

Final Review Comprehensive Plan Amendment Recommendation  
Council-initiated Amendment

**Wilburton Vision Implementation CPA**

**Staff recommends approving** this proposed amendment because the application satisfies Land Use Code decision criteria for Final Review of a City Council-initiated Comprehensive Plan Amendment (LUC 20.30I.150) to adopt proposed Wilburton Transit-Oriented Development (TOD) area amendments in an area generally bounded by NE 12<sup>th</sup> Street on the north, Interstate I-405 on the west, Lake Hills Connector on the south, and 124<sup>th</sup> Avenue NE to 118<sup>th</sup> Avenue NE on the east.

**Application Number:** 22-106096-AC

**Proposal:** Wilburton Vision Implementation policy and map amendments

**Elements:** Land Use Map, Subarea Maps, Glossary

**Subarea Plans:** Wilburton/N.E. 8<sup>th</sup> Street, BelRed

Final Review is the second step in Bellevue's two-part plan amendment review process. Proposed amendments initiated by the City Council go straight to this step, as the Council's decision to initiate validates the proposal as worthy of plan amendment consideration. Final Review evaluates the merits of proposed amendments included in the annual Comprehensive Plan Amendment (CPA) work program. Final Review evaluation and decision includes staff review, Planning Commission study sessions, a public hearing and recommendation by resolution, and City Council action by ordinance.

**PROPOSAL**

The proposed plan amendment would adopt Wilburton TOD area policies and map changes into the Land Use Map and the Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan, and amend the Wilburton/N.E. 8<sup>th</sup> Street and BelRed Subarea boundaries in both plans.

- **Land Use Map:** A map that designates updated Comprehensive Plan land use categories within the Wilburton TOD area.
- **Subarea Maps:** Maps that show revised subarea boundaries for the Wilburton/N.E. 8<sup>th</sup> Street and BelRed subareas.
- **Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan:** New text and map amendments for the Wilburton TOD area. Proposed text amendments address vision, land use, economic development, environment, housing, parks, recreation & open space, transportation, urban design, arts & culture, and implementation. Policies no longer consistent with the Wilburton TOD area vision or with state House Bill 1110 (Middle Housing) legislation are proposed to be modified or repealed. Proposed subarea boundary adjustment would locate the area bounded by 116<sup>th</sup> Avenue NE to the west, NE 12<sup>th</sup> Street to the north, 124<sup>th</sup> Avenue NE to the east, and NE 8<sup>th</sup> Street to NE 10<sup>th</sup> Place to the south as part of the Wilburton/N.E. 8<sup>th</sup> Street Subarea. Updates to the full Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan will be addressed as part of a future Neighborhood Area Planning process.
- **BelRed Subarea Plan:** Text and map amendments related to the proposed subarea boundary adjustment, resulting in several BelRed Subarea Plan policies now being part of the Wilburton/N.E. 8<sup>th</sup> Street Subarea. These policies are proposed to be repealed as they would no longer be consistent with the Wilburton TOD area's intended future land use pattern. A full update to the BelRed Subarea Plan is targeted for adoption with the Comprehensive Plan Periodic Update in Q3 2024.
- **Glossary:** Definitions for new land use designations in the Wilburton/N.E. 8<sup>th</sup> Street subarea.

Key features of the proposal include:

- Establishing an urban, trail- and transit-oriented development area that leverages public investments in light rail, the Eastrail corridor, and the Grand Connection.
- Expanding access to housing, transit, parks, retail, services, and employment within the TOD area and in surrounding neighborhoods, such as Downtown and BelRed.
- Supporting opportunities for small, local businesses as part of the area’s future business mix.
- Promoting a pedestrian-oriented experience through new multimodal connections, street-level amenities, active ground-floor uses, community gathering spaces, and higher-density buildings.
- Promoting a sustainable district framework that supports the implementation of bold sustainability strategies that enhance community resilience and support the City’s climate goals.
- Creating new and expanded capacity for housing, especially affordable housing, that serves diverse community needs.
- Supporting a well-connected network of neighborhood parks and open spaces throughout the TOD area, including recreational opportunities associated with the Eastrail corridor and the Grand Connection.

#### Work Program and Background

In 2017, a Council-appointed Citizen Advisory Committee (CAC) led a Wilburton Commercial Area Study that envisioned the Wilburton TOD area as “Bellevue’s next urban mixed-use community that enhances livability, promotes healthy living, supports economic vitality, and serves the needs of a diverse and growing population”. On April 25, 2022, the City Council directed staff to proceed with the Wilburton Vision Implementation work plan with the following motion:

“Direct staff to initiate work on the Wilburton Vision Implementation Comprehensive Plan Amendment (CPA) and Land Use Code Amendment (LUCA), and to use the CAC’s preferred alternative as a baseline. This will be the starting point with a scope of work that evaluates the preferred alternative to determine whether updates need to be considered in the areas of housing policy, growth targets, Grand Connection impacts and integration, sustainability, equitable access, and multimodal transportation such as Eastrail walkability and the proposed Lake Hills Connector access. Councilmember Robertson seconded the motion, with a friendly amendment to include affordable housing in the housing policy and to add universal design as a consideration. Deputy Mayor Nieuwenhuis accepted the friendly amendment.”

#### *Planning Commission Review*

The Planning Commission guided the development and review of a No Action Alternative and range of Action Alternatives and Comprehensive Plan Amendments for the Wilburton TOD area. The Planning Commission held study sessions on the following topics:

- **May 11, 2022:** Overview of the Wilburton Vision Implementation project, including key priorities, scope and timeline, and community engagement
- **June 6, 2022:** Discussion of vision refinements
- **July 13, 2022:** Direction on growth concepts in the Wilburton TOD area for further study through an Environmental Impact Statement (EIS) and community engagement (presented jointly with the Comprehensive Plan Periodic Update)
- **September 28, 2022:** Discussion of growth alternatives in Wilburton to inform the EIS (presented jointly with the Comprehensive Plan Periodic Update)
- **March 22, 2023:** Direction on preliminary policy guidance to inform the CPA

- **May 24, 2023:** Direction on key policy moves and draft CPAs for *Open Space & Natural Systems* related policies.
- **June 14, 2023:** Discussion of Draft Environmental Impact Statement (DEIS) analyses and their implications on the Preferred Alternative in the Final Environmental Impact Statement (FEIS) (presented jointly with the Comprehensive Plan Periodic Update)
- **June 21, 2023:** Direction on Preferred Alternative to be studied in the FEIS (presented jointly with the Comprehensive Plan Periodic Update)
- **June 28, 2023:** Recommendation of the Preferred Alternative to be studied in the FEIS (presented jointly with the Comprehensive Plan Periodic Update)
- **July 12, 2023:** Direction on key policy moves and draft CPAs for *Cultural & Community Connections* related policies.
- **July 26, 2023:** Direction on key policy moves and draft CPAs for *Future Land Use* related policies
- **November 29, 2023:** Discussion of community input on key policy moves to inform the CPA
- **February 14, 2024:** Overview of the general structure and schedule of CPA/LUCA
- **February 28, 2024:** Direction on Future Land Use Map for Wilburton TOD area
- **March 27, 2024:** Direction on *Transportation, Streets, and Blocks* for both draft CPA and LUCA
- **April 3, 2024:** Direction on *Future Land Use* for CPA

#### *Transportation Commission Review*

The Transportation Commission guided the development of transportation policies for the Wilburton TOD area and transmitted their recommendation on proposed CPAs to the Planning Commission on March 14, 2024. The Transportation Commission held study sessions on the following topics:

- **July 24, 2022:** Overview of the Wilburton Vision Implementation project, including key priorities, scope and timeline, and community engagement.
- **March 9, 2023:** Discussion of preliminary policy guidance to inform the development of transportation policies.
- **June 8, 2023:** Direction on draft transportation policy amendments.
- **July 6, 2023:** Recommendation on draft transportation policy amendments.
- **November 9, 2023:** Direction on updates to draft transportation policy amendments and internal access concepts for the Wilburton TOD area; discussion of evaluation criteria for staff recommendation on policy regarding NE 6<sup>th</sup> Street extension between 116<sup>th</sup> and 120<sup>th</sup> Avenue NE.
- **March 14, 2024:** Updated recommendation on draft transportation policy amendments

#### *Environmental Review*

Environmental review began with a DEIS prepared in February 2018. The Draft EIS was followed by the Wilburton Commercial Area Study in July 2018. The study identified a “Preferred Alternative” for the future state of Wilburton. Following the 2018 DEIS and Wilburton CAC work was put on hold while other city priorities were undertaken.

