

EASTRAIL

WILBURTON FRAMEWORK PLAN



Bellevue, WA
SEPTEMBER 2023



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Preface

A Statement From Steering Committee Members

Wilburton is emerging as the next area for growth and development in Bellevue. Supported by Sound Transit East Link Light Rail, the Eastrail and forthcoming changes to city policies and land use code, the area is envisioned as a lively, attractive location for living, working, shopping and entertainment. Our agencies have important roles in the future development of Wilburton and share a mutual interest in how it develops. Codes and policies that allow and encourage direct access from the Eastrail to adjacent buildings will make walking and biking on the Eastrail a desirable way to access and move about the neighborhood. Buildings with transparency and active uses at the corridor level will add interest and a sense of safety for Eastrail users. Convenient connections from adjacent buildings to a safe, attractive Eastrail will support access to the Wilburton Station and use of transit. And greenspaces and amenities within the Eastrail will allow the corridor to function as a linear park for the growing numbers of people in the neighborhood.

This Framework Plan explores the opportunities for the Eastrail corridor to be a key element in the growth and development of Wilburton and the collaboration that will be needed to achieve the desired outcomes.

Chapter 1 sets the stage for the plan’s recommendations, introducing the planning history for the corridor, a broad vision for complementary development, and the collaboration that will be necessary to implement that vision. This chapter also introduces the different Character Zones along the corridor in the study area, which describe how differences along the corridor correspond to different sets of opportunities and recommendations.

Chapter 2 describes the outcomes from public outreach that contributed to the Framework Plan recommendations.

Chapter 3 includes design considerations and recommendations for each of the primary uses of the corridor: regional trail, high-capacity transit, linear park and trail-oriented development.

Chapter 4 explores detailed opportunities and recommendations for each of the Character Zones along the corridor.

Chapter 5 focuses on implementation of the plan, including roles and responsibilities of each of the primary stakeholders in the corridor.



Acknowledgments

The Wilburton Framework Plan lays the groundwork for investment that will build active transportation infrastructure while also diversifying the character and culture of the community. This plan, created by King County and the City of Bellevue, with input from Sound Transit, stakeholder groups, and the community, has been shaped by the public through community conversations in multiple engagements, digital and in-person, in the summer and fall of 2021.

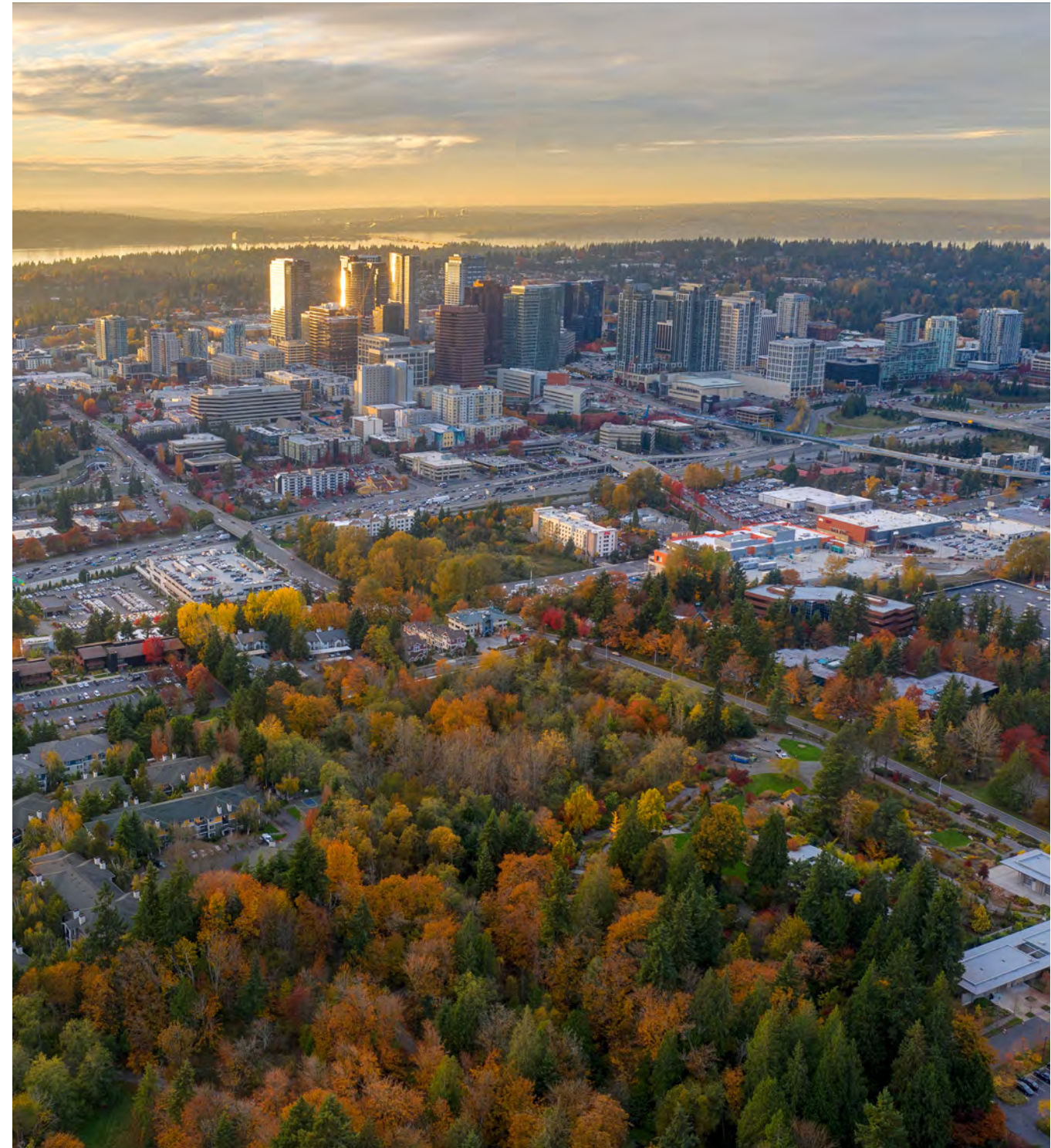
Work on this plan occurred almost entirely during the COVID-19 pandemic, when separation and isolation were the norm. Even as the pandemic isolated the individuals who shaped the plan, it provided a perspective that strengthened the team's belief in Eastrail Wilburton as a critical opportunity to not only connect places physically but also to socially and culturally reconnect and enhance our communities.

Our region benefits from development of our trail networks as active transportation and recreational assets that define and reflect our quality of life and love of the outdoors. Eastrail Wilburton builds upon our trail network and will be an asset for Bellevue and the surrounding region.

Purpose and Status of This Document

The Eastrail Wilburton Framework Plan shows the potential for the Eastrail as a central element contributing to a vibrant, active Wilburton. It shows where trail and amenity development may occur within the Eastrail corridor and how development on adjacent properties may connect to or integrate with the Eastrail corridor. It also describes roles for the city, the corridor owners (King County and Sound Transit), property owners, and the community (including community organizations, such as Eastrail Partners).

This Wilburton Eastrail Framework Plan is not adopted by either the city or the county. It is, rather, a reference for all parties to show the opportunity and vision for the Eastrail. The city can use this plan to inform updated policies and land use code language for Wilburton. The County and Sound Transit can use this plan to inform policies and investments in the Wilburton segment of the corridor. Owners of adjacent property can use this plan to understand the desired relationship between the public corridor and adjacent sites. Community organizations and the general public can use this plan to understand where there are opportunities in the corridor, including for art and recreational amenities. This plan is a resource that can facilitate the coordination and cooperation needed to ensure Eastrail is a core asset for Wilburton and supports the evolution of a great new neighborhood.



Project Team

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Chapter 1 **Connecting a Transformed Neighborhood**

The Eastrail Corridor in Wilburton

- 1.1 **Why this Plan**
- 1.2 **Recognizing the Past**
- 1.3 **Regional Network**
- 1.4 **Planning & Investing for a New Wilburton**
- 1.5 **Vision & Opportunity**
- 1.6 **Partnering to Create an Exceptional Place**
- 1.7 **Character Zones**

Why This Plan

The western edge of the Wilburton neighborhood is about to experience generational change. A dispersed, auto-oriented suburban-style commercial area is anticipated to redevelop into a dense, mixed-use neighborhood centered on high-capacity transit and non-motorized travel corridors. Public investment in Sound Transit light rail, King County's Eastrail, and the City of Bellevue's Grand Connection will form fundamental infrastructure for a new transit- and trail-oriented district that is walkable, livable, and supports the region's vision for more sustainable growth.

This Framework Plan for the Eastrail Wilburton corridor envisions the publicly-owned strip of Eastrail as a connecting open space traversing this evolving neighborhood, functioning as a green separator in some areas and active linear park in other areas. The corridor will include regional infrastructure—light rail and a regional trail—that will support both local connectivity and longer-distance trips. In appropriate locations, the corridor will also be bordered by trail-oriented private development that offers services and amenities for trail users while benefiting from a direct connection to a regional trail and open space.

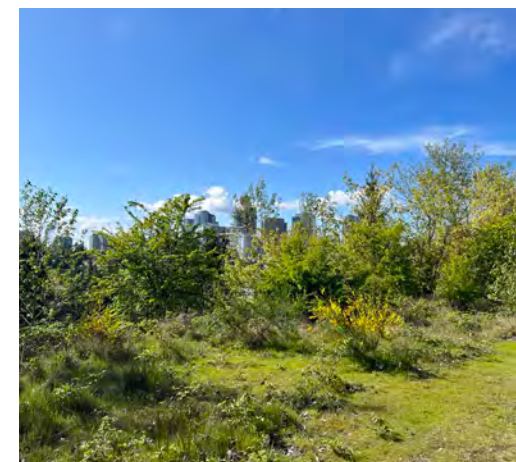
The City of Bellevue, Sound Transit, and King County are supportive of the vision for dense transit-oriented development and see the Eastrail corridor as an important spine that will help define that future community. In detail, the integrated vision of transit, trail, park, and complementary private development will take cooperation and coordination to make the vision a reality.

This Framework Plan Has Two Purposes:

1. To illustrate the core opportunities and principles that will support a trail and transit-oriented community.
2. To identify the actions necessary from each of the key partners in the corridor to achieve that vision.

Together, there is an opportunity to achieve an integrated, trail-oriented neighborhood where open space, non-motorized circulation, transit and private development are thoughtfully integrated and complement each other to support a humane, livable new neighborhood and a regional destination.

Realizing the vision and opportunities captured in this Framework Plan over the coming years will require cooperation and various agreements between our organizations as well as with private developers of properties adjacent to the Eastrail. We hope this plan will be a resource to inform the community about the potential the corridor offers and will set a foundation for the future coordination and cooperation needed to cement the Eastrail corridor as a relevant, defining element of the emerging Wilburton.



Eastrail Wilburton Site Visit Photos, 2021-2022

Recognizing the Past

As with the entire region, Wilburton has been home to the Coast Salish people since time immemorial. As Seattle and environs established and grew eastward, Japanese-American families established farms in the Wilburton neighborhood in the early decades of the twentieth century. These same families lost their farms when they were sent to internment camps during World War II and made unwelcome in Bellevue in the years immediately following the war. The Bellevue Japanese-American Legacy Project is working with King County to incorporate public artwork recognizing and preserving memory of the Japanese-American farming community on the NE 8th Street over-crossing. Other nods to this heritage could be expressed in the corridor in the form of community gardens, a heritage orchard, character planting, and integrated interpretive content.

Opportunities exist to preserve iconic historic structures along the corridor. Most notably, the Wilburton Trestle which is over 100 years old and listed on the Washington Heritage Register. The trestle will provide trail users with expansive views of downtown Bellevue and Mercer Slough as Eastrail passes over this structure, which stands over 100 feet tall and extends for 975 feet.

The trestle passes over Kelsey Creek, at a location just east of where a sawmill was in operation in the late 19th and early 20th centuries. Logs were transported by water (the creek, which was dammed to flood the upland area where logging took place) and, later by a long-gone rail line that extended east into Lake Hills and east Bellevue. At the north end of the trestle the Hewitt-Lea Lumber Company had offices and a depot from which finished lumber was shipped via the rail line that ran along the Eastrail corridor. All lumber operations ceased in 1919, when the timber supply ran out. A couple of buildings from this period remain in vicinity of the north end of the trestle; they are in private ownership and their appearance does not suggest to passersby any connection to this historic mill community. Future improvements within the rail corridor or adjacent to it in this area could include use of materials reminiscent of the railroad and sawmill era (iron, steel, large timbers) and interpretive features.



Japanese American Farmers at Numato Farm in Yarrow Point, 1925 (Eastside Heritage Center)



Spirit of Washington Dinner Train on Wilburton Trestle, 1994

View of Our Plant.

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Sawmill located at Kelsey Creek (c. 1890s or early 1900s) (historylink.org)

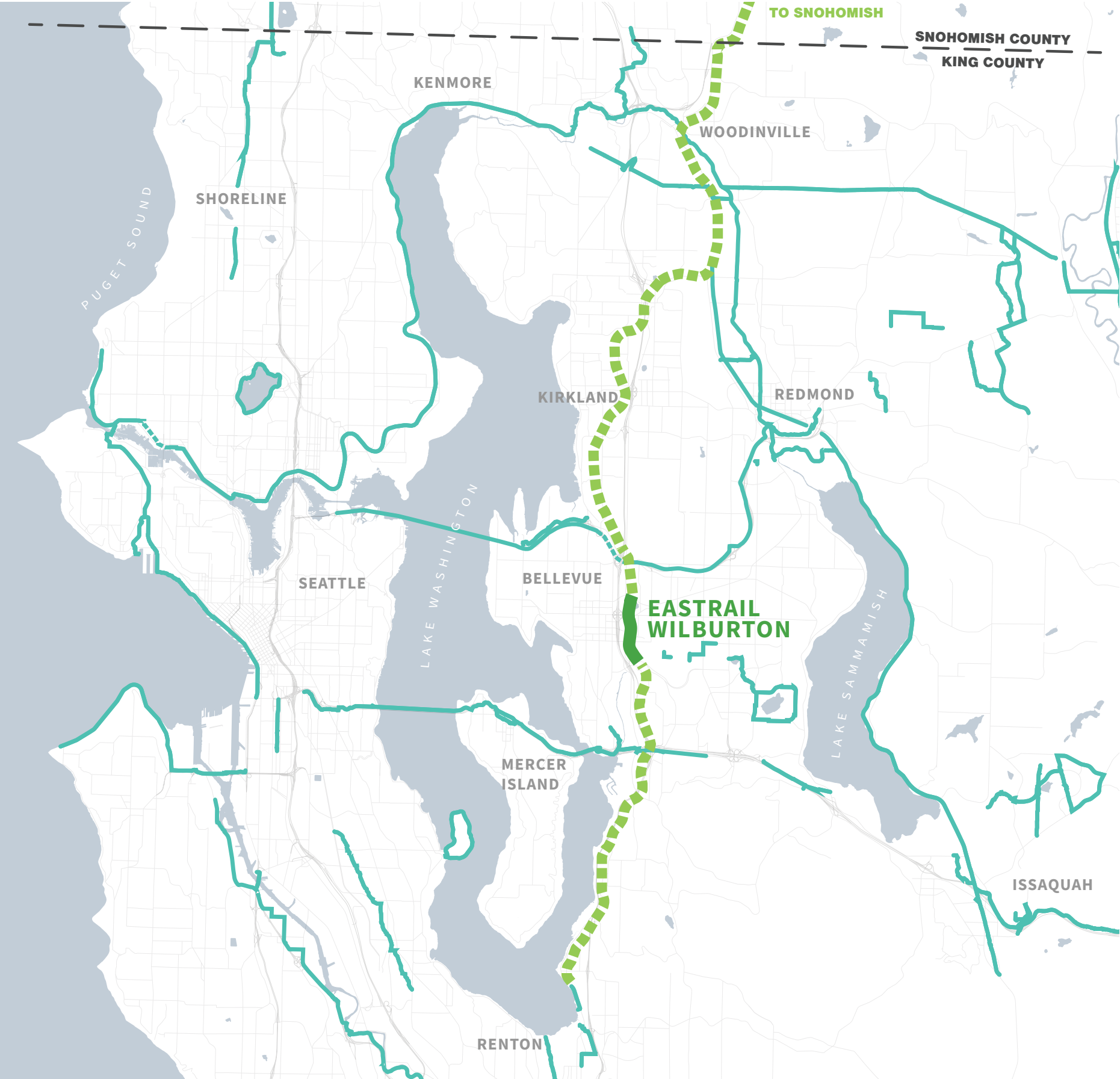
Regional Network

Growing and Linking a Regional Network

Eastrail is a 42-mile former rail corridor running from Renton in the south to Snohomish County in the north, with a spur to Redmond. Eastrail segments are open from the Sound Transit Operations and Maintenance Facility in the BelRed area of Bellevue, northward through Kirkland and from 118th Ave/Coal Creek Parkway south to Renton. The generally flat Eastrail will provide a high-quality route through the heart of Wilburton, facilitating movement on foot and by bicycle from the north and from the south as well as between origins and destinations within the neighborhood.

Eastrail’s current and future connections to other regional trails—the SR 520 trail, 1-90 trail, Sammamish River Trail, and Cedar River Trails, among others—will provide trail users with the opportunity to reach destination throughout the region.

-  Eastrail Wilburton
-  Eastrail
-  Existing Regional Trails
-  Proposed Regional Trails



Planning & Investing For A New Wilburton

Planning Background

The Eastrail Wilburton Framework Plan is an outgrowth of over a decade of visionary planning by the City of Bellevue, Sound Transit, and King County.

In 2008, voters approved Sound Transit East Link Light Rail, the most significant investment in high-capacity transit in the history of the Eastside. This was recognized as a catalyst that could spark the transformation of the 300-acre Wilburton commercial area from a low-density, auto-oriented neighborhood into a vibrant, transit-oriented, mixed-use urban center.

At approximately the same time, the former railroad corridor now known as the Eastrail had been identified as a regional priority for acquisition, preservation, and development for linear infrastructure.

Wilburton in the early 2000s was already undergoing some redevelopment and change from its historical function as a location for auto dealers and big-box retail. Located adjacent to I-405 and directly east of Bellevue’s established downtown, it is a natural location for growth and redevelopment. Subsequent planning has envisioned the neighborhood as a walkable place to live, work, shop and enjoy. In broad terms, the neighborhood is anticipated to redevelop with substantial new housing, office, retail and services.

The parallel planning process for the Eastrail corridor started with the purchase of the corridor by the Port of Seattle, from Burlington Northern Santa Fe Railway in 2009. The Port, along with King County, Bellevue and other cities recognized that the connected corridor was a critical asset to support the future growth and livability of the eastside. Called a “corridor for the ages” in early planning documents, the corridor was anticipated to support both current needs for linear infrastructure – including a regional trail and sections of the Sound Transit light rail system—and unanticipated future needs.

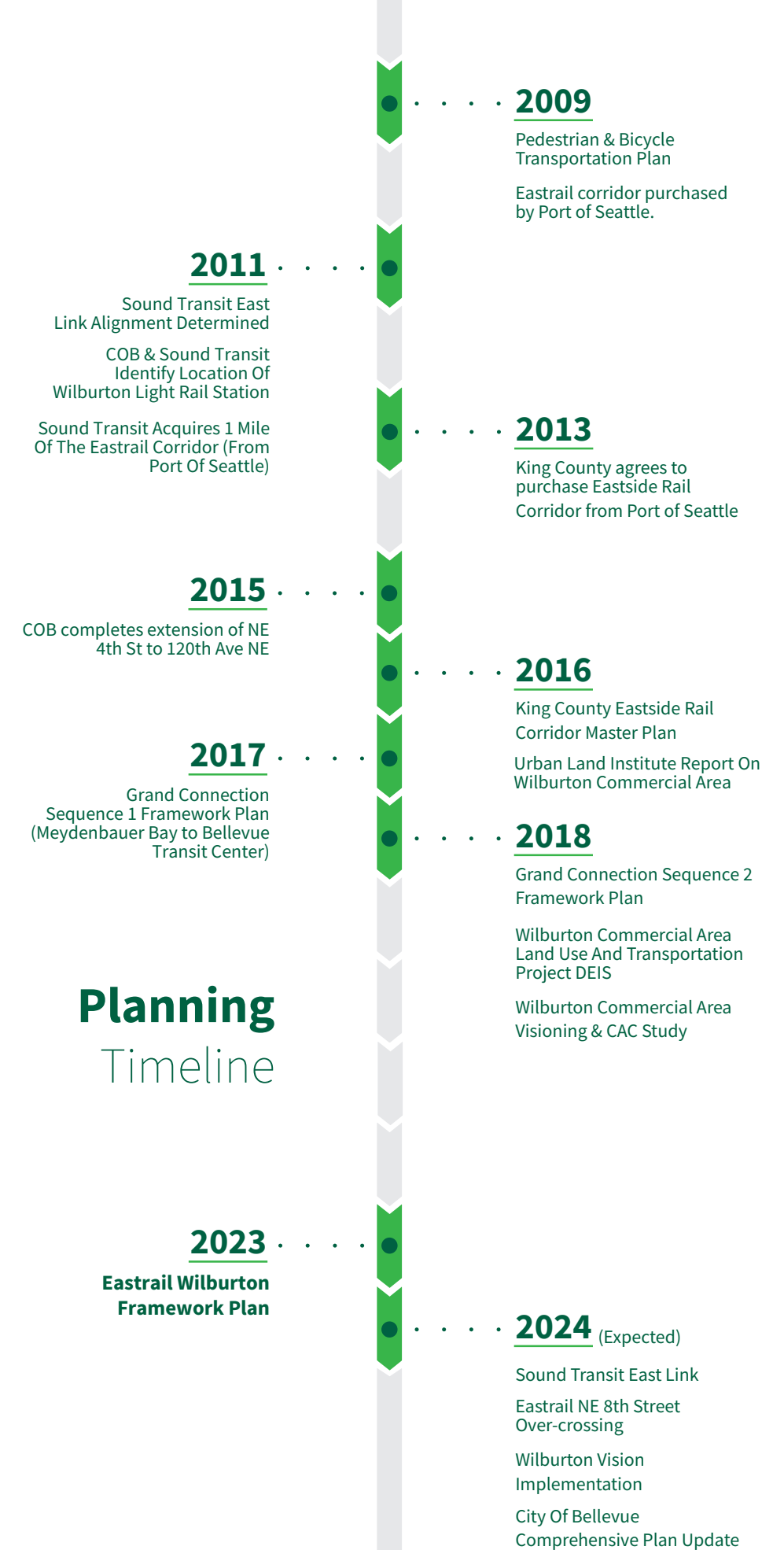
In the Wilburton segment of the Eastrail, Sound Transit purchased a segment of the corridor between NE 6th Street and SR 520, while King County purchased the section of the corridor extending south from NE 6th. The corridor is “rail-banked”, which is a provision of federal law that preserves an inactive railroad ROW and allows for potential reuse for freight rail in the future, under certain circumstances.

In addition to their respective ownerships, King County and Sound Transit hold easements over each other’s property allowing for trail development through the Sound Transit ownership and transit development through County ownership. Additionally, Sound Transit and King County property are both subject to easements owned by King County Wastewater, Puget Sound Energy, and for fiber optic lines.

Future Sound Transit Plans call for adding a light rail line from South Kirkland to Issaquah in the early 2040s. Current information shows the anticipated alignment following the Eastrail corridor from South Kirkland to NE 6th Street, then turning west and merging with the existing track alignment and continuing across I-405 into Downtown. This framework plan reflects the anticipated alignment of the South Kirkland to Issaquah light rail line.

Finally, Eastrail is the anticipated eastern terminus of Bellevue’s planned Grand Connection, a non-motorized corridor connecting Wilburton to Downtown and Meydenbauer Bay.

Focusing on the role of the Eastrail as a connecting spine in the Central Wilburton neighborhood that supports future transit, trail and neighborhood development, this Framework Plan sets out a vision for how the corridor can serve to improve mobility and enhance quality of life in Wilburton. Realizing key elements of the vision will require coordination and partnerships among the County, City, Sound Transit, the private sector and the community.



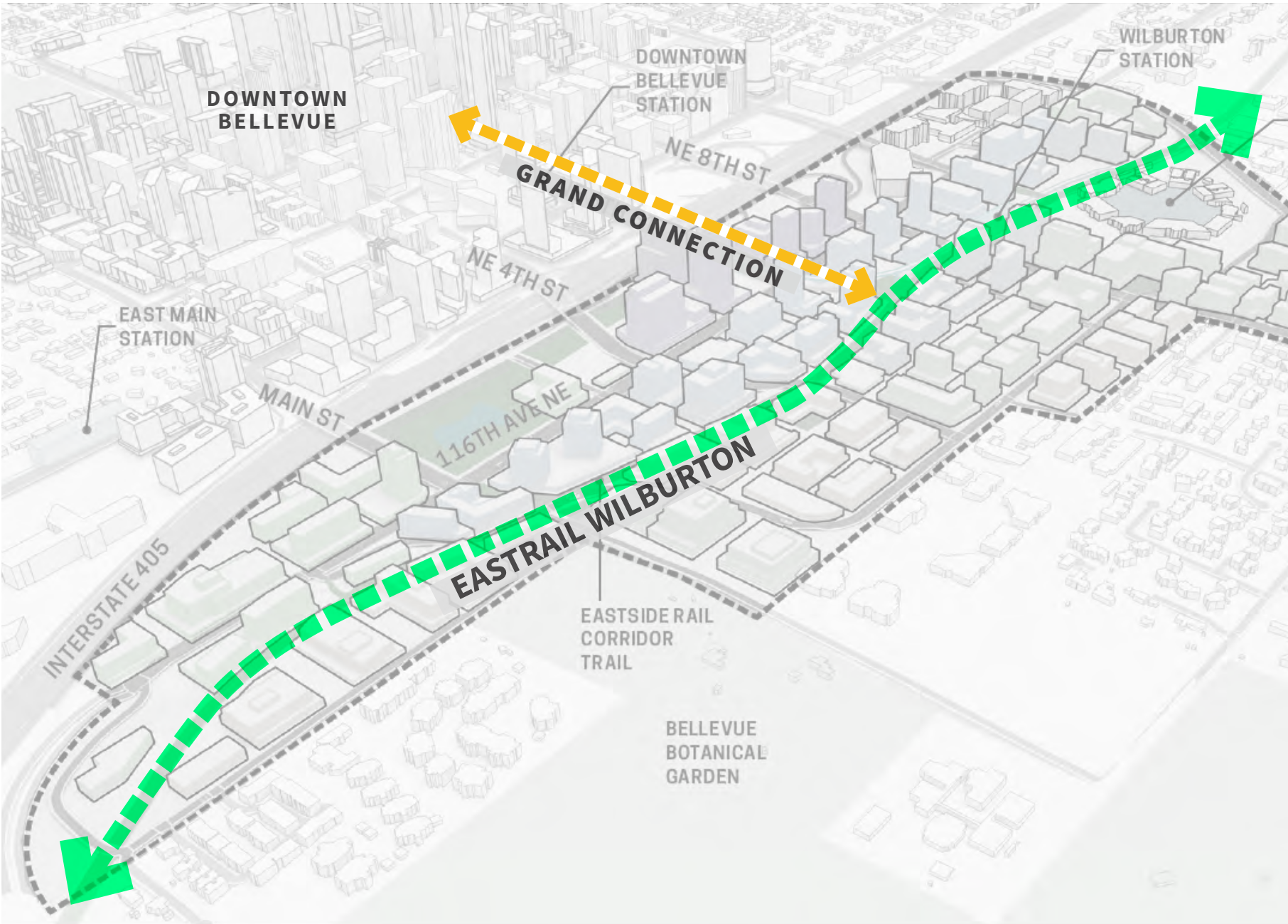
Planning & Investing For A New Wilburton

City of Bellevue Wilburton Vision Implementation & Comprehensive Plan Update

As King County plans and invests in the Eastrail corridor, the City of Bellevue is working collaboratively with the county to plan Eastrail as well as consider how Wilburton will evolve and grow over the coming years. Central to Bellevue’s planning is the 2018 Wilburton Commercial Area visioning process, which was guided by a City Council appointed citizen advisory committee (CAC). The CAC produced a study endorsing a vision for a higher-density neighborhood with housing, commercial and office uses:

“The CAC prioritizes the Eastside Rail Corridor Trail as the most important public open space in the Study Area, followed by a central civic space, enhanced natural systems, and finally smaller open spaces distributed throughout. The vision for the Eastside Rail Corridor Trail in the Study Area is as a linear park, connecting the Study Area locally east to west as well as regionally north to south. This project, especially in consideration of light rail and the Grand Connection, has the opportunity to kick start the CAC vision for the Wilburton Commercial Area.”

Current Bellevue planning efforts will hone the plan for Wilburton and make this vision actionable. In spring 2022, the city launched the Wilburton Vision Implementation process to refine the vision and update city policies and codes for Wilburton, in coordination with the updates to the city’s comprehensive plan, to be completed in 2024. This framework plan has been shaped by Bellevue’s planning efforts to date and will inform updates to the Bellevue Comprehensive Plan, new land use designations, and Bellevue Land Use Code amendments, including development standards and guidelines, that will apply to development adjacent to the Eastrail corridor.



Preferred Alternative Massing Model From Wilburton CAC Study (2018), with Eastrail Wilburton and the Grand Connection Highlighted.

Planning & Investing For A New Wilburton

Current and Planned Projects (2023)

Projects and planning already in progress (2023) set the stage for the future development of the Eastrail Corridor. They represent substantial investments in a future connected neighborhood that will grow around transit and trail.

The Grand Connection (Bellevue)

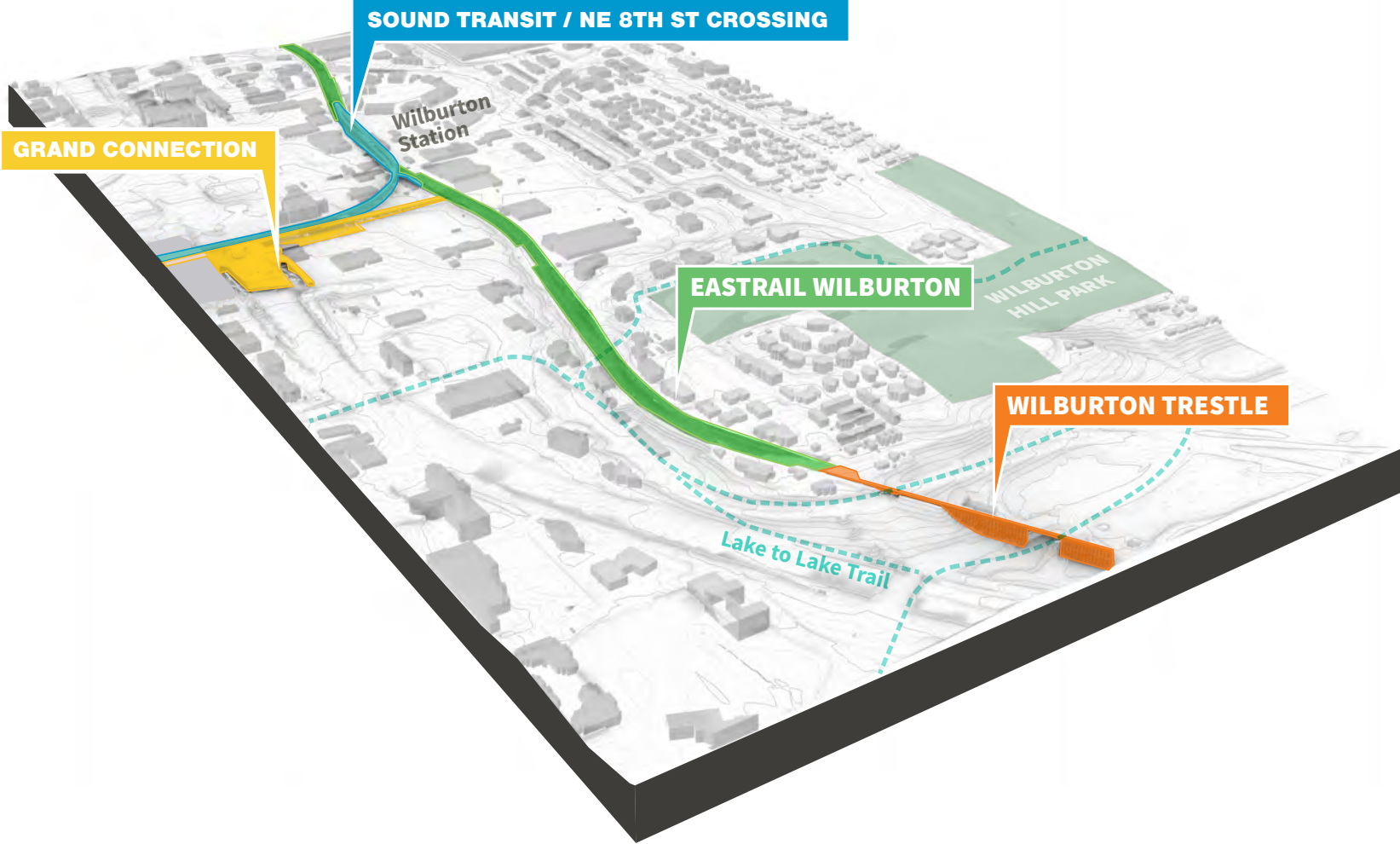
The Grand Connection will be a new route with high-quality accommodation for people walking and bicycling from the Eastrail westward across I-405 into Downtown, where it will generally follow the NE 6th Street alignment, pass through Downtown Park and extend to the Lake Washington waterfront at Meydenbauer Bay. Planning for an interim “Catalyst Crossing” and for the Civic Center and Lincoln Center sites located just west and east of I-405 respectively is in progress.

NE 8th Street Eastrail Crossing (King County)

As one of the busiest streets along Eastrail, as well as a high-volume stretch of the trail (due to the surrounding density and transit riders utilizing the trail to access East Link), the NE 8th Street bridge crossing allows vehicular and trail traffic to flow safely separated from one another. Critical to the functionality of the trail corridor, the pedestrian bridge is also designed to become a civic landmark from afar and a rich experience from within, with views to Bellevue’s downtown. Currently under construction, the bridge also incorporates art as part of the Japanese-American Legacy Project, honoring an important aspect of the community’s history.

The Wilburton Trestle (King County)

The most visible segment of Eastrail, the trestle will become a sought-after experience and destination in the region and an icon for the corridor and Bellevue. The trestle is also one of the most complex and challenging stretches of trail requiring intensive structural considerations and robust investment. With planning and design now largely complete, the trestle is on the cusp of being revitalized and will serve as a gateway to Wilburton.



Light Rail Transit (Sound Transit)

Sound Transit East Link (2 Line) is planned to open in 2024 or 2025, connecting Redmond, Bellevue, Mercer Island and Seattle via high speed, reliable high capacity transit. The Wilburton Station will provide access for thousands of future residents, workers, and visitors in a growing Wilburton neighborhood. Sometime in the 2040’s new connections will be constructed to South Kirkland and Issaquah, expanding the regional network.

Partnering to Create an Exceptional Place

The vision for the Eastrail corridor described in the Wilburton CAC work and other planning is easy to imagine.

Building entrances, cafes, and retail storefronts face the corridor from new development. Where space allows, the corridor serves as a linear park between the buildings, with places for seating, art and performance, play and socializing. Connecting the neighborhood to other eastside cities and transit, a high standard trail runs through the corridor.

The future Eastrail welcomes visitors, gives local residents a place to recreate, supports commuters, and heightens the experience of the neighborhood with art and design.

Achieving this vision will be challenging, and will require coordinated work from the City of Bellevue, King County, Sound Transit, non-profit organizations, and private developers.

The Wilburton vision is an important element in Bellevue’s continuing evolution as a regional center. **Bellevue has the lead role in shaping the vision for the emerging neighborhood and creating the policy, development standards and design guidelines necessary to implement it.** With growing demand for vibrant mixed-use neighborhoods, portions of Wilburton have the potential to be highly transformed given proximity to highways, future transit options and Downtown, along with the ability to accommodate growth. As a core element of the neighborhood, the Eastrail corridor represents an exceptional opportunity to support and potentially kickstart the process of redevelopment.

Sound Transit and King County Parks are broadly supportive of the Wilburton vision, but are primarily focused on their roles as regional service providers:

- **Sound Transit’s primary role in the corridor is to develop, operate and maintain a critical component of the regional rail transit system, including potential future system expansions.** The agency must consider future needs for high-capacity transit developed within their Eastrail ownership interest areas—including both fee (the segment from SR 520 to NE 6th Street) and easement (the remainder of the corridor).
- **King County Parks’ primary role in the corridor is to develop, operate and maintain a regional trail.** The Eastrail is expected to become the most heavily traveled non-motorized route on the eastside. King County Parks must balance the trail’s regional role with its value to local community development and recreation. Similarly, although King County Parks is the underlying owner of the majority of the corridor in the study area, development and maintenance of local park amenities is not the agency’s typical role in the region.

