S-WI-87		<u>Pursue partnerships for the development and activation of indoor and outdoor facilities for arts and cultural activities, prioritizing these opportunities along the Eastrail corridor and the Grand Connection.</u>	
<b>Implementation</b>			
<b>Goal:</b> To develop tools that are effective in attracting and sustaining investment and deliver equitable public benefit.			
S-WI-88		<u>Use 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.</u>	
S-WI-89		<u>Use existing and new financial tools to support the construction and maintenance costs of public infrastructure and amenities needed to support the Wilburton TOD area vision.</u>	
S-WI-90		<u>Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.</u>	
S-WI-91		<u>Coordinate with public and private development so that planned infrastructure, amenities, and uses are provided efficiently and integrated with the surrounding environment.</u>	

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New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
S-WI-92		<u>Coordinate with state and regional agencies on the planning and provision of city desired amenities, including the Eastrail and the Grand Connection.</u>	

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BelRed Subarea Plan Amendments

**Note:** Table only includes BelRed policies that would be part of the Wilburton/N.E. 8<sup>th</sup> Street subarea with the proposed boundary adjustment.

New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
<b>Neighborhoods/Districts</b>			
<b>Node in the Vicinity of the Medical Institution District</b>			
	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</i></p>	<p>Note: BelRed policy that would be part of Wilburton/N.E. 8<sup>th</sup> Street subarea with proposed boundary adjustment.</p> <p>No longer consistent with intended future land use pattern.</p>

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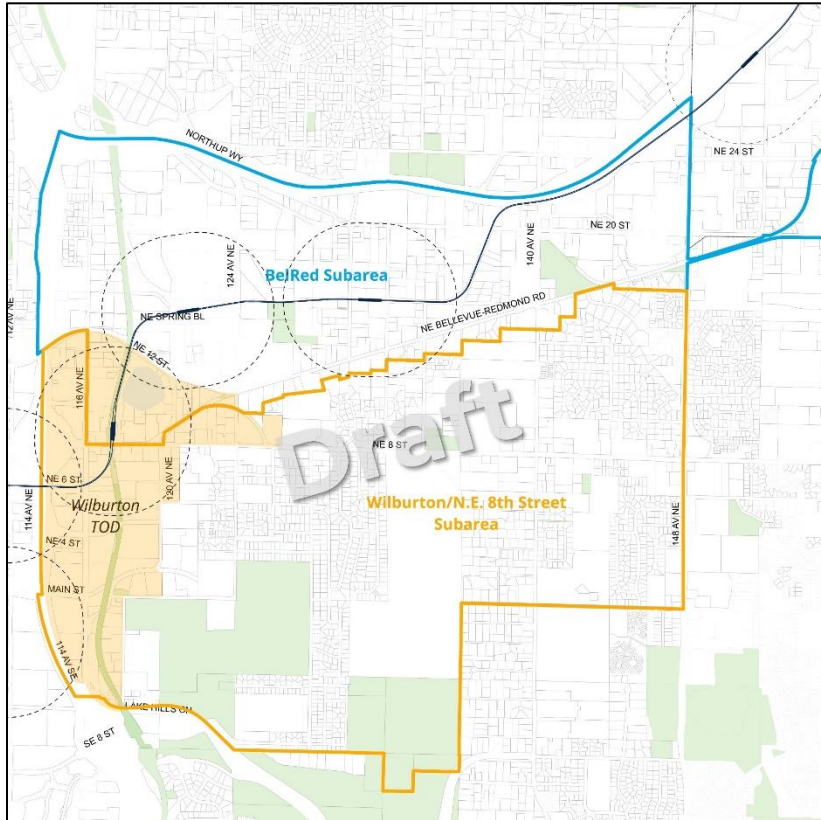
New Number	Old Number	Proposed Policy Change	Reason for Change/CPPs/Note
		<i>planning in that area, which may warrant amendments to the Subarea Plan.</i>	
<b>Medical Office and Medical Institution Area Along 116<sup>th</sup> Avenue NE</b>			
	S-BR-91	<p>Provide for major medical institution development 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>Note: BelRed policy that would be part of Wilburton/N.E. 8<sup>th</sup> Street subarea with proposed boundary adjustment.</p> <p>No longer consistent with intended future land use pattern.</p>
<b>Area South of NE 12<sup>th</sup> Street and Contiguous to Lake Bellevue</b>			
	S-BR-96	<p>Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.</p>	<p>Note: BelRed policy that would be part of Wilburton/N.E. 8<sup>th</sup> Street subarea with proposed boundary adjustment.</p> <p>No longer consistent with intended future land use pattern.</p>



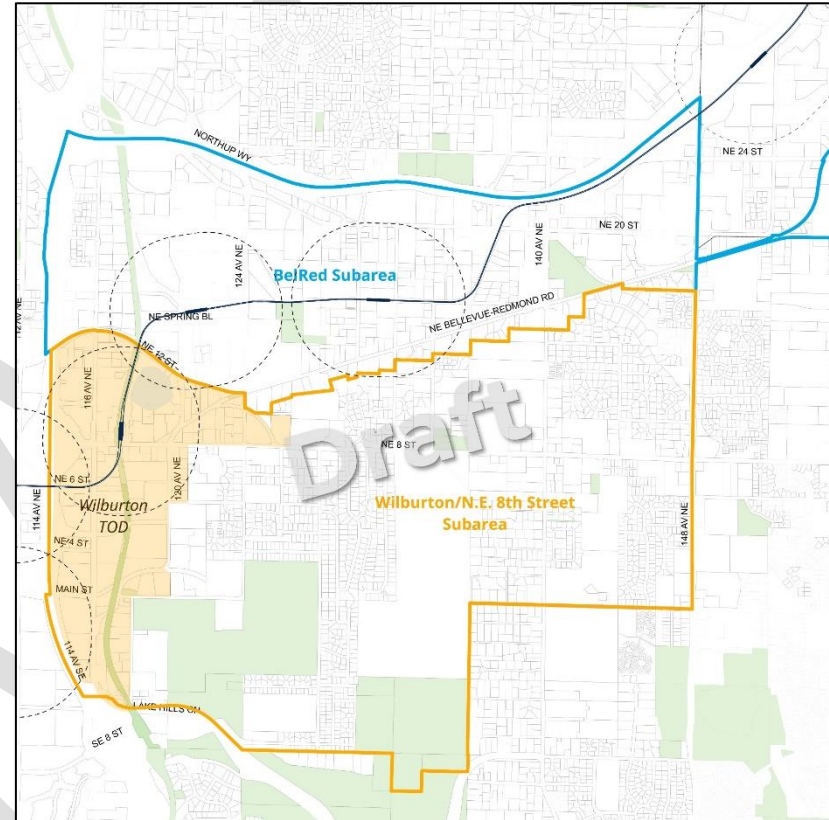
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Proposed Subarea Boundary Adjustments (discussed with the Planning Commission on 7/26)

**Existing Subarea Boundaries & Wilburton TOD area**



**Proposed Subarea Boundary Adjustment**



- BelRed Subarea
- Wilburton/N.E. 8<sup>th</sup> Street Subarea
- Wilburton TOD study area
- - - - - ¼ mile East Link station walkshed

**NOTES:**

- The Planning Commission provided early concurrence on staff's preliminary recommendation to adjust the subarea boundaries during their July 26 study session. No further changes to be made to staff's recommendation.