Work on the Wilburton TOD area resumed in April 2022. Because of changed circumstances and the city’s desire to incorporate the Wilburton-specific analysis within the citywide Comprehensive Plan Periodic Update analysis to ensure a cumulative evaluation of potential environmental impacts, the EIS for the Comprehensive Plan Periodic Update includes updated environmental review for the Wilburton TOD area.

- **September 29, 2022:** Determination of Significance
- **October 31, 2022:** Scoping Public Comment Period Ends

- **April 27, 2023:** Release of Draft EIS and Public Comment Period
- **July 24, 2023:** City Council affirms the Planning Commission's recommendation for preferred alternative land use to be studied in the Final Environmental Impact Statement (Final EIS)
- **February 1, 2024:** Release of Final EIS

### *Community Engagement*

This proposal incorporated community input across several phases. Engagement contributed toward expanding the list of community members who wished to participate in the planning process, updating the 2018 vision to consider changed conditions in the Wilburton TOD area, developing and refining alternatives for environmental review, and developing and refining subarea plan map and text amendments. Types of outreach activities included:

- **Community Events.** Facilitated broad participation and input gathering across the community. These include in-person events such as the Wilburton Vision Implementation Open House on August 15, 2023.
- **Board Updates.** Engaged specific community subject matter experts on topical issues and priorities, including Youth Link, Bellevue Network on Aging (BNOA), Bellevue Diversity Advisory Network (BDAN), and Parks & Community Services Board.
- **Community Conversations, Presentations & Tabling.** Facilitated more targeted conversations with specific groups, including those staff had not heard from as frequently during earlier phases of engagement. These groups include youth, seniors, employees, and communities of color.

Engagement activities throughout 2022 and 2023 culminated in an opportunity for the community to provide feedback on major policy moves through an in-person open house and online questionnaire in August and September 2023. Policy moves built on earlier work completed by a Citizen Advisory Committee in 2018 to define the vision for Wilburton. An engagement report was published in October 2023 summarizing community feedback. Key priorities highlighted include expanding tree canopy, supporting small businesses, providing for an appropriate development scale and density relative to Downtown, transit stations, Eastrail, and residential areas to the east, and increasing housing affordability. Community feedback and potential policy refinements were shared with the Planning Commission during the November 29, 2023 study session.

### **OVERVIEW OF STAFF RECOMMENDATION**

This proposal described above would realize the city's vision for the Wilburton TOD area, is consistent with adopted Comprehensive Plan guidance and satisfies the Decision Criteria for a Comprehensive Plan Amendment. Staff recommends approval of the proposal.

### **FINAL REVIEW DECISION CRITERIA**

The Final Review Decision Criteria for a proposed Comprehensive Plan amendment are set forth in the Land Use Code in Section 20.30I.150. A proposal must meet all of the criteria to be recommended for approval. Based on the criteria, Community Development Department staff recommends **approval** of the proposed amendment:

Final Review Decision Criteria	Meets/Does Not Meet
A – Obvious technical error	N/A
B1 – Consistent with Plan and other plans and law	Meets
B2 – Addresses interests and changed needs of entire city	Meets
B3 – Addresses significantly changed conditions	Meets
B4 – Could be suitably developed	N/A
B5 – Demonstrates a public benefit	Meets

This conclusion is based on the following analysis:

**A. There exists obvious technical error in the pertinent Comprehensive Plan provision, or**

*Not applicable to this proposal.*

**B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the city, the Countywide Planning Policies (CPP), the Growth Management Act and other applicable law; and**

The proposed amendment is consistent with such plans, goals, and policies of the city and of the CPP, the GMA, and other applicable law.

**Comprehensive Plan**

The proposal is consistent with the Comprehensive Plan, *including policies in the Land Use, Housing, Urban Design, Parks, Recreation and Open Space, Transportation, Economic Development, and Environment Elements. These policies are being updated as part of the 2024 Comprehensive Plan Periodic Update, and the Planning Commission has been reviewing updates to policies across different elements. While the policies below reference existing Comprehensive Plan policies, they are expected to be consistent with any modifications made as part of the Periodic Update.*

Land Use

*Proposed policy amendments are consistent with Land Use Element policies around the development of a walkable, transit-oriented, mixed-use neighborhood in the Wilburton TOD area.*

**LU-3.** *Promote a land use pattern and an integrated multimodal transportation system.*

**LU-21.** *Support development of compact, livable and walkable mixed use centers in BelRed, Eastgate, Factoria, Wilburton and Crossroads.*

**LU-28.1** *Provide for a mix of housing, office, service and retail uses in a compact walkable development pattern that optimizes the benefits of transit investment in Bellevue’s transit-oriented development areas.*

**LU- 28.2** *Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.*

**LU- 28.3** *Ensure that transit-oriented land use and development is responsive to the type of transit facilities and services provided and the context of surrounding area.*

**LU-31.** *Encourage development of amenities, services and facilities that are supportive of all types of families through investment, incentives and development regulations.*

**LU-35.** *Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health.*

#### Housing

*Proposed policy amendments are consistent with Housing Element policies around developing housing opportunities for a broad spectrum of households and incomes within the Wilburton TOD area, which will support significant more residential capacity than what exists today.*

**HO-9.** *Encourage development of appropriate amenities for families with children throughout the city through investments, development regulations and incentives.*

**HO-12.** *Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.*

**HO-23.** *Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.*

#### Transportation

*Proposed policy amendments are consistent with Transportation Element policies around a future multimodal access network in the Wilburton TOD area that consists of new local, trail, and transit access corridors that support the future development pattern, active transportation users, enhanced streetscapes, and improved safety for all travel modes.*

**TR-1.** *Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.*

**TR-4.** *Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.*

**TR-21.** *Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.*

**TR-25.** *Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.*

**TR-55.** *Maintain and enhance safety for all users of the roadway network.*

**TR-60.** *Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.*

**TR-109.** *Promote and facilitate walking and bicycling.*

**TR-114.** *Coordinate with neighboring jurisdictions the planning, design and construction of pedestrian and bicycle facilities that pass through Bellevue as part of a regional system.*

**TR-120.** *Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.*

#### Economic Development

*Proposed policy amendments are consistent with Economic Development Element policies around a diverse mix of economic opportunities within the Wilburton TOD area, which includes residential, office, retail, medical, and service uses.*

**ED-14.** *Recognize the economic development benefits of city and private sector investments in urban amenities like arts and culture, open space and recreational facilities, and high quality urban design. Strengthen the city's assets in these areas as an explicit component of the city's economic development strategy.*

**ED-15.** Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.

**ED-16.** Encourage development of a range of housing opportunities to accommodate Bellevue's growing workforce.

**ED-21.** Support economic development in the city's commercial areas.

**ED-22.** Support efforts that promote tourism, hotel, retail and arts businesses.

**ED-32.** Continue to identify, construct and maintain infrastructure systems and facilities required to promote and sustain a positive economic climate. Anticipate needs and coordinate city infrastructure investments with economic development opportunities.

#### Environment

Proposed policy amendments are consistent with Environment Element policies around practices to enhance and expand on the Wilburton TOD area's existing natural features that include wetlands and streams.

**EN-11.** Support partnerships between the city and private landowners to steward private lands, streams, habitat and other natural resources for public benefit.

**EN-45.** Implement the city-wide use of low impact development techniques and green building practices.

**EN-46.** Make low impact development the preferred and commonly-used approach to site development to minimize impervious surfaces, native vegetation loss, and stormwater runoff.

**EN-59.** Recognize and support the broad benefits and educational value of public access to critical areas and appropriate low-impact uses such as trails.

#### Parks, Recreation, and Open Space

Proposed policy amendments are consistent with Parks, Recreation, and Open Space Element policies around developing a connected network of neighborhood parks of various sizes and functions to serve a growing and densifying area.

**PA-1.** Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, and providing land for recreation.

**PA-2.** Obtain land throughout the community to meet present and future parks and open space needs.

**PA-4.** Connect Bellevue's parks and trails to the regional system of nearby state, King County and neighboring city parks, greenways, trails and facilities.

**PA-6.** Acquire and develop waterfront property to increase public access to Bellevue's lakes.

**PA-8.** Develop partnerships with other public agencies and the private sector to provide parks, open space, and cultural and recreation facilities in the city.

**PA-12.** Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, schools and commercial centers.

**PA-13.** Collaborate with King County, Sound Transit and neighboring jurisdictions in the planning and development of the regional Eastside Rail Corridor trail system.

**PA-17.** Provide signage and wayfinding tools to direct individuals to park facilities from nearby streets and trails in order to promote and facilitate public use of parks.