As owners of the corridor, both Sound Transit and King County Parks also have responsibilities to protect the property rights of easement holders in the corridor (including Puget Sound Energy, King County Wastewater, and the operator of a regional fiber optic line in the corridor), as well as meeting the requirements for rail-banking.

Private and non-profit partners (like Eastrail Partners, an organization formed to galvanize support for completing the trail, as well as mobilize the private sector to engage and collaborate with communities along the corridor) also have a critical role to play. In some cases, these partners may have employees that regularly use the Eastrail corridor leading to direct interest from the private side.

Access to funding, engagement with the community, and advocacy are just a few of the roles that partners outside of the public sector may play.

The integrated vision for the Eastrail corridor described in this plan will require coordination and partnership to achieve. This plan illustrates the benefits that partnership could provide and clearly describes the role that each of the key stakeholders in the corridor would need to play to achieve the vision.



Partnering to Create an Exceptional Place

In the densest parts of Wilburton future trail users, residents, and workers will experience a seamless open space that may include private storefronts and cafes; a public park with space for food trucks, art, play and quiet; and a high quality regional trail.

However, it will take effective coordination both between public jurisdictions and agencies and with the private sector to achieve that vision.

URBAN/LINEAR PARK

With the potential to develop a wide range of recreational facilities and amenities, this zone would complement adjacent private development, enhance the regional trail, and provide needed open space for the growing Wilburton neighborhood.

Lead Entity: City of Bellevue

Potential Partners: King County Parks, private developers

Underlying Owner: King County or Sound Transit, depending on location

REGIONAL TRAIL

The regional trail will provide mobility for both local and longer-distance trips. Where the trail is adjacent to high activity zones it will incorporate design features to enhance user comfort and safety.

Lead Entity: King County Parks

Potential Partners: City of Bellevue, Private Developers

Underlying Owner: King County or Sound Transit, depending on location

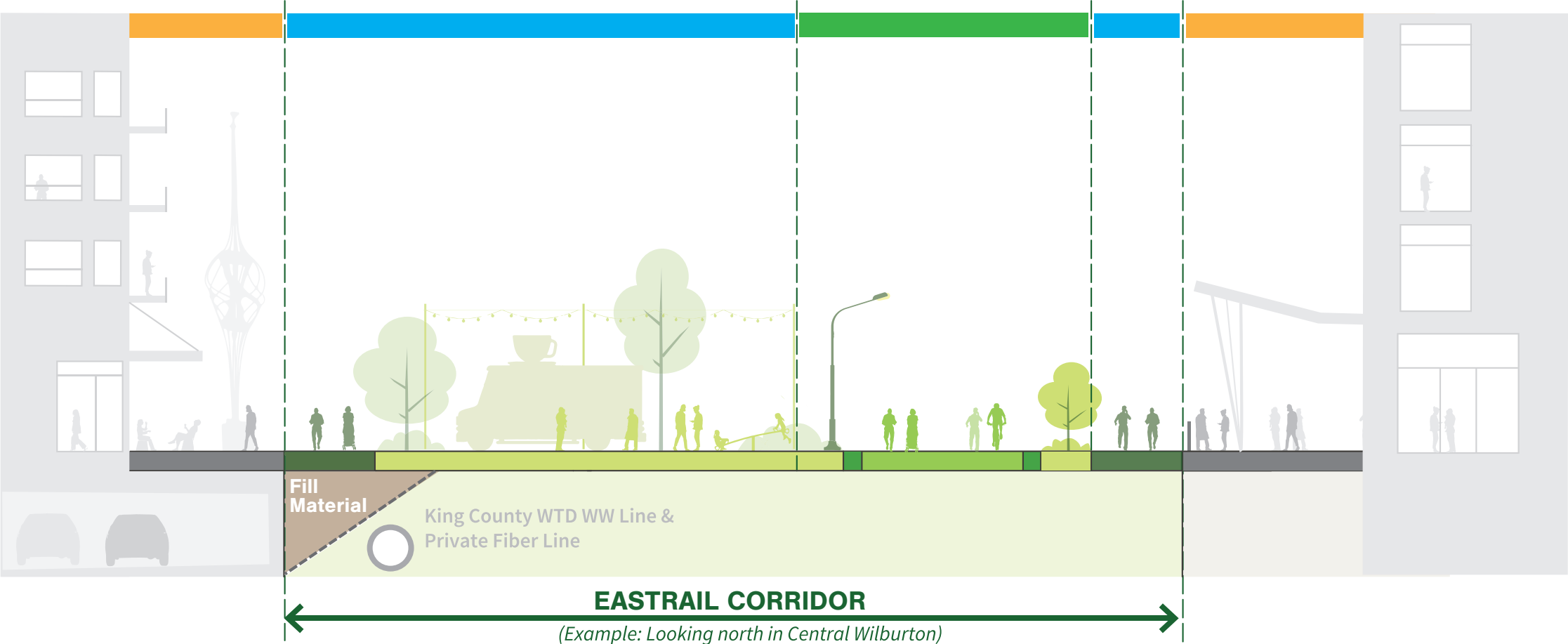
TRAIL ORIENTED DEVELOPMENT

Where the topography and building type allows, adjacent development will be encouraged to develop entries, commercial storefronts, and other ground floor treatments that complement the public corridor.

Lead Entity: City of Bellevue (planning and community development) and private developers

Potential Partners: Eastrail Partners

Underlying Owner: Private



Character Zones

Overview

The Wilburton segment can be viewed in terms of six character zones that are defined by physical conditions and existing characteristics, as well as planned changes that will significantly alter those physical and character realities. This framework plan recognizes these zones as distinct trail segments, and the corridor design, both trail and amenities, should respond to these character zones.

Lake Bellevue

While inaccessible from Eastrail in existing conditions, Lake Bellevue and its outflowing Sturtevant Creek are the undeniable influence for this stretch of trail in terms of character and ecology, and, potentially in time, public access. Planning and development will likely change the character of the trail edges with increased density, with the trail corridor providing a “green escape” connection between the Wilburton light rail station and the SR 520 Trail, and the BelRed neighborhood to the north.

The Station

This stretch of trail is dominated by the East Link guideways and station. The key opportunities are to accommodate the volumes of pedestrians moving through the area and to incorporate elements, such as public art, that will enhance their experience.

Central Wilburton

The densest section of the corridor, what you see today is not what will exist in the future. Wilburton will grow and change with tall towers and high-density living surrounding the trail, giving it a vibrant, urban character—a mixing zone of commuters, recreation, and residents crossing paths. Wilburton will be linked to downtown Bellevue with the Grand Connection. The Eastrail corridor has the potential to be its “Central Park” with a landscape different in topography and character from what you see today. More than anywhere on the corridor, as we shape this area, we are doing so for people who are not yet here but will be coming.

The Overlook

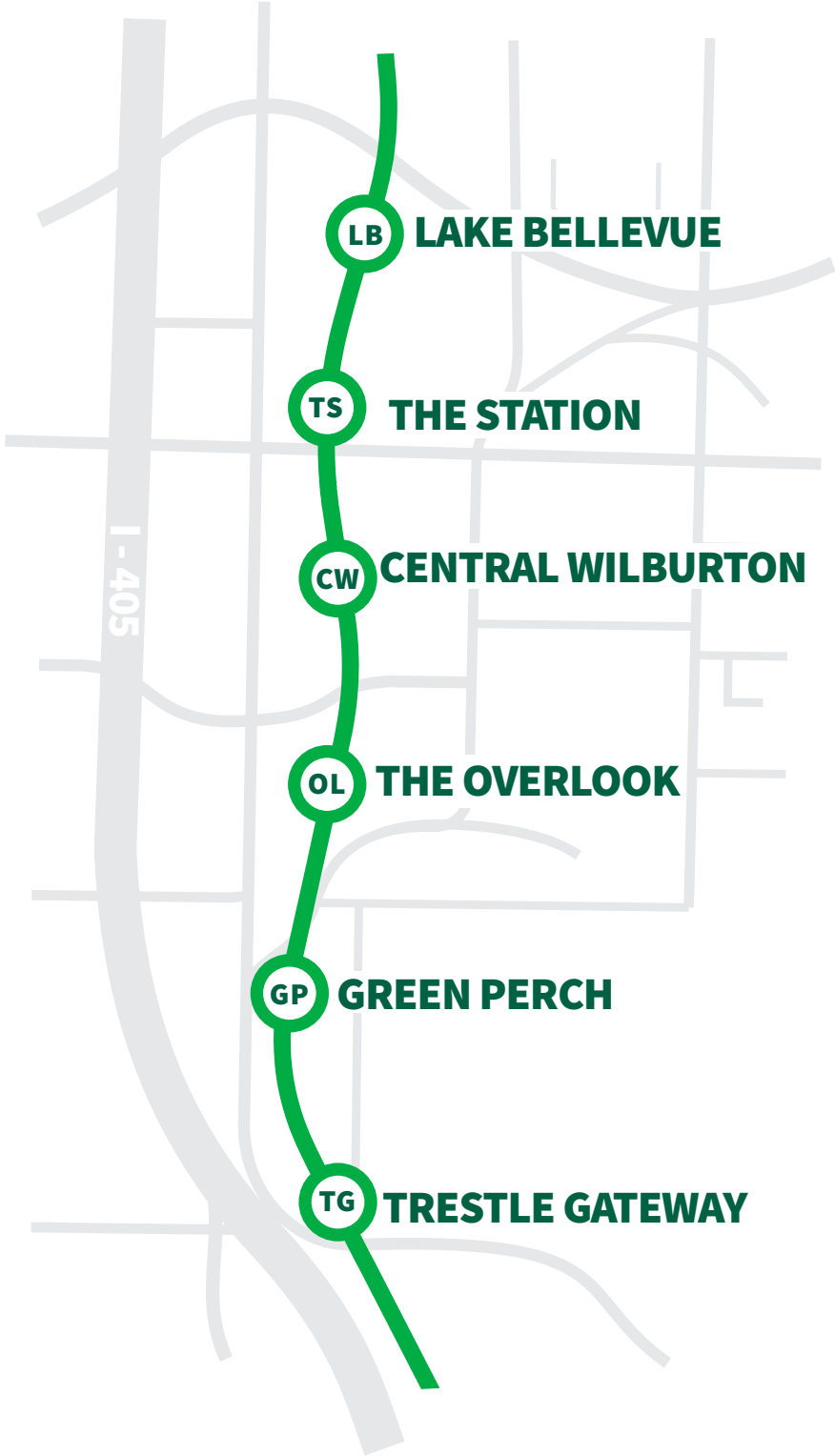
So named due to the territorial views of downtown Bellevue created by the terraced topography dropping to the west, adjacent conditions will continue to evolve and densify with redevelopment, but with less density than Central Wilburton. The natural topography and condition of the site, dropping to the west, rising to the east, can be maintained as part of the character of the space even as development changes the edges of the corridor. There is also opportunity for visual cues and physical connections to the Bellevue Botanical Garden and Wilburton Hill Community Park.

Green Perch

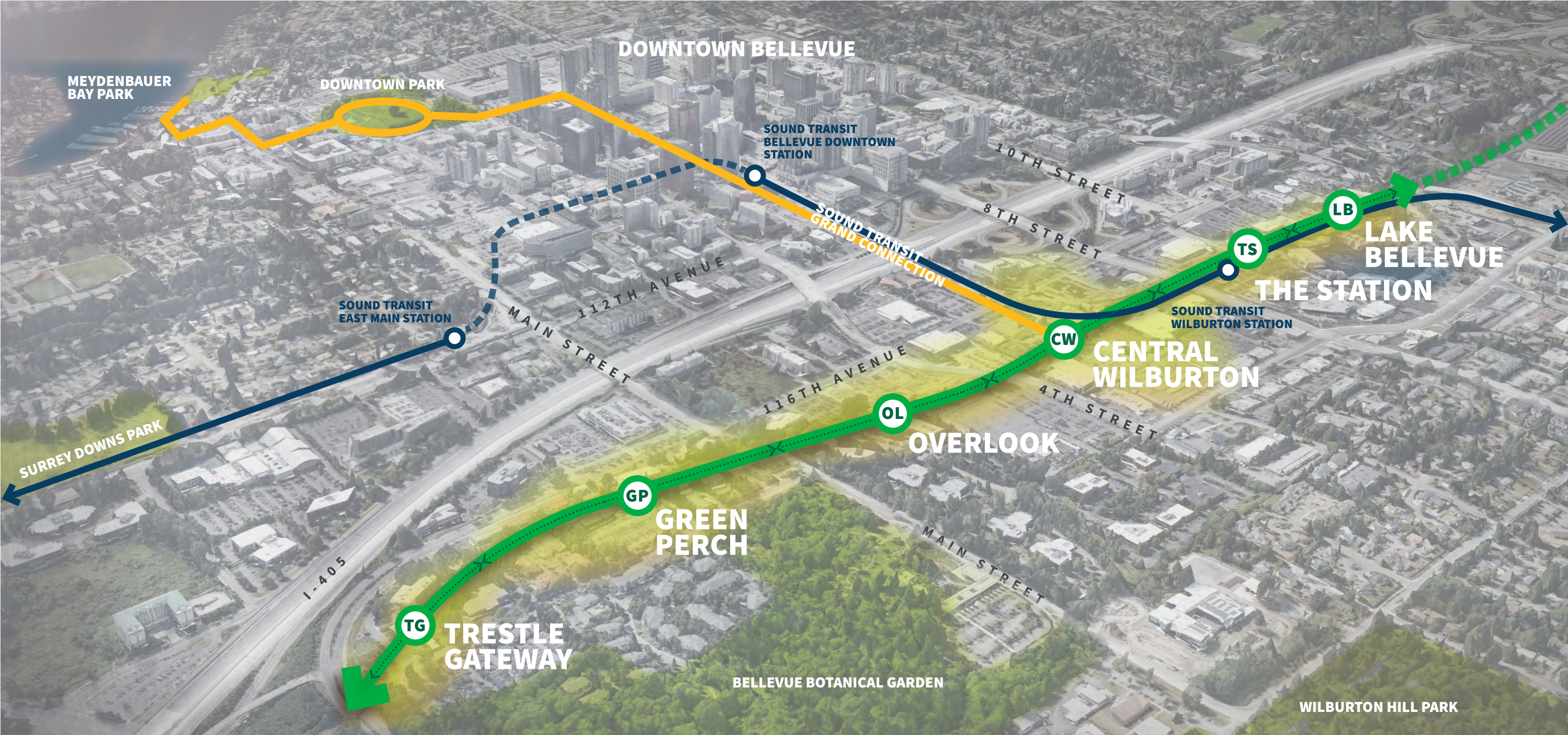
Steeper topography sloping up and down from the likely trail alignment should be maintained, and the green landscape enhanced (tree canopy and understory) to retain this stretch as a “green escape” from downtown, a breath of calm between trestle and city with less density than the Overlook. Trail amenities to provide pause are integrated into the corridor, taking advantage of topography to create perches, views, and rewarding moments.

Trestle Gateway

Located just north of Wilburton Trestle, this stretch of the trail is dominated by and acts as a trailhead for the powerful experience of the trestle. Large volumes of visitors to the trestle will mix with those traversing along the Eastrail, creating a node of activity. Adjacent properties have the potential to integrate with the trail.



Character Zones



Character Zones

Development Themes & Opportunities

The six character zones vary in their suitability and potential to support various uses and functions. Factors including terrain, intensity of adjacent development, proximity to transit and to bicycle facilities are among the considerations. The table at right identifies key opportunities for each character zone. These opportunities are further considered in Chapter 3.

	Lake Bellevue	The Station	Central Wilburton	The Overlook	Green Perch	Trestle Gateway
Trail Oriented Development/Active Frontages	●	●	●	●	●	●
Park and Open Space Improvements	●	●	●	●	●	●
Pedestrian Access to Transit	●	●	●	●	●	●
Enhanced Trail Amenities	●	●	●	●	●	●
Enhanced Trail Access/Mid-block Connections	●	●	●	●	●	●
Future Transit Development	●	●	●	●	●	●
Public Art	●	●	●	●	●	●
Activation and Programming	●	●	●	●	●	●

Opportunity
 Major Opportunity

Potential amenities priority matrix organized by character zones as defined in Eastrail Framework Plan.

Chapter 2 **Community Priorities**

Imagining The Eastrail

- 2.1 **Investing in Community**
- 2.2 **Community Responses**
- 2.3 **Community Priorities**

Investing In Community

Overview

The framework plan is informed by a robust public engagement process that occurred during the summer of 2021, building on earlier outreach conducted by King County in 2018. The following is a description of outreach that occurred in 2021 and a summary of the feedback. Additional detail can be found in the separate public outreach report compiled by the city.

Community Group and Board Presentations

In the summer of 2021, staff from the City of Bellevue and King County Parks provided briefings to and solicited input from several community groups and city-affiliated boards including Wilburton Neighborhood Association, Bellevue Diversity Advantage Network (BDAN), Bellevue Youth Link, Bellevue Network on Aging, and the Eastside Easy Rider Collaborative. Individuals were actively involved in the discussion and invited to contribute additional feedback directly to staff and to fill out the community survey. Overall, participants were excited about the connectivity and recreation opportunities that the Eastrail will bring through Wilburton.

Virtual Community Walk

In July 2021, staff hosted a Virtual Community Walk of the Wilburton Segment where approximately 60 community members learned about the trail development and participated in small group discussions sharing ideas for how they would like to use the trail in the future, and what they hope to see in the way of trail activities, access, and interface with surrounding development. Mayor Robinson provided the welcome and opening remarks. Bellevue Council members Stokes, Zahn, and Lee were also in attendance.

Community Online Survey

Concurrent with the stakeholders presentations and Virtual Community Walk, the City of Bellevue hosted an online survey to collect broader community input to inform the framework plan. Over 270 people participated

in the survey and shared their interests and desires for Eastrail. Most often referenced in the survey were: shared-use, safety, and preferred amenities along the corridor.

Property Owner Conversations

City of Bellevue staff conducted stakeholder interviews with owners of key adjacent parcels to identify their interests and opportunities with respect to the Eastrail Wilburton segment. The conversations provided valuable insights into these property owners' thinking about Eastrail as a neighbor. A few property owners shared preliminary design ideas for how their properties could provide access to Eastrail and a variety of activities for trail users. Some property owners were well-informed about the framework plan effort and willing to explore future opportunities with their current tenants.

Excitement for the trail as an amenity was balanced by some concerns over the implementation of potential trail-oriented code requirements. Concerns included phasing of Eastrail construction, and the readiness of the Eastrail to accept a connection or other required investments if they are included in code. This will be among the issues that will be considered in the upcoming Wilburton Vision Implementation code and policy development by the City of Bellevue.

Summary

In summary, outreach efforts by staff from the City of Bellevue and King County staff confirm that the public is excited about this corridor. There is interest in ensuring that the corridor is accessible to walkers, runners, bikers, and rollers and that user safety is prioritized. There was strong support for providing space for separation between people on bicycles and people walking and moving at slower speeds. There was also significant support for including informal gathering spaces within the corridor. Access for users of all abilities was viewed as a key consideration. Many participants also indicated that the natural environment is highly important, as they see the Eastrail corridor as a respite from adjacent hustle-and-bustle. Having trees and other vegetation is important in that regard.

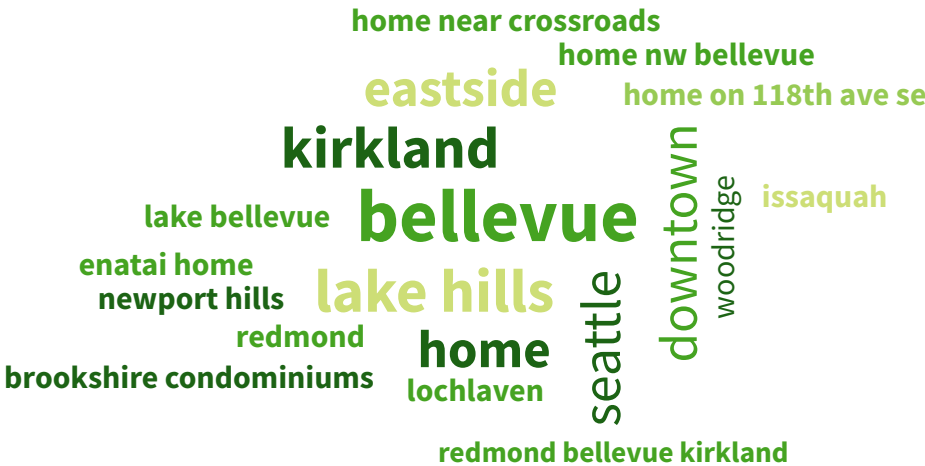
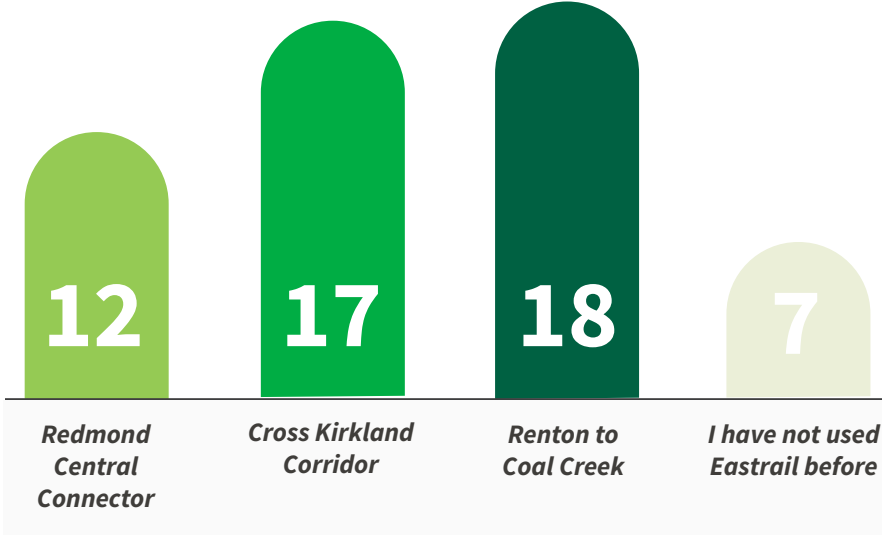
Building upon inputs from these engagements, this Eastrail Wilburton Framework Plan envisions a corridor that is well-integrated with transit, offers open space, and provides connectivity. Eastrail is not only seen as a transportation and recreation facility; it is also seen as a critical open space and a linear park integrated with valued amenities to create a socially inclusive corridor with a strong identity that embraces Wilburton's unique characteristics.

With the inclusion of the Wilburton East Link Station, the ERC as a linear park will be well-utilized, especially if there are desirable destinations fronting the park. The visioning process made clear the existing public and development interest in treating the ERC as more than just a trail. The goal is to capitalize on the opportunity to create a walkable and connected neighborhood with this unique public infrastructure project.

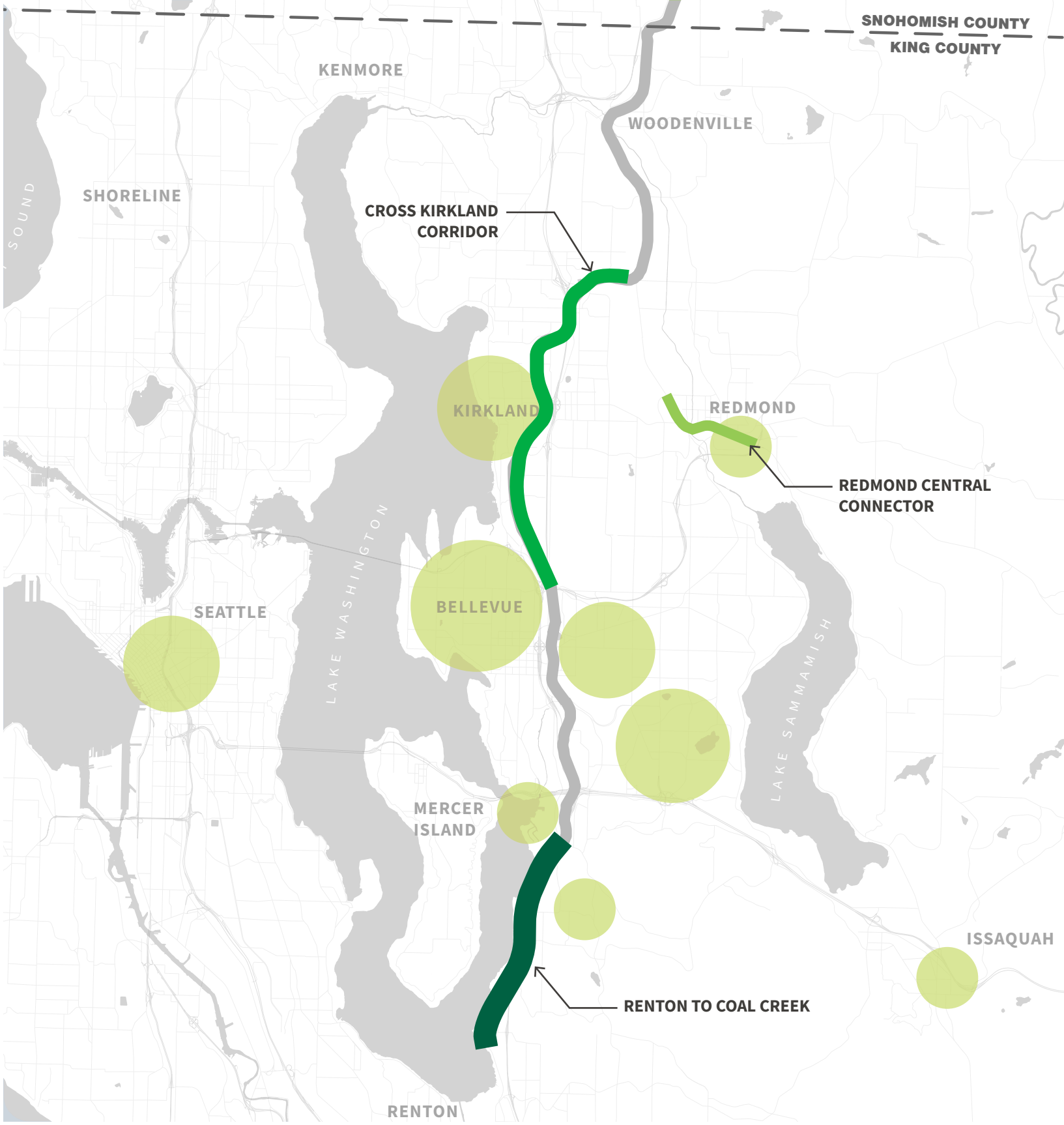
2018 Wilburton Commercial Area Study

Community Responses

“Which parts of Eastrail have you used?”
Community response from Eastrail outreach efforts, Fall 2021



Weighted word diagram showing residence of meeting participants from Eastrail outreach efforts, Fall 2021

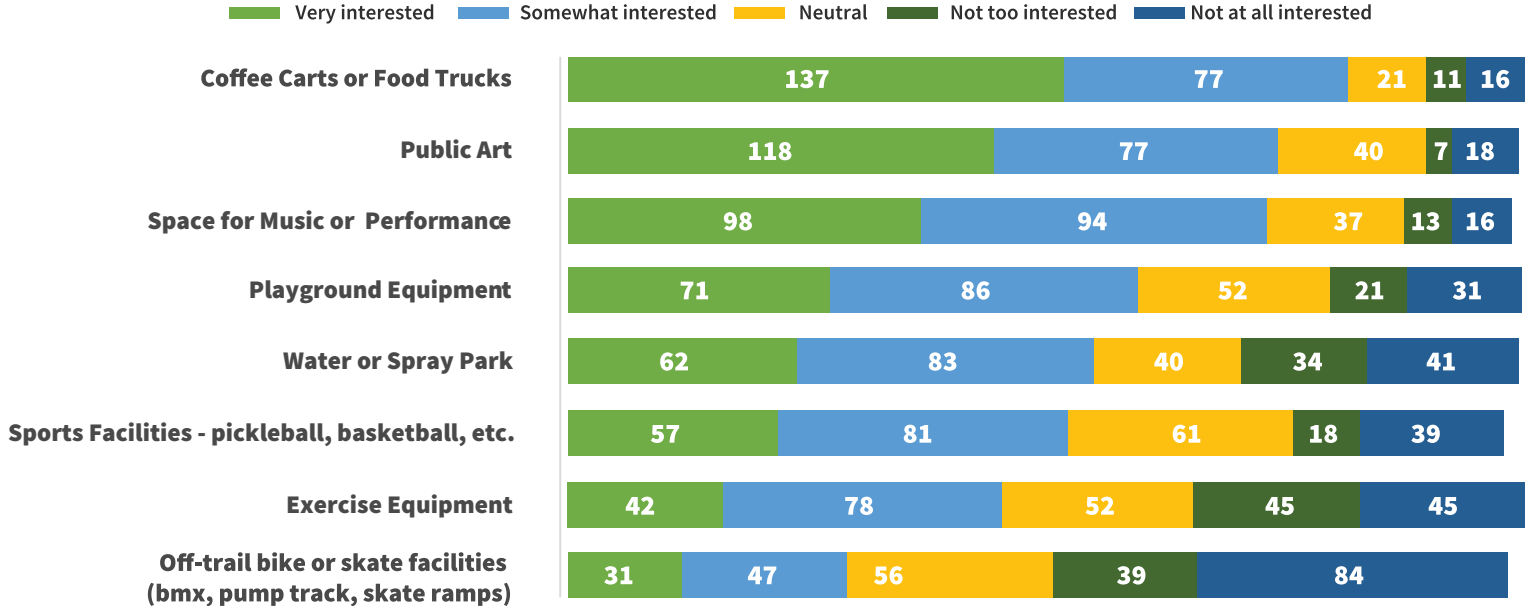


Regional map depicting community responses to the left. Graphic symbols are weighted to reflect number of responses.

Community Priorities

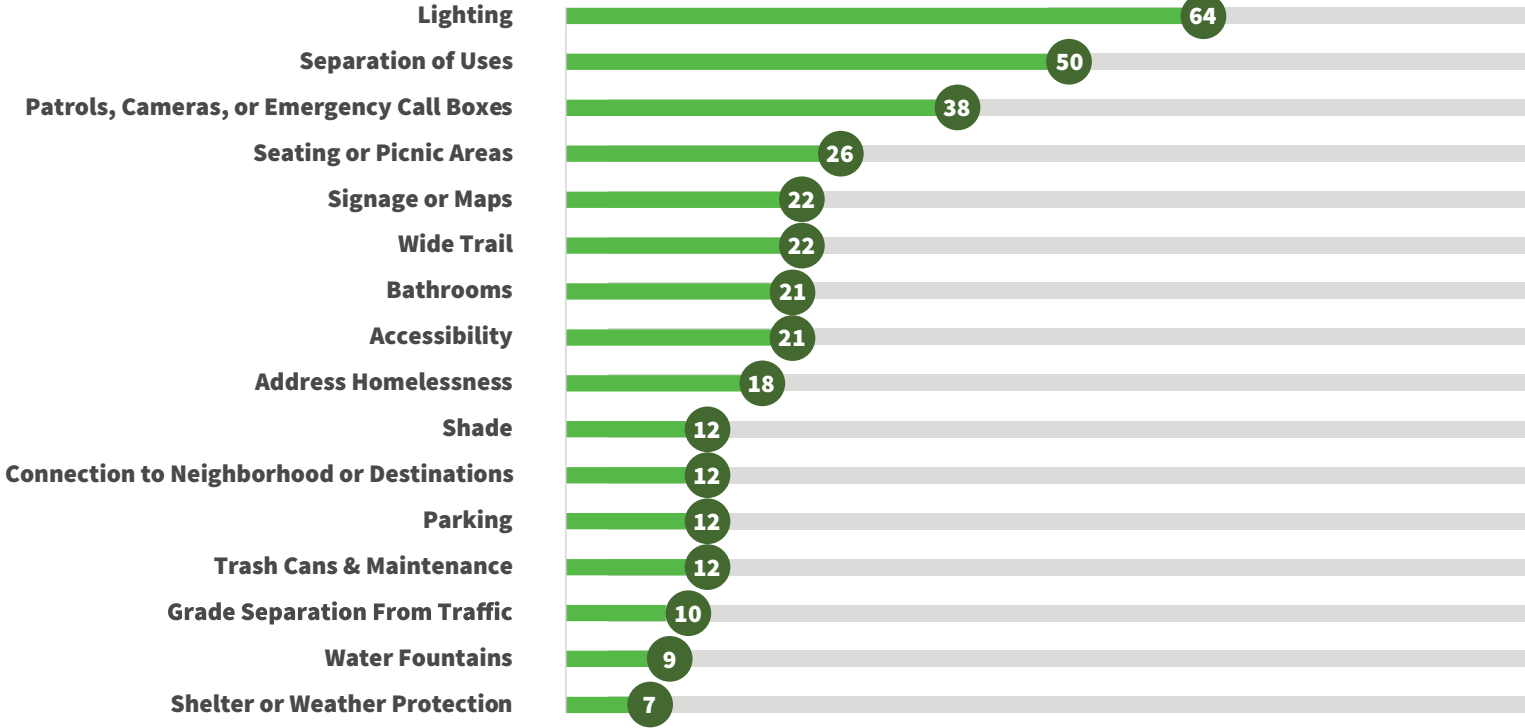
“What potential features would be of interest along or near the trail?”

Community response from Eastrail outreach efforts, Fall 2021



“What elements are needed to make sure Eastrail is a comfortable and safe space for people of all ages, abilities, and backgrounds?”

Community response from Eastrail outreach efforts, Fall 2021



Chapter 3 **Integrating Corridor & Community**

Coordinated Public & Private Investment

- 3.1 **High Capacity Transit**
- 3.2 **Linear Park**
- 3.3 **Regional Trail**
- 3.4 **Trail-Oriented Development**
- 3.5 **Other Development Opportunities/Considerations**

Overview

For the public, the vision of a transit- and trail-oriented Eastrail corridor should be a seamless experience. Access to transit, open space amenities, a regional trail, and adjacent commercial frontage should feel gracefully integrated, welcoming, and attractive. In the most active and least constrained segments of the corridor there are opportunities for exceptional placemaking, creating a destination that will draw visitors and offer a vibrant mix of urban experiences.

The partnerships necessary to create that seamless experience are the core theme of this Framework Plan. This chapter illustrates design approaches that can contribute to a consistent and predictable character for the corridor as it is built out in different phases and by different project sponsors. The design approaches and opportunities for a few specific amenity areas are informed by a set of principles that guide use of the public space:

Guiding Principles

1. Eastrail is a defining feature of the Central Wilburton area as outlined in the 2018 Wilburton CAC Study preferred development concept.
2. Eastrail is a collaborative vision between residents, King County, City of Bellevue, Sound Transit, and private partners
3. Eastrail is a trail and park corridor accessible and welcoming to all.
4. Eastrail is an exciting and active, central open space for Central Wilburton.

These principles are explored in more detail in Chapter 5 of the Framework Plan, which develops a road map for implementation.

These principles are also informed by, and balanced with, guidance from the Steering Committee that recognizes the need to responsibly steward the Eastrail corridor:

- Where adjacent developers are interested in creating trail-facing frontage, the City, County, and Sound Transit recognize that the character of the corridor must be receptive to private development designed with trail-facing features. These include some level of enhanced access and opportunity for amenities.
- Underlying owners, including King County and Sound Transit, will evaluate proposed corridor development to ensure compatibility with established property rights and long-term public needs.
- Design for the corridor will make a clear distinction between public and adjacent private spaces.
- Private development should not rely on publicly owned space for necessary building functions.

The sections that follow discuss and illustrate opportunities for developing an exceptional public space to complement what is intended to be a vibrant new neighborhood. The opportunities shown are compatible with the principles necessary for the owners of the corridor to responsibly steward the public property in their care, while also creating a special place for the public.



High Capacity Transit

Transformational Transit Corridor

Sound Transit is the underlying owner of the Eastrail in Central Wilburton north of NE 6th Street, and owns an easement to develop transit south of NE 6th. Although future Sound Transit facilities are not guided by this Framework Plan, the public improvements to the corridor will require partnership with Sound Transit where they are underlying owners, and also need to be designed to accommodate anticipated future light rail development.

Sound Transit East Link improvements, funded under ST2, will open to the public in 2024 or 2025. The Wilburton Station and guideway in the corridor are nearly complete. Modifications or additions to existing transit facilities may be necessary for new service connecting Kirkland to Issaquah, funded in ST3 and anticipated to open in the 2040's.

The current representative alignment shows the Kirkland to Issaquah line interlining with the existing guideway to cross I-405 and travel through the Downtown Bellevue transit tunnel then continue south to connect to the I-90 corridor. However, the final alignment for the project will not be determined until future planning and environmental review are complete. Other potential alignments for the project could continue further south in the Eastrail corridor.



Linear Park

Park Corridor & Regional Destination

In addition to connecting to light rail and serving as a regional trail, the Eastrail has the opportunity to serve as a valued park and open space. The potential to develop park features in the public space remaining after needs for the regional trail and access to the Wilburton Station are met is likely the element most critical to the success towards a goal to create a corridor that is seamlessly integrated with the surrounding neighborhood. The primary locations where more intensive amenity development may be appropriate are in the Central Wilburton and Trestle Gateway character zones, however there also might be opportunities for less intensive treatments in other areas as the corridor is built out.

This Framework Plan identifies opportunity areas where park amenities, gathering spaces, and other forms of activation are most likely occur. Development of facilities and use of spaces is likely to be led by the City of Bellevue, through collaboration with private developers or other parties in some cases. Planning and implementation will require agreements with King County and Sound Transit, the underlying landowners, that allow for development, use, and maintenance of such spaces or facilities. This Framework Plan serves as the starting point for future planning and development discussion between partners related to park amenities, programming, and activation. The following pages identify specific opportunities within the corridor for activation, playful design, and park amenities. Opportunity areas within each character zone are assessed in further detail in Chapter 4.



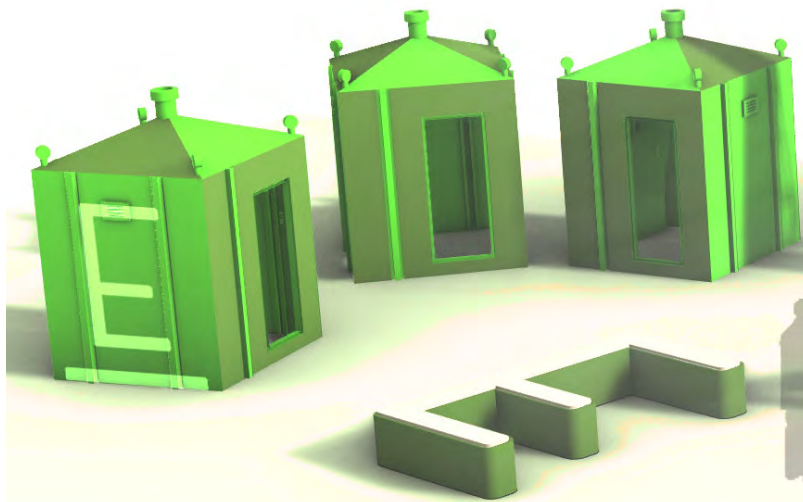
Linear Park

Corridor Character & Continuity

Character Amenities for Eastrail Wilburton

Iconic amenities can reinforce the character of a place such as Eastrail Wilburton and create a unique experience for its users. Once a branding identity has been established, it could be deployed across many amenity types including seating, play and wayfinding. The graphic below depicts *potential* amenity treatments using the letters of “Eastrail” and the use of materials and elements that reflect the history of the rail corridor and its adjacencies. While most of these examples involve some sort of custom treatment, manufacturers and fabricators can often match color preferences or modify existing catalogue items to keep costs down.

Eastrail Gallery/Info. Kiosks
(Re-purposed Railroad Signal Equipment Sheds)



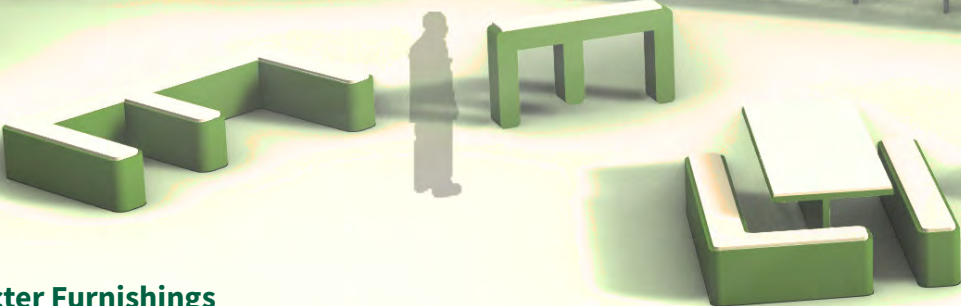
Eastrail Character Sign
(Located at a Trailhead or Development Rooftop)



Eastrail Character Play Elements
(A,S,T,R: Slide, Climbing, Swings)



Eastrail Character Furnishings
(E,T,L,I: Bench, Standing Table, ADA Picnic Table)



Linear Park

Amenities & Activation Reference

The Eastrail Right of way is typically 100 feet in width (with variations in places due to property transactions over the years by the railroad, etc.) The basic shared use trail profile can range from 18'-22' in width leaving a significant portion of the ROW profile available for linear park use, where topography allows.

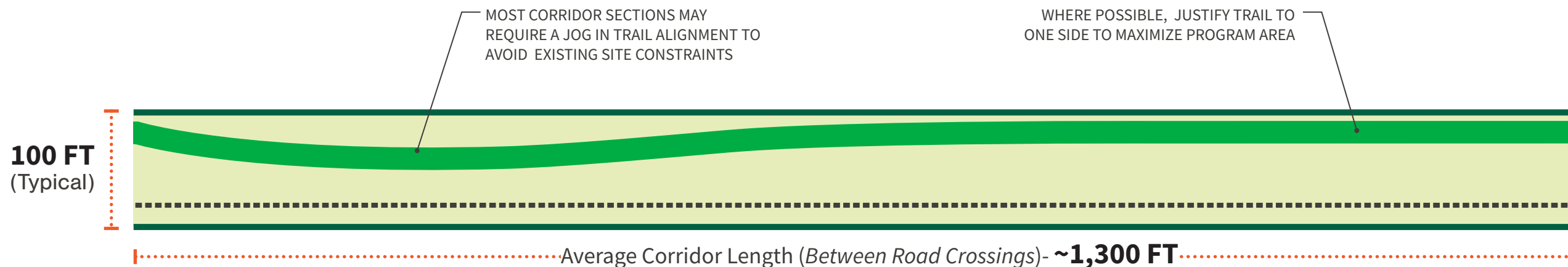
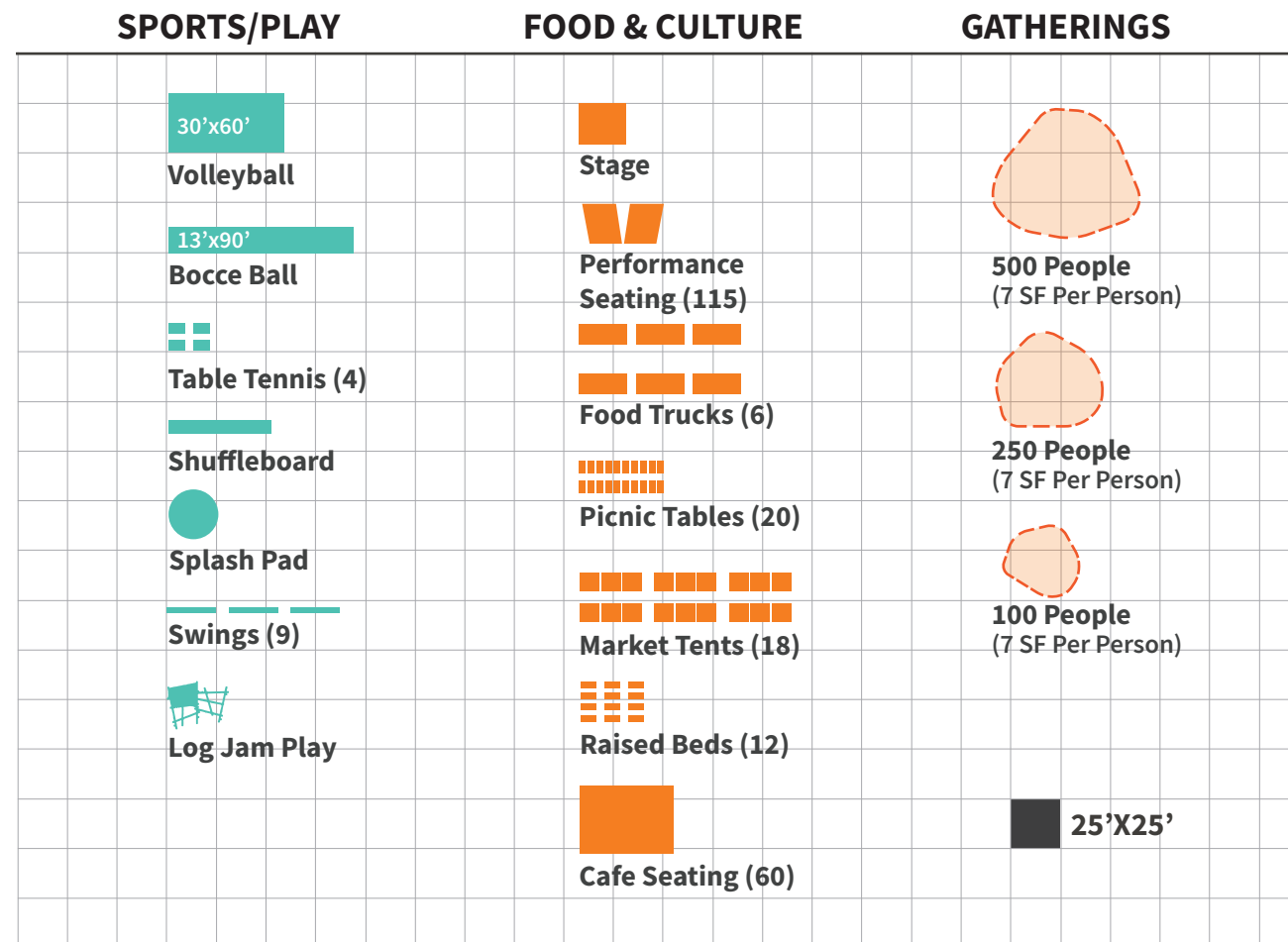
The plan diagram below represents a typical segment of the Eastrail corridor between roadway crossings. A scale study of standard park and open space amenities are depicted at the same scale to give a sense of what might be possible for future, linear park programming in the corridor. Specific to each character zone, opportunity areas for programming and amenities are identified in Chapter 4.

NOTE: This Framework Plan does not define what will be developed in any particular space, nor is future development limited to the amenities shown.

PLAN LEGEND

- 18'-22' Eastrail
- Potential Linear Park Program Area
- 6'-8' Frontage Path
- Subsurface Utility Lines

PARK AMENITIES/ACTIVITIES (For scale comparison purposes with plan below)



TYPICAL EASTRAIL CORRIDOR PLAN

Linear Park

Special Opportunity Area

The Eastrail Meets the Grand Connection

The most complex location in the corridor is also the place where there might be the most significant opportunity to create a destination moment. This is where the Grand Connection, Bellevue's ambitious plan to connect the Eastrail to Meydenbauer Bay with a linear park, meets the Eastrail corridor.

Located approximately even with NE 6th street, the Grand Connection will create a new elevated crossing over I-405 and continue eastward to connect to 116th Avenue NE and the Eastrail.

Immediately to the north, the Sound Transit guideway also reaches the Eastrail corridor after crossing I-405, gracefully turning 90 degrees approaching the Wilburton Station. This segment is also anticipated to be used for Sound Transit's South Kirkland to Issaquah line funded through ST 3, and improvements to the corridor need to allow for this future construction. This location is a short walk or ride from the Wilburton Station and is likely to benefit from energy and activity brought by nearby access to a major transit hub.

The corridor is relatively flat here, where existing grade matches property to the east of the corridor. However, the west side of the corridor drops steeply. Future land use zoning proposed in the Wilburton CAC vision would allow for a substantial development bordering the corridor. The parcels adjacent to the corridor here could contribute to, and benefit from, this unique location by accommodating the grade change into their design and allowing the corridor to be filled on the west side, allowing for the entire 100' width of the public ownership to be level (See graphic on page 14 for illustration of this concept).



Design opportunities for the public space here include a major mixing zone, potential spaces for art and performance, extensive seating options and diverse locations for outdoor eating, people-watching, and socializing. Supportive adjacent private development could offer the potential to expand and intensify the opportunities, supplementing public amenities with privately developed spaces for markets, dining, or other retail/service needs. Public and private improvements in this area may include features recognizing historically underserved populations and the Japanese-American community that formerly occupied this

space. This is one of the few locations in Central Wilburton where through traffic on the trail is asked to slow and mix with an activity zone. The complexity of the circulation needs here, added to opportunity for a richly imagined activity area combining public space for activities, art and performance with integrated private dining and storefronts calls for a short section of slow travel in the corridor.

Linear Park

Special Opportunity Area

Under the Guideway

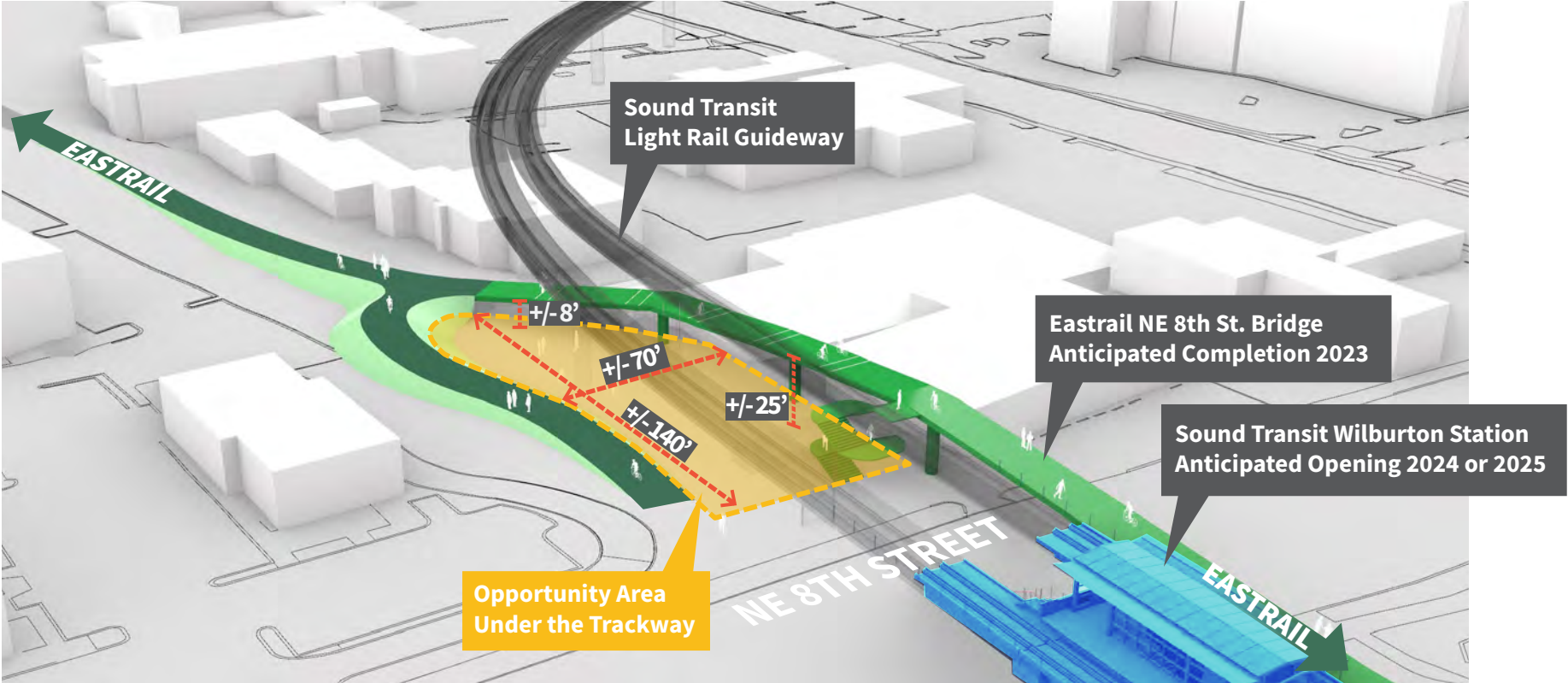
The Eastrail Corridor includes two different elevated features crossing NE 8th—the Sound Transit guideway and Eastrail NE 8th Crossing. The space under these elevated features, just adjacent to the south side of NE 8th presents an opportunity to transform what could become a forgotten space into an attractive amenity. Examples from similar locations show designs that can enliven and activate spaces under elevated facilities. This is a very visible location to create an attractive space with appropriate programming and design.

Development in this area will require special acknowledgment of the transit guideways and collaboration with Sound Transit. The safety and operation of guideways is critical to providing high quality transit services. Therefore, construction or programming under the guideways comes with process and design considerations. These include limiting or prohibiting uses that may:

- Restrict access to the area for purposes of inspection and maintenance.
- Contain potentially dangerous elements. For example, stationary vehicles with propane tanks.
- Conflict with the guideway structures, such as tall art elements
- Impact train and track operation, for example, plantings that drop leaves that could blow on to the track.

Sound Transit may allow uses that are consistent with these principles and public nature of the property.

As previously noted, this guideway area may be impacted by infrastructure to be installed for the South Kirkland to Issaquah rail line, an element of the Sound Transit 3 plan (approved by voters in Fall 2016) and anticipated to start service in the early 2040s. Therefore, in addition to compatibility with existing uses, elements installed in this area should be adaptable to changes that may occur in the future. Any need for relocation or revision of a use will be at no expense to Sound Transit.

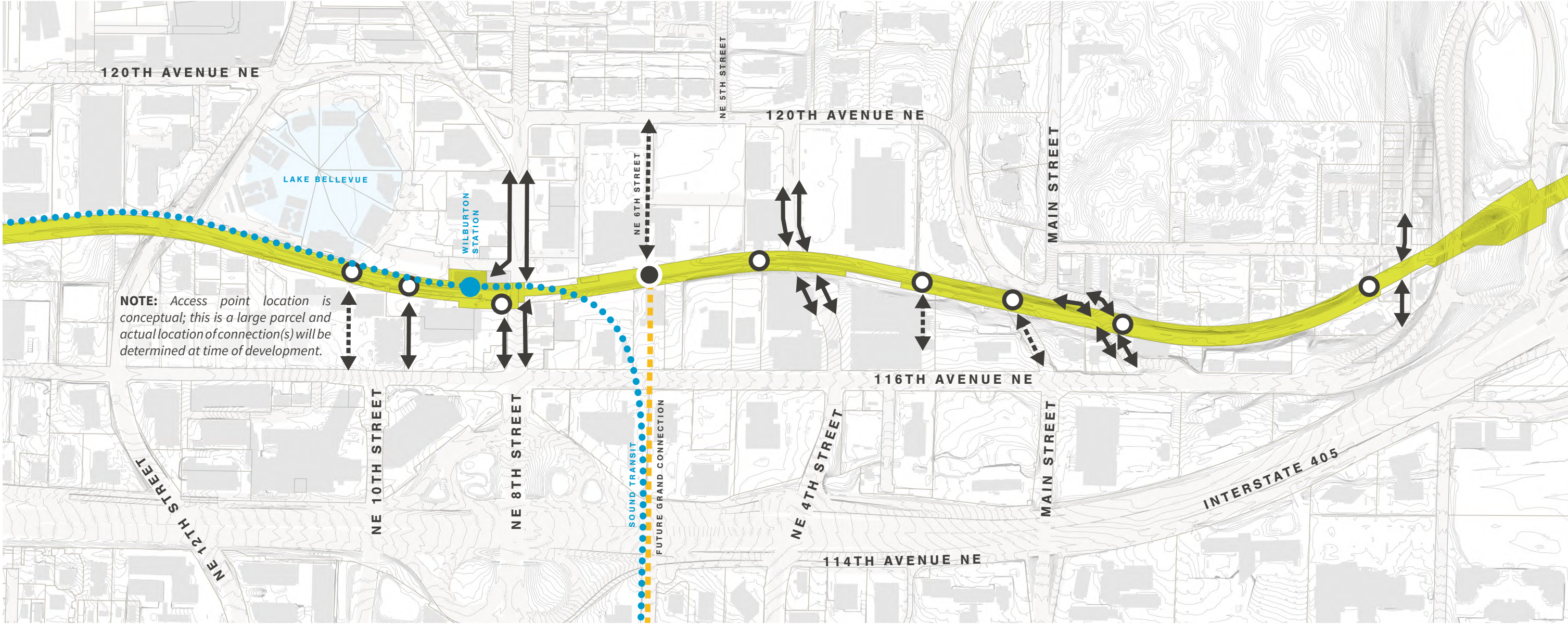


Corridor Access

In addition to creating connectivity across the corridor and between the public/private edges of the ownership, there is also a need to connect the corridor to the broader neighborhood. Historically, there has been limited access to the railroad corridor and Bellevue's super blocks lead to widely spaced street corridors. As the neighborhood around the Eastrail redevelops there are opportunities to create additional connections for pedestrian and bicycle access, as well as necessary access for emergency and maintenance vehicles.



Bike & Pedestrian Access



Legend

General

Eastrail Corridor (Typically 100' Wide)

Primary Corridor Connections

Existing Connections
 Proposed Future Connections

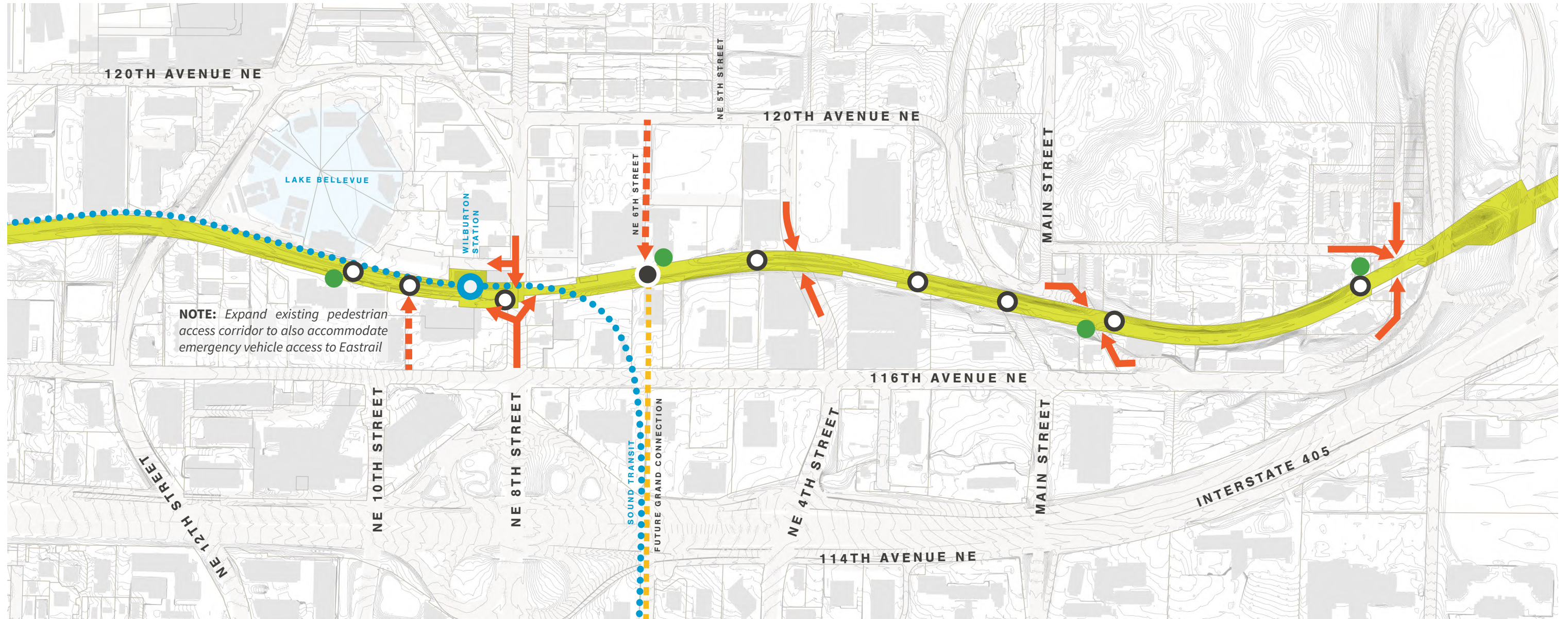
Suggested Mixing Zone Areas

Major Mixing Zone
 Minor Mixing Zone

Notes


1. For most proposed future connections, the city would need to negotiate with private landowners to obtain access easements.
2. Connections shown are primary multi-use access points; future development may add additional access points.
3. Some existing connections may need to be improved to accommodate the increased pedestrian volumes anticipated for the Eastrail Wilburton corridor.

Emergency Access




Legend

General

 Eastrail Corridor
(Typically 100' Wide)



Emergency Access

 Existing Vehicular Access
 Proposed Vehicular Access

Eastrail Operations & Maintenance

 O+M Storage & Utility
Stub-Up

Suggested Mixing Zone Areas

 Major Mixing Zone
 Minor Mixing Zone

Corridor Amenities

Overview

Corridor amenities will likely be included with both the development of the trail and linear park, depending on location and phasing. Although the type and number of amenities will vary depending on context, the material, color and character of elements like signage, seating, lighting, and other amenities can provide corridor continuity and clearly distinguish between public and adjacent private space.

Lighting

The Eastrail in Wilburton is an integral piece of Bellevue’s transportation system, and as such, it should be fully functional for bikes, pedestrians, and other human-powered transport year-round. It is recommended that the trail be lighted to increase its use as both a transportation and a recreation facility that is as safe and functional at 5 p.m. on a dark winter evening as it is during the long days of summer. There is a great deal of latitude in how the trail may be lighted, with different approaches to lighting possible at different areas. For example, the most urban and high-activity areas, such as Central Wilburton, may be lit to a uniformly brighter level, whereas lesser intensity areas, such as the Green Perch, may remain minimally lighted with low intensity “pools” of light guiding trail users and identifying other trail traffic. With this latitude of lighting levels comes a wealth of light fixtures and sources that can minimize glare and spill light as well and provide an added layer of interest and drama to the corridor. All road crossings would be lit to meet applicable guidelines.

Furnishings

While King County trails typically provide limited seating, the unique linear park opportunity of Wilburton suggests a larger amount and quality of seating can be integrated into the corridor in a manner that provides a functional place to sit and serves as a design element that enhances the character, identity, and experience of the linear park.

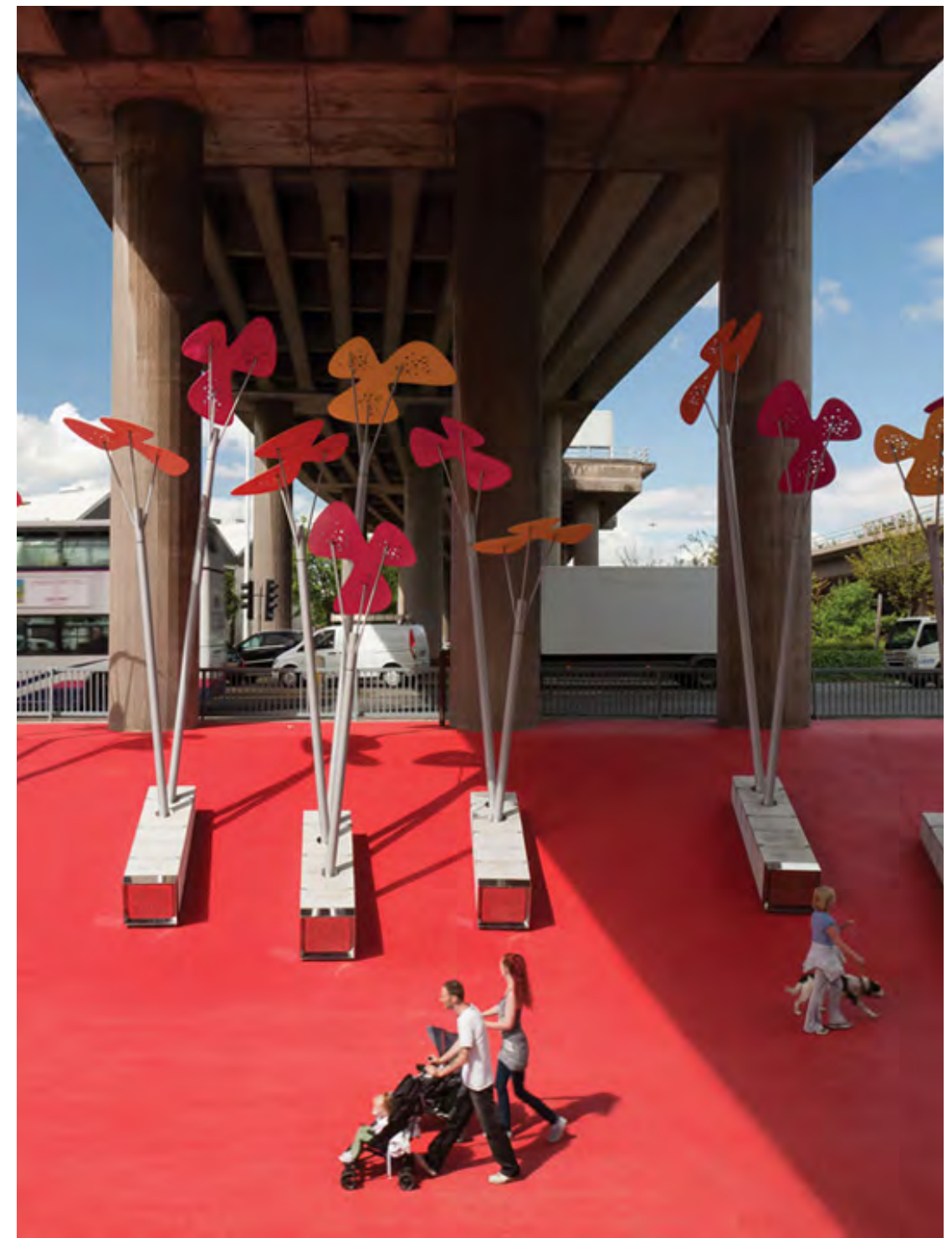
Fall Protection & Walls

Portions of the trail adjacent to steep drops will require guardrails. Black vinyl-coated chain link fence is typical on the regional trail network, but these guardrails can be upgraded to become attractive and useful site furnishings along the corridor if desired. In portions of the corridor where guardrails may not be warranted or there is greater clearance between trail and steep drops, safety rails may be used to provide protection for errant riders. Safety rails can be more open, less costly, and more subtly integrated into the corridor landscape than typical guardrails.

Operations & Maintenance Access & Storage

Sufficient access for operations and maintenance (O&M) is critical for effective and efficient management of the Eastrail Wilburton corridor. Optimally, each character zone should have at least one O&M vehicular access point (in some cases paired with emergency access points). Job boxes or other small storage containers could be placed at these access points as well. When the corridor grows to its potential as a linear park, at least one O+M trailer or small facility is recommended for this stretch of corridor for ease and efficiency of O+M operations. Utility stub-ups for power and water may be provided at these points and throughout the corridor where they could also be utilized for corridor program such as food trucks or performances.





Corridor Amenities

Paving

The primary trail will be paved with concrete or asphalt. Amenity paving at gathering areas, plazas, and other program areas offers another way to shape the corridor's identity. In these areas, precast pavers, etched or stenciled concrete, and program-specific paving materials can be considered but should not interfere with the functionality of this regional trail.

Signage & Wayfinding

The approach to wayfinding on Eastrail Wilburton is multi-tiered. Rather than overwhelm trail users with safety and regulatory signage, the approach should focus on creating intuitive cues to guide navigation while also revealing the rich history and character of Bellevue through storytelling and interpretation. At a fundamental level, it provides clear direction for user navigation. This includes direction within the corridor, from element to element, but should also include direction to city and regional locations beyond the boundaries of Eastrail Wilburton. The inverse is also true: wayfinding should be integrated throughout the city to direct users in adjacent neighborhoods to the corridor. In addition to navigation, wayfinding is about crafting corridor identity and may include art, site hardscape, and ecological elements to add to the unique character of Eastrail Wilburton.

In 2022, King County started a project to develop designs for a wayfinding system that will guide users along the Eastrail while also recognizing the brand identities of the trail in Kirkland (Cross-Kirkland Corridor) and Redmond (Redmond Central Connector). It is anticipated wayfinding signs using this new design will be installed at locations along corridor in the coming years.

Art

Art can enrich the whole corridor, reflecting the culture of Bellevue and the surrounding community, and differentiating Eastrail Wilburton from any other place in the region. Currently under construction, the NE 8th St. Crossing incorporates art as part of the Japanese-American Legacy Project, honoring some of the community's historic residents. The opportunity for art through the corridor is extensive, and the corridor can inspire great art. There are three types of art imagined for the corridor: integrated, curated, and ephemeral. Permanent, site-specific art can be commissioned and integrated into the design of the corridor at its onset, becoming an iconic and identifying feature. Curated art can create temporary influences and experiences along the corridor as new art is introduced and older art removed. Curated artwork might be designed specifically for the corridor or could include art previously displayed elsewhere. Ephemeral art, in the form of performances, is short-lived, engaging, and encourages art as process. Art can help people perceive the corridor in new ways as it becomes a reality.

In early 2023, the Eastrail Regional Advisory Council—which includes elected officials from jurisdictions along the corridor—endorsed a set of guiding principles for incorporating art along the corridor. Art on Eastrail Wilburton should be implemented as soon as possible, as a means for the city and community to make the corridor their own; community partnerships are one potential opportunity to incorporating art along the corridor. Potential locations for art are highlighted in the detail plans and sections in Chapter 4.

Plantings

This framework plan proposes varying levels of planting intensity. For much of Eastrail Wilburton, the strategy is to impact existing vegetation minimally. Restoration planting and management of invasive plant species are the primary goals. In more active locations (events, eddies, intersections), increased planting will be utilized as an accent feature. These plantings may include adding trees, shrubs, and groundcovers for greater botanical and seasonal interest as well as shade from tree canopy. The plant palette will largely consist of native species. As they are adapted to the climatic conditions of the region, they have a higher success rate and require less maintenance than exotic species. However, non-native species may be used if they are deemed appropriate to site conditions and design intent.

Eastrail Wilburton plantings may also include an urban agriculture component recognizing the Japanese-American agricultural heritage of this area. This may take the form of a traditional community garden, where individuals are allotted a portion of garden space, or be expanded to something like a community orchard.

The contiguous tree canopy and vegetation are critical elements of regional ecology. They provide wildlife habitat and places for wildlife movement as well as a host of other ecological services that include a reduction in the urban heat island effect, maintaining biodiversity, and stormwater mitigation. Beyond the ground plane it is important to recognize the value and critical ecological function of connecting tree canopies together, even as more intensive land use and human activities occur at the ground level.

On-Site Stormwater Treatment

The approach to managing stormwater flows along the trail will be based on detailed analyses of existing conveyance systems and culverts, as well as the various drainage basins the trail passes through. As a linear open space that can discharge stormwater flows into surrounding vegetation, the project may be eligible for a direct discharge exemption from flow control. The advantages of such an approach to managing stormwater are reduced structural costs, streamlined permitting, and ecological benefits. Green Stormwater Infrastructure and other similar practices should be installed when feasible to infiltrate runoff into the ground rather than into piping infrastructure.



Regional Trail

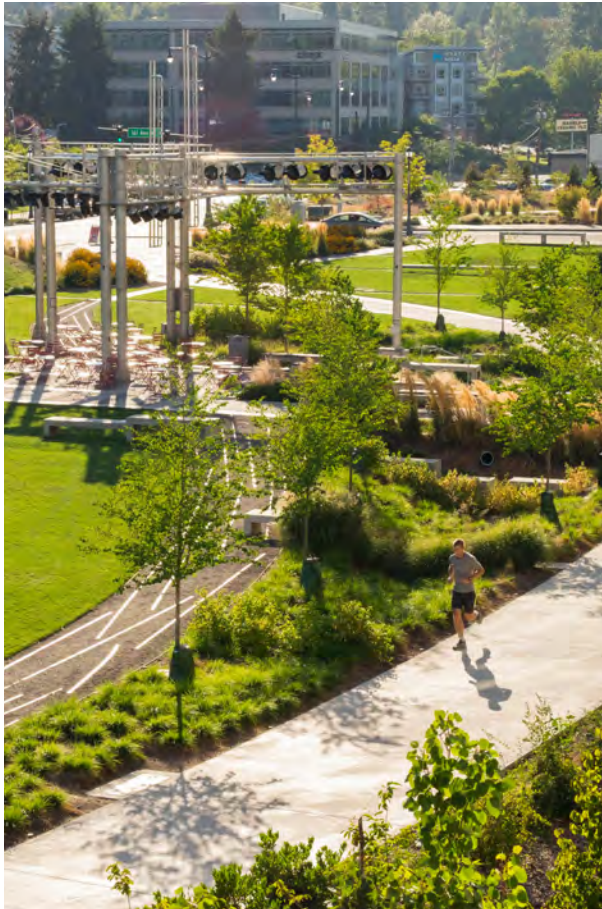
The regional trail, serving both longer-distance travel and the nearby neighborhood, is designed to fit the different contexts of Wilburton. The location of the trail within the corridor, the width of the trail, and the presence or absence of accessory trails, respond and support the type and intensity of anticipated future development.