### Urban Design and the Arts

*Proposed policy amendments are consistent with Urban Design and the Arts Element policies around high-quality site, open space, and building design to create a unique and cohesive identity for the Wilburton TOD area.*

**UD-12.** *Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.*

**UD-22.** *Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.*

**UD-25.** *Ensure that site and building design relates and connects from site to site.*

**UD-27.** *Integrate high quality and inviting public and semi-public open spaces into major development.*

**UD-34.** *Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.*

**UD-46.** *Encourage site and building designs that support and connect with existing or planned transit facilities.*

**UD-48.** *Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.*

**UD-53.** *Develop and maintain a public signage and wayfinding system throughout the city that reinforces the identity of Bellevue and its distinct neighborhoods.*

**UD-58.** *Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.*

**UD-59.** *Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.*

**UD-68.** *Design key city boulevards to be distinctive from other streets and to reinforce the image of Bellevue as a "City in a Park." Use features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, street names, landscaping, decorative paving patterns and public art both within the right-of-way and on adjacent private development. (See Map UD-1)*

### **Growth Management Act**

*The proposal is consistent with GMA planning goals (RCW 36.70A.020), which encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner, efficient multimodal transportation systems that reduce greenhouse gas emissions and per capita vehicle miles traveled, housing affordable to all economic segments of the population, variety of residential densities and housing types, retention and expansion of existing businesses, recruitment of new businesses, enhancement of recreational opportunities, enhancement of fish and wildlife habitat, development of parks and recreation facilities, and climate change and resiliency.*

### **Multicounty Planning Policies**

*The proposed amendment is consistent with the Puget Sound Regional Council VISION 2050's Multicounty Planning Policies with the implementation of broader MPPs implementing the Regional Growth Strategy.*

**MPP-RGS-8.** *Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple*



public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

**MPP-RGS-11.** Encourage growth in designated countywide centers.

**MPP-EN-5.** Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

**MPP-EN-15.** Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

**MPP-DP-1.** Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

**MPP-DP-3.** Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

**MPP-DP-9.** Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.

**MPP-DP-12.** Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

**MPP-DP-15.** Design communities to provide safe and welcoming environments for walking and bicycling.

### **Countywide Planning Policies**

The proposed amendment is consistent with King County Countywide Planning Policies with the implementation of broader CPPs around the environment, development patterns, housing, economy and transportation. The Wilburton TOD area is also part of the larger Wilburton/East Main Countywide Center and proximate to four light rail stations, has proposed policies consistent with the designation of countywide centers as "smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment." Policies that describe housing, land use, and transportation goals for countywide centers include:

**DP-4.** Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.

**DP-38.** Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.

**EN-28.** Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, b) encourage non-motorized modes of travel, and reduce trip lengths; c) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; d) Incorporating energy-saving strategies in infrastructure planning and design; e) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; f) Encouraging new development to use low emission

*construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings.*

*T-7. Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.*

**B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and**

*The proposed amendment addresses the interests and changed needs of the entire city that result from the City's update to its Comprehensive Plan and planning for growth to the year 2044 that is underway. The update integrates state, regional, and county requirements with the City Council's updated vision for the city, community feedback, and guidance from city studies and plans. The City is planning for an additional 35,000 housing units and 70,000 jobs by the year 2044, and the Wilburton TOD area plays a role in supporting this growth. The Wilburton TOD area is well-suited for significant growth because of Sound Transit's East Link project, which locates four light rail stations within a 10-minute walk of the Wilburton TOD area; as well as completion of the Eastrail segment within the Wilburton TOD area. Adoption of the proposal will support development of a high-density, urban, trail- and transit-oriented neighborhood consistent with the vision developed by the Council-appointed Citizen Advisory Committee (CAC) in 2018.*

**B3. The proposal addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 (below) for the definition of "Significantly Changed Conditions:"**

**Significantly changed conditions.** Demonstrating evidence of change such as 1) unanticipated consequences of an adopted policy, or 2) changed conditions on the subject property or its surrounding area, or 3) changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. This definition applies only to Part 20.301 Amendment and Review of the Comprehensive Plan (LUC 20.50.046); and

*The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive map or text was amended due to changed conditions in the Wilburton TOD area. The Wilburton/N.E. 8<sup>th</sup> Street subarea plan was last significantly updated in 2015. Since this time, a planning process was initiated to transform the Wilburton TOD area into a trail- and transit-oriented community, beginning with an Urban Land Institute (ULI) Advisory Panel study in 2016 that identified recommendations to develop the area with a range of mixed-use opportunities.*

*In 2017, the Council-appointed Wilburton CAC convened to issue a Wilburton Commercial Area Study report to develop a preferred urban design framework and recommended strategies for achieving a vibrant neighborhood that promotes multi-modal transportation, capitalizes on light rail and Eastrail investment, and increases opportunities for housing and office development. As part of the Wilburton visioning process and concurrent with the CAC work, a Draft EIS (DEIS) was prepared that studied the potential impacts of alternatives for a future mixed use, transit-oriented neighborhood in comparison to a "No Action" alternative.*

*In the years following the completion of the 2018 DEIS and CAC study, Bellevue has continued to grow and transform into a major urban center. The Comprehensive Plan Periodic Update has provided an opportunity to consider how the Wilburton TOD area will play a key role in meeting the City's growth targets. This proposal includes map and text amendments that will allow the Wilburton TOD area to contribute toward balancing job and housing growth while realizing Bellevue's vision for an innovative, diverse, equitable, and sustainable community.*

**B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and**

*Not applicable to this proposal, as this proposal is not for a site-specific action and involves policies and map updates pertinent to the full Wilburton TOD area.*

**B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the city.**

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare *through policies that support:*

- *Integrating vegetation, stormwater infrastructure, and urban habitat into new development.*
- *Developing a well-connected system of neighborhood parks, civic gathering spaces, and linear open spaces.*
- *Increasing access to affordable, small-scale retail space*
- *Using art, placemaking, and activation to recognize diverse heritages and histories in the neighborhood.*
- *Promoting a high-quality active pedestrian environment with weather protection, access to sunlight, and enhanced public safety*
- *Enhancing the character and multimodal function of corridors throughout the area*
- *Providing more mixed-use development and street-level activity that support walking and cycling.*
- *Increasing opportunities for affordable, senior, and family-sized housing*
- *Coordinating with state and regional agencies on city-desired amenities, including the Eastrail, the Grand Connection, and affordable housing.*

**PUBLIC NOTICE AND COMMENT**

Notice of the May 1, 2024 Final Review Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin on April 11, 2024, and included notices sent to parties of interest.

**Effective community engagement, outreach, and public comments at Final Review**

Residents and community members are engaging across a variety of media in proactive public participation during the Comprehensive Plan Amendment process. The city's early and continuous community engagement includes tools and occasions to provide and respond to public information and engagement.

Public comments come in throughout the process. All written comments are included in the public record, for reference and for use by decision-makers. At the various steps, the comments are included in their original form to the Planning Commission as attachments to staff report recommendations.

### **STATE ENVIRONMENTAL POLICY ACT**

An Environmental Impact Statement was prepared for the Bellevue 2024-2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation, as the proposal was determined to be likely to have significant adverse environmental impacts. The EIS identifies and analyzes growth alternatives, potential unavoidable or adverse impacts, and mitigation measures that could result from the Bellevue 2024–2044 Comprehensive Plan Periodic Update and Wilburton Vision Implementation. The Draft EIS was released on April 27, 2023, and the Final EIS was released on February 1, 2024.

### **ATTACHMENTS**

1. Proposed Comprehensive Plan Amendments (strike-underline) for Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan
2. Proposed Comprehensive Plan Amendments (strike-underline) for BelRed Subarea Plan
3. Proposed Future Land Use Map for Wilburton TOD area
4. Proposed Subarea Boundary Adjustments for Wilburton/N.E 8<sup>th</sup> Street and BelRed Subareas
5. Proposed Glossary Updates
6. Clean-Copy Version of Wilburton/N.E. 8<sup>th</sup> Street Subarea Plan (proposed format)

# **ATTACHMENT 1**

See Attachment C of the 5/1/24 Public Hearing materials

# **ATTACHMENT 2**

See Attachment D of the 5/1/24 Public Hearing materials.

# **ATTACHMENT 3**

See Attachment E of the 5/1/24 Public Hearing materials.

# **ATTACHMENT 4**

See Attachment F of the 5/1/24 Public Hearing materials.