Trail alignment, section, and materials respond to the specific needs/opportunities of each character zone. For instance, secondary pedestrian pathways are recommended in the Central Wilburton and Station zones to handle heavy pedestrian volumes associated with light rail station access. A major mixing zone is anticipated at the Eastrail-Grand Connection intersection. There may be opportunities and benefits of enhanced park amenities within the Eastrail corridor, particularly where terrain and space allows in the Central Wilburton character zone. Specific trail alignment within the corridor is recommended to enhance open space development opportunities in Central Wilburton.

Trail character varies within the corridor to respond to land use, anticipated user volumes, and open space opportunities. This segment focuses on the trail itself and infrastructure within the corridor.

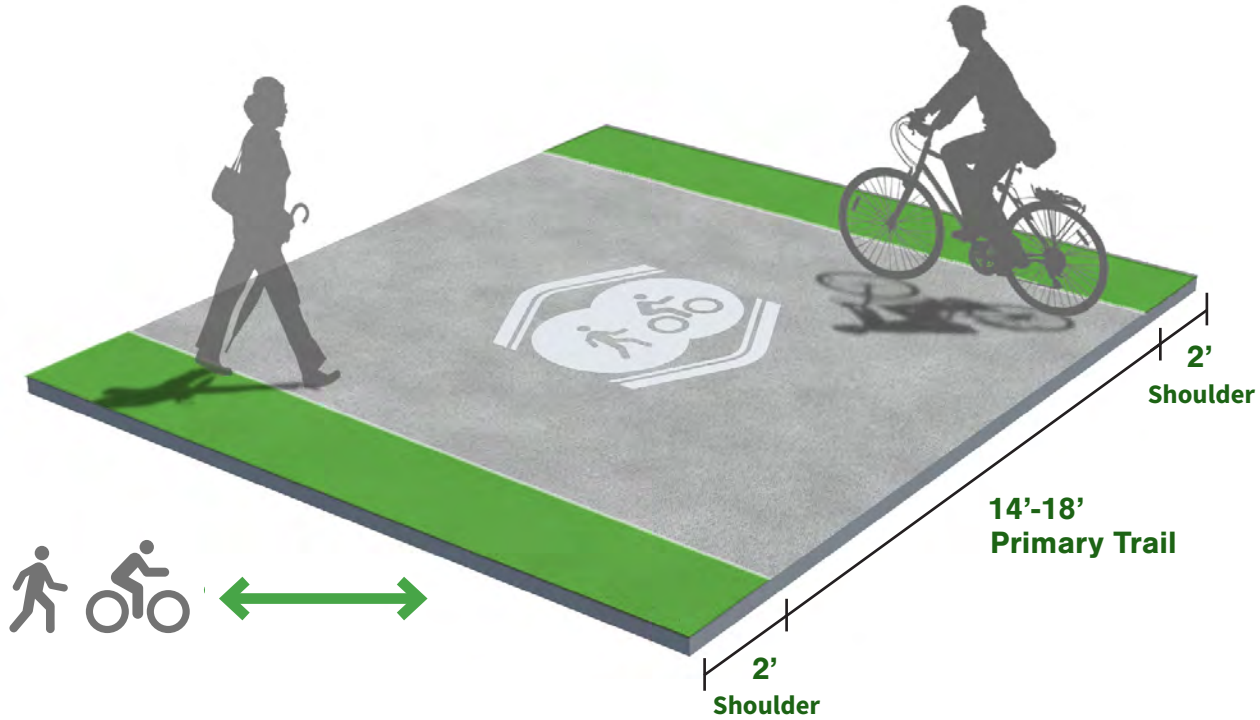
Trail Character

Trail character starts with well-established shared-use trail guidelines typically used on King County trails and already in development along the Eastrail corridor. Those typical character elements are modified as the corridor reaches its densest stretch through Central Wilburton and the Station zones, where added urban elements such as mixing zones slow traffic and create “heads-up” moments to address potential conflicts with added traffic flows and crossing movements. In addition to modifications of the shared-use trail itself, secondary frontage paths are incorporated into the corridor to provide alternative circulation routes in the corridor, unburdening the primary shared-use trail and offering an alternative for people walking. A “kit of parts” for how the primary and secondary trails meet and intersect has been developed as part of the trail’s unique character and is described in the following pages.



Regional Trail

Trail Profiles & Materials



Primary Trail

The primary trail is envisioned as a shared use path that either cyclists or pedestrians could choose to use, as it will be wide, flat, and smooth and appeal to a wide variety of users. This trail is consistent with most of the regional Eastrail system and with King County Trail standards.

Materials: A hardscape paved trail of asphalt or cast-in-place concrete.

Width: The width of the trail, including both the paved portion and gravel shoulders will vary in response to user volumes and context. Overall, trail use is anticipated be very high; as a result, trail widths are proposed to be wider than the typical King County Parks regional trail standard. The paved trail is likely to be a minimum 14' width, potentially extending to as wide as 18' in the highest volume areas.

Trail Shoulders

Compacted gravel may not be a sustainable shoulder material in the more complex, urban segments of the corridor. In these locations the shoulder treatment may include textured or colored concrete, shoulders may be delineated by striping, or shoulders may be constructed of other materials with proven performance characteristics. An interesting emerging material is the use of rubberized track material for trail shoulders, as has been used in the 606 trail in Chicago.

Frontage Path

The frontage path is a side, parallel trail (with latitude from design standards required for the primary trail) that can provide an alternate, slower speed, more interesting and rich route for corridor users, especially pedestrians. Frontage paths are recommended in the area surrounding the East Link Wilburton Station, where high volumes of pedestrians are anticipated to use the Eastrail

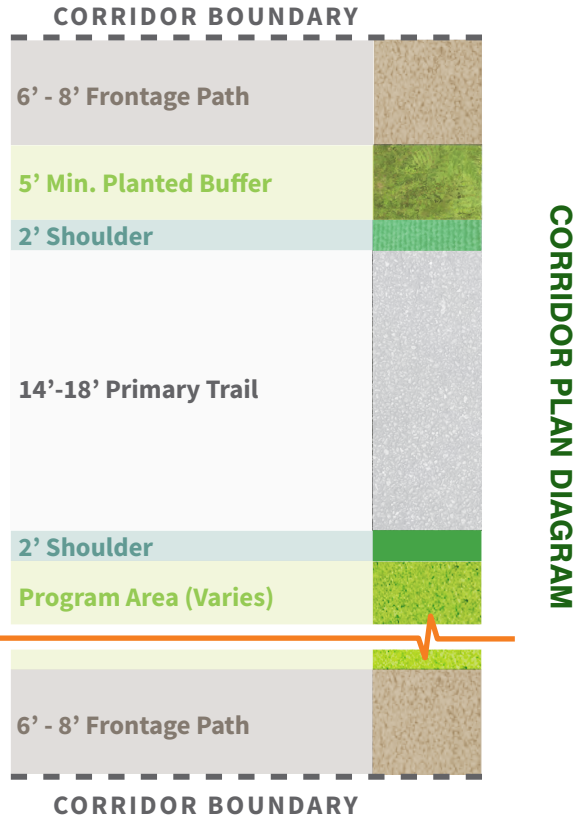


to access light rail. Without side paths, high pedestrian volumes could potentially result in a poor user experience on the primary trail during peak commute hours.

Materials: A hardscape paved trail (asphalt, cast-in-place concrete or unit pavers) or soft surface trail (crushed rock), depending upon location and intensity of use.

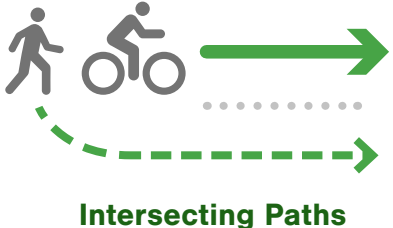
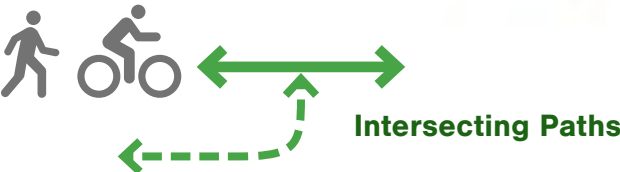
Width: The side trail assumes a 6-8 foot width with an additional foot of clearance on both sides. However, this can be adjusted as site-specific design elements dictate.

The character of frontage paths may vary, and their function may be met in places by plaza circulation or other amenity areas, as long as a continuous pedestrian route is provided.



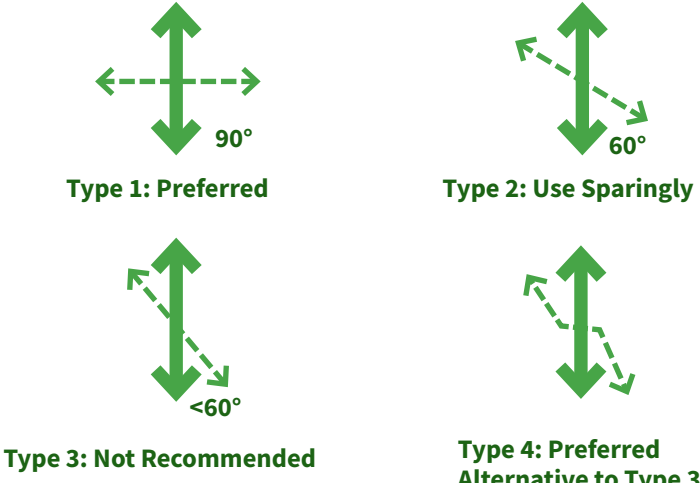
Regional Trail

Trail Profiles & Materials



Frontage Paths Intersecting at Primary Trail

While it is preferred that frontage paths connect to a mixing zone as much as possible, it may be necessary for some frontage paths to connect directly or cross the primary trail. All intersections at the primary trail should include tread bands or other material changes to alert users. If crossing angles move away from 90-degrees, sight lines and turning radii are affected. The result is either that these are compromised, or that open sight-line areas take up significant amounts of space. Whenever possible, aligning frontage path connections to the primary trail as close as possible to 90 degrees should be considered. In doing so, however, turning radii should be kept a safe distance away from the crossing. See diagrams to the right (Source: NACTO)



Utilizing Grade Transitions for Diverse Trail Experience

Existing grade transitions can provide additional buffering between primary and frontage paths. This opportunity predominantly exists in the Lake Bellevue and Overlook character zones. In these situations, integrated furnishings and elements could enrich the experience of the frontage path and offer a moment of pause from the higher traffic found on the primary trail. Where the difference in grade is significant, consider a guardrail or more robust planting buffer to mitigate fall hazards for the primary trail users.

Regional Trail

Trail User Experience

Control Speed Through Design

Managing speed and expectations is a fundamental strategy for improving user experiences on shared-use paths. Speed is a major factor in how comfortable different user types feel on shared-use paths.

Potential solutions to maintain safe speeds for users:

- Incorporate design changes, such as curves, path narrowing, tread material, mixing zones, or gateways in advance of intersections or congested and caution areas.
- Consider separate tread design for faster and slower speeds along Eastrail when approaching intersections.
- Use tread surfacing, texture, and color/pattern to delineate separate and shared spaces.
- Calm traffic and engage path user awareness by removing signage, striping, and regulatory information – use in conjunction with changes to tread and adjacent landscaping to signal the change ahead.
- Where an alternate route exists, consider directing higher speed through traffic (commuter cyclists, e-bikes) to these facilities, especially for congested path areas, such as in the Central Wilburton or Station Zones.

Transition Zones

Transition zones are areas on the trail where treads are provided and the pattern and material change can signal an oncoming busy intersection, program area with potential through traffic, or a mixing zone. The tactile, user-focused design of transition zones is preferred over regulatory signage. Signs are often ignored by users and can clutter and detract from the experience of the corridor.

As described, transition zones are not the only design tool to use when approaching high-traffic areas and intersections, especially when considering the stopping sight distances of

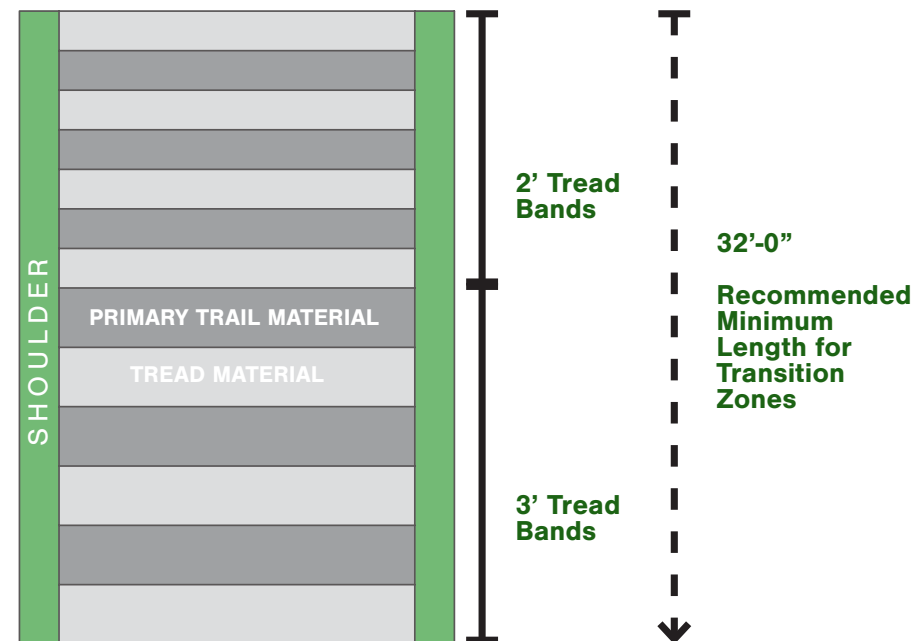
trail users like cyclists. However, they can help reduce the frequency in which a cyclist or e-bike user needs to stop on the trail. When used, it is suggested that transition zones are a minimum of 32' in length, a standard that has been implemented on the Burke-Gilman Trail in Seattle and other similar shared-use trails throughout the country.

Transition Zone Tread Material

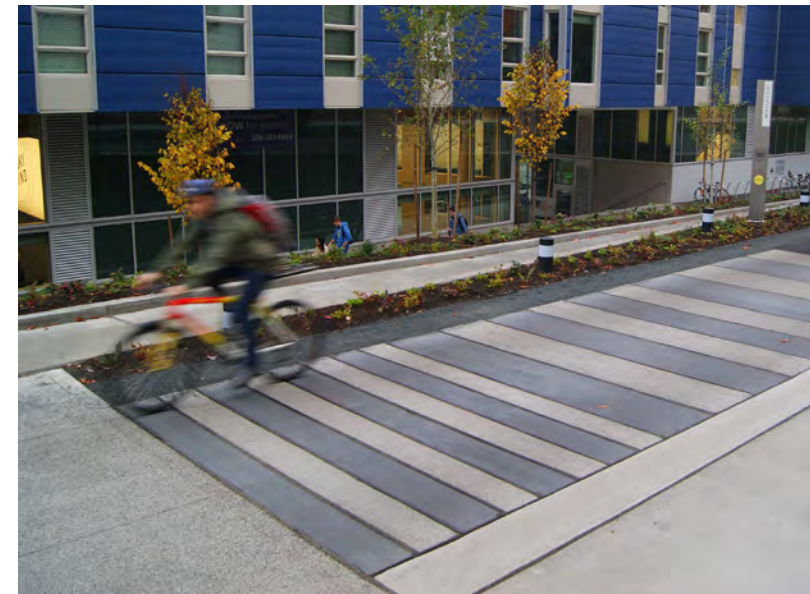


Note: If using concrete as primary trail material, consider use of asphalt or scored concrete for treads and vice-versa.

Transition Zone Diagram



An example of a planting buffer that helps control trail user speed while providing an alternative path of travel for corridor users



An example of a transition zone approaching an intersection

Regional Trail Trail Use & Experience



LEGEND

Intensity of Trail Use (Based on Current Anticipated Use)

- █ High Traffic/High Adjacent Program
- █ Medium Traffic/Medium Adjacent Program
- █ Low Traffic/Low Adjacent Program

- 100' Wide Eastrail Corridor
- Street Crossing

Mixing Zone Areas

- Major Mixing Zone
- Minor Mixing Zone
- Transition Zone

NOTES

1. Final trail and shoulder width configuration will be developed in the design phase for each segment of the trail.
2. All road crossings to be designed in later phases

Regional Trail

Speed Control Examples



Transition Zone Treads at Intersections



Varied Materials to Delineate Intended Trail Use



Adjacent Site Furnishings and Alignment Shifts



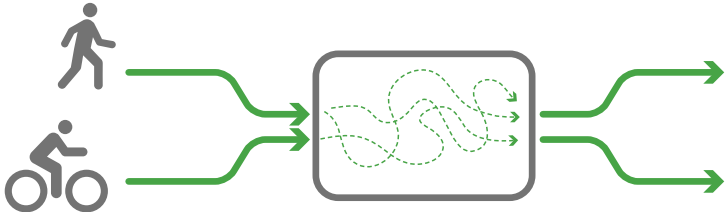
Planting Along Near Edge of Trail



Painted Ground Surface Art & Wayfinding Elements



Regional Trail Mixing Zones



The Eastrail Wilburton mixing zones will occur in areas of high activity along the trail corridor, which may include foot traffic from adjacent properties, public transportation stations/stops, trail access points, pedestrian crossing points, and when the primary trail and frontage paths join.

Two sizes will generally be used and are referred to as ‘minor’ or ‘major’ mixing zones. Minor mixing zones are more prevalent across the corridor, whereas major mixing zones are located in areas with more connections and where a signature or enhanced space is desired.

These zones are meant to intuitively slow and alert trail users to these “heads-up” moments and provide sufficient space to negotiate their next move.

A “kit-of-parts” approach to mixing zones is preferred over one-off solutions for each zone. By using consistent materials, signage, lighting and spatial arrangements, trail users can more easily recognize these zones up and down the corridor.

When possible, it is recommended that frontage paths and other secondary circulation connect to the primary path of travel at mixing zones. This will help reduce secondary path connections to the primary trail which is preferable as it limits the number of disruptions for more active trail users and maintains a more fluid rhythm along the corridor.

Depending on the available space and number of connections a mixing zone receives, these areas can also offer some open space and amenities to trail users for moments of pause. Minor mixing zones (pictured at right) could have seating at the perimeter, specialty paving, character planting, lighting, and public art immediately adjacent to the zone.

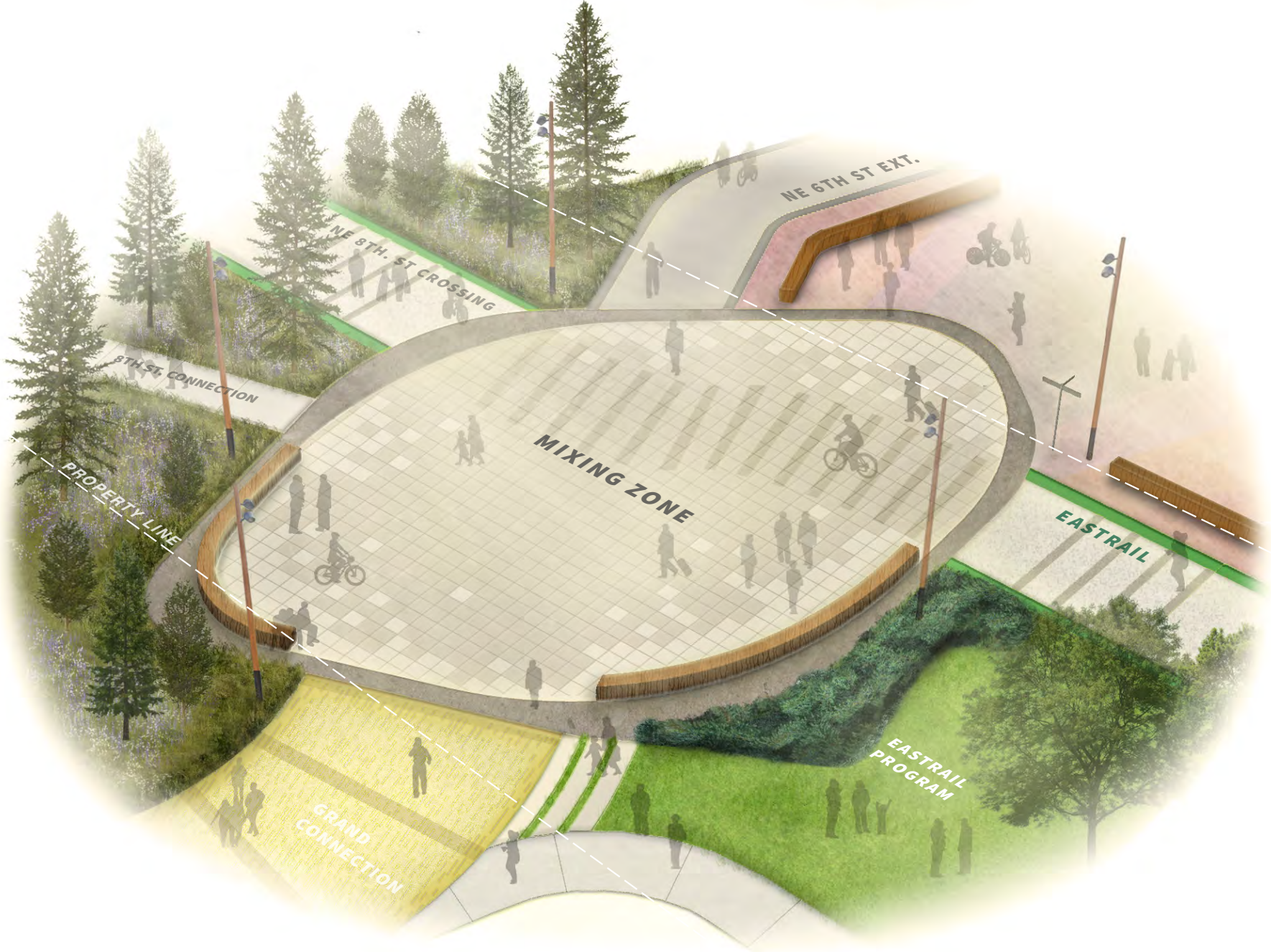


Minor Mixing Zone

The ‘minor’ mixing zones are imagined to be suitable for 2-3 frontage path connections in addition to the primary trail intersection at 2 ends. This scale will mostly address circulation intersection needs, however the edge of the zone could be utilized for seating elements without disrupting this primary function.

Regional Trail

Major Mixing Zones



There are fewer opportunities for “major” mixing zones along the corridor, however they can play an important role at major nexus points and build on the open space identity of the corridor. This plan calls out one major mixing zone where the Grand Connection meets the Eastrail. This location makes sense as the major crossroads moment for Eastrail Wilburton, where Eastrail, the future Grand Connection, NE 8th Street Crossing, and the possible extension of NE 6th Street (as a pedestrian thoroughfare), can all merge in an intuitive and safe manner.

Major mixing zones such as this generally appear similar to minor mixing zones in terms of materiality and form, but are significantly larger, have more major connection points and have the potential for more “pause” amenities. While it is recommended to maintain visual and material continuity throughout all mixing zones, major mixing zones could deviate in some ways to create a unique moment on the trail that is more reflective of its adjacencies such as heritage sites and emerging development. Specialty paving, furnishings and lighting, while consistent with Eastrail Wilburton standards, could be more of “one-off” moments in these areas. This area will be powered by the adjacent commerce and users coming and going to the nearby Sound Transit station on NE 8th street. Therefore, it is recommended to make this nexus point a regional destination with adjacent or interior unique play opportunities, covered spaces, performance areas and other specialty programming that reflects this fluid space.

Plaza Material



Scored CIP Concrete



Precast Concrete Paver

Shoulder Material



Scored CIP Concrete



Tinted CIP Concrete

Trail Oriented Development

Wilburton is poised for change. The City of Bellevue has initiated the Wilburton Vision Implementation planning process, which is based on the 2018 CAC vision and is likely to allow changes in use and density in this portion of the Wilburton neighborhood. Surrounding the Eastrail corridor may be a neighborhood with dense, mixed use, and vibrant development oriented to both transit and trail. The Eastrail should be the central spine of the new mixed-use, transit-oriented district in Wilburton.

With this transformation, the Eastrail will have potentially different needs depending on the mix of the adjacent uses and extension of semi-public open space associated with adjacent development. Connections to the trail will be important, as will providing trail infrastructure to handle increased user volume.

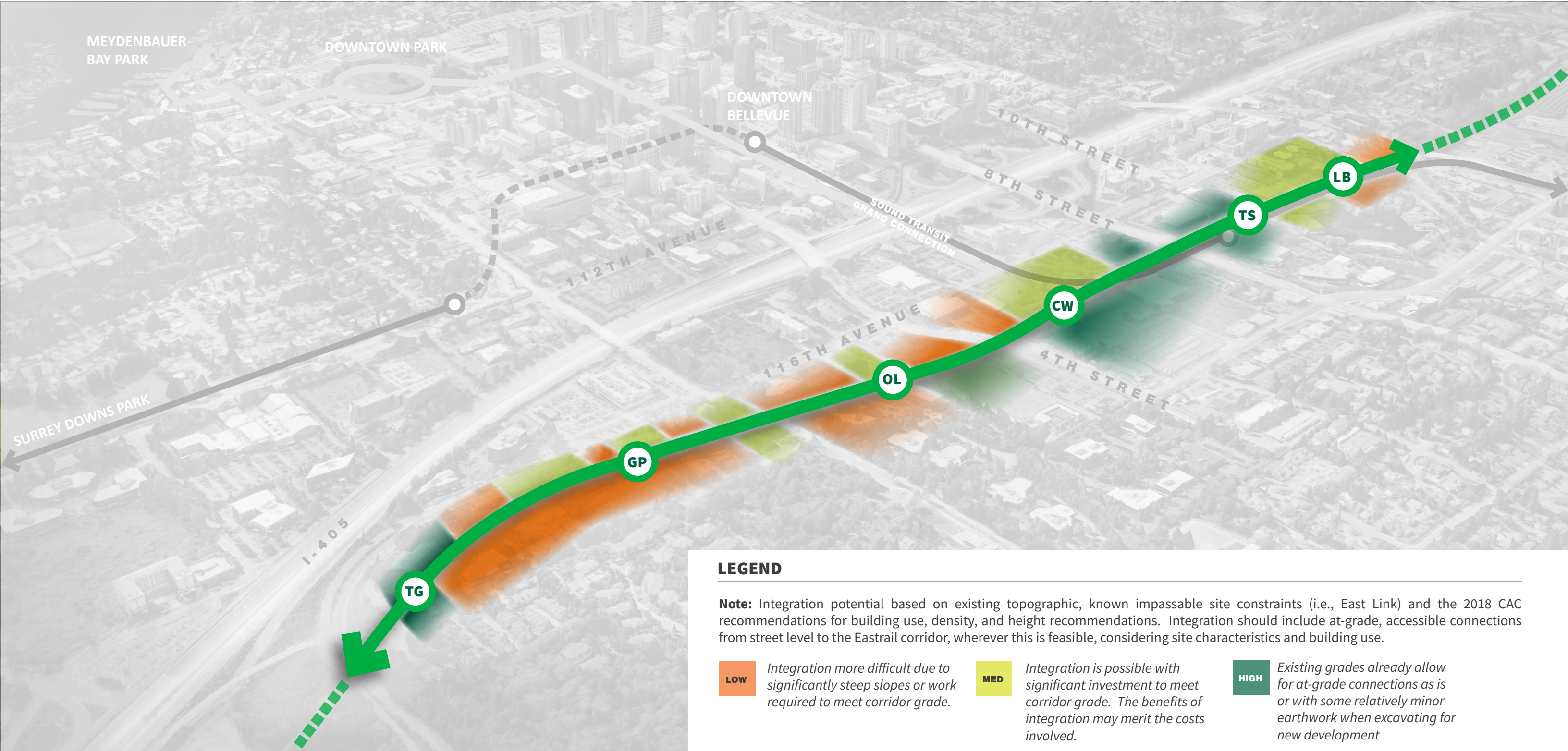
Additionally, Eastrail should be a focus of development, where building and site design engages with the trail. Land use integration with the corridor is influenced by topography and distance from light rail access. This Framework Plan includes recommendations for locations along the corridor where different levels of integration with future development should be encouraged and accommodated.

Finally, amenities within and adjacent to the Eastrail will be important to the changing neighborhood to ensure that residents, employees, and visitors have parks and open space to enjoy.



Trail-Oriented Development

Future At-Grade Corridor Integration Potential



LEGEND

Note: Integration potential based on existing topographic, known impassable site constraints (i.e., East Link) and the 2018 CAC recommendations for building use, density, and height recommendations. Integration should include at-grade, accessible connections from street level to the Eastrail corridor, wherever this is feasible, considering site characteristics and building use.

LOW Integration more difficult due to significantly steep slopes or work required to meet corridor grade.

MED Integration is possible with significant investment to meet corridor grade. The benefits of integration may merit the costs involved.

HIGH Existing grades already allow for at-grade connections as is or with some relatively minor earthwork when excavating for new development

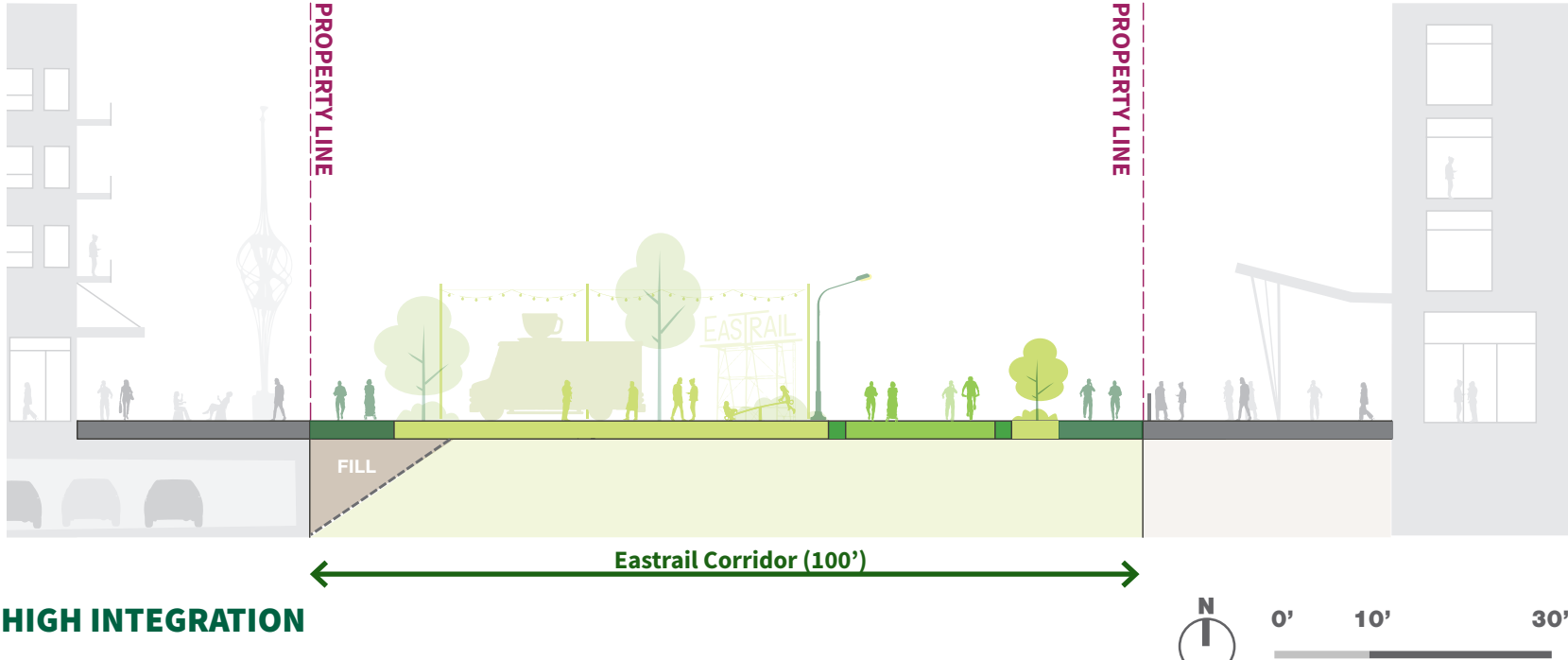
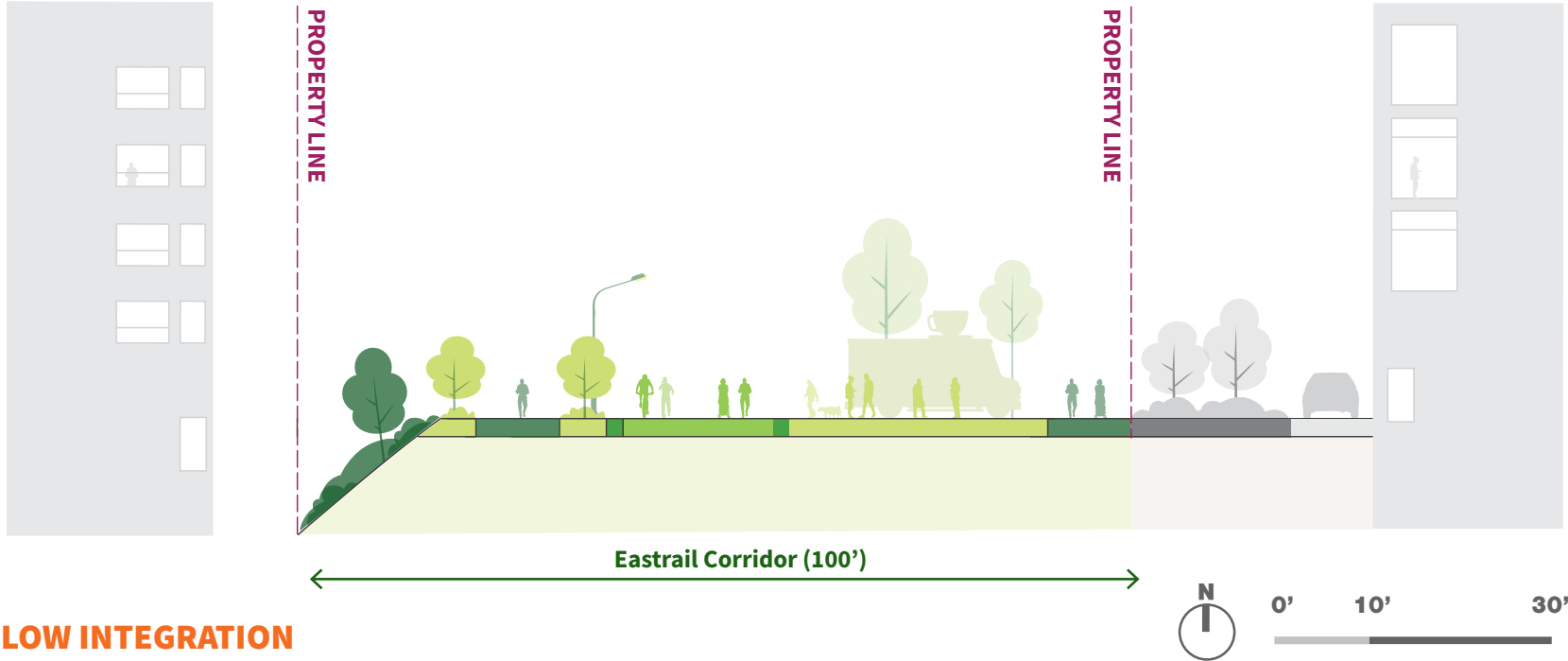
Trail-Oriented Development

High/Low Integration

There are substantial opportunities for redevelopment in conjunction with changes to the Wilburton neighborhood and continuing investment in the Eastrail. The corridor will support and reinforce high-intensity development at major nodes (e.g., Central Wilburton Core from NE 4th to NE 8th St) with lower intensity along other segments.

Based on the level of intensity of the development, there will be a variety of levels of integration between adjacent development and the corridor, which may help to activate public realms and foster a safe and attractive experience for all trail users and to provide access for building occupants to the corridor as a recreational space and transportation facility. Adjacent developments with commercial uses or mixed-uses along the corridor are encouraged to front onto the corridor on the ground level to support the amenity needs of the corridor users. These ground floor uses will promote an active pedestrian environment and blend adjacent development as part of the corridor. With a range of neighborhood-oriented retail and service provided, it will enrich the trail users' experience and invite residents and visitors out to the corridor to explore and enjoy.

The current Wilburton Vision Implementation planning initiative will ensure that the high/low integration will be in compliance with the Comprehensive Plan, Wilburton Subarea Plan, and CAC Report. The initiative will further advance the vision to encourage more trail-oriented activities and turn the corridor into a safe, comfortable, and welcoming destination for residents, visitors, and businesses in Bellevue.

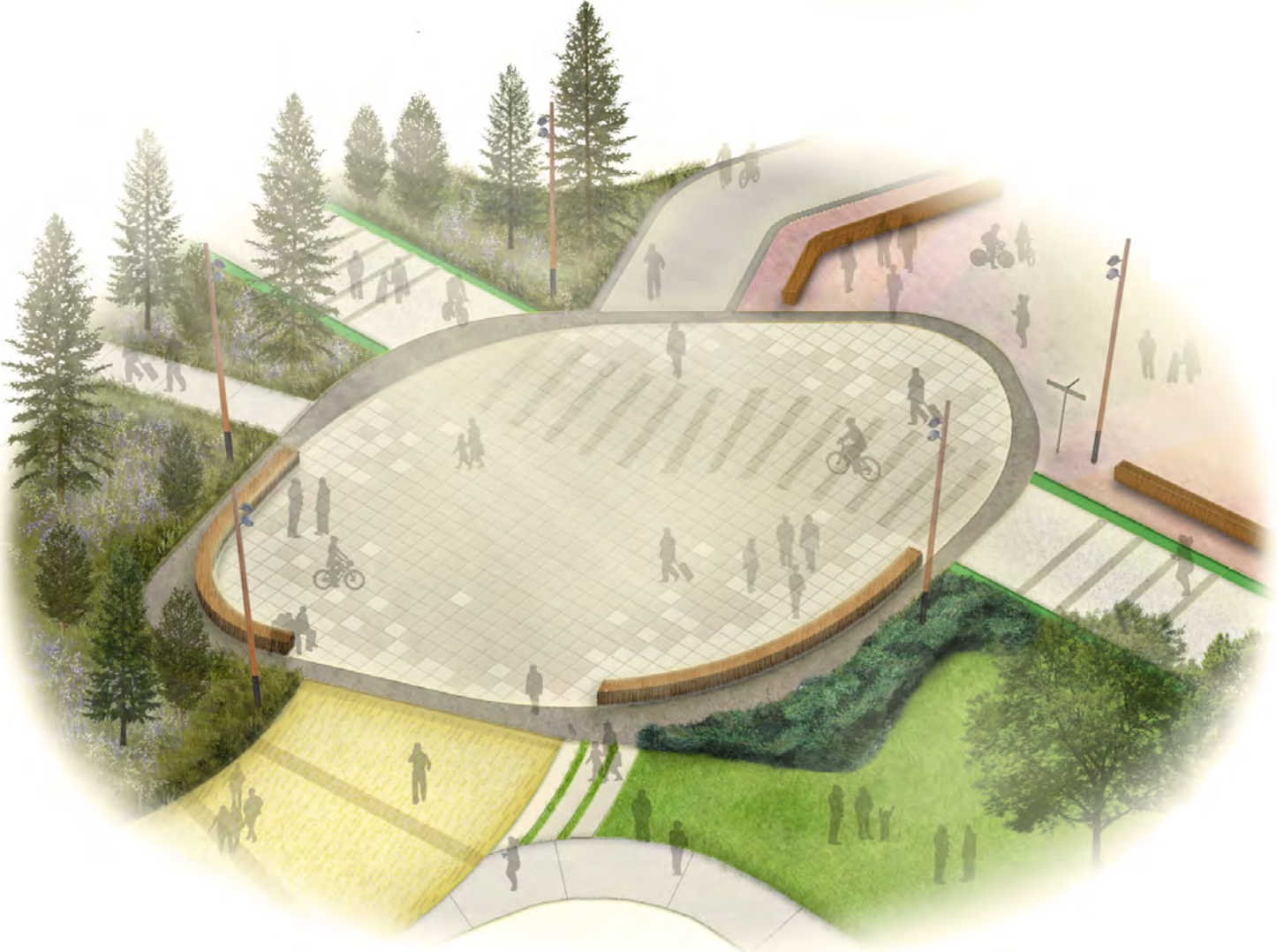


Trail-Oriented Development

Central Wilburton Core

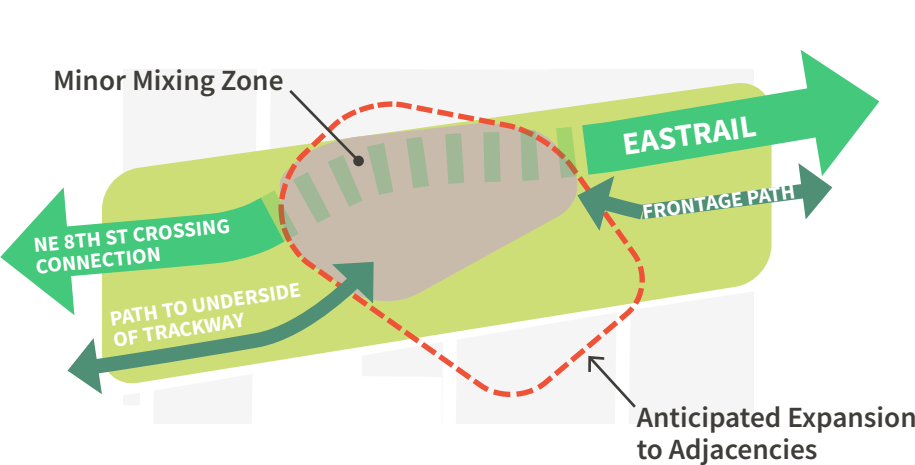
Overview

The Central Wilburton Core (from just south of NE 4th Street to just north of NE 8th Street) is the area where it is anticipated there will be the highest density of adjacent development and the most potential for activity on the corridor. People in adjacent buildings will want to use the corridor to access the Wilburton East Link station. They will see the corridor as a natural place to gather and recreate. Buildings designed to include active uses at the level of the Eastrail (cafes, gyms, etc.) will enliven the space and “side door” access between the buildings and the corridor will allow for convenient passage. As a public space adjacent to fairly dense development, there will need to be careful consideration of the type of improvements developed in the corridor other than the trail, so as to create a welcoming space that serves a broad spectrum of the public. And from NE 6th Street northward, any improvements within the corridor may be interim, pending future design for the South Kirkland to Issaquah light rail line included in the Sound Transit 3 package approved by voters in 2016.

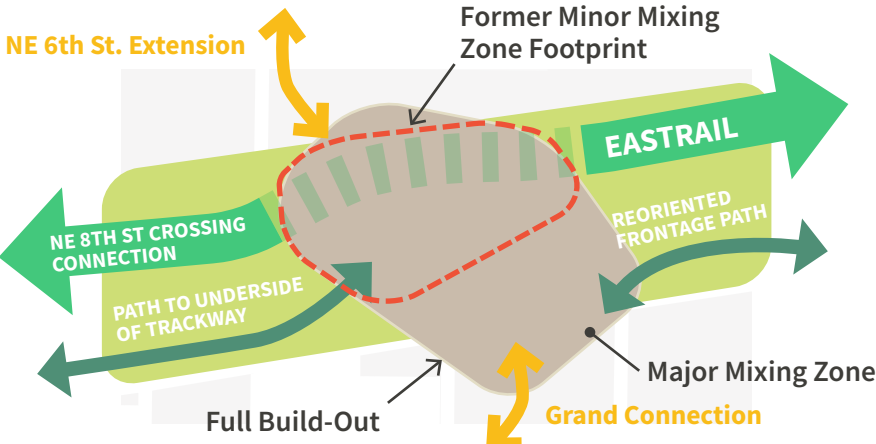


Growing the Core

Anticipated development adjacent to the Core, both public and private, may be realized on different timelines, therefore it is recommended that this area be designed with a phased build out in mind. If the primary trail of Eastrail were to be constructed independent of these developments, an interim ‘Phase 1’ design here might include a minor mixing zone, which in the near term, could help manage pedestrian traffic at the southern landing of the NE 8th St. crossing. Future phases could see this mixing zone expand, similar to the above rendering, to receive new connections from development through public-private partnerships in public space improvements.



‘Phase 1’ Scenario



Phased Build-Out Scenario



Cafe

Grand Connection

East Link Guideway

NE 8th St. Crossing

Open Space for Gathering & Respite

Mixing Zone

Art

NE 6th St. Extension

Play

Public Market

Beer Garden

Building Frontages on the Corridor

Food Truck Dining Area

Amenity Furnishings

Planted Trail Buffer

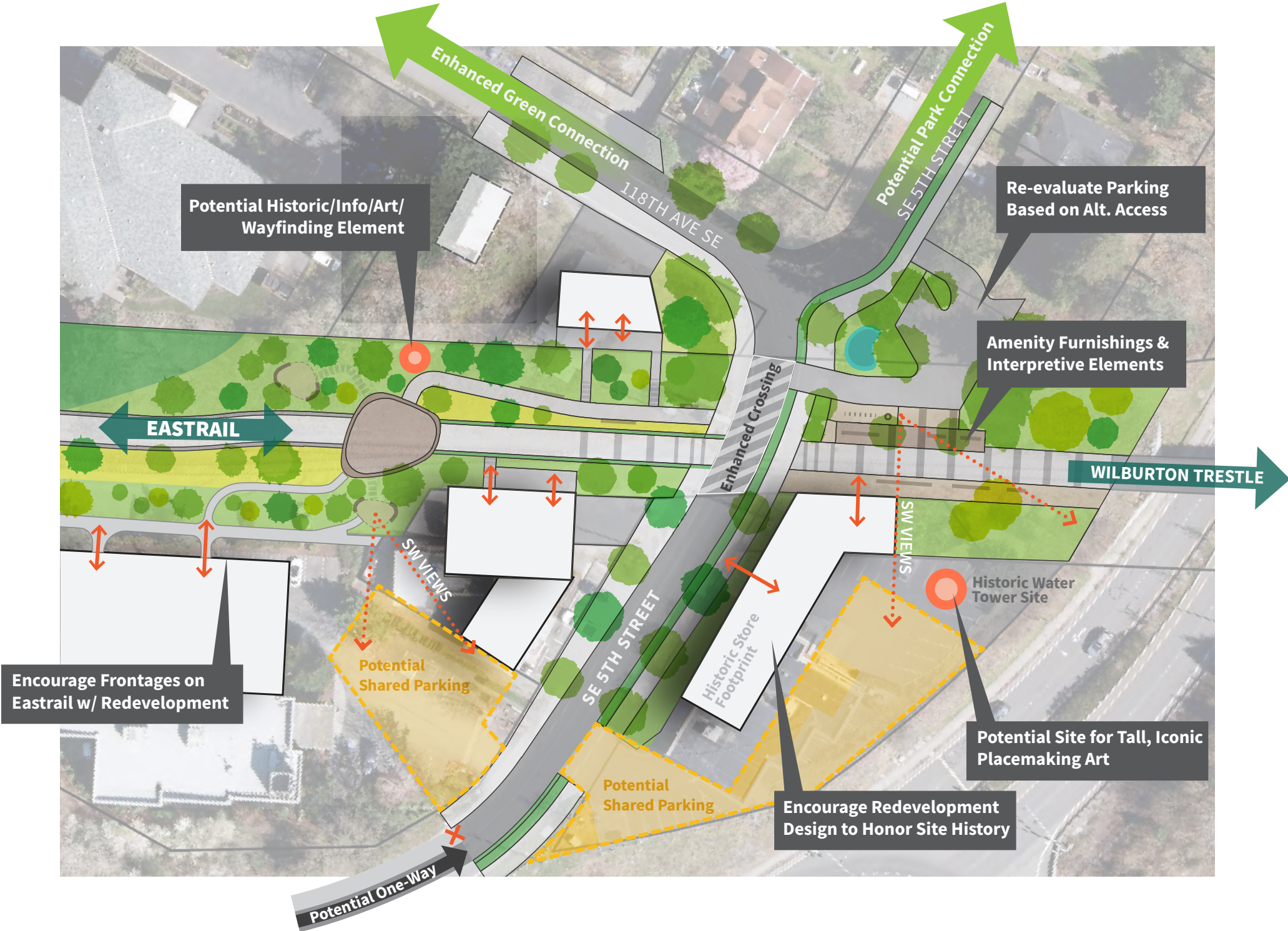
Frontage Path Connection

Central Wilburton

Trestle Gateway

Just north of the Trestle the adjacent parcels match the grade of the Eastrail corridor on the east side and, for a longer segment, on the west side. This offers the opportunity for a node of trail-oriented development, as properties redevelop. Buildings could open to the trail and even offer services attractive to trail users and Trestle visitors (cafes, bike rental).

The corridor offers the potential to serve as a green space or mini park for people occupying the adjacent buildings. A landscape and/or urban design plan for the corridor at this node could be a means to better assess opportunities, gauge public sentiment and understand what policy, code or other measures could effectively encourage this type of development. There is also opportunity to utilize materials and design elements related to the historic railroad, sawmill, and lumber depot formerly in operation at this location.





Conceptual rendering of the Wilburton Trestle segment of Eastrail (Credit: King County)



The Wilburton Trestle (Looking Northwest)

Other Development Opportunities/Considerations

Corridor Access from Private Property

In the Eastrail segment addressed by this plan, corridor connections from adjacent properties are generally permitted and encouraged as a means to promote the functional utility of the Eastrail for mobility and access in this dense urban area and to enliven the Eastrail corridor. Access points may be limited (e.g., to one per parcel or to shared access between two adjacent parcels) so as to reduce the areas of potential conflict between people moving along the corridor and those entering the corridor. In some locations, the access need may extend to users beyond the particular building adjacent and access may be conditioned on a public easement for passage. In addition, this planning process has identified several locations where provision should be made for access to the corridor for emergency vehicles and/or maintenance vehicles.

Pedestrian and Bicycle Bridge Connections to Eastrail

The Central Wilburton zone (from NE 7th Street to NE 3rd Street) is anticipated to be the area with the densest development and highest level of activity on the corridor and adjacent to it. In this zone the preferred means to interface between the adjacent development and the corridor is by creating a level grade connection along the entire parcel frontage, as illustrated (in section view) in the Trail Oriented Development discussion on page 47. This “high-integration” approach to provide connections between the corridor and adjacent development is also preferred in other Wilburton locations where feasible.

Along the corridor from the NE 7th Street alignment to the SE 4th Street alignment, the adjacent parcels on the west side are below the grade of the Eastrail. In these areas, connections between the adjacent development and the Eastrail may be accomplished using bridges where a more complete at-grade connection cannot be achieved. King County Parks will determine conditions under which these connections may be established and maintained.

In recent years, new developments have been constructed on either side of NE 4th Street in this zone. A bridge was proposed as an element of the development on the south side of NE 4th Street but has not yet been constructed. Building tenants include a grocery, a large discount department store, restaurants, and a medical clinic. The trail in this part of the corridor is expected to open in 2025; if the property owner were to now add this connection, trail users wishing to access the shops and services in the building would benefit.

Stormwater

Stormwater generated on the trail corridor will need to be considered and may need to be accommodated in some locations along the corridor. To a significant extent, parcels adjacent to the corridor in the central Wilburton area have large areas of impervious surface (buildings and parking lots). As these properties redevelop, they should not direct stormwater into the Eastrail corridor. No areas of significant runoff from adjacent properties into the corridor are currently apparent.

Corridor Functions in Relation to Adjacent Development

The Eastrail can provide a way for people to access adjacent buildings and in much of Wilburton can serve as a linear park amenity for the occupants of adjacent buildings. However, the corridor is not a suitable location for an adjacent building to use as means to satisfy access requirements for building safety (fire) or necessary service needs (trash collection, etc.). Adjacent development must satisfy these requirements without depending on access to the Eastrail corridor. In addition to considerations of private versus public benefit that arise with such scenarios, relying on the corridor for essential building needs is incompatible with existing legal and property encumbrances on the corridor, including the Sound Transit easement for high-capacity transit and the railbanked status of the corridor.

Other Development Opportunities/Considerations

Trail Crossing at NE 4th Street

Early planning for the Eastrail (ca. 2013) included consideration of a bridge to carry the trail over NE 4th Street. A bridge would allow through-users on the trail to continue moving, uninterrupted and separated from vehicle traffic. In 2020, a signalized, at-grade crossing was installed for the Eastrail at NE 4th Street as a component of a signal project that the city permitted a developer to install to improve access to properties on the north and south sides of NE 4th Street.

This Framework Plan included evaluation of several key opportunities for the Eastrail in the NE 4th Street vicinity, including:

- Integration of the Eastrail with adjacent development/redevelopment on the east and west sides of the corridor; and
- Eastrail as a linear park to serve as a greenspace open area for occupants of adjacent buildings and the general public.

The Central Wilburton Character Zone, from the south side of NE 4th Street to the south side of NE 8th Street, is identified in this plan as the area where the highest intensity of use is anticipated and where the corridor has the potential to serve as a “central park” with uses and amenities to support the needs of the developing neighborhood along with trail users and other visitors to the area.

The NE 4th Street bridge concept predates the emerging vision for Wilburton as a growth area, in which the Eastrail serves as a green spine with adjacent mixed use, pedestrian-oriented buildings and sites. Addition of a bridge structure, and especially ramps on the north side and south sides of NE 4th Street (which preliminary analysis shows would be at least 400 feet long on the north side and 500+ feet long on the south side) would constrain the space available for park-type amenities and impact the character of the immediate area. It would generally

compromise the vision identified as the preferred alternative by the Wilburton Commercial Area Study Citizen Advisory Committee in 2018 and further explored in this Framework Plan. The bridge concept also predates the reality of the signal that is now in place at the crossing. In view of the evolution in planning for Wilburton and the on-ground reality of the signal, a bridge is not a preferred treatment for the Eastrail crossing at NE 4th Street.

Under terms of an agreement with King County that allowed the city of Bellevue to extend NE 4th Street across the Eastrail corridor (to 120th Avenue NE), the city is responsible for the cost of the trail crossing at this location.

NE 6th Street Extension

Washington State Department of Transportation plans include extending NE 6th Street to 116th Avenue NE, so as to facilitate access from the east side of I-405 to the High-Occupancy Toll (HOT) lanes located in the center of the I-405 roadway. City of Bellevue plans include a project to extend NE 6th Street further east, across the Eastrail to 120th Avenue. The merits of this planned extension between 116th Avenue and 120th Avenue will be examined in the Wilburton Vision Implementation process and consideration will be given on whether to continue to include this project in city plans.

King County Eastside Interceptor

The Eastside Interceptor Line, a critical regional sewer pipe, runs underground along the Wilburton segment of the Eastrail. Owned by King County Parks & Natural Resources Wastewater Treatment Division (KCWTD), it carries wastewater from Bellevue and other communities on the Eastside to the King County Wastewater South Treatment Plant in Renton. Within the corridor, the location of the Eastside Interceptor Line should be taken into consideration in locating improvements on the surface; elements installed on the surface must not have potential to damage the Eastside Interceptor Line and there may be future need to excavate to access the pipe.

There is also an emerging opportunity associated with the interceptor that can enhance the sustainability of developing neighborhoods adjacent to the corridor. Private commercial property owners and developers can recover heat energy from County sewer pipes for heating or cooling their buildings.

As the Central Wilburton neighborhood develops and surface improvements are implemented in the Eastrail Corridor, the County and City of Bellevue have the opportunity to partner with private developers to take advantage of this currently underutilized resource and reduce the climate impact of new development.

Currently, KCWTD operates a temporary mobile odor control unit (MOCU) located on the Eastrail corridor approximately 650’ south of NE 4th Street. Future plans call for a capital project to replace this temporary MOCU with a permanent facility; this is anticipated to involve some work between the location of the current temporary MOCU and SE 5th Street along the Eastrail corridor.

Chapter 4

Corridor Opportunities

Detail Plans & Sections

- 4.1 **Overview**
- 4.2 **Lake Bellevue: Plan & Sections**
- 4.3 **Wilburton Station: Plans & Sections**
- 4.4 **Central Wilburton: Plans & Sections**
- 4.5 **The Overlook: Plans & Sections**
- 4.6 **Green Perch: Plans & Sections**
- 4.7 **Trestle Gateway: Plans & Sections**

Detail Plans & Sections

Overview

The detail plans and sections document the framework plan vision for the full length of Eastrail Wilburton, consisting of six site plans, one for each character zone, and 12 sections, two in each character zone. Their primary function is to identify and locate the wide range of programmatic, functional, and design elements within the context of existing conditions and known future work. The plans and sections begin at NE 12th St and proceed south to SE 5th St (see below). Key elements of the plan sections are described below. Supportive policy and development considerations are provided, opposite of each plan.

Trail Structure and Alignment

The structuring element of Eastrail Wilburton is the primary trail, anticipated to be 18'-22' in overall width, as previously described in this document. While much of the trail alignment is already established due to topographic or property constraints, for the areas where the alignment is flexible, analysis was conducted to determine the proposed alignment shown here. This alignment considered both known conditions of the corridor as well as the future potential connections to adjacent developments, user experience, and opportunities to incorporate program areas. In the segments with the highest levels of activity, additional frontage paths give users an alternative to the primary trail for a quieter experience and to connect to the corridor's existing and future adjacencies.

Access

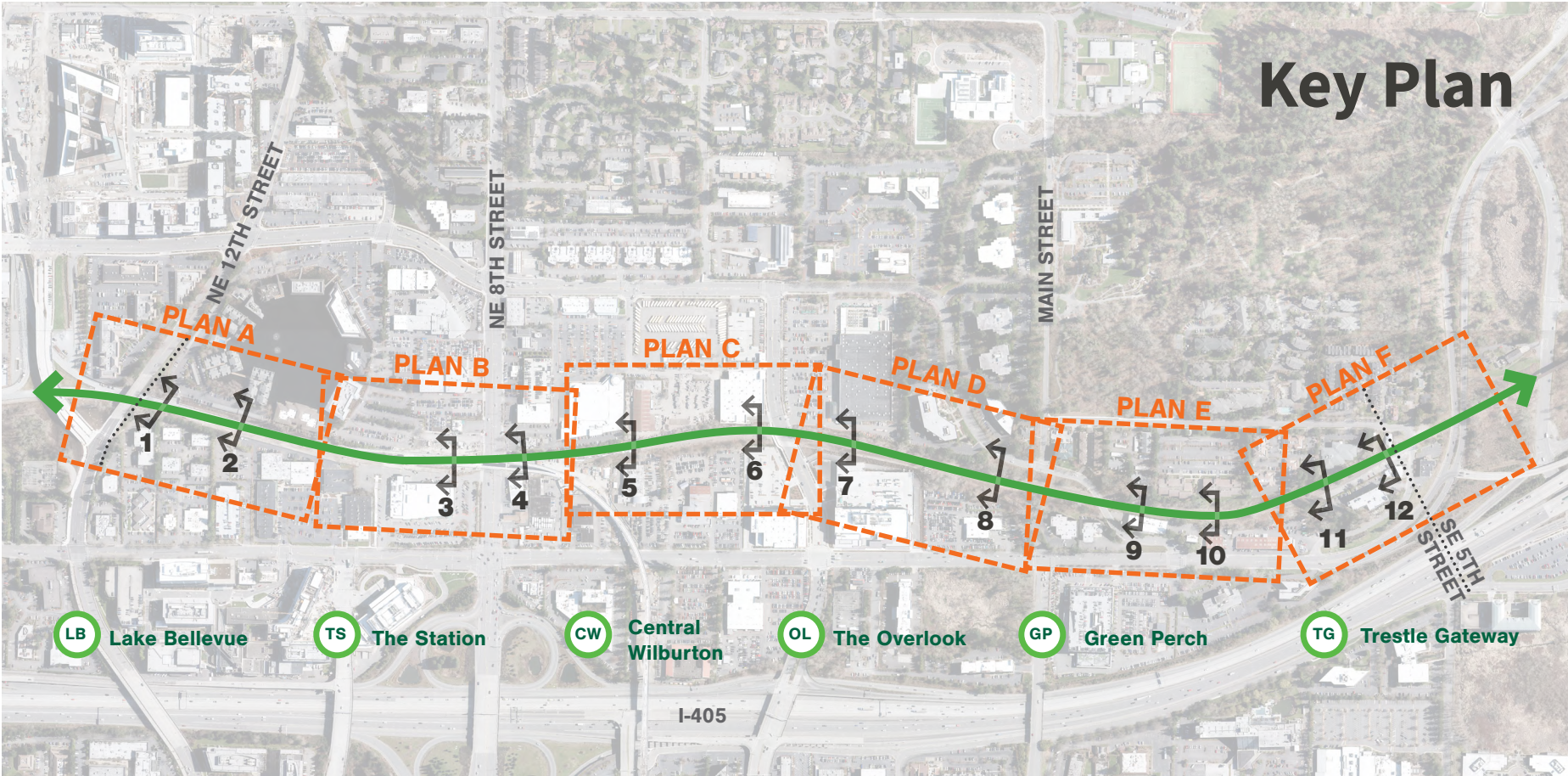
Much of the existing Eastrail Wilburton corridor is not easily accessed by pedestrians. Future access points will make the corridor permeable to and from adjacent neighborhoods; they boost safety by providing access to emergency vehicles and contribute to the perception of safety by reducing the sense of isolation. Access points should make safe, logical, well-marked connections to the street network and adjacent developments for pedestrians and cyclists.

Adjacent Development

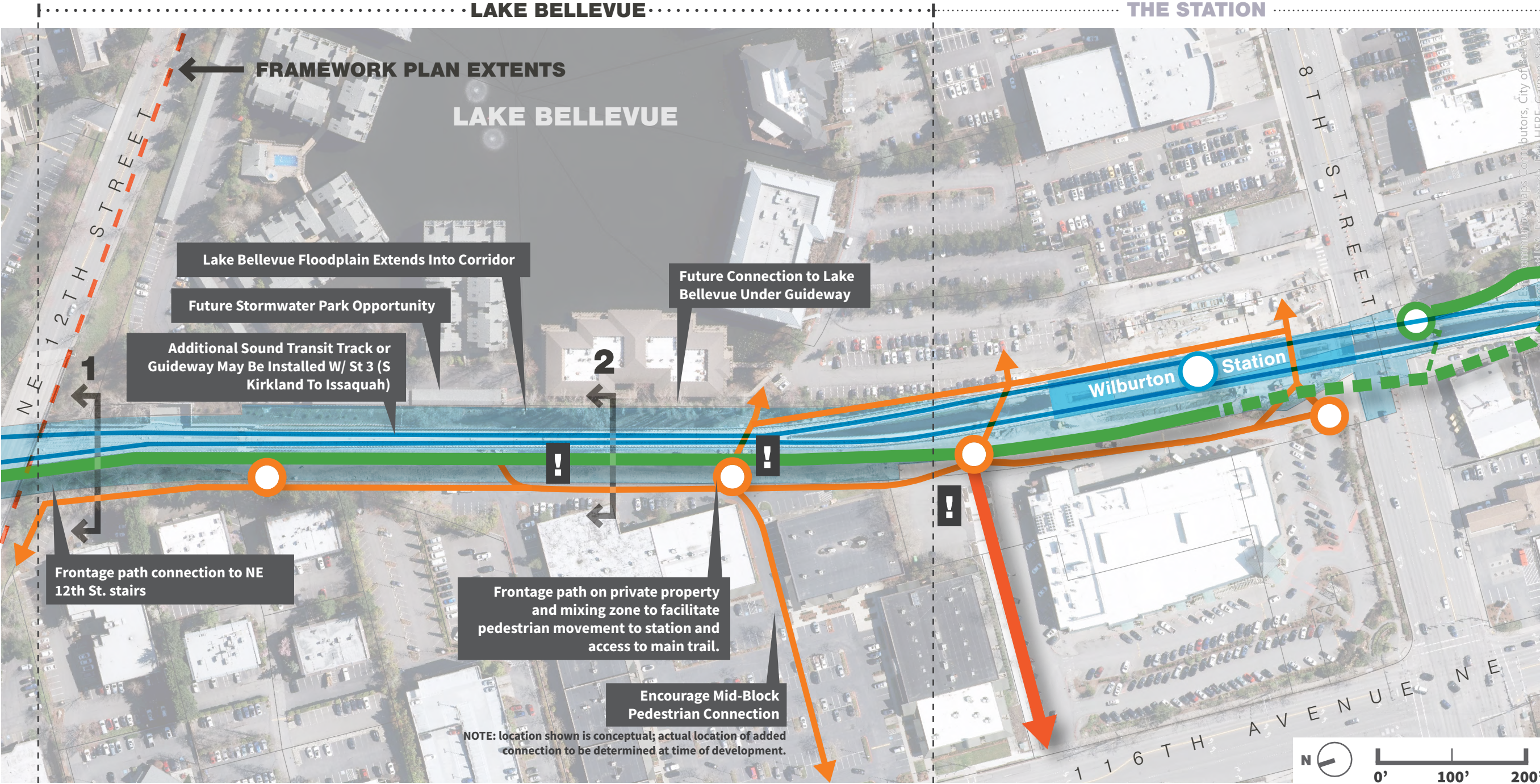
With some of the adjacent developments along the Eastrail Wilburton corridor already in early design phases, the plans and sections seek to capture specific locations where desired at-grade or structured connections can be made. Where appropriate, potential program opportunities on or near adjacent development sites are highlighted that may have the potential to benefit public use through enhanced amenities, and in turn, benefit the development with increased exposure and pedestrian traffic.

Program

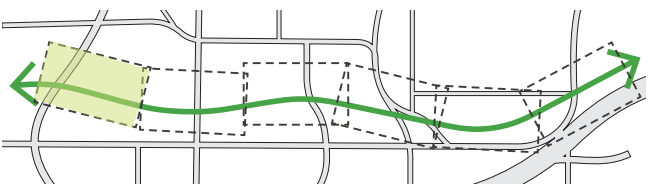
While programming is not specifically defined in each character zone, suggestions are made to potential future locations. These areas can be evaluated in later planning phases to determine opportunities that provide linear park features and other multi-use spaces.



Plan A: Lake Bellevue



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- ! Potential Utility Conflict, Refer To Opposite Page

Lake Bellevue

While inaccessible from Eastrail in existing conditions, Lake Bellevue and its outflowing Sturtevant Creek are the undeniable influence for this stretch of trail in terms of character and ecology, and, potentially in time, public access. Planning and development will likely change the character of the trail edges with increased density, with the trail corridor providing a “green escape” connection between the Wilburton light rail station and the SR 520 Trail, and the BelRed neighborhood to the north.

Supportive policy/development considerations include:

King County Trail

- Primary trail and NE 8th St. Crossing

Additional Right-Of-Way, Park-Like Amenities

- Evaluate future connections from adjacent developments on west side of corridor
- Consider future connections to Lake Bellevue under guideway
- Potential for enhanced bioretention/stormwater planting to the east of Sound Transit guideway
- Consider replanting slopes directly west of primary trail with native shrub plantings for steep slope conditions.
- At northwest side of the zone, near the NE 12th St. bridge, selectively remove invasive and hazard trees. Consider replacing w/ upland forest natives for steep slopes

Adjacent Development

- Desire for connections to main trail by way of mixing zone and frontage path per Eastrail access standards
- Desire for frontage path on west side of corridor, NE 8th Street to NE 12th Street. Connection to stairs at NE 12th Street. Mixing zones at NE 8th Street, at/adjacent to north end of Wilburton Station and at two additional locations to the north. Refer to graphic for Plan A: Lake Bellevue
- Desire for frontage path on east side of corridor, Lake Bellevue to Wilburton station.
- Desire for path connection Eastrail to Lake Bellevue, under the Sound Transit guideways.
- Desire for additional mid-block pedestrian connections from 116th Ave NE.
- Consider impacts to access to light/air and appropriate scale for development adjacent to the corridor on the west side

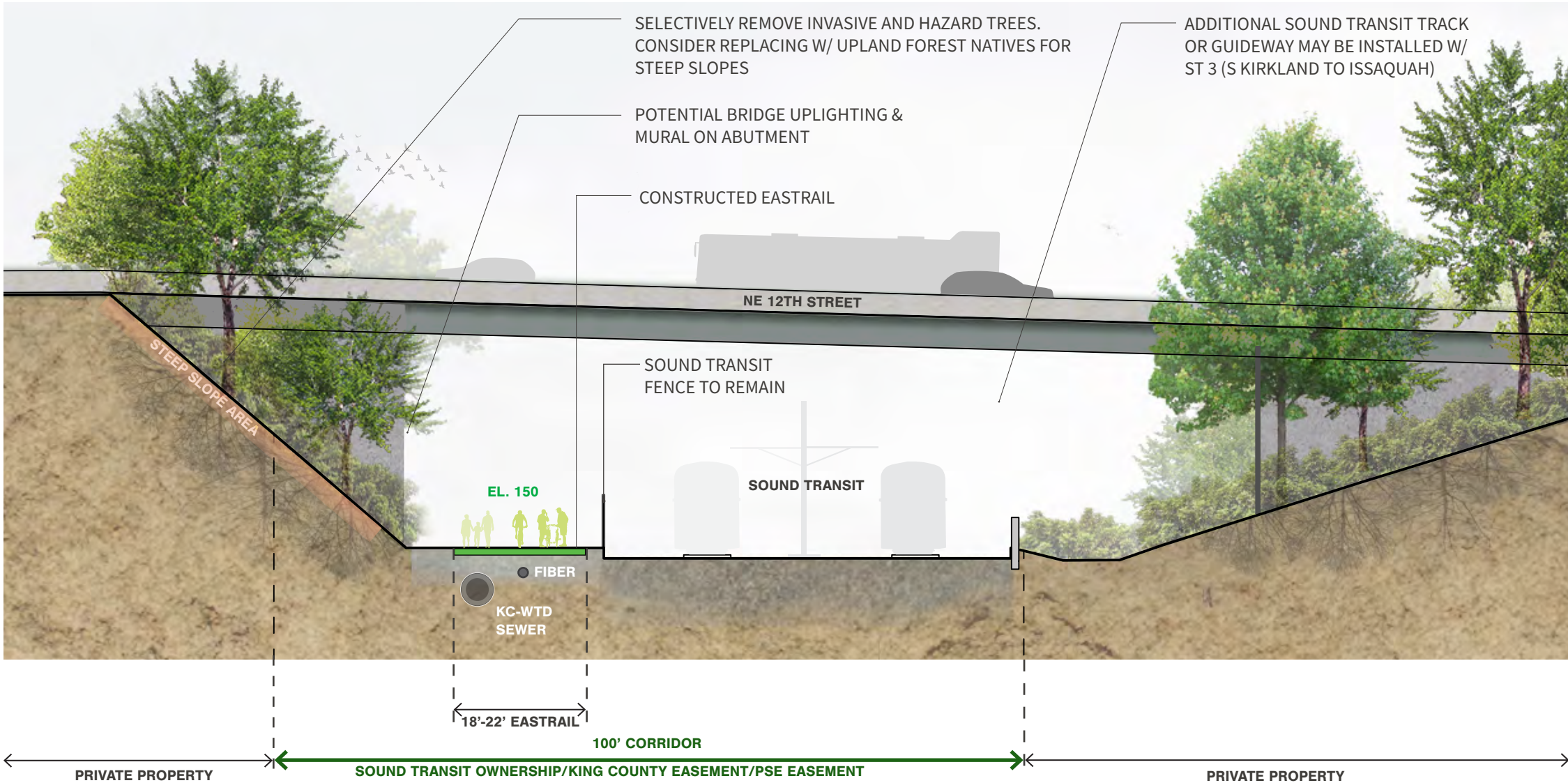
Design Guidelines - Character

- Leverage King County standards for regional trails
- Utilize City of Bellevue and Eastrail wayfinding signage standards (under development in 2023).
- Fewer program and trail amenities than other zones. Emphasis placed on the immersive qualities of existing and enhanced natural areas along west side.

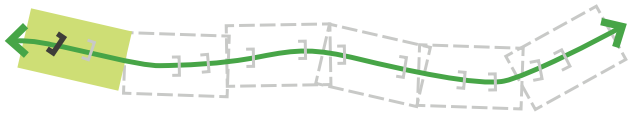
Utilities

- King County WTD 72” reinforced concrete pipe sewer main runs beneath primary trail AND jogs east to the middle of the corridor at the proposed minor mixing zone noted on plan
- Zayo Fiber Optic line runs beneath primary trail
- When planning electrical services for lighting, also consider electrical stub-ups for O&M and program needs
- Consider providing water services for O&M, program needs and temporary irrigation for plant establishment (water service connection would be needed).