# **ATTACHMENT 5**

# GLOSSARY

## GLOSSARY

*The glossary provides definitions of words, terms and land use designations that are used in a particular way in the Comprehensive Plan. Some terms may also be defined by the Land Use Code or other regulations. Where definitions are provided in the Land Use Code, the Land Use Code definitions take precedence for the purpose of the Code's application.*

*All definitions for the **Shoreline Management Element** are listed at the end of the glossary.*

### LAND USE DESIGNATIONS

**BelRed** — A series of land use designations applicable to the BelRed Subarea that provide for the location of office, residential, commercial, and existing uses. The BelRed (also referred to as “Bel-Red”) designations include:

- **BelRed Commercial/Residential (BR-CR)**  
A land use designation in the BelRed Subarea that provides for a mix of housing, retail, office and service uses, with an emphasis on retail and service uses. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.
- **BelRed General Commercial (BR-GC)**  
A land use designation in the BelRed Subarea that provides for a wide variety of business activities that provide goods and services to other businesses and the general public.
- **BelRed Medical Office (BR-MO)**  
A land use designation in the BelRed Subarea that provides for office uses, with an emphasis on medical office.
- **BelRed Medical Office Node (BR-MO-1)**  
A land use designation in the BelRed Subarea that provides for medium intensity office uses within the core of a nodal area, with an emphasis on medical office. The district is limited in

extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

▪ **BelRed Office/Residential (BR-OR)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use.

▪ **BelRed Office/Residential Node 1 (BR-OR-1)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

▪ **BelRed Office/Residential Node 2 (BR-OR-2)**

A land use designation in the BelRed Subarea that provides for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

▪ **BelRed Office/Residential Transition (BR-ORT)**

A land use designation in the BelRed Subarea that provides for low-intensity office and uses and low density multifamily residential dwellings, developed in such a manner as to provide a buffer between residential and more intensively developed properties.

▪ **BelRed Residential (BR-R)**

A land use designation in the BelRed Subarea that provides for residential uses. Limited retail and service uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

▪ **BelRed Residential/Commercial Node 1 (BR-RC-1)**

A land use designation in the BelRed Subarea that provides for

a mix of housing, retail and services in this nodal area, with an emphasis on housing. The district is limited in extent in order to provide the level of intensity appropriate for areas in close proximity to the highest levels of transit service within the BelRed area.

- **BelRed Residential/Commercial Node 2 (BR-RC-2)**

A land use designation in the BelRed Subarea that provides for a mix of housing, retail and services. The district is located within a node but outside the node's core, and building heights provide for a transition between the node's core and areas outside the node.

- **BelRed Residential/Commercial Node 3 (BR-RC-3)**

A land use designation in the BelRed Subarea that provides for a mix of housing, retail, and services, with an emphasis on housing. The district is located within a node but in close proximity to mature, stable neighborhoods, and is thus appropriate for transitional heights.

**Camp and Conference Center – (CCC)** — A land use designation that provides for a mix of group camp, conference, retreat, recreation, and functional use activities. These activities are primarily for use by organizations and schools and the families and individuals they enroll. The purpose of the designation is to maintain the compatibility of this unique mix of uses with the surrounding neighborhood by using site design standards through the Land Use Code that both limit the overall intensity of the site and protect lower intensity uses from the effects of higher intensity uses. The CCC designation is predominantly non-commercial but may include small-scale, neighborhood business retail and service uses that are functionally related in nature and size to the property designated CCC and which do not exceed 5,000 square feet individually or 10,000 square feet in total.

**Community Business** — A retail land use designation that provides for the sale of convenience and comparison goods and services to the community.

**Eastgate – Transit Oriented Development (EG-TOD)** — A land use designation in the Eastgate subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

**East Main - Transit Oriented Development (EM-TOD)** — A land use designation in the Southwest Bellevue (West Bellevue) subarea designed to provide for a mix of office, housing, retail, and services. Multiple uses and appropriate densities are encouraged to create a concentration of activity that supports transit service and retail development.

**General Commercial (GC) District** — A land use designation that provides for the location of a wide variety of business activities that provide goods and services to other businesses and the general public. [*Amended Ord. 5433*]

**Highrise Mixed Use** — The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at a high scale and density.

**Highrise Medical Office** — The purpose is to provide a mix of laboratories, office, housing, retail, service, and complementary uses with a focus on medical uses at high scale and density.

**Highrise Residential Mixed Use** — The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with a focus on housing at a high scale and density.

**Light Industrial (LI)** — A land use designation that provides for the location of an array of activities, including manufacturing, wholesale trade, research and development, and distribution activities. Sales of goods and services subordinate to permitted activities and low traffic-generating uses that sell bulky or large scale items are appropriate. Auto sales and rentals are appropriate only in certain locations.

**Medical Institution (MI)** — A land use designation that provides for the location of hospital uses and ancillary uses to the primary hospital use located in the same district. The purpose of the district is to encourage master development planning, allow flexible dimensional standards to facilitate development for major medical institutions, and promote high quality urban design that is pedestrian- and transit-friendly and compatible with nearby neighborhoods.

**Midrise Mixed Use** — The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at a middle scale and density.

**Midrise Residential Mixed Use** — The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with a focus on housing at middle scale and density.

**Multifamily High-density (MF-H)** — A residential land use designation allowing up to 30 dwelling units per acre.

**Multifamily Low-density (MF-L)** — A residential land use designation allowing up to 10 dwelling units per acre.

**Multifamily Medium-density (MF-M)** — A residential land use designation allowing from 11 to 20 dwelling units per acre.

**Neighborhood Business (NB)** — A retail land use designation that provides for the sale of convenience goods and personal services for the day-to-day needs of the immediate neighborhood. These sites may also accommodate a limited amount of administrative office space, provided the office use does not interfere with the site's primary neighborhood serving function.

**Neighborhood Mixed Use (NMU)** — A land use designation that provides for a mix of retail, service, office, and residential uses, with an emphasis on neighborhood retail and service uses. This district is designed to be compatible with nearby residential neighborhoods and to be easily accessible from the nearby office and residential uses that it serves.

**Office** — A land use designation that provides for the location of business, financial, administrative and professional services.

**Office, Limited Business (OLB)** — A land use designation that provides areas for office, hotels, or motels. Uses such as eating establishments, retail sales, and services are permitted to provide the amenity of shopping and services within easy walking distance to support nearby businesses and employees.

**Office, Limited Business – Open Space** — A land use designation that provides for significant amounts of open space and for offices, hotels, or motels, and other uses permitted in the Office, Limited Business district, except for residential uses. The OLB-OS properties are developed as a cohesive site with unified building design. The open space area is reserved for public use and access and may include active and passive recreational uses. OLB-OS properties are at least 25 acres in size with at least forty percent of the total site reserved as a contiguous open space area.

**Professional Office (PO)** — A land use designation that provides for the location of facilities for low intensity business, financial, administrative, and professional services with exterior designs that are compatible with surrounding residential development.

**Public Facilities (PF)** — A land use designation suffix that recognizes use by public facilities that serve the general public or provide public benefit, such as streets, roads, highways, sidewalks, bicycle facilities, street and road lighting systems, traffic signals, domestic water systems, sanitary sewer systems, storm water conveyance systems, park and recreational facilities, schools, libraries, fire stations and other city facilities. Public facilities are fixed assets.

**Single-family High-density (SF-H)** — A residential land use designation allowing up to 5 dwelling units per acre.

**Single-family Low-density (SF-L)** — A residential land use designation allowing up to 1.8 dwelling units per acre.



**Single-family Medium-density (SF-M)** — A residential designation allowing up to 3.5 dwelling units per acre.

**Single-family Urban Residential (SF-UR)** — A residential land use designation allowing up to 7.5 dwelling units per acre.

**Urban Core** — The purpose is to provide an area for a mix of housing, retail, service, office and complementary uses at the highest scale and density, close to Downtown and light rail stations.

## GENERAL TERMS

**Accessory Dwelling Unit** — A subordinate dwelling unit attached or detached to a single family structure. The unit may not be subdivided or otherwise segregated in ownership from the primary residence structure.

**Active Recreation Facilities** — Facilities for structured or unstructured outdoor and indoor recreation activities such as sports fields, play areas, golf courses, marinas, waterfront, swimming pools, skating rinks, outdoor theaters, gyms, meeting space, or game rooms.

**Affordable Housing** — Housing that is affordable to a family that earns up to 80 percent of the area median income, adjusted for family size. See: Low-income Housing, Very Low-income Housing and Moderate-income Housing.

**Area Median Income** — The annual household income for the Seattle-Bellevue Metro Area as published on approximately an annual basis by the U.S. Department of Housing and Urban Development.

**A Regional Coalition for Housing (ARCH)** — A public interlocal agency whose members include Bellevue, King County and other cities in east King County formed to preserve and increase the supply of housing for very-low, low and moderate income families on the Eastside.

**Best Available Science (BAS)** — Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 925, now or as hereafter amended.

**Bicycle Facilities** — An improvements that accommodates or encourages bicycling. Some examples include commuter bicycle parking, bike racks, and various types of bicycle lanes and shared use paths.