SECTION 1



KEY PLAN



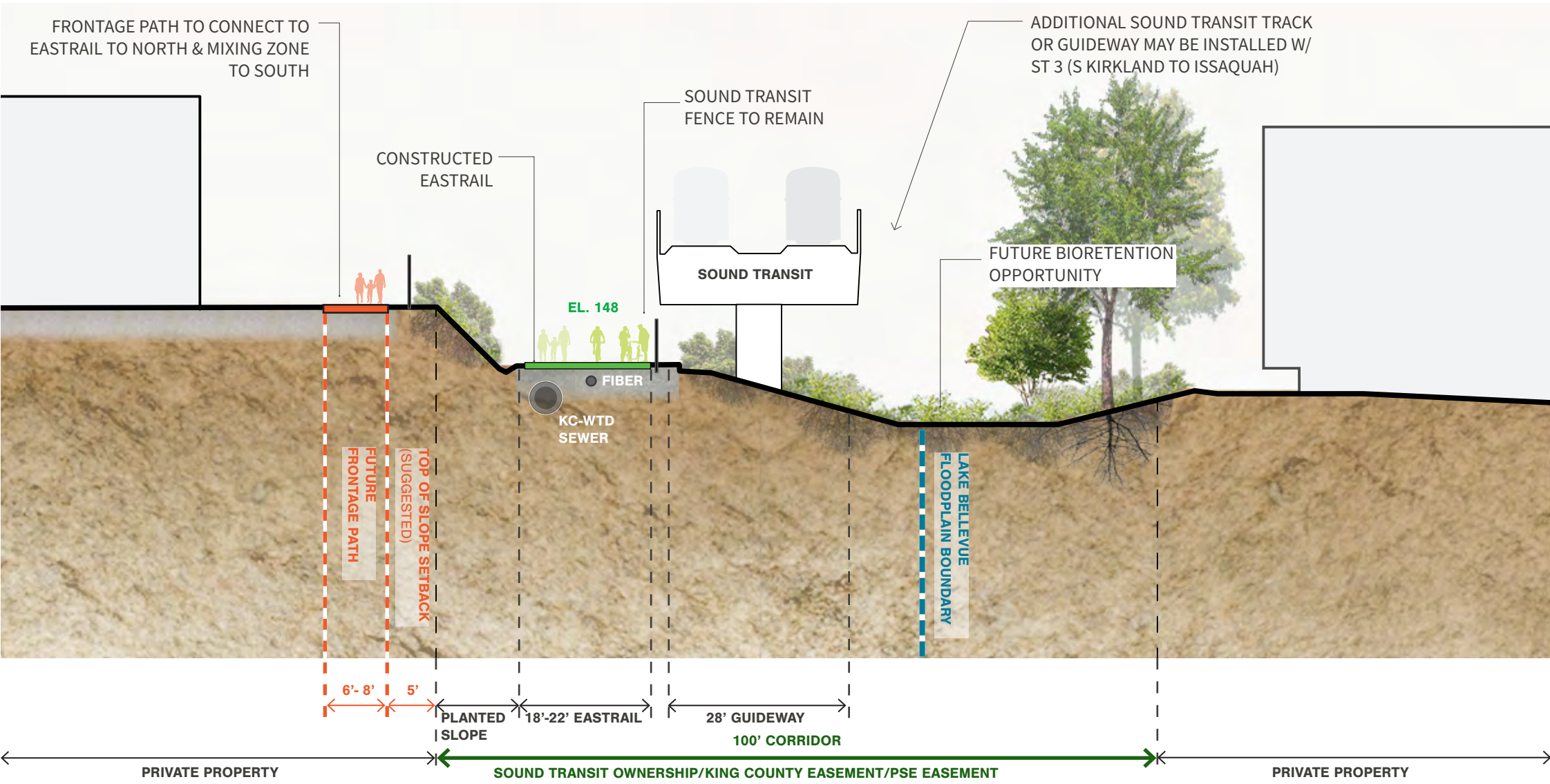
GENERAL SECTION NOTES

1. Sections drawn from City of Bellevue GIS planimetric data including 2' contours, property boundaries, utilities and building locations.
2. All sections face in a general north direction

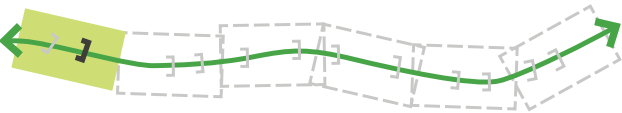
SCALE



SECTION 2



KEY PLAN



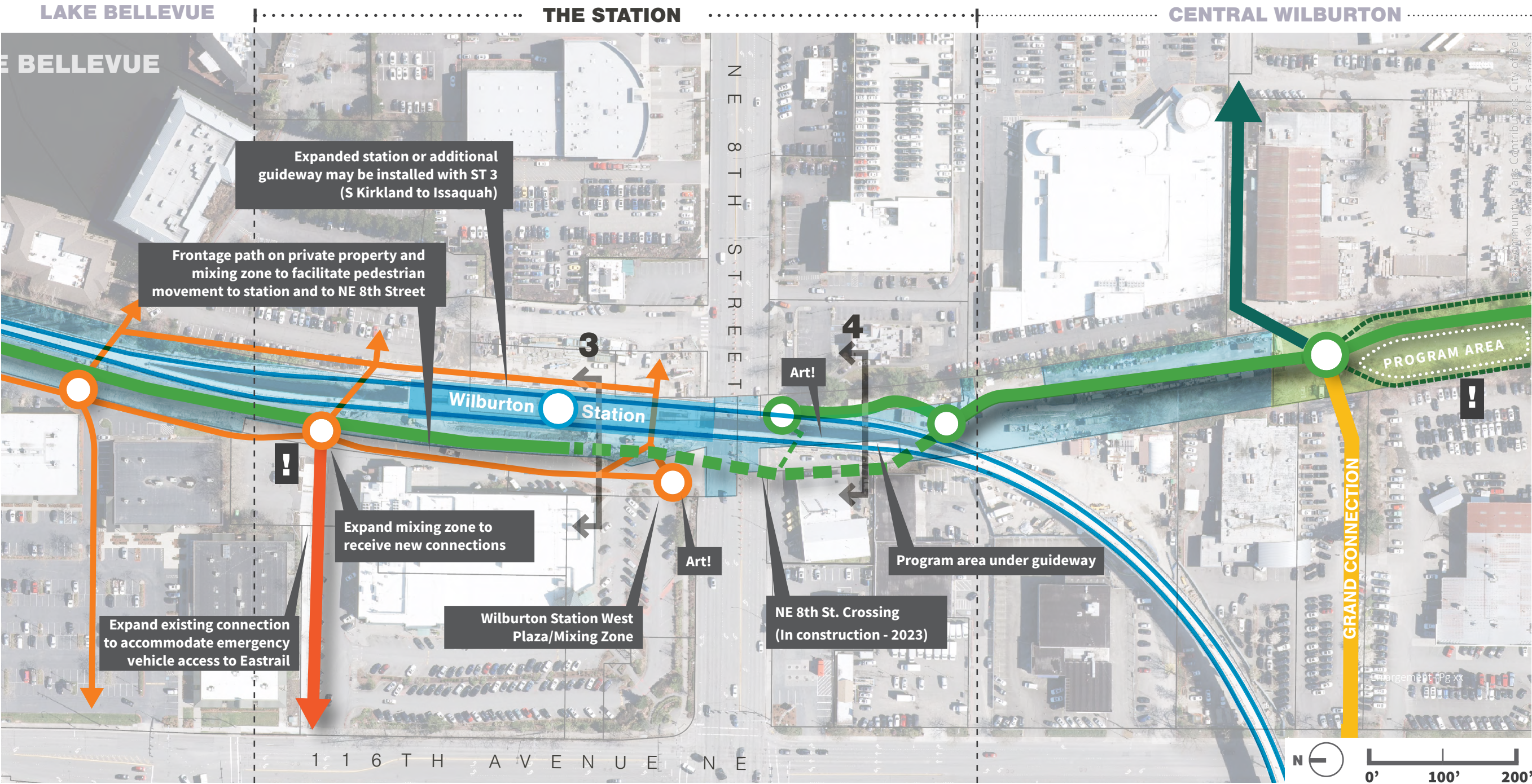
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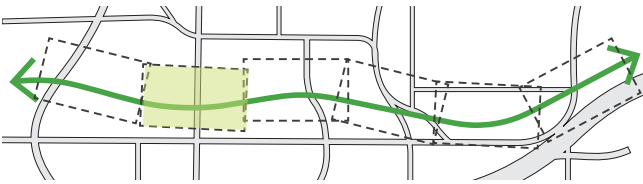
SCALE



Plan B: The Station



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- Potential Utility Conflict, Refer To Opposite Page

The Station

A companion to Central Wilburton, this stretch of trail is all about what is to come in 2024/2025 when East Link opens, bringing thousands of more people to the area as both market forces and planning initiatives reshape the adjacent private edges with transit-oriented development. Change is coming quickly with the Eastrail crossing at NE 8th on an iconic new pedestrian bridge set to open with East Link.

Supportive policy/development considerations include:

King County Trail

- Most elements have been incorporated into the NE 8th St. Crossing project, currently in construction

Additional Right-Of-Way, Park-Like Amenities

- In coordination with Sound Transit, consider the unique program potential for under the Guideway space and evaluate potential for a multi-use space, potentially including farmers market, public art, dog park, skate park and/or rotating programming.
- Consider general pedestrian sidewalk/circulation improvements along NE 8th St. and 116th Ave. NE for anticipated Wilburton Station use. Provide wayfinding signage to direct pedestrians to Wilburton Station and Eastrail Wilburton

Adjacent Development

- Desire to expand the mixing zone at the north end of the NE 8th St. Crossing to receive potential future connections and traffic from adjacent developments and accommodate passage of emergency vehicles.

- Expand connection along the north side of the Whole Foods site to accommodate emergency vehicles and, potentially, O&M vehicles, as well as pedestrian access.

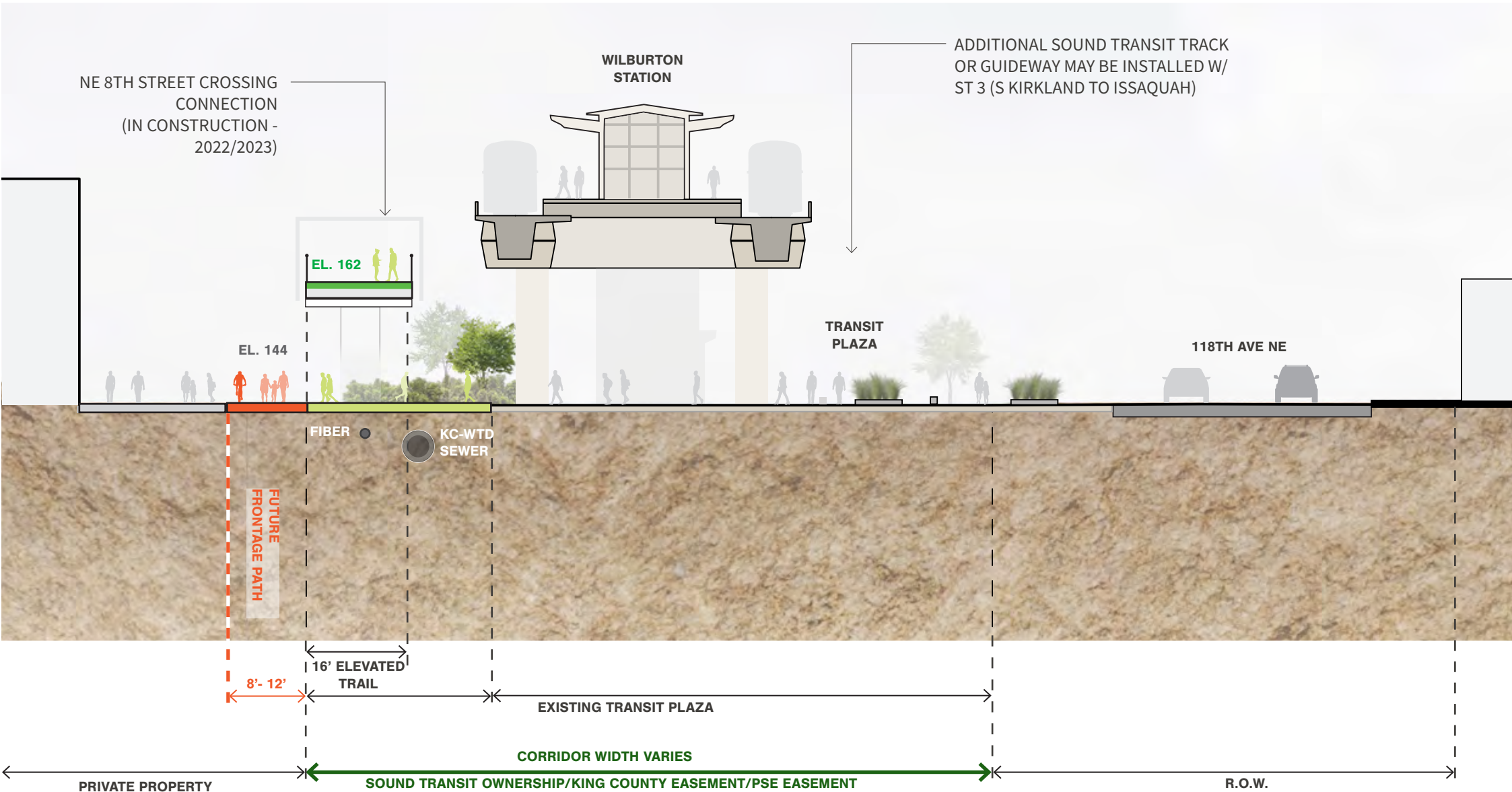
Design Guidelines - Character

- Maintain NE 8th St. Crossing standards
- Leverage King County standards for regional trails in Guideway program area
- Utilize City of Bellevue and Eastrail wayfinding signage standards (under development in 2023)
- Incorporate elements unique to Eastrail Wilburton Guideway such as paving materials, furnishings and planting, and enhanced elements that reflect urban character
- Incorporate transit-oriented amenities that improve user entry and experience

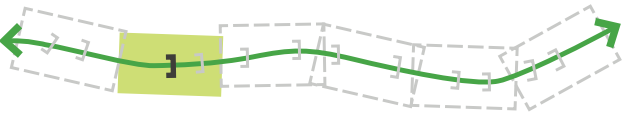
Utilities

- King County WTD 72" reinforced concrete pipe sewer main runs down center of corridor and north of NE 8th St. shifts to the west of the corridor
- Zayo Fiber Optic line runs along the west side of the sewer main and jogs to the east north of NE 8th St.

SECTION 3



KEY PLAN



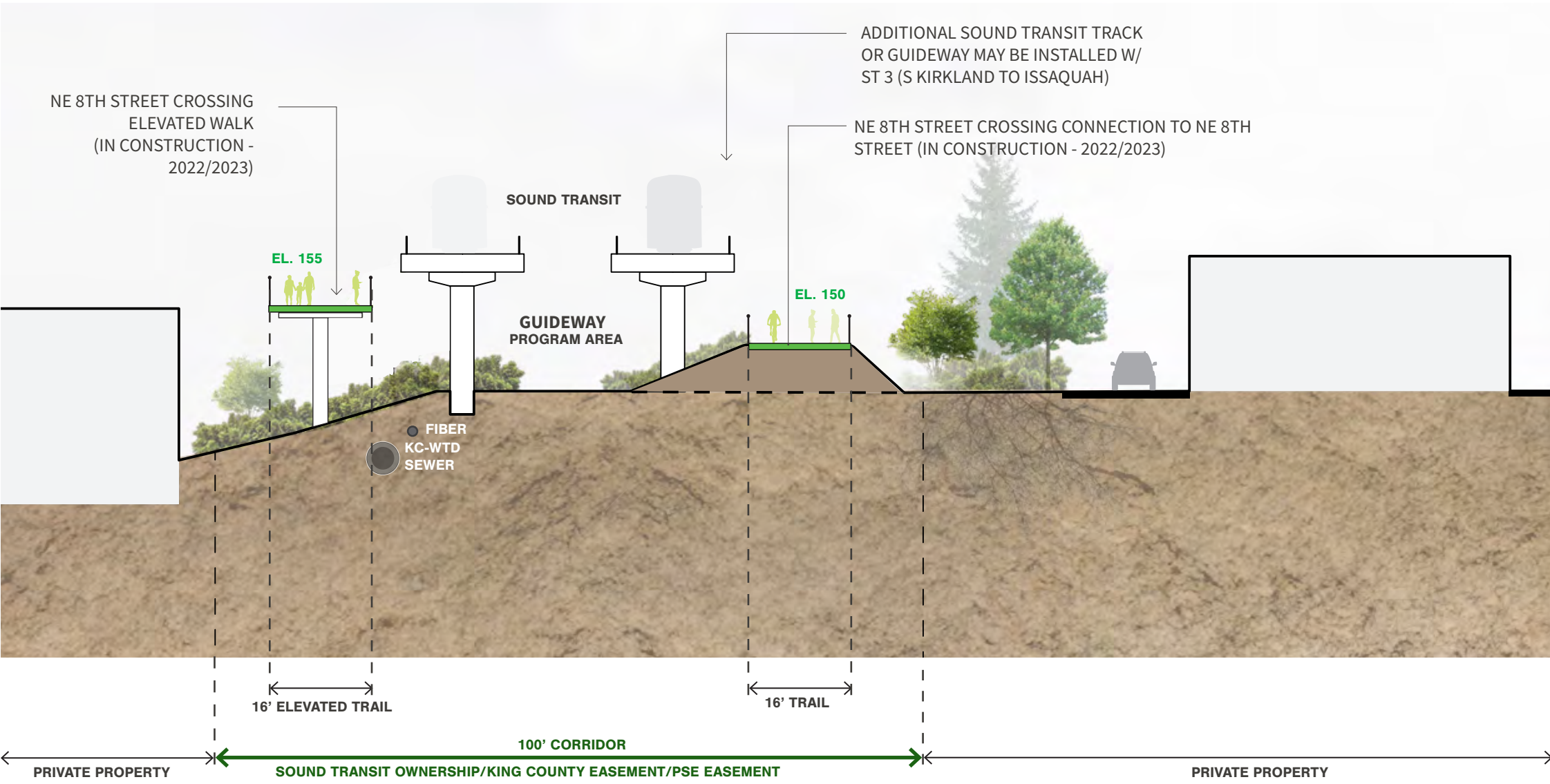
GENERAL SECTION NOTES

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2. All sections face in a general north direction

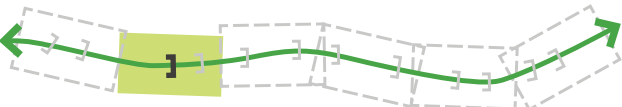
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SECTION 4



KEY PLAN



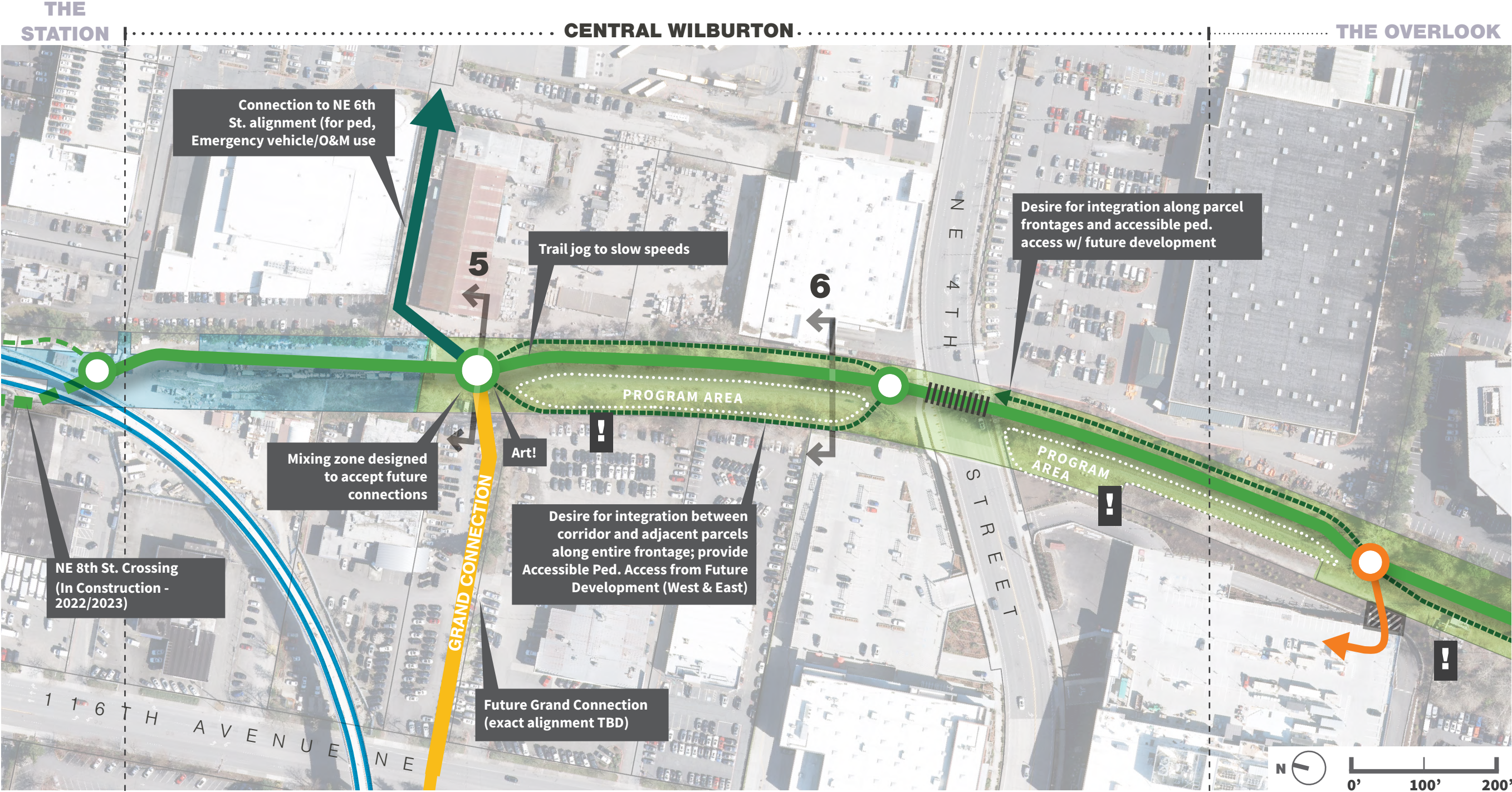
GENERAL SECTION NOTES

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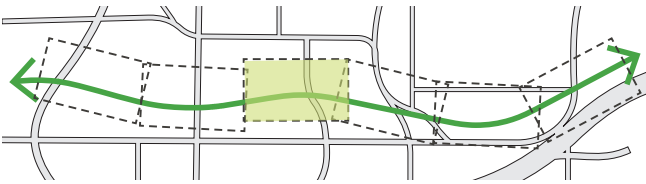
SCALE



Plan C: Central Wilburton



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- ! Potential Utility Conflict, Refer To Opposite Page

Central Wilburton

Central Wilburton is the densest section of the corridor, what you see today is not what will exist in the near future. Wilburton will grow and change with taller buildings and high-density living surrounding the trail, giving it a vibrant, urban character—a mixing zone of commuters, recreation, and residents crossing paths. Wilburton will be linked to downtown Bellevue with the Grand Connection. The Eastrail corridor has the potential to be its “Central Park” with a landscape completely different in topography and character from what you see today.

Supportive policy/development considerations include:

King County Trail

- Establish an eastern alignment for the trail to maximize program potential in corridor
- Provide enhanced major mixing zone at landing of NE 8th St. Crossing to receive the primary trail and frontage paths from the south, as well as future connections to the Grand Connection and 120th Ave NE. Possible location for public art.
- Provide minor mixing zone at north side of NE 4th St. to manage anticipated high user volumes
- Provide limited, perpendicular connections between frontage path and primary trail
- From NE 4th St. to the south, provide frontage path on east side along Home Depot site
- Provide enhanced wayfinding to support use of nearby destinations.
- Evaluate future use to determine appropriate level of designed speed control

Additional Right-Of-Way, Park-Like Amenities

- Consider views to Downtown Bellevue and Wilburton Station, as well as future destinations such as the Grand Connection
- Evaluate opportunities to provide destination linear park features, potentially including playscapes, outdoor eating areas, public art, and lawn areas
- Evaluate potential for multi-use spaces that could accommodate food trucks or small events.
- Evaluate potential programming opportunities with adjacent developments
- Desire for enhanced, character planting that is appropriate for heavy pedestrian traffic and announces the Central Wilburton zone.
- Provide emergency access/O&M points at either end of corridor and at NE 6th Street. (See Page 32)

Adjacent Development

- From NE 4th St. to the north at the future landing site of the Grand Connection, provide two frontage paths, one on the east side and the other on the west side. The west frontage path will be integrated at a later date when adjacent developments come online.
- Existing topography allows for ease of at-grade integration opportunities with private property to the east of the corridor
- At-grade integration opportunities with private property are highly desired and will require public-private coordination and collaboration, especially along the west side of the corridor.
- Evaluate potential landing sites for the Grand Connection and coordinate with adjacent developments
- Consider appropriate scale for development adjacent to corridor

- Desire for adjacent developments to access the corridor at frontage paths or mixing zones
- Consider allowing adjacent private property to make improvements to frontage paths if beneficial to Eastrail users.

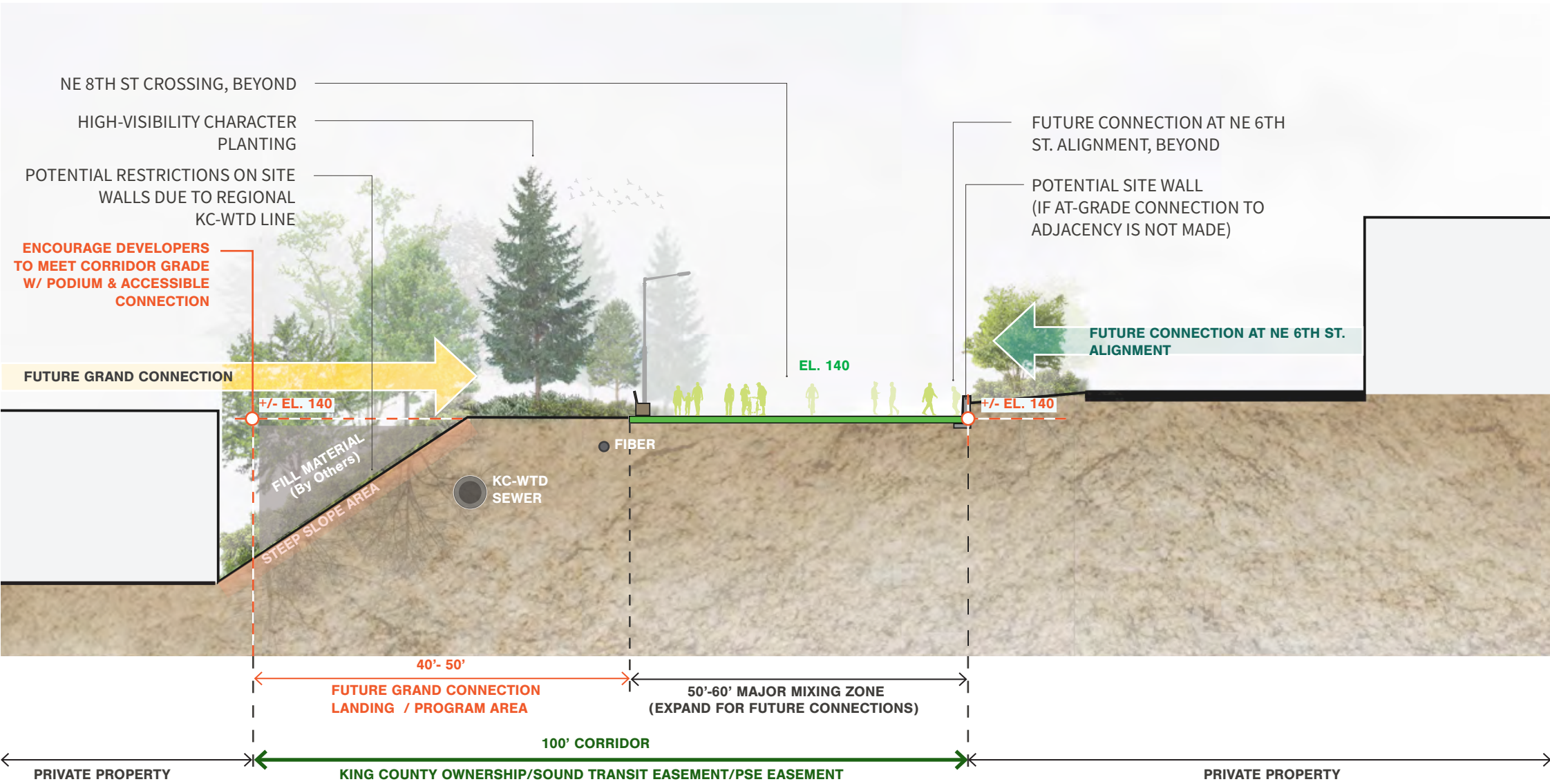
Design Guidelines - Character

- Leverage King County standards for regional trails
- Utilize City of Bellevue and Eastrail wayfinding signage standards
- Incorporate elements unique to Eastrail Wilburton such as paving materials, furnishings and planting, and enhanced elements that reflect urban character

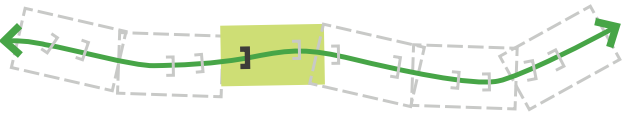
Utilities

- King County WTD 72” reinforced concrete pipe sewer main runs west of the proposed trail alignment along entire length and may pose significant challenge to developments
- Zayo Fiber Optic line runs along western edge of corridor for entire length and may pose significant challenge to developments
- Two existing sanitary sewer interceptors may present challenges for future development.
- When planning electrical services for lighting, also consider electrical stub-ups for O&M and program needs at southern end of zone
- Consider providing water services for O&M, program needs and permanent irrigation for plant establishment (water service connection will be needed)

SECTION 5



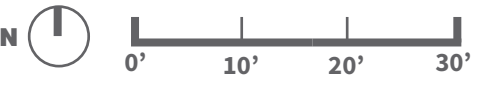
KEY PLAN



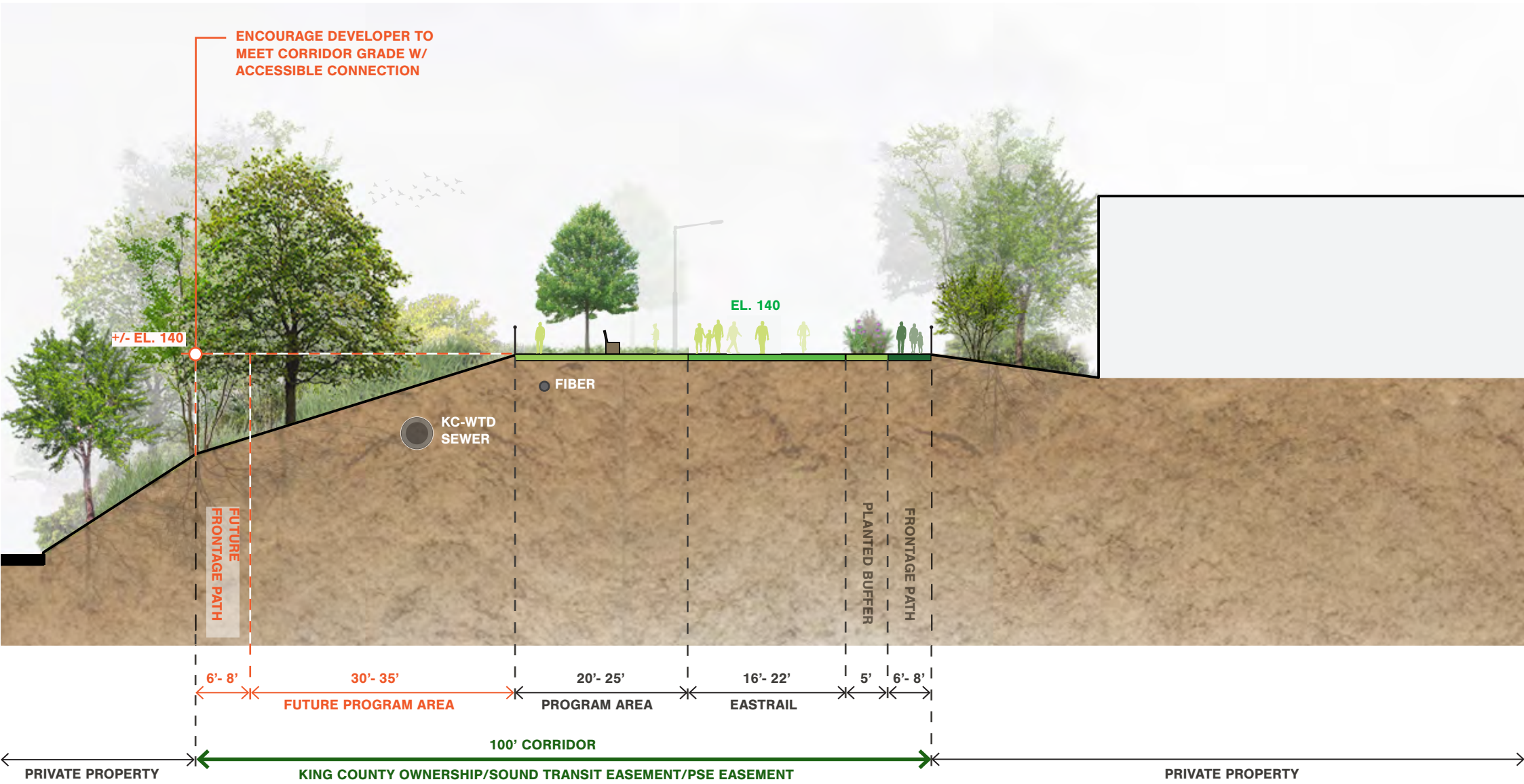
GENERAL SECTION NOTES

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2. All sections face in a general north direction

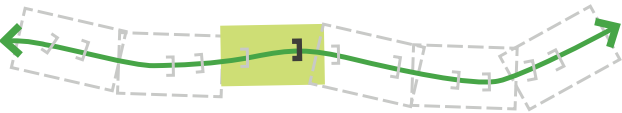
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SECTION 6



KEY PLAN



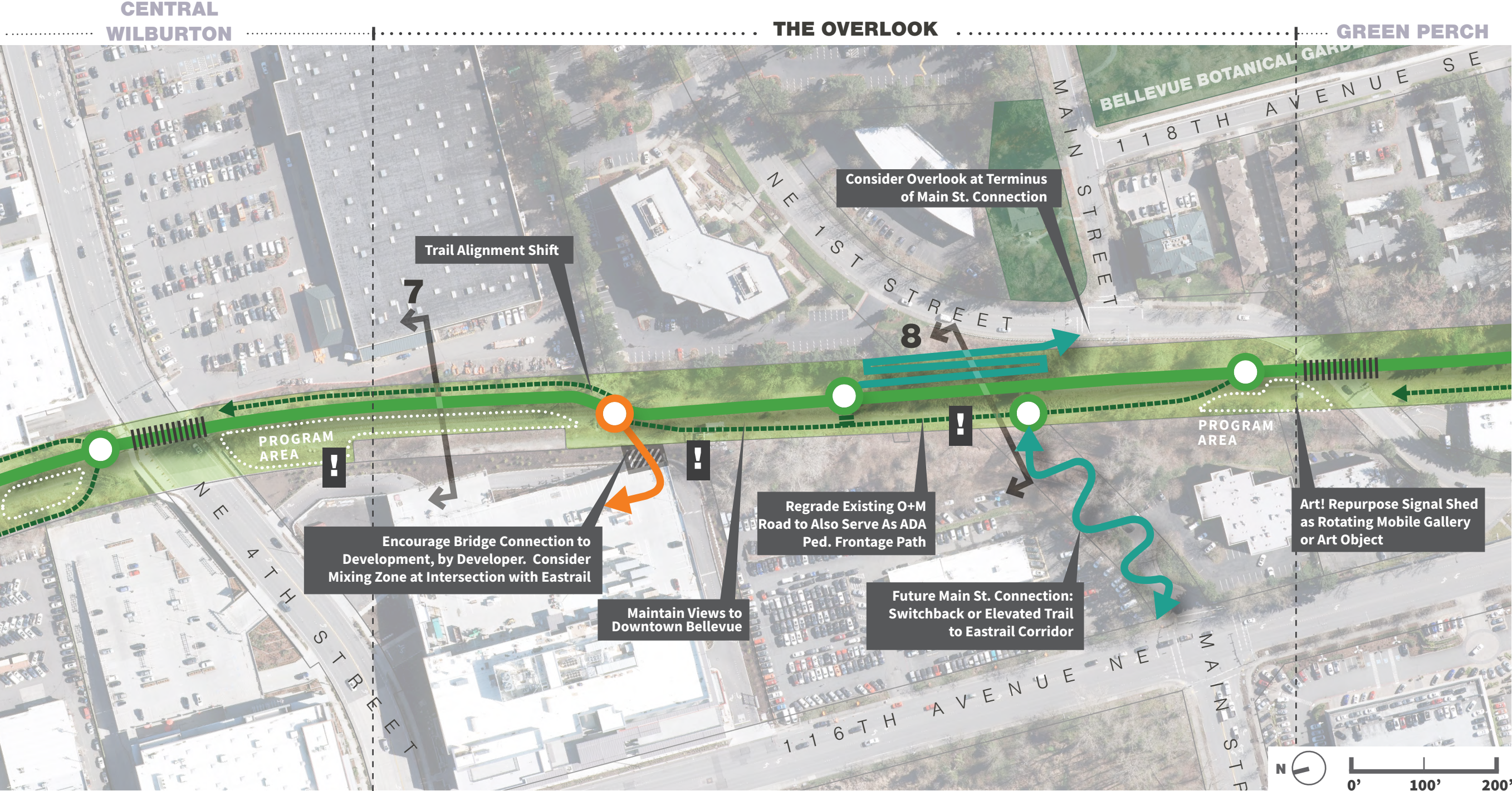
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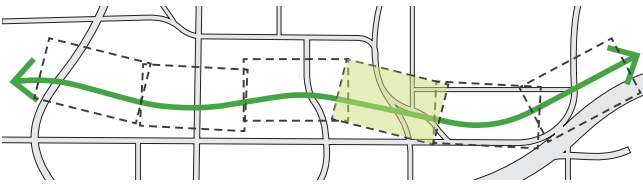
SCALE



Plan D: The Overlook



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- ! Potential Utility Conflict, Refer To Opposite Page

The Overlook

The Overlook offers territorial views of downtown Bellevue created by the terraced topography dropping to the west. Adjacent conditions will continue to evolve and densify with redevelopment, but with less density than Central Wilburton. The natural topography and condition of the site, dropping to the west, rising to the east, can be maintained as part of the character of the space even as development changes the edges of the corridor.

Supportive policy/development considerations include:

King County Trail

- Establish an eastern alignment for the trail north of the potential future landing site of Target/Virginia Mason bridge. Consider installing mixing zone here when bridge connection is made. Trail continues south along rail alignment.
- Trail width narrows when adjusting to rail alignment, due to existing topographic constraints. Consider increasing designed speed controls to ensure safety for all Eastrail users
- Provide frontage path on east side along Home Depot site until potential future landing site of Target/Virginia Mason bridge.
- Due to existing topographic constraints, consider utilizing and improving existing Mobile Odor Control Unit access drive as potential frontage path on west side for Eastrail users.
- +/- 6' Elevation change directly west of proposed trail alignment. Consider fence or more robust planting buffer to address potential fall hazard
- Provide additional safety measures for approaches to SE 1st St. Coordinate with City of Bellevue regarding crossing improvements
- Anticipate future connections at Main St.

Additional Right-Of-Way, Park-Like Amenities

- With limited park-like program potential, consider area just north of SE 1st St., where existing signal shed is located. Use signal shed as anchoring element, and consider adaptive reuse as information kiosk, small gallery or other small-scale community-based cultural and/or art uses
- Consider highly-visible program that relates to trail adjacencies to Bellevue Botanical Garden and Wilburton Hill Park
- Preserve view corridors toward Downtown Bellevue. Desire for constructed overlooks and selective thinning of vegetation.
- Provide O&M and emergency access point at SE 1st St (See Page 32)

Adjacent Development

- Desire for future development on west to have “patios” level with corridor grade or bridge connections
- Consider impacts to views and appropriate scale for future development along the west side of the corridor.
- Explore partnership opportunities with adjacent developments for the construction of the potential Eastrail connection at Main St.

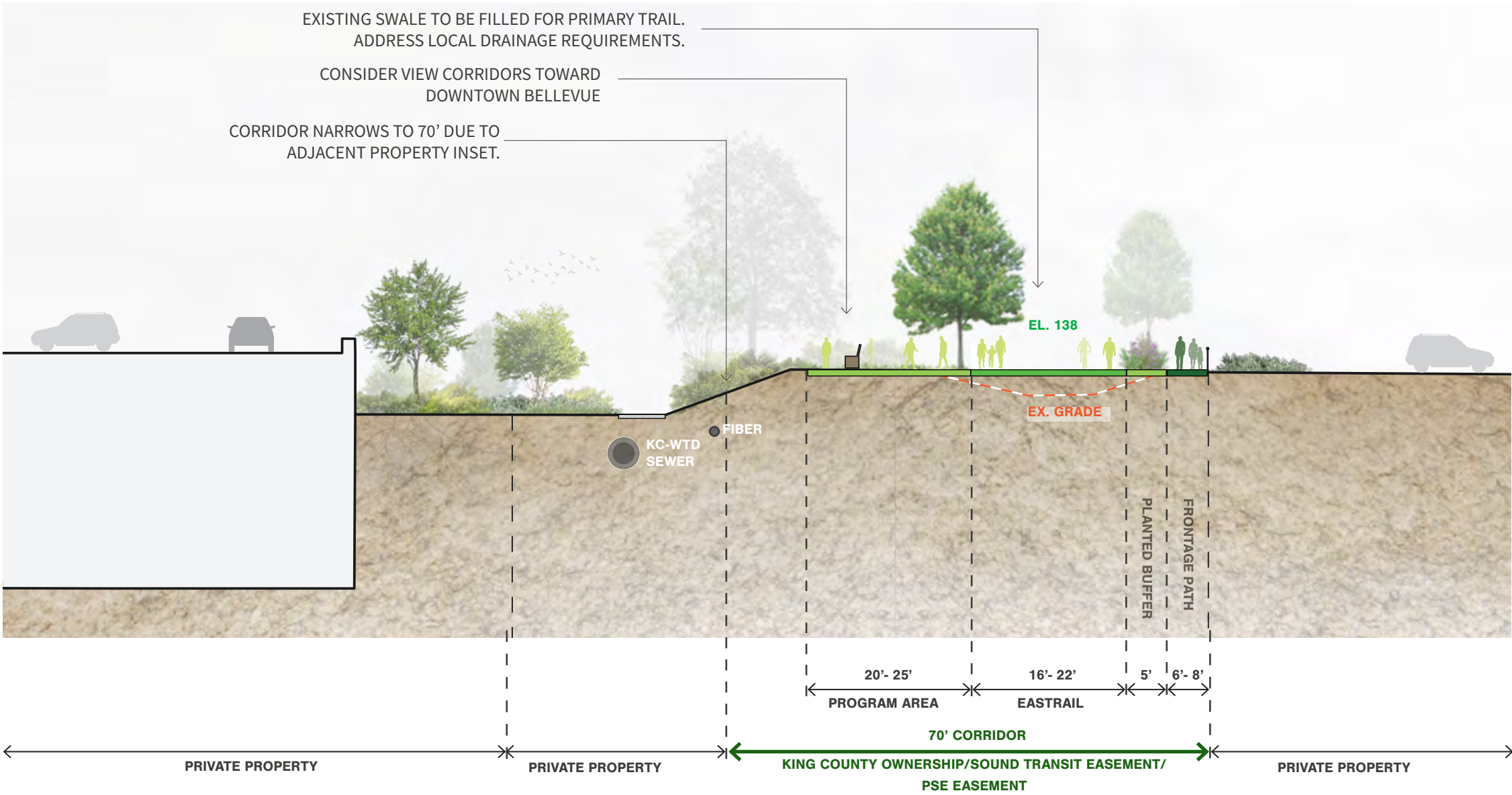
Design Guidelines - Character

- Leverage King County standards for regional trails
- Utilize City of Bellevue and Eastrail wayfinding signage standards (under development in 2023)
- Include elements unique to Eastrail Wilburton such as paving materials, furnishings and planting
- Fewer program and trail amenities than other zones. Emphasis placed on the immersive qualities of existing and enhanced natural areas.

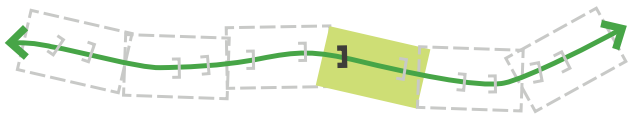
Utilities

- King County WTD 72” reinforced concrete pipe sewer main runs west of the proposed trail alignment along entire length
- Zayo Fiber Optic line runs along western edge of corridor for entire length
- When planning electrical services for lighting, also consider the future Eastrail connection Main St. and electrical stub-ups for O&M and program needs at southern end of zone
- Consider providing water services for O&M, program needs and temporary irrigation for plant establishment (water service connection will need to be provided)
- The Eastside Interceptor and Medina Siphon sewer lines join at the current location of a mobile odor control unit in the corridor. Future trail and amenity development requires coordination with King County Wastewater Division.

SECTION 7



KEY PLAN



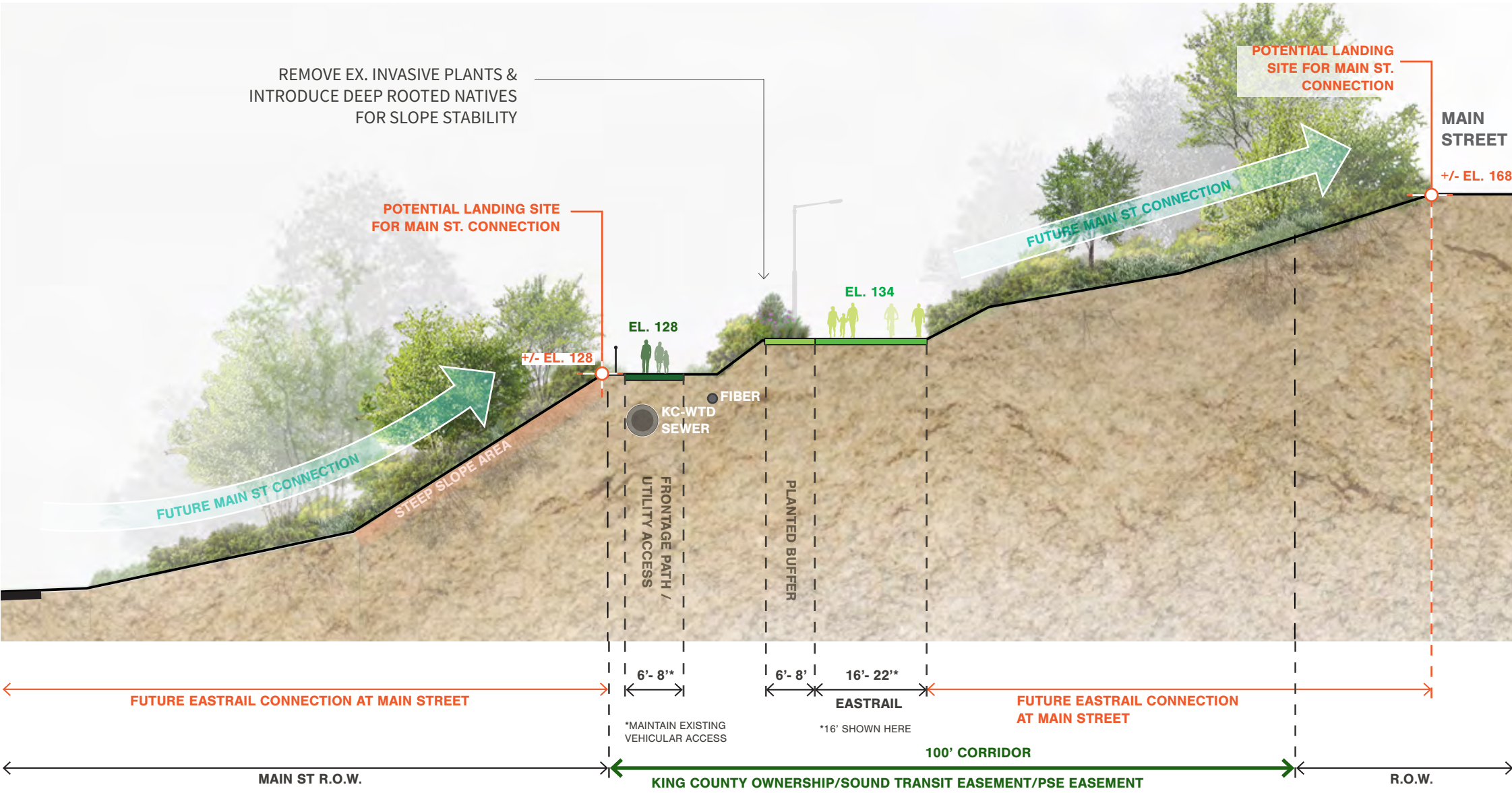
GENERAL SECTION NOTES

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2. All sections face in a general north direction

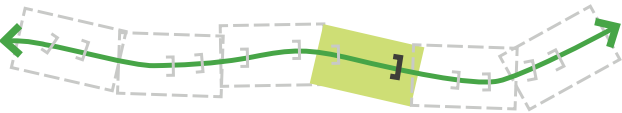
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SECTION 8



KEY PLAN



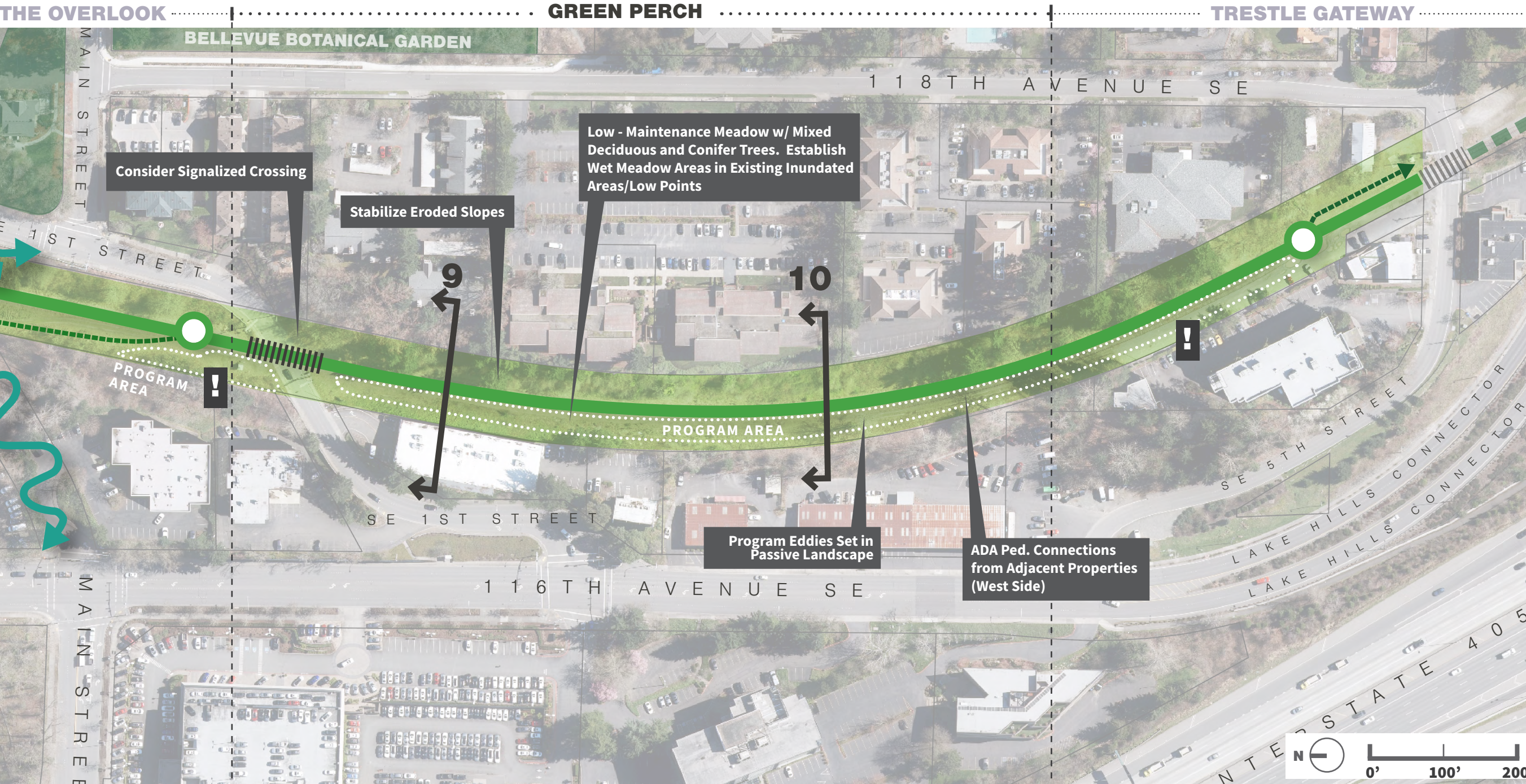
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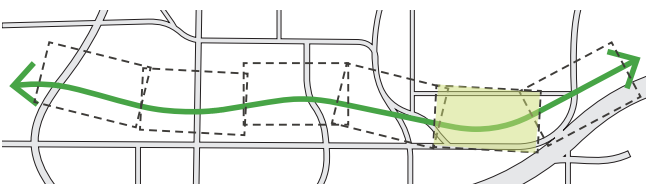
SCALE



Plan E: Green Perch



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- Potential Utility Conflict, Refer To Opposite Page

Green Perch

The Green Perch is a “green escape” from downtown, a breath of calm between trestle and city with less density than the Overlook. Trail amenities to provide pause are integrated into the corridor, taking advantage of topography to create program eddies, expansive views, and destination moments. The existing green landscape is enhanced with low-maintenance, native plantings to diversify the zone’s ecology and habitat potential.

Supportive policy/development considerations include:

King County Trail

- Establish trail along railbed, near toe of slope.
- Less dense program potential but assumed higher travel speeds for cyclists may require some design speed control elements to ensure safety for all trail users

Additional Right-Of-Way, Park-Like Amenities

- Consider smaller, program eddies set within a native, passive landscape that reflect and explore local flora, fauna and history. Possible programmatic elements include community gardens, educational rain garden, demonstration tree nursery, heritage orchard or a beekeeping cooperative. Consider partnership with Bellevue Botanical Garden for programming and design.
- Desire for native, low-maintenance plantings to help diversify and enhance existing vegetation. Seeded meadow w/ mixed deciduous and conifer trees. Establish wet meadow areas in existing inundated areas/low points.
- Consider bioretention planting along the eastern edge of the primary trail.
- Preserve view corridors toward Downtown Bellevue. Desire for constructed overlooks and selective thinning of vegetation.

- Desire for visible, but protected habitat structures such as bird houses, bat houses and insect hotels
- Provide interpretative signage to describe local ecology and programmatic elements.
- Provide O+M and emergency access point at SE 1st St (See Page 32)

Adjacent Development

- Desire for future development to have “patios” level with corridor grade.
- At-grade integration opportunities along the west side.
- Consider impacts to access to viewsheds and appropriate scale for future development along the west side of the corridor.
- Crossing improvements at SE 1st St. will include signal due to blind spots created by steep road grade and curves.

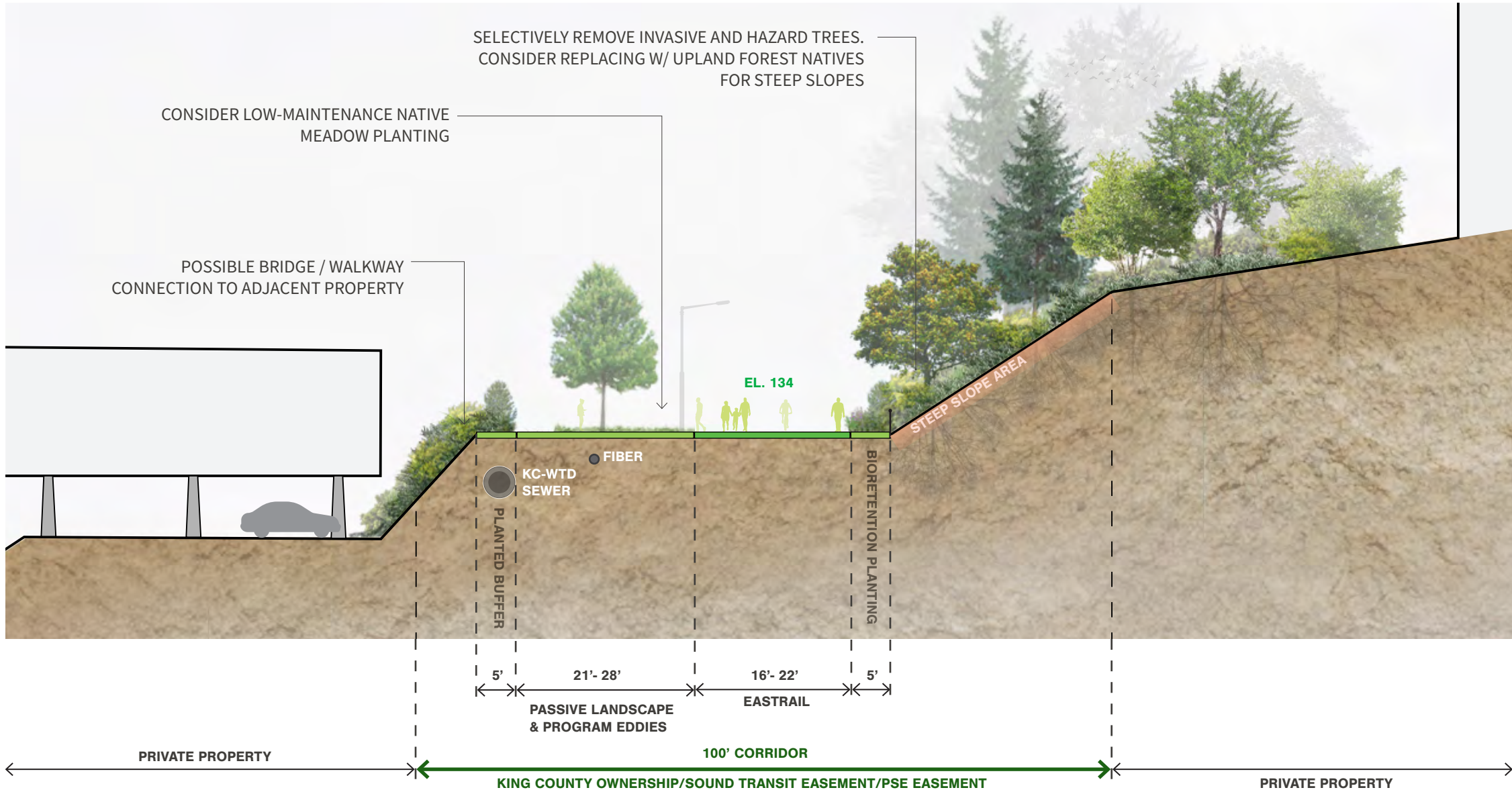
Design Guidelines - Character

- Leverage King County standards for regional trails
- Utilize City of Bellevue and Eastrail wayfinding signage standards (under development in 2023)
- Elements unique to Eastrail Wilburton such as paving materials, furnishings and planting
- Long, gradual arcing path that allows for ease of travel and follows topography to east
- Fewer program and trail amenities than other zones. Emphasis placed on the immersive qualities of existing and enhanced natural areas.
- With considerably more existing rail elements in this zone, consider visible re-use of historic railway materials, as a gesture to the heritage of the site and adjacent Trestle Gateway

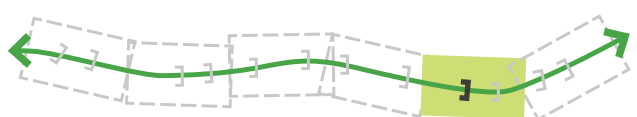
Utilities

- King County WTD 72” reinforced concrete pipe sewer main runs west of the proposed trail alignment along entire length
- Zayo Fiber Optic line runs along western edge of corridor for entire length
- Existing sanitary sewer may present challenges for future development.
- When planning electrical services for lighting, also consider electrical stub-ups for O&M and program needs
- Consider providing water services for O&M, program needs and temporary irrigation for plant establishment (water service connection will need to be provided)

SECTION 9



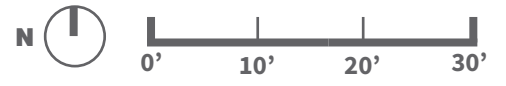
KEY PLAN



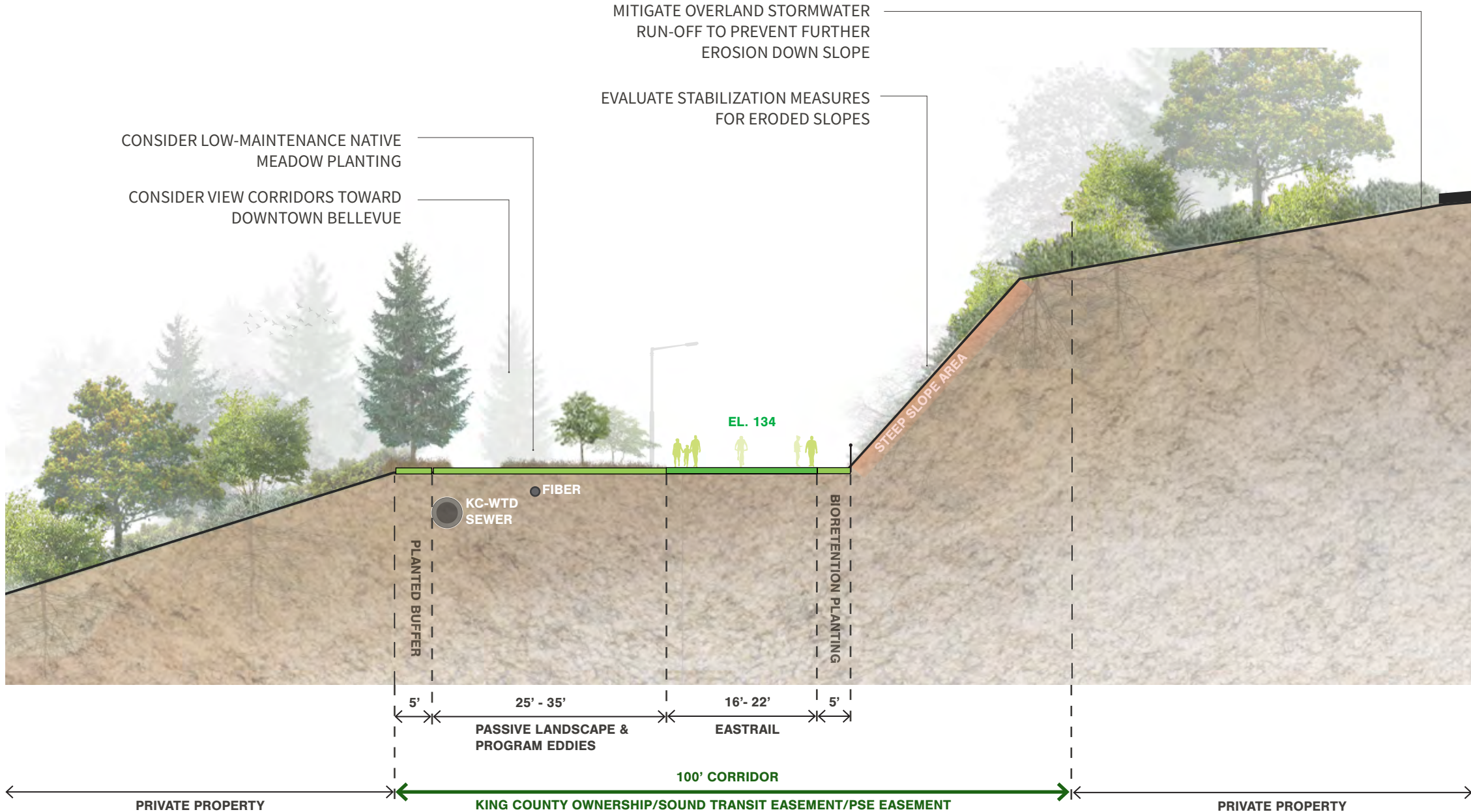
GENERAL SECTION NOTES

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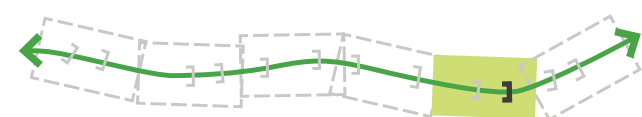
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SECTION 10



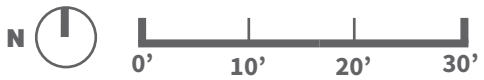
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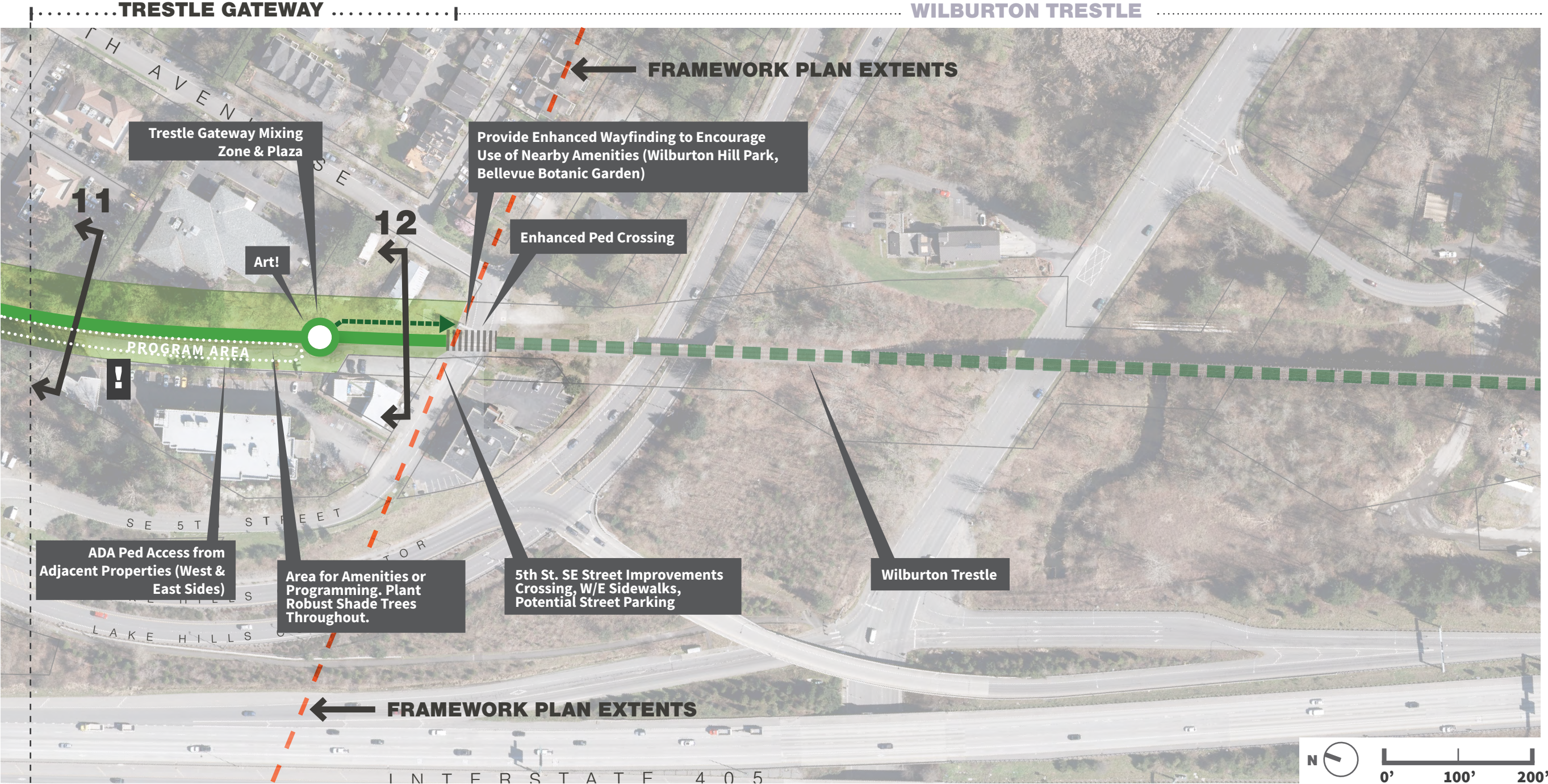
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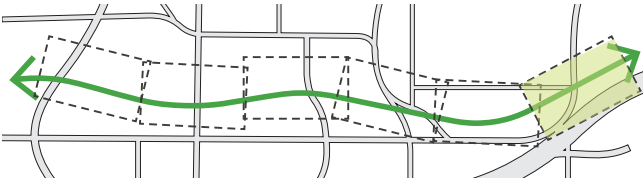
SCALE



Plan F: Trestle Gateway



KEY PLAN



LEGEND: Within Eastrail Corridor

- Eastrail: 18'-22'
- Frontage Path: Min. 8'
- Trail Junction/Mixing Zone
- Sound Transit Ownership
- King County Ownership

LEGEND: Adjacent/Connecting to Eastrail

- Ped/Vehicular Connection: Min. 20'
- Frontage Path: Min. 10'
- Trail Junction/Mixing Zone
- ! Potential Utility Conflict, Refer To Opposite Page

Trestle Gateway

The North Trestle gateway is an important node along the Eastrail in Wilburton. Renovation of the trestle is anticipated to create strong demand for visitor access and there is a desire to provide an inviting visitor experience. This is the site of a historical logging community (Wilburton) sawmill (nearby, at Kelsey Creek) and lumber depot.

Supportive policy/development considerations include:

King County Trail

- Develop enhanced trailhead features to support access and enjoyment of the trestle. Possible location for public art.
- Provide short-term parking (on-street, off-street) as feasible.
- Provide enhanced wayfinding to support use of nearby destinations including Wilburton Hill Park and the Bellevue Botanical Garden.

Additional Right-Of-Way, Park-Like Amenities

- Consider views to the trestle and potential treatments to create transition to/from the trestle area when considering planting design.
- Evaluate opportunities to provide additional linear park features, potentially including enhanced seating or outdoor eating areas
- Evaluate potential for multi-use space that could accommodate food trucks or small events.
- Consider enhanced character planting at trailhead location to announce entry into Eastrail Wilburton
- Provide O+M and emergency access point at SE 5th St (See Page 32)

Adjacent Development

- At-grade integration opportunities with private property to the west of the corridor, north and south of SE 5th St; and potential integration opportunity with private property to east of corridor, north of SE 5th St.
- Consider opportunities to allow neighborhood commercial and small-scale community-based cultural and/or arts uses
- Consider impacts to access to light/air and appropriate scale for development adjacent to the trestle gateway north and south of SE 5th St.

Roadway Revisions & Non-Motorized Connections

- Intersection improvements at 118th Ave SE and SE 5th St to ensure safe interaction for trail users, trestle visitors and motorists.
- Desire for a shared use ped-bike path on the south side of SE 5th St between 116th Ave SE and the trestle gateway.
- Desire for continuous sidewalk routes along 118th Ave SE and SE 5th St to trestle gateway
- Desire for intuitive, high-quality connections from the trestle gateway to Wilburton Hill Park. Existing pedestrian access to park from 118th Ave. SE via Park Highland Apts (private roadway with pedestrian access easement). Bike access along 118th Ave SE to Main St, then enter from Main St.