**Bicycle Route** — A route specifically designed and designated for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes. Refer to the Pedestrian and Bicycle Master Plan for the various types of bicycle facilities that may be employed to create a bicycle route.

**Bicycle System Plan Map** — A map in the Pedestrian and Bicycle Master Plan, that depicts a plan for a complete network of bicycle routes serving the entire community and compatible with regional and interjurisdictional facilities.

**Bioengineering** — The use of living plants in combination with non-living plants and inorganic materials in the reconstruction, stabilization and introduction of morphological and vegetative features particularly in streams or along shorelines.

**Capital Investment Program Plan (CIP)** — Bellevue's six-year financing and implementation plan for capital projects.

**Capital project/improvement** — Major construction, acquisition or renovation activities that add value to a government's fixed assets or which significantly increase the useful life of such assets.

**Clustering (Development)** — A development design technique that places buildings on the part of a site that is least sensitive to impacts from development while preserving the natural features and functions on the remainder of the site.

**Collector Arterial** — A street that is two or three-lanes that collects (or distributes) traffic within a neighborhood and provides connections to minor or major arterials. Collectors serve neighborhood traffic and also provide access to abutting land uses. They do not carry much through traffic and are designated to be compatible with residential neighborhoods and local commercial areas.

**Commuter Trip** — A trip from a worker's home to a worksite with a regularly scheduled arrival time of 6 a.m. to 9:00 a.m. inclusive on weekdays.

**Commute Trip Reduction Act** — State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles by the employees of large employers.

**Complete Street** — A street that provides appropriate accommodation for multiple modes of travel, including vehicles, pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

**Comprehensive Plan** — The city’s long range plan prepared following the requirements of the Washington Growth Management Act, containing policies to guide local actions regarding land use, transportation, housing, capital facilities, and economic development in ways that will accommodate at least the adopted 20-year targets for housing and employment growth.

**Consolidated Plan** — Consolidated Housing and Community Development Plans. Document that reviews current and future trends taking place in the community regarding housing and human services and outlines strategies to address needs.

**Countywide Planning Policies** — The countywide growth management policy plan required by the state Growth Management Act (GMA) that promotes regional cooperation and specifies the roles and responsibilities of cities and the county. The King County Countywide Planning Policies (CPPs) are developed by the Growth Management Planning Council, a council of representatives of cities and King County, consistent with the Regional Growth Strategy of the Puget Sound Regional Council.

**Cultural Competence** — A set of congruent behaviors, attitudes and policies that come together in a system or agency that enable effective interactions in a cross-cultural framework.

**Critical Areas** — Areas required to be protected under the Growth Management Act, RCW 36.70A, including the following areas

and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. (See Bellevue’s Land Use Code for current regulatory definition.)

**Critical Areas Overlay District** — An area that includes designated critical areas together with adjacent land, within which special provisions apply to protect and restore the natural environment. The Critical Area Overlay District is comprised of the critical area and a buffer area immediately adjacent to the critical area.

**Critical Areas Report** — A special study conducted in association with a proposed project in a Critical Area Overlay District to determine the long term effects of the project on the habitat features on or near the subject site, and to determine a range of development options to protect the environment equal to or better than the prescriptive regulations.

**Daylighting (stream)** — An action to excavate and restore a piped stream channel to an open (non-piped) natural condition.

**Development** — All structures and other modifications of the natural landscape above or below ground or water. Please note that a different definition of “Development” exists for implementation of the provisions of the Shoreline Management Act within the Shoreline Overlay District.

**Developed Environment** — Artificially created fixed elements, such as buildings, structures, and surfaces, that together create the physical character of the area.

**Diversity** — People of all cultures, languages, classes, races, ethnic backgrounds, disabilities, ages, religions, genders, sexual orientations and other diversity-related factors. At the root of this definition is an acknowledgement that differences exist between any two people.

**Downtown** — Bellevue’s primary center of retail, commercial, and service activities. The Downtown also provides a location for high-density, residential development. Downtown Bellevue is designated a Regional Growth Center in VISION 2040 and an Urban Center in the Countywide Planning Policies.

**Eastside** — A geographic area that includes the King County communities east of Seattle.

**Eastside Rail Corridor (ERC)** — The former Burlington Northern Santa Fe (BNSF) rail corridor in King County between Renton and Woodinville. The corridor is owned by multiple agencies and jurisdictions for multiple regional purposes including recreation, transportation and utilities infrastructure.

**Ecosystem** — The interacting and dynamic community of living organisms and the physical environment in a defined geographic area.

**Environmental Stewardship** — The responsible use and protection of the natural environment through conservation and sustainable practices.

**Equestrian Overlay Area**— A designated area of the city intended to preserve an existing equestrian community. An Equestrian Overlay Area lends support for maintaining an equestrian supportive environment. It provides a framework for making land use and capital investment decisions regarding the type and location of transportation or trail facilities, or the location of arterial crossings leading to regional facilities, consistent with existing subarea and comprehensive plan land use policies. An Equestrian Overlay Area encourages the ability to safely circulate within equestrian neighborhoods, access to regional/community trails or equestrian facilities, and signage to alert residents, newcomers, and travelers to the community’s character. Additionally, an Equestrian Overlay Area seeks to promote community, encourage environmentally sound horse keeping, and sustain the area’s historical character.

**Equestrian System** — A network of horse trails serving portions of the community and compatible with regional and interjurisdictional needs.

**Essential Public Facility (EPF)** – Any facility meeting the definition of Essential Public Facility set forth in RCW 36.70A.200(1), now or as hereafter amended, any facility identified on the statewide list maintained by the Office of Financial Management as required pursuant to RCW 36.70A.200(4), now or as hereafter amended, and any facility identified on the countywide list of essential public facilities.

**Fish Passage Barrier** — An artificial structure in a stream channel such as a culvert or a dam, or a natural feature such as a waterfall, that precludes the upstream or downstream movement of fish.

**Floodplain** — The land area susceptible to being inundated by a flood having a 1 percent chance of occurring in any given year, also referred to as a 100-year floodplain and frequently flooded areas.

**Floor Area Ratio (FAR)** — The gross floor area of all buildings on a lot divided by the lot area, expressed most often as a decimal. For example, 0.50 indicates that the floor area of a building equals 50 percent of the total lot area. (See Bellevue’s Land Use Code for the regulatory use of FAR, which excludes some specific areas.)

**Functions and Values** — Functions are the ecological things that critical areas do and can include biochemical, hydrological and food web and habitat processes at a variety of temporal and spatial scales. The economic or social roles provided by critical areas are also functions. Values are societal perceptions regarding the goods and services provided by critical areas.

**Green Building** — A general term that encompasses a wide range of innovative building construction and site development

techniques that are intended to reduce adverse environmental impacts and improve long term sustainability relative to traditional construction.

**Greenway** — An open space connector linking parks, natural reserves, cultural features, or historic sites with each other and with populated areas. A greenway may be established along a natural corridor such as stream or ridgeline, on undeveloped land through neighborhoods, overland along a railroad right-of-way, scenic road or other route, or any other course for pedestrian or bicycle passage.

**Growth Management Act (GMA)** — State legislation (RCW 36.70A) enacted in 1990, and later amended, requiring counties and cities to create cooperative regional strategies to manage growth and to adopt local comprehensive plans and regulations to implement these strategies.

**Habitat** — The environment in which a population or individual lives and includes not only the place where a species is found but also the particular characteristics of the place that make it well suited to meet the life cycle needs of that species.

**High-capacity Transit (HCT)** — Various types of transit systems operating on a fixed guideway, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel modes.

**High-occupancy Vehicle (HOV)** — A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.

**Hydrology** — Scientific study of the properties, distribution and effects of water on the Earth's surface, in the soil and underlying rocks, and in the atmosphere.



**Impervious Surface** — A hard surface that prevents or slows the infiltration of water into the soil.

**Incentives (Non-Regulatory)** — Provisions offered by the city to encourage a private property owner to conduct voluntary improvement projects.

**Incentives (Regulatory)** — Regulatory relief or options offered by the city to reduce the adverse economic impact to a property owner from complying with regulations intended to protect the functions and values of critical areas.

**Infill** — Sites within developed areas that have been bypassed and now can be “filled in.”

**In-kind Mitigation** — A replacement of the lost functions and values of critical areas with characteristics and functions that closely approximate those adversely impacted by development or redevelopment.

**Invasive Weed** — Plant species that become easily established in disturbed conditions that reproduce readily and that often take over a site to the exclusion of indigenous species.

**Large Woody Debris (LWD)** — Tree branches, stumps, and logs that fall naturally into streams or are strategically placed in them to improve or restore the functions and values of the stream segment . Most naturally occurring LWD in streams is derived from trees growing in the riparian corridor.

**Level of Service (LOS)** — The term used to denote different operating conditions when accommodating various levels of use. For traffic conditions,. LOS is represented on a scale ranging from LOS A, which represents free flowing conditions, to LOS F, which represents conditions with excessive delay.

**Life Cycle Cost Analysis** — A tool to determine the most cost-effective option among different competing alternatives to

purchase, own, operate, maintain and, finally, dispose of an object or process, when each is equally appropriate to be implemented on technical grounds.

**Local Street** — A street designed primarily to provide access to abutting land uses and carry local traffic to collector arterials. This classification includes both local and neighborhood collector streets as described in the city’s Development Standards.

**Low Impact Development** — A stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

**Low-income Housing** — Housing that is affordable to a family that earns less than 50 percent of the area median income, adjusted for family size.

**Low-rise Building** — A structure that contains no more than four stories, except in buffer areas where such structures contain no more than two stories.

**Major Arterial** — A street that provides efficient direct routes for long-distance auto travel within the region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic.

**Materials Management** — An approach to using and reusing resources most efficiently and sustainably throughout their lifecycles. It seeks to minimize materials used and all associated environmental impacts.

**Minor Arterial** — A street that provides connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

**Mitigation** — Methods used to compensate for adverse impacts to critical areas.

**Mixed-use Development** — A building or buildings constructed as a single project that contains more than one use, typically including housing plus retail and office uses.

**Mobility Option** — The ability of a person traveling within the city or the region to choose one or more of several means of transport, including automobiles, public transit, walking, bicycling, and ridesharing.

**Moderate-income Housing** — Housing that is affordable to a family that earns between 50 percent and 80 percent of the area median income, adjusted for family size.

**Multifamily Dwelling** — A building designed to house two or more families living independently of each other.

**Multimodal** — The consideration of walking, bicycling, riding transit, driving, and freight mobility as means of transportation and incorporating connections among modes.

**Nonmotorized Transportation** — A mobility option that does not require a motor.

**Noxious Weed** — Plants that are not indigenous to the area, that grow unchecked by natural predators and that generally out-compete indigenous species for moisture and nutrients. The King County Noxious Weed Control Board maintains a list of noxious weeds.

**Open Space** — Land for active and/or passive recreational uses. Includes parkland, wildlife corridors, natural areas, and greenways. May also include school lands and private land permanently reserved as undeveloped.

**Passive Recreation** — Outdoor recreation which does not require significant facilities, such as walking, picnicking, viewing, and environmental education activities.

**Pedestrian Corridor** — A corridor that is primarily for exclusive pedestrian use in the alignment of NE 6th Street between 102nd Avenue NE and 112th Avenue NE in the Downtown. Pedestrian-oriented frontage, plazas, street arcades, and other amenities are to be located along the corridor.

**Pedestrian Crossing** — Locations of designated pedestrian street crossings other than at intersections. Potential locations are identified on the Pedestrian System Plan Map for further study to determine if, and what type of, improved pedestrian crossing can be built.

**Pedestrian-friendly Design** — Physical development characteristics that promote pedestrian activity and may be incorporated into private development and right-of-ways.

**Pedestrian System Plan Map** — In the Pedestrian and Bicycle Master Plan, a map that depicts a complete network of pedestrian facilities that serve the entire community and are compatible with regional and inter-jurisdictional facilities. Pedestrian facility types are defined and described in the Pedestrian and Bicycle Master Plan.

**Personal Services** — Services involving the care of a person or of a person's apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops, and tailors.

**Piped Stream** — A segment of a stream that flows under property through a pipe.

**Planned Unit Development (PUD)** — A development permit that allows more flexibility in site development than a standard subdivision. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land uses; conservation of natural land features; and efficient use of open space.

**Potential Annexation Area (PAA)**— A line within the Urban Growth Area and outside the city’s existing southern and eastern boundaries to which the city may eventually expand through annexation.

**Prescriptive Regulations** — Development regulations that provide specific standards.

**Qualifying properties** — Multifamily property that is owned by faith-based, or non-profit housing entities, or surplus property owned by public entities; or single family property that is owned by faith-based entities.

**Region** — An area which in its largest sense generally includes King, Pierce, Snohomish, and Kitsap Counties. It may also be limited to a smaller area. If so, this is generally noted in the context of the policy.

**Restore** — To reestablish ecological processes, structures, functions and biotic and abiotic linkages that lead to the recovery of an ecosystem that has been degraded, damaged or destroyed. Restoration, as used in the Comprehensive Plan, does not mandate a return to pre-development conditions.

**Ridesharing** — Travel by more than one person in privately- or publicly-owned vehicles, including carpools and vanpools.

**Salmonid** — A member of the fish family salmonidae, which includes salmon, trout, dolly varden, char and white fish.

**Semi-public** — Those portions of private development that connect with public spaces and are used incidentally by the public.

**Sensitive Area** — See Critical Area.

**Significant Tree** — A tree that has attained proportions as defined in the Land Use Code, for which protections from cutting may apply.

**Single Family Dwelling** — A building containing but one kitchen, designed for and occupied exclusively by one family, except where a valid accessory dwelling unit registration has been approved.

**Single-occupant Vehicle (SOV)** — A vehicle containing one occupant.

**Steep Slopes** — Hillsides with a slope of 15 percent grade or more as defined in the Land Use Code.

**Stormwater** — Precipitation that does not infiltrate into the soil, or evaporate, but flows over the surface into a stormwater drainage system or directly to a surface water body.

**Street Classification** — The classification of city streets according to their function. These classifications relate to established development standards upon which street improvements are based. Street classifications include major arterial, minor arterial, collector arterial and local street.

**Streetscape** — The design and appearance of streets, sidewalks, and the frontage of bordering development including landscaping, street furniture, signs, etc.

**Subarea** — A geographic subdivision of the city with its own character and development focus.

**Superblock** — Typical 600-foot block established by the Downtown street grid.

**Sustainable** — A dynamic environment in which an ecosystem and its inhabitants are in ecological balance by maintaining the health and flow of resources needed to support them in perpetuity.

**Transit-supportive Design** — Physical development characteristics that encourage transit use.

**Transit-oriented development (TOD)** — Development that is within one-half mile from and oriented toward a transit station that provides frequent, reliable service. TOD optimizes transit use through a compact mix of housing, retail and office uses and a walkable, pedestrian-oriented character.

**Transportation 2040** — An action plan produced by the Puget Sound Regional Council for transportation in the Central Puget Sound Region.

**Universal Design** — A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age.

**Urban Center** — Areas designated by the Countywide Planning Policies located on existing or planned transit corridors where there will be higher levels of residential density and employment intensity that support regional land use and transportation goals.

**Very Low-income Housing** — Housing that is affordable to a family that earns less than 30 percent of the area median income, adjusted for family size.

**Village** — A contained community that includes housing along with commercial and office uses serving local needs. Mixed-use structures and developments are encouraged, but not mandatory.

**VISION 2040** — The regional growth strategy for King, Pierce, Snohomish and Kitsap counties.

**Watershed** — A geographic region within which water drains into a particular river, stream, or body of water. Watersheds can be as large as those identified and numbered by the State of Washington Water Resource Inventory Areas (WRIAs) as defined in Chapter 173-500 WAC.

**Wetlands** — See “Critical Areas.”

## SHORELINE MANAGEMENT ELEMENT DEFINITIONS

*[Proposed changes to the existing Shoreline Management Program definitions, not shown here, have been reviewed by and will be adopted through the Shoreline Management Program update project separately from the Comprehensive Plan update.]*

**Boat Launching Facility** — A facility used for launching boats by auto or hand including ramps and other devices, along with adequate parking and maneuvering space.

**Breakwater** — Protective structure usually built offshore for the purpose of protecting the shoreline or harbor areas from wave action.

**Bulkhead** — A wall or embankment used for holding back earth.

**Dredging** — Removal of earth from the bottom of a body of water usually for the purpose of deepening a navigational channel or obtaining bottom materials.

**Enclosed Overwater Structure** — A structure extending on or over the surface of the water which has one or more walls with or without a roof.

**Facilities in Common** — Facilities jointly used by a specific group of property owners.

**Groin** — A barrier-type structure extending from the backshore into the water across the beach. The purpose of a groin is to interrupt sediment movement along the shore.

**Inland Shoreline Areas** — Shoreline areas other than Lake Washington and Lake Sammamish and their associated wetlands which include all other wetlands, smaller lakes, and streams covered by the Shorelines Management Act.



**Jetty** — An artificial barrier used to change the natural littoral drift to protect inlet entrances from clogging by excessive sediment.

**Landfill** — Creation or maintenance of beach or creation of dry upland area by the deposition of sand, soil, gravel, or other materials into shoreline areas.

**Marina** — A facility providing for the rental or public use of moorages for pleasure craft and which may include accessory facilities such as sales, rentals, and servicing of these craft.

**Moorage** — Any device or structure used to secure a vessel for temporary anchorage, but which is not attached to the vessel (such as a pier or buoy).

**Pier** — A general term including docks and similar structures consisting of a fixed or floating platform extending from the shore over the water.

**Public Access** — A means of physical approach to and along the shoreline available to the general public. Public access may also include visual approach (views).

**Shoreline** — The water, submerged lands, and uplands of Lake Washington, Lake Sammamish, and Phantom Lake as well as the wetland areas associated with these lakes.

**Shoreline Activity** — Activities include, but are not limited to, fishing, swimming, boating, dredging, fish spawning, and wildlife nesting. Not all activities necessarily require a shoreline location.

**Shoreline Development** — A use consisting of the construction or exterior alteration of structures, dredging, drilling, dumping, filling, removal of any sand, gravel or minerals, bulkheading, driving of piling, placing of obstructions, or any other project of a permanent or temporary nature on the shoreline.

**Shoreline Use** — The commitment of land or water surface to a given purpose or activity. Examples of shoreline uses include, but are not limited to, residential units, parks, marinas, open space, office buildings, ports, restaurants, wildlife preserves, factories, or even non-use. Not all uses, however, are necessarily reasonable or appropriate for a shoreline location.

**Shoreline Wetlands** — Land extending landward to 200 feet in all directions as measured on a horizontal plane from ordinary high water mark, and all marshes, bogs, swamps, floodways, deltas, and floodplains designated by the Department of Ecology as wetland areas.

**Water-dependent** — A use or portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of these uses may include marinas that provide moorage, access, fuel, boat repair, and boat launch facilities.

**Water-enjoyment Uses** — A recreational or similar use facilitating the general public's access to the shoreline as a primary characteristic of the use; or, a use that provides and assures for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use through the use's location, design, and operation. These uses may include public access, parks (with waterfront access), and scientific/ecological reserves.

**Water-related** — A use or portion of a use which is not intrinsically dependent on a waterfront location but whose operation cannot occur economically without a shoreline location. Some examples of these uses are support facilities for swimming and boating activities.

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# **ATTACHMENT 6**



# WILBURTON/N.E. 8TH STREET

## WHAT YOU WILL FIND IN THIS PLAN

The community Overview, Goals, and Policies for Wilburton/N.E. 8th Street including the 2024 update adding the Vision, Goals, and Policies for the Wilburton Transit-Oriented Development (TOD) area.

The Subarea Plan was recently updated to address policies pertaining to the Wilburton TOD area. Updates to the full Subarea Plan will be addressed as part of the neighborhood area planning process.

## GOAL

- To distinguish residential, recreational, open space, commercial, and mixed-use areas from one another.
- To protect and enhance natural systems and open spaces.
- To improve active transportation connections, transit accessibility, and attractiveness of commercial and mixed-use areas for community members.
- To support higher-density mixed use development in the Wilburton Transit-Oriented Development (TOD) area that complements Downtown, provides new housing and job opportunities, and provides convenient access to transit, amenities, and services for the adjacent neighborhoods.
- To provide for a transition in scale and use between the Wilburton TOD area and adjacent residential areas.

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## OVERVIEW

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The settlement history of Wilburton dates to the turn of the 20th century when farms, a logging mill, a railroad and a commercial area near 116th and N.E. 8th Street were established. The construction of the Wilburton trestle over Mercer Slough brought workers into Wilburton by rail, including Japanese farmers who bought property in Wilburton for agricultural production. While logging and milling declined with the lowering of Lake Washington in 1916, the area prospered through the 1930s for the growing, packing, and distributing of agricultural goods. After the attack on Pearl Harbor during World War II, the Japanese population was moved to internment camps, forcing Japanese farmers in Wilburton to sell their crops and lands. Following World War II, many Japanese families who settled in the area did not return.

With the openings of the floating bridges across Lake Washington in 1940 and 1963, there was rapid growth of homes during the 1950s and 1960s in the area. In the 1950s, several car dealerships and inns moved into Wilburton along 116th Avenue NE, referred to as Auto Row today. Construction of the Overlake Hospital began in the late 1950s. Wilburton was annexed to the City between 1964 and 1967.

Today the Wilburton/N.E. 8th Street Subarea is centrally located in Bellevue. Access to I-405 and the Downtown makes the Subarea a desirable place to live and work. Jobs, stores, schools, and community parks are convenient and accessible. Combined, these amenities have greatly enhanced the quality of life for community members.

The Wilburton/N.E. 8th Street Subarea encompasses approximately 1,600 acres. Its boundaries are generally Interstate-405 to the west, Bel-Red Road to the north, 148th Avenue N.E. to the east, and the Lake Hills Connector to the south. Within the subarea

is an approximately 300 acre mixed-use Wilburton Transit-Oriented Development (TOD) area, the boundaries generally being Interstate-405 to the west, N.E. 12th Street to the north, Lake Hills Connector to the south, and 124th Avenue N.E. and 118th Avenue S.E. to the east. Large areas of single-family residences make up the remainder of the Subarea. Multifamily development is most prevalent along the N.E. 8th Street corridor, along 118th Avenue S.E. and 122nd Avenue N.E. and west of 140th north of N.E. 8th Street. Recreational open space includes the Glendale Golf Course, Kelsey Creek Park, and Wilburton Hill Park.

Today, the Interstate-405 business corridor, Lake Bellevue area, and the N.E. 8th Street corridor is home to Overlake Medical Center, Kaiser Permanente Bellevue Medical Center, Auto Row, and a variety of retail uses. Many of the retail areas are anticipated for redevelopment as they evolve from older suburban commercial strips to emerging urban, mixed-use areas that take advantage of proximity to light rail and public infrastructure investments including the Eastrail corridor and the Grand Connection. The area east of approximately 120th Avenue features large, lower-density residential neighborhoods, some with large lots that may provide opportunities to subdivide and add new housing.

Based on 2017-2021 5-Year American Community Survey (ACS) Estimates and 2020 Longitudinal Employer-Household Dynamics (LODES) data from the Census Bureau, about 11,300 people live, and approximately 18,500 people work, in the Wilburton/N.E. 8th Street Subarea. There are about 1,320 units of single-family housing and 3,410 units of multifamily housing. Wilburton Hill Park provides over 100 acres of open space, sports fields, and a botanical garden.

Limiting impacts from increased development and traffic, enhancing existing retail and mixed-use areas, and establishing clear transitions between differing land uses are the Subarea's major issues.

## LAND USE

### POLICIES

- S-WI-1.** Distinguish between residential, non-residential, and mixed-use areas through appropriate measures that limit impacts of more intensive uses.
- S-WI-2.** Encourage developers of property located on the south side of N.E. 8th Street between 124th and 126th Avenues N.E., the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.
- S-WI-3.** 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). No access should be permitted from east of the site.
- S-WI-4.** 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..
- 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.
- S-WI-5.** 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.



- S-WI-6.** 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). Traffic impacts associated with future development of the area should be mitigated by the developer.
- S-WI-7.** 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.
- S-WI-8.** 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). 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 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.

## NATURAL DETERMINANTS

### POLICIES

- S-WI-9.** Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.
- S-WI-10.** Prevent development from intruding into the floodplain of Kelsey Creek.
- S-WI-11.** Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan.

## RESIDENTIAL DEVELOPMENT

### POLICIES

- S-WI-12.** Enhance the cohesiveness of established single-family and multifamily residential areas.

*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.

- S-WI-13.** Encourage multifamily development to provide adequate play areas and other amenities for families.
- S-WI-14.** 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.

*Discussion:* The visual impression of the size (height and bulk) of these buildings should be compatible with the development in the surrounding neighborhood.

## CIRCULATION

### POLICIES

- S-WI-15.** No extension of 124th Avenue south of Main Street should be permitted.
- S-WI-16.** Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.
- Discussion:* The neighborhoods that lie between Kelsey Creek Park and the commercial development along 120th Avenue N.E. are concerned about traffic growth on their residential streets due to: the development of Kelsey Creek and Wilburton Parks, cutthrough traffic generated by commercial developments, and traffic avoiding I-405.
- S-WI-17.** 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.
- S-WI-18.** Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.
- S-WI-19.** Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.

## PARKS, RECREATION, AND OPEN SPACE

### POLICIES

- S-WI-20.** Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).
- S-WI-21.** Retain and develop open spaces for a variety of purposes.
- Discussion:* In addition to recreation, both active and passive, parks serve to preserve views, define neighborhoods, and provide relief from pavement and development.

- S-WI-22.** The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.
- S-WI-23.** Prepare designs for proposed parks with the participation of the community affected and served.
- S-WI-24.** Support the enhancement 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, 116th Avenue NE, and 120th Avenue NE.
- S-WI-25.** The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.
- S-WI-26.** 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.
- S-WI-27.** Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

## COMMUNITY DESIGN

### POLICIES

- S-WI-28.** Retain, reveal, and enhance public views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea.
- S-WI-29.** 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.
- S-WI-30.** 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.
- S-WI-31.** Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.

**S-WI-32.** 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).

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## WILBURTON TRANSIT-ORIENTED DEVELOPMENT (TOD) AREA VISION

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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 8th Street, the Eastrail corridor, and NE 4th 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 116th Avenue corridor and NE 8th Street corridor accommodates mixed-use high-rise development while the east and southeast edges of the TOD area see 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.

## LAND USE

**Goal:** To develop a land use pattern that leverages investments in light rail, the Eastrail corridor, and the Grand Connection.

## POLICIES

- S-WI-33.** Allow for the tallest buildings along Interstate-405 and around the Grand Connection, transitioning down in height toward the east.
- S-WI-34.** Provide for mixed-use development with convenient access to transit, jobs, daily necessities, services, and activities consistent with the Future Land Use Map.
- S-WI-35.** Provide for ground floor uses and publicly accessible open spaces that support an engaging pedestrian experience.
- S-WI-36.** Use appropriate vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access, and local access needs.
- S-WI-37.** 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.

## ECONOMIC DEVELOPMENT

**Goal:** To enable existing and new businesses to thrive and contribute toward vibrant places and corridors.

### POLICIES

- S-WI-38.** Accommodate the continued operation of existing service and commercial uses and allow new service and commercial businesses that are compatible with planned land uses.
- S-WI-39.** Increase access to affordable commercial space for small-scale retailers, emphasizing trail-oriented retail along the Eastrail corridor and the Grand Connection.
- S-WI-40.** Provide flexibility toward developing building floorplates that support a diverse business mix within higher density development.
- S-WI-41.** Promote uses that create third place for people to gather, connect, and build community.

## ENVIRONMENT

**Goal:** To lead innovations in environmental sustainability that enhances the area's natural features and contributes toward the city's climate goals.

### POLICIES

- S-WI-42.** Support the development of an environmentally resilient neighborhood through a sustainable district framework, code updates, and public-private partnerships.
- S-WI-43.** Support strategies for net-zero and net-positive development, including renewable energy, net-zero carbon emissions, and net-zero waste.
- S-WI-44.** Support and pursue partnerships toward the development of a district energy system.
- S-WI-45.** Promote uses that create third place for people to gather, connect, and build community.

- S-WI-46.** Identify opportunities to pilot low-carbon building design principles toward the reduction of embodied carbon and greenhouse gas emissions throughout the project life cycle.
- S-WI-47.** Promote sustainable mobility through integrated transportation and land use planning, increased access to low carbon transportation options, and innovative technologies.
- S-WI-48.** Encourage improvements that enhance the aesthetic and functional qualities of natural features, such as Sturtevant Creek, Lake Bellevue, and the wetland at 116th Avenue NE and Main Street. Signage should be integrated with building design.
- S-WI-49.** Seek opportunities through the development process to expand green stormwater infrastructure, tree canopy, and landscaping that enhances ecological functions and urban wildlife habitat connectivity.

## HOUSING

**Goal:** To expand diverse housing across unit types and affordability levels.

### POLICIES

- S-WI-50.** Cultivate mixed-income communities that integrate market rate development with subsidized affordable housing through regulatory and incentive approaches.
- S-WI-51.** 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.
- S-WI-52.** 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.
- S-WI-53.** Provide for housing units and amenity spaces that are directly accessible at ground level.



## PARKS, RECREATION, AND OPEN SPACE

**Goal:** To provide for a variety of public community recreation and gathering spaces that will serve a growing community.

### POLICIES

- S-WI-54.** 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
- S-WI-55.** 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.
- S-WI-56.** 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.
- S-WI-57.** Enhance active transportation and through-block connections with landscaping and amenities to serve as linear open spaces.
- S-WI-58.** Enhance Lake Bellevue to become a unique public amenity.
- S-WI-59.** 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.
- S-WI-60.** Encourage and support public access and open space opportunities linking the Grand Connection to 120th Avenue NE and residential neighborhoods east of 120th Avenue NE.

- S-WI-61.** 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.
- S-WI-62.** 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.

Concept for Wilburton TOD area parks and open space network. Park areas are shown conceptually to illustrate park needs for the area.



## TRANSPORTATION

**Goal:** To create a safe, walkable, bikeable, and transit-rich urban neighborhood.

### POLICIES

- S-WI-63.** Redesign and develop the 116th Avenue NE corridor to include planned bicycle facilities, sidewalks, and landscaping.
- S-WI-64.** Incorporate an integrated system of local access and active transportation facilities to support the intended transit-oriented and trail-oriented land use pattern.
- S-WI-65.** Require publicly accessible internal access corridors to facilitate mobility and livability through development review.
- S-WI-66.** Work with developers to provide vehicle access onto their site via internal access corridors rather than along arterial streets.
- S-WI-67.** Design and implement a wayfinding program within the neighborhood and along the Grand Connection to the benefit of active transportation and transit users.
- S-WI-68.** Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable active transportation connections.
- S-WI-69.** Coordinate with WSDOT to support the planned extension of NE 6th Street to 116th Avenue NE for high occupancy vehicle (HOV), high occupancy toll (HOT), and transit access to I-405.
- S-WI-70.** Provide for emergency and maintenance vehicular access to the Eastrail.
- S-WI-71.** Secure abundant active transportation access to the Eastrail and along/adjacent to the Eastrail through development review.

- S-WI-72.** Collaborate with King County to incorporate trail paving and safety-related design treatments within the Eastrail corridor.
- S-WI-73.** 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.

## URBAN DESIGN

**Goal:** To achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, buildings, trails, and open spaces.

## POLICIES

- S-WI-74.** Use distinctive gateway features at key entry points into the area that create a sense of arrival from Wilburton Station, the Eastrail, the Grand Connection, and major corridors into the neighborhood.
- S-WI-75.** Allow flexibility for buildings to provide for activation along the building's frontage zone.
- S-WI-76.** Provide aesthetic and landscaping enhancements on City Boulevards, including 116th Avenue NE, NE 8th Street, and 120th Avenue NE (see Map UD-1 of the Urban Design & The Arts Element) so they become visually attractive, safe, and comfortable corridors to and through the area.
- S-WI-77.** Use design guidelines and standards that promote a high-quality, attractive, and safe pedestrian environment with ample access to sunlight, air, and weather protection.
- S-WI-78.** Support a wide range of active uses and gathering spaces, prioritizing these opportunities fronting the Eastrail corridor and the Grand Connection.
- S-WI-79.** Integrate unique and easily understandable wayfinding into streetscapes and public spaces to enhance neighborhood identity.

- S-WI-80.** Require buildings to be developed in a manner that provides direct connections to the Grand Connection.
- S-WI-81.** 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.
- S-WI-82.** 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.
- S-WI-83.** Maximize usable Eastrail corridor space for programmable area accessible to the public and allow for integration with adjacent development where there is public benefit.
- S-WI-84.** Ensure that spaces and amenities developed within the Eastrail corridor are designed to be clearly public and foster a sense of welcoming to all.

## ARTS AND CULTURE

**Goal:** To connect people to arts and multicultural opportunities within the Wilburton TOD area and throughout the city.

### POLICIES

- S-WI-85.** Recognize Wilburton’s diverse histories and heritages, while elevating contributions of historically marginalized or underserved communities in the area, through placemaking and activation.
- S-WI-86.** Coordinate with Sound Transit on activation opportunities for underutilized space beneath the light rail guideway that is consistent with transit safety and operations.
- S-WI-87.** 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.

## IMPLEMENTATION

**Goal:** To develop tools that are effective in attracting and sustaining investment and deliver equitable public benefit.

### POLICIES

- S-WI-88.** 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.
- S-WI-89.** 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.
- S-WI-90.** Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.
- S-WI-91.** Coordinate with public and private development so that planned infrastructure, amenities, and uses are provided efficiently and integrated with the surrounding environment.
- S-WI-92.** Coordinate with state and regional agencies on the planning and provision of city desired amenities, including the Eastrail and the Grand Connection.