Design Guidelines - Character

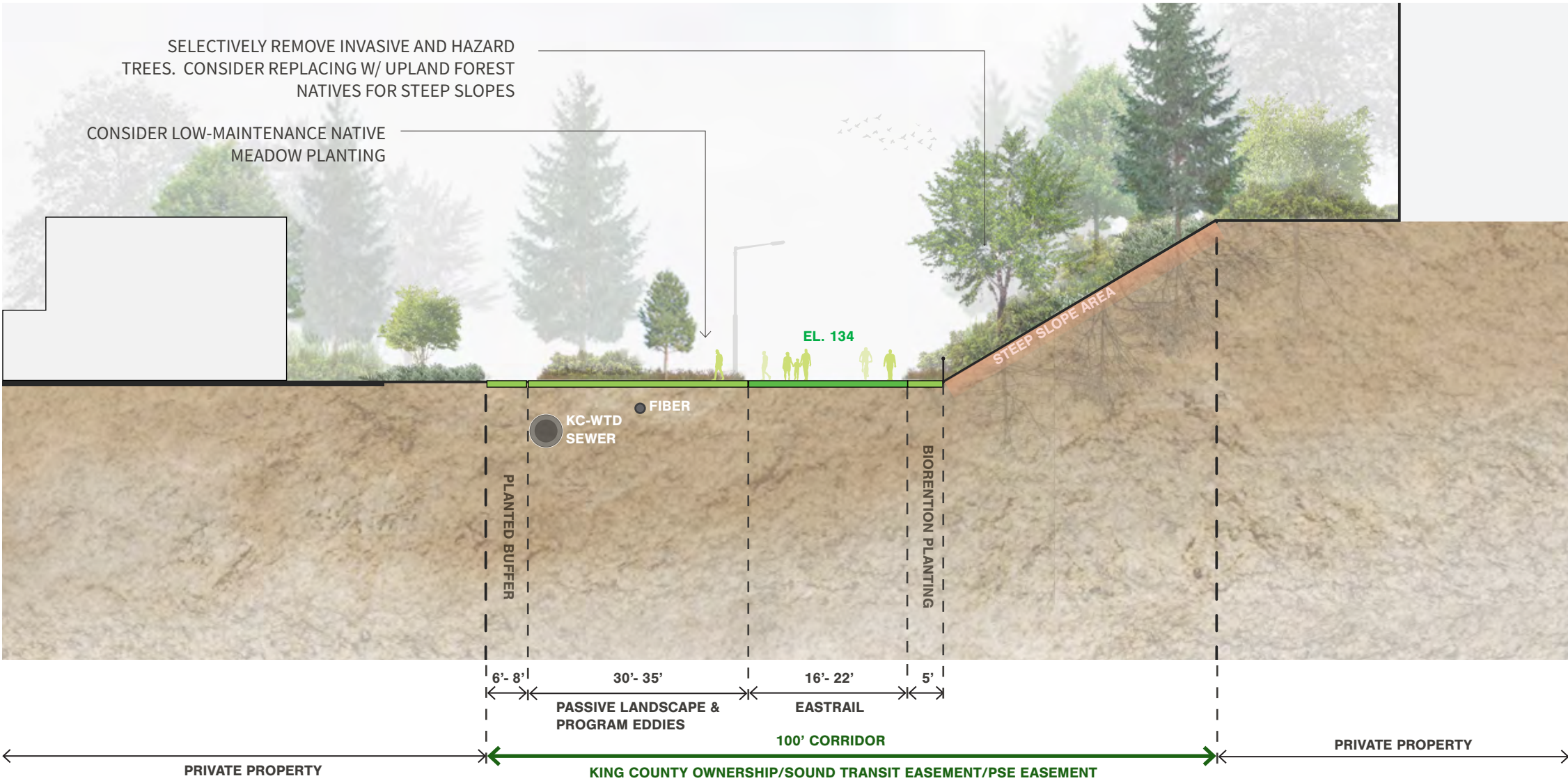
- Elements unique to Eastrail and Eastrail Wilburton
- Evoke historic character of the railroad, trestle, and Wilburton community.
- Emphasize linear/rectilinear and repetitive forms similar to railroad geometries.

- Large wood and steel as defining design materials to reflect the logging/sawmill and railroad history of this location
- Consider visible re-use of historic railway materials

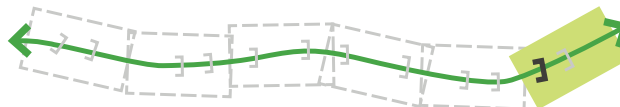
Utilities

- King County WTD 72" reinforced concrete pipe sewer main runs west of the proposed trail alignment and crosses to the east near the proposed mixing zone
- Zayo Fiber Optic line runs along western edge of corridor for entire length
- Existing sanitary sewer interceptor may conflict with future development
- Consider providing water services for O&M, program needs and permanent irrigation for character planting (water service connection will need to be provided)

SECTION 11



KEY PLAN



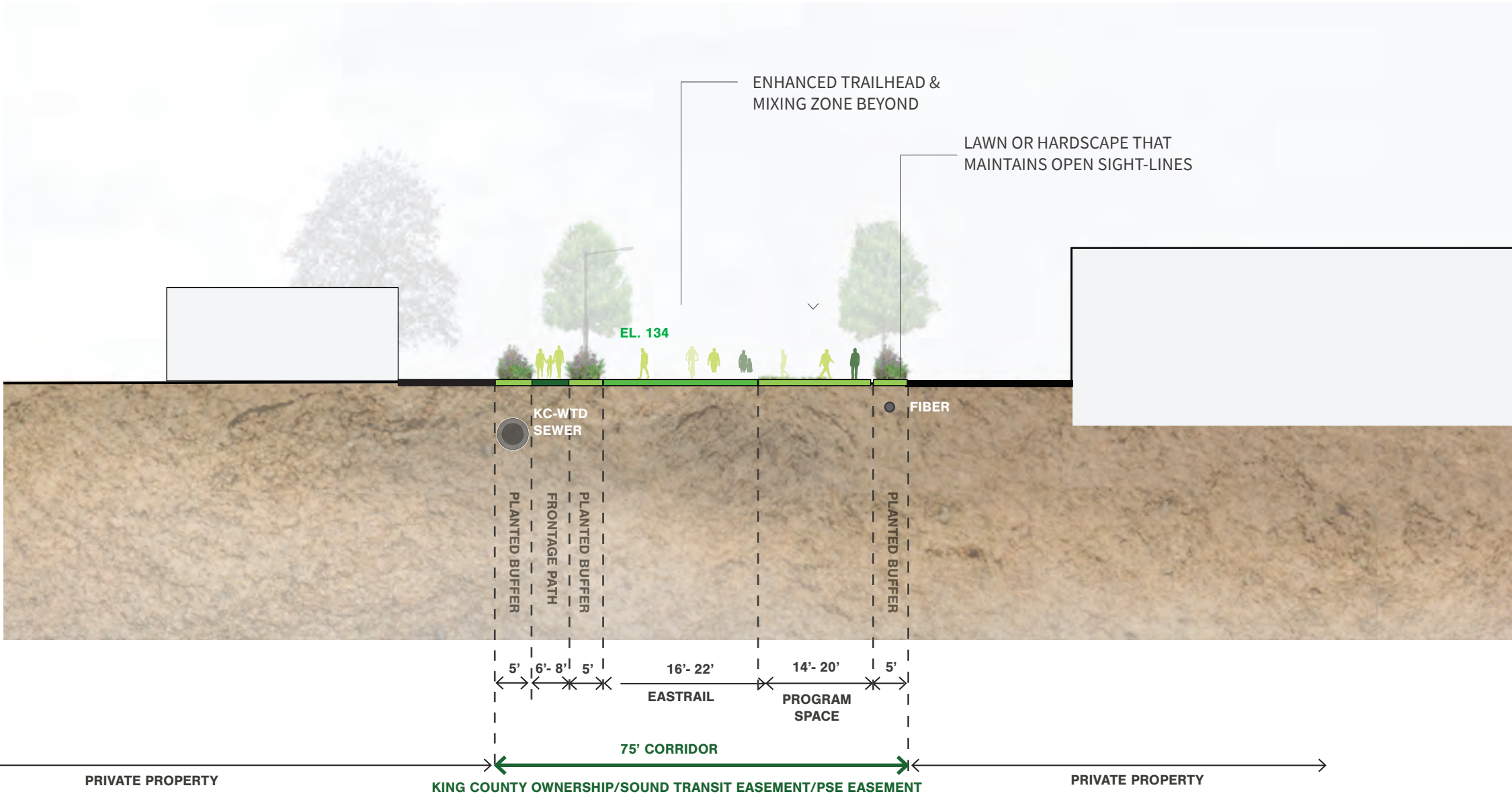
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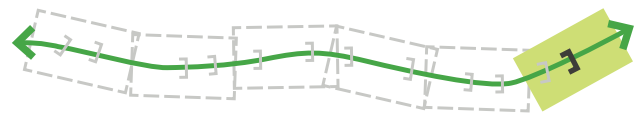
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SECTION 12



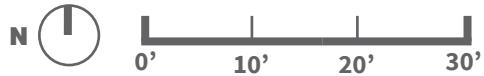
KEY PLAN



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SCALE



Chapter 5

Implementation Principles & Next Steps

- 5.1 **Overview & Intent**
- 5.2 **Implementation Principles**
- 5.3 **Implementation Guidance & Matrix**

Overview & Intent

The planning process generated some key points of agreement among the City of Bellevue, King County, and Sound Transit, that can guide the future implementation of improvements within and along the corridor. Specifically, implementation principles and associated recommendations were developed in collaboration with planning staff and leadership, in support of the vision herein presented. It draws from previous planning work and from the public outreach conducted as part of this framework planning effort. These principles and recommendations represent important issues identified from this body of work and are intended to support future planning and code updates toward the goals of a high-amenity, unique, urban trail through the Wilburton core. They are not intended to be finalized code language or to suggest overall building height, massing, site coverage, etc. Rather, they are focused on those areas that can contribute to the success of the trail in support of the city’s draft and final code and policy language through the Wilburton Vision Implementation.

In conversations with the City, it was asked that these recommendations take the form of guidance that can inform policy, with high level goals and visions for the corridor. Where they are of crucial importance to the success of this corridor, policies with specific design recommendations are included. This format looks like X(principle).Y(policy).Z(recommendation), or said another way 1. is a principle, or vision statement, 1.1 is the first policy supporting the first principle, and 1.1.1 is an opportunity to incorporate that policy within existing City of Bellevue frameworks and practices.

This process has identified the following four policy principles for this corridor:

1. Eastrail is a defining feature of the Central Wilburton area as outlined in the CAC Study preferred development concept
2. Eastrail is a collaborative vision between residents, King County, the City of Bellevue, Sound Transit, and private partners
3. Eastrail is a trail and park corridor accessible and welcoming to all
4. Eastrail is an exciting and active, central open space for Central Wilburton

Planning Context

Through this process eight relevant plans were identified by the City of Bellevue and King County, three recently adopted sections of the City’s Land Use Code, and two projects that inform these recommendations. The reference codes were used in order to better understand and replicate the tools and strategies already in use by the City, such as amenity incentive systems, design guidelines, streetscape requirements around high-priority corridors, and building form requirements. Visions, policies, and code ideas were pulled from the plans. The principles and recommendations are listed below, followed by a matrix of implementation measures, that includes more detail on specific steps, lead agencies and magnitude of cost, among other factors.

Land Use Code References

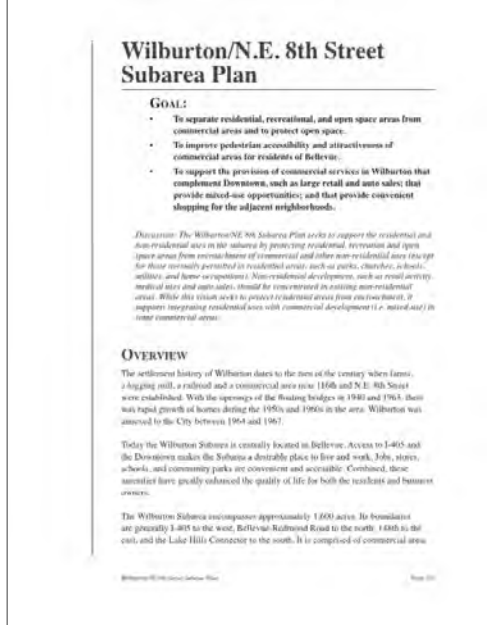
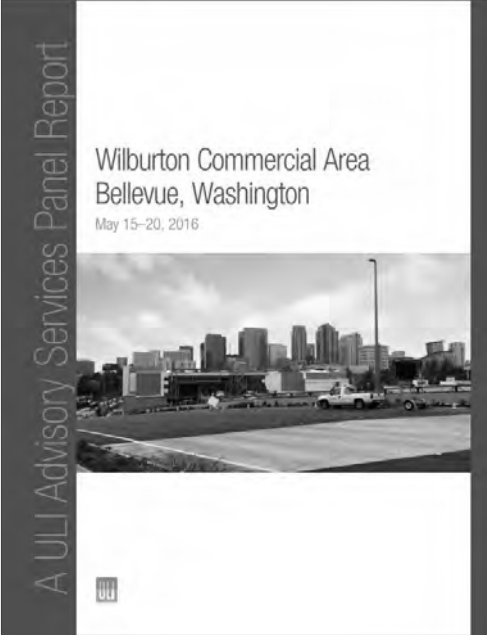
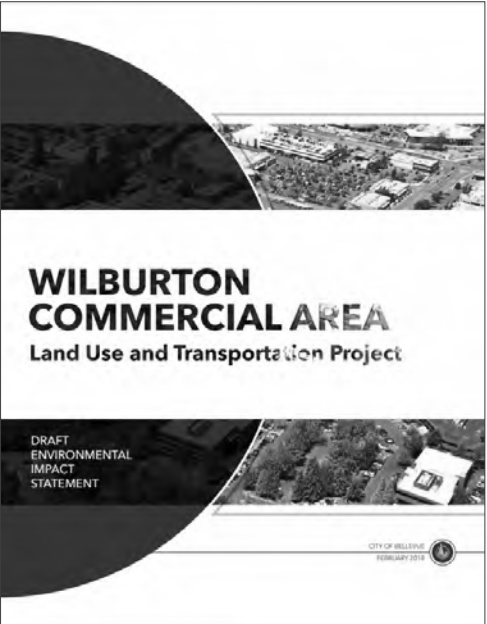
1. Downtown Livability Initiative
2. BelRed LUC
3. East Main TOD LUC

Reference Plans

4. 2018 Wilburton Commercial Area Study (CAC Study)
5. WCA 2018 Draft Environmental Impact Statement
6. Wilburton NE 8th Street Subarea Plan
7. 2016 ULI Report on Wilburton Commercial Area
8. 2009 Pedestrian & Bicycle Transportation Plan
9. 2022 Parks and Open Space System Plan
10. Grand Connection Framework
11. King County Eastrail Master Plan

Key Transportation Projects

12. NE 8th St Overcrossing
13. Sound Transit Eastlink



Principle 1

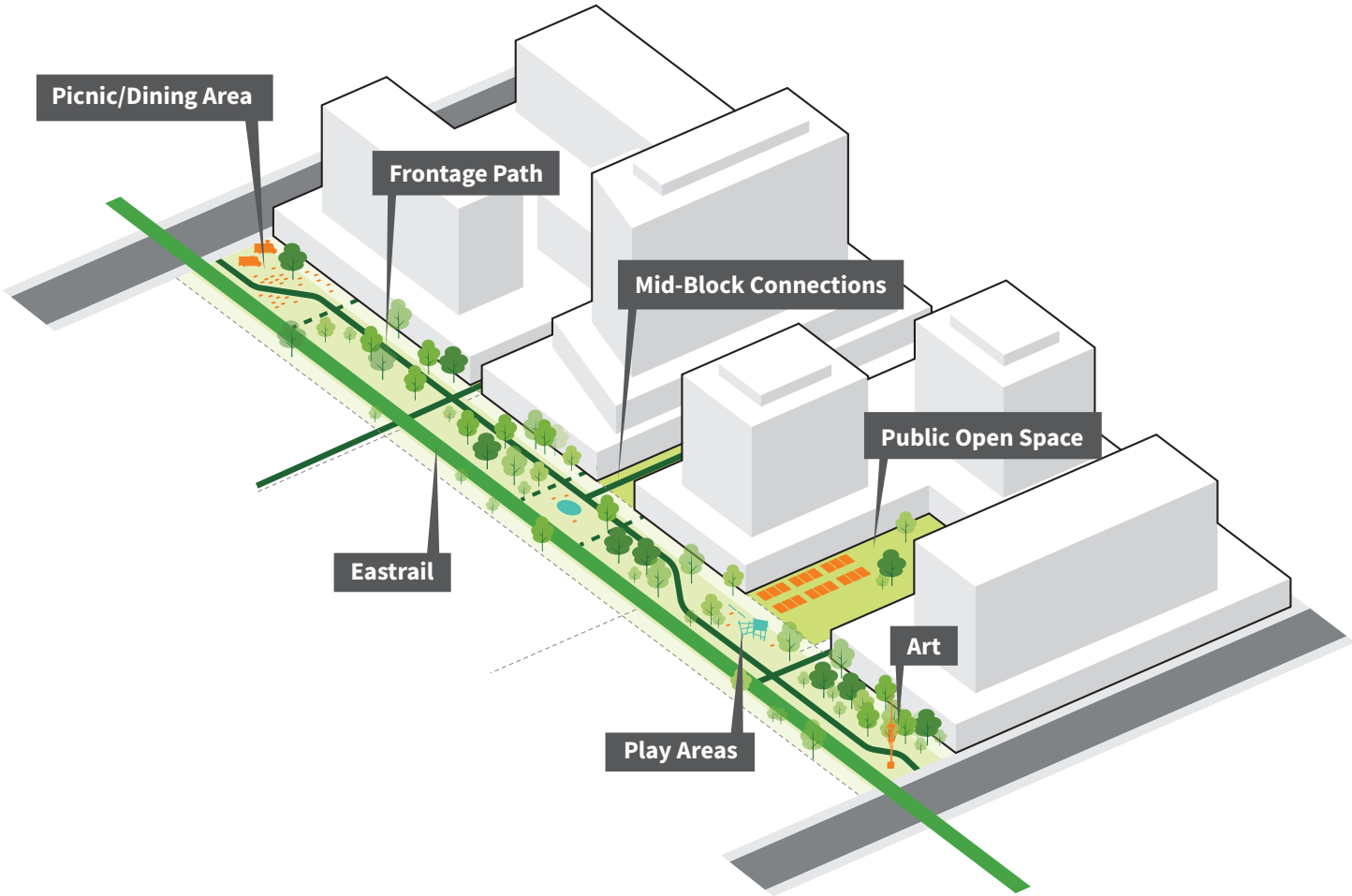
Eastrail is a defining feature of the Central Wilburton area as outlined in the CAC Study preferred development concept.

- 1.1. Amenities are provided that serve a diversity of user groups and activities.**
 - 1.1.1. Amenities developed within the trail corridor are clearly public and accessible.
 - 1.1.2. There should be visible distinction between the public corridor and adjacent private property, including locations where facilities on private property are open to the public.
 - 1.1.3. Amenities should be tailored to surrounding context and planning intentions, including the trail character areas as defined in the Eastrail Wilburton Framework plan.
 - 1.1.4. Amenities expand the possible ways of using and experiencing the Eastrail corridor beyond its basic trail function.

- 1.2. The Wilburton Land Use Code Amendment (LUCA) will consider appropriate building form, design, and street/block networks along the trail that support the established vision for the Eastrail corridor as a special place.**
 - 1.2.1. Setbacks allow space and light between buildings and visually and physically expand the open space along Eastrail.
 - 1.2.1.1. Where the trail passes through more dense and urban contexts, adjacent development should be setback from the trail to ensure required building functions can be provided within private parcel.
 - 1.2.1.2. Minimum and maximum setbacks from the trail should be considered in the Wilburton LUCA.

The CAC prioritizes the Eastside Rail Corridor Trail as the most important public open space in the Study Area, followed by a central civic space, enhanced natural systems, and finally smaller open spaces distributed throughout. The vision for the Eastside Rail Corridor Trail in the Study Area is as a linear park, connecting the Study Area locally east to west as well as regionally north to south. This project, especially in consideration of light rail and the Grand Connection, has the opportunity to kickstart the CAC vision for the Wilburton Commercial Area.

2018 WCA Final Report



Principle 1 (Continued)

1.2.2. Upper-level building setbacks provide additional space and light in the public realm in addition to contributing to a more pedestrian-oriented scale along the trail and surrounding blocks

1.2.2.1. Upper-level building setbacks should be considered in the Wilburton LUCA.

1.2.3. Buildings should be oriented towards the trail in both design and program, and consider placing building entries, windows, balconies, terraces, and other public-facing uses along the trail.

1.2.3.1. Vehicular access to properties abutting the Eastrail should be from arterials and private streets, and should not abut the trail perimeter

1.2.3.2. Building services should similarly not abut the trail perimeter

1.2.3.3. Mid-block connections through large parcels providing connection to the trail should be accessible to the public.

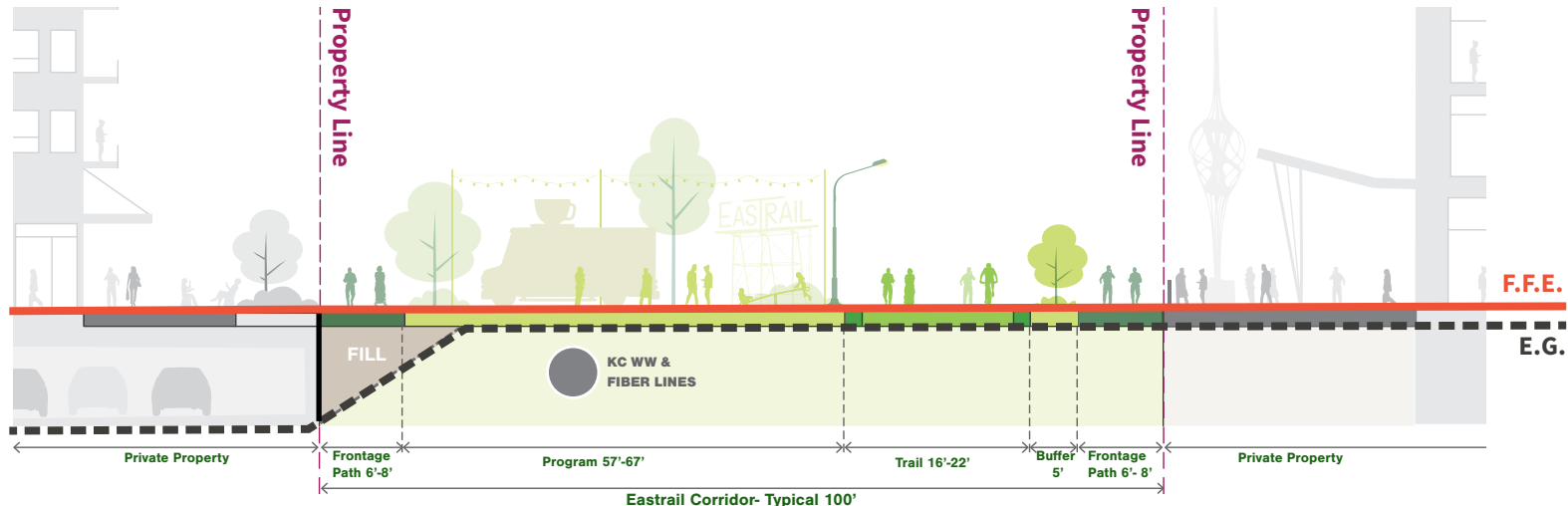
1.2.3.4. Finished floor elevations of adjacent development in Central Wilburton and the Station Area should open directly onto trail corridor.

1.3. Create and enhance multi-modal connections to and from Bellevue’s eastern communities.

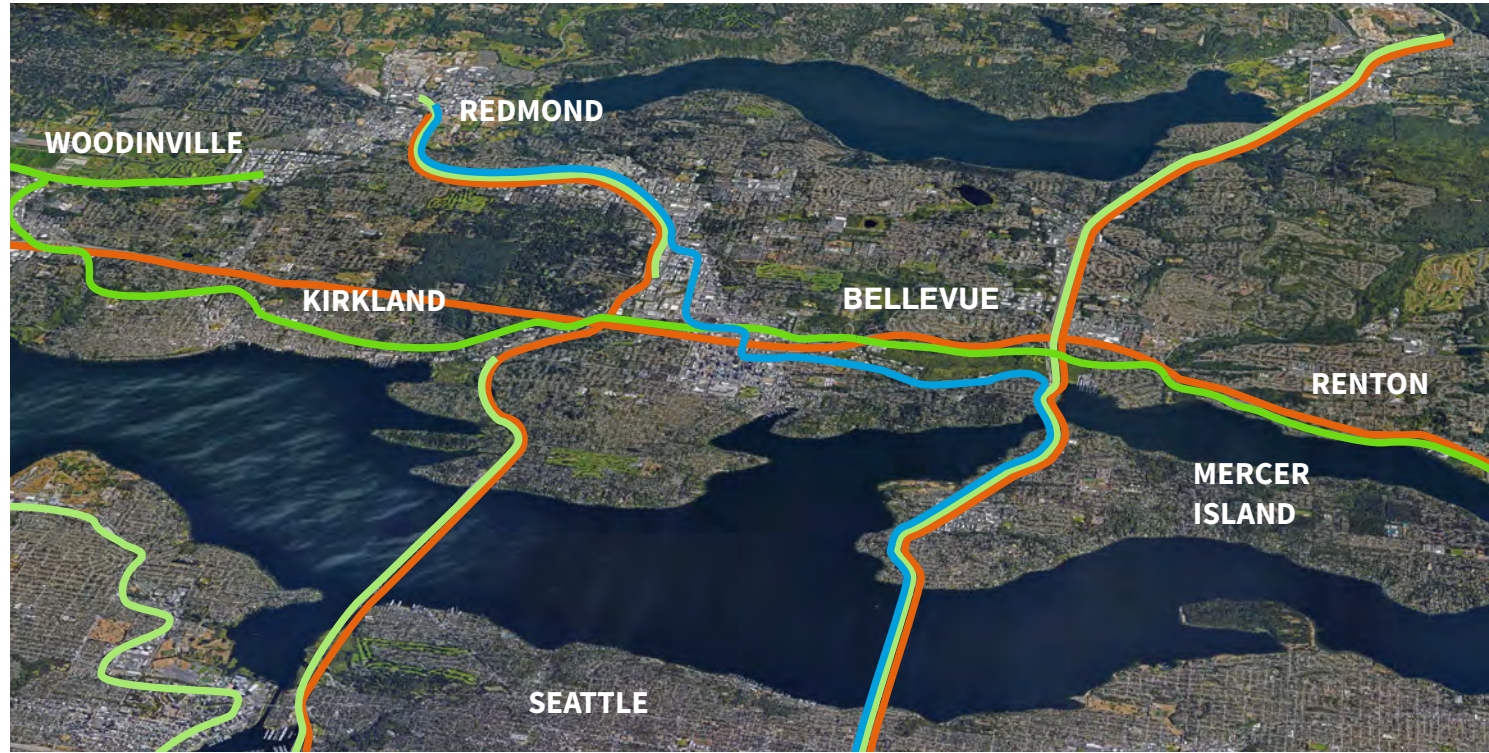
1.3.1. Provide direct access from transit stops to the Eastrail.

1.3.2. Developments that border both the Eastrail and future Grand Connection’s eastern landing integrate the two trails for a pedestrian-oriented urban experience.

1.3.3. Entrances to Eastrail, and particularly those close to transit stops, should allow for universal access



Trail section showing existing grades and desired finished floor elevation of adjacent development



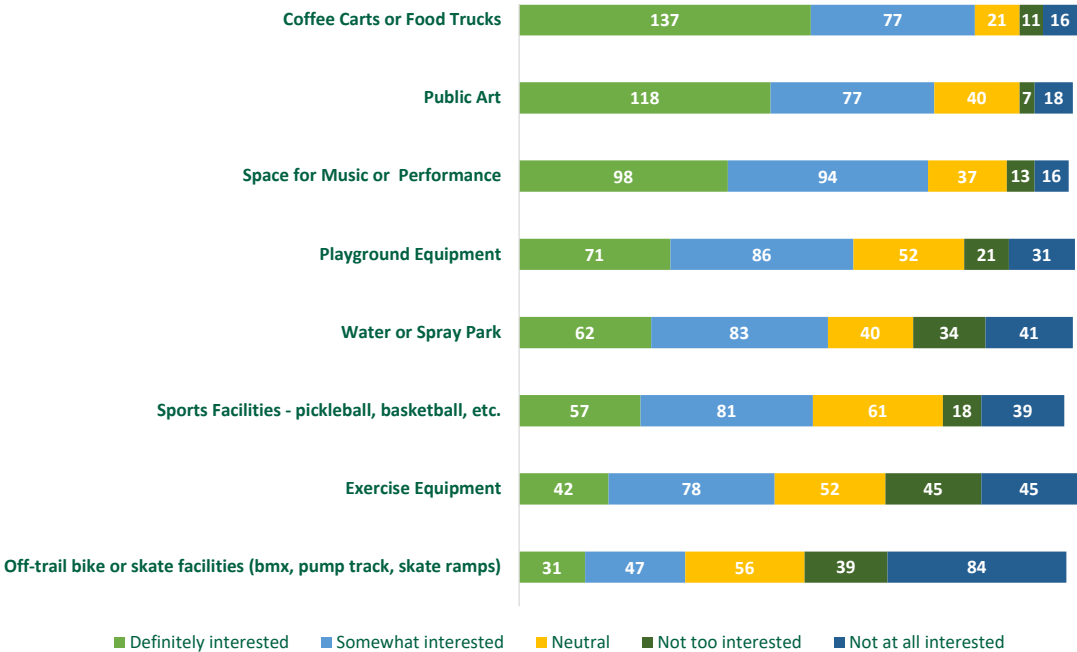
TRAIN TRAIL BUS

Regional connectivity map showing Eastrail connection and intersections with other major rail, bus, and trail systems

Principle 2

Eastrail is a collaborative vision between residents, King County, the City of Bellevue, Sound Transit and private partners.

- 2.1. Integrate recommendations of Eastrail Wilburton Framework plan into City, County and agency codes and policy frameworks.
- 2.2. Provide a higher level of amenities and development integration in Central Wilburton, Station Zone, and Trestle Gateway than the minimum county-provided corridor features.
- 2.3. Maintain the corridor to a high standard.
 - 2.3.1. As useful and appropriate, develop shared maintenance agreements between King County, the City of Bellevue, Sound Transit, and utility uses within the corridor.

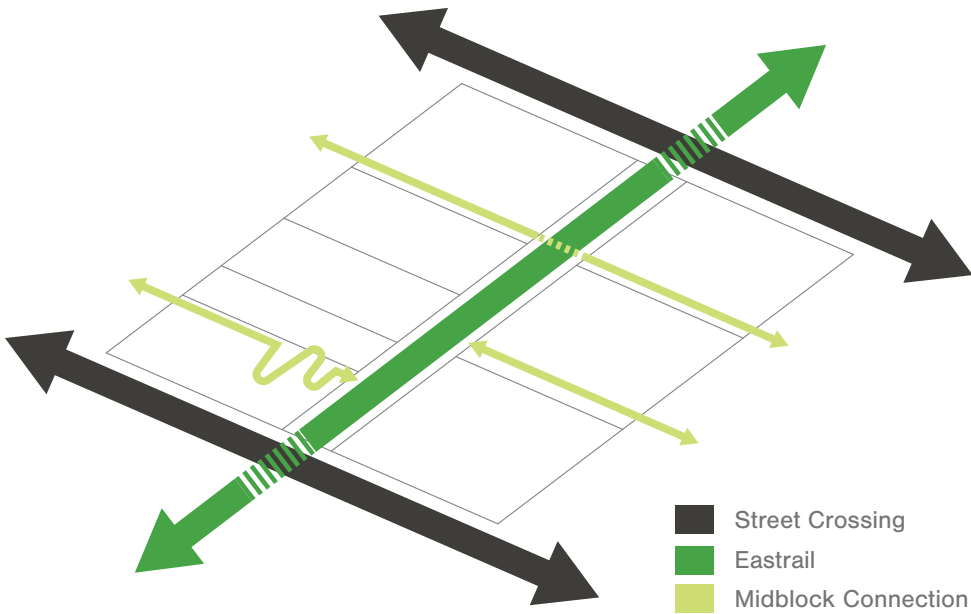


Community response to "What potential features would be of interest along or near the trail?" from Eastrail outreach efforts, Fall 2021

Principle 3

Eastrail is a trail and park corridor accessible and welcoming to all.

- 3.1. In the most congested areas, provide options for separation of uses, based on speed of user.
- 3.2. Street/trail crossings are well marked, maintained, and designed to facilitate a smooth rider/pedestrian experience along the trail.
- 3.3. Midblock connections facilitate access onto and off the trail throughout the neighborhood.
 - 3.3.1. Where necessary, stairs and ramps are designed as inviting and exciting connections to navigate
 - 3.3.2. Encourage mid-block and other pedestrian access opportunities through adjacent development parcels to support equitable access into the broader Wilburton neighborhood.
 - 3.3.3. Provide access points for emergency response vehicles and for maintenance vehicle needs.
- 3.4. The intersection of the Eastrail and Grand Connection is envisioned as a signature public space in the Eastrail corridor. Adjacent development should incorporate design elements including massing, setbacks, and ground-level uses that support an exceptional open space experience.

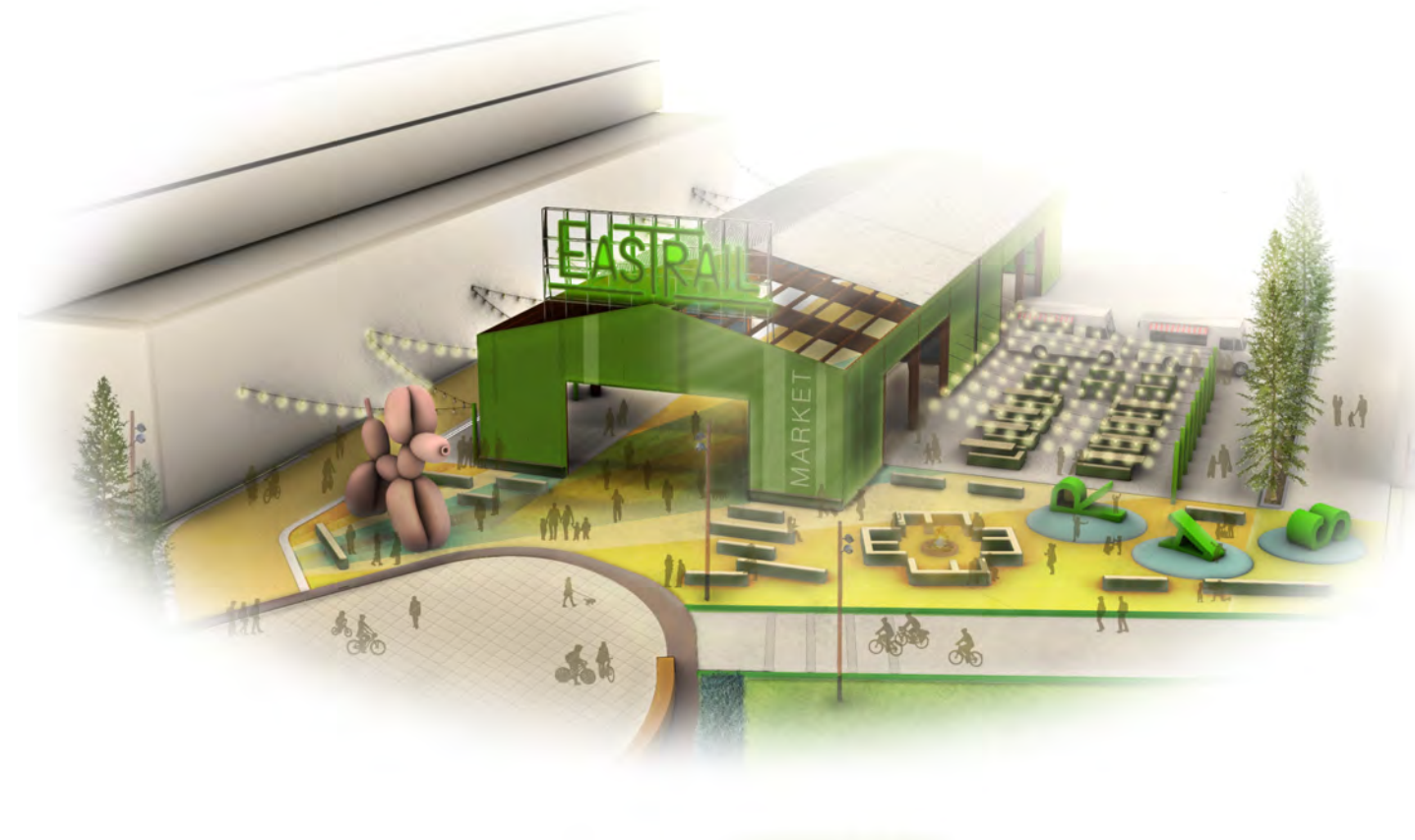


Mid block crossings break up large parcels and blocks, and provide more permeability to the larger Wilburton neighborhood.

Principle 4

Eastrail is an exciting and active, central open space for Central Wilburton.

- 4.1. **Eastrail provides a variety of experiences throughout the Wilburton corridor, responding to different contexts and planning intentions (See Character Zones)**
- 4.2. **Adjacent developments with ground-level commercial/retail uses or mixed-uses along the Eastrail are encouraged to front onto the corridor to promote an active pedestrian environment and support the amenity needs of the corridor users.**
 - 4.2.1. Entrances and façades are visually or physically connected and accessible from the public sidewalk, amenity area, or trail corridor through building and site design details, which should be considered in the Wilburton LUCA.
- 4.3. **Adjacent developments along the corridor are encouraged to provide visual interest and preserve key corridor viewshed beyond the ground floor.**
- 4.4. **Artistic elements along Eastrail facilitate unique and memorable experiences while referencing the industrial legacy of Wilburton.**
- 4.5. **Eastrail will have the potential to serve not only as a transportation route but also as a destination for outdoor gathering and events for all trail users.**



Create an urban plaza and cultural hub at the intersection of the ERC Trail to allow for community gathering and arts and cultural offerings.

Grand Connection Framework

Implementation Guidance

Implementation Matrix

Overview

The matrix on the following pages identifies pragmatic steps to implement the vision recommended by this plan. For the City of Bellevue an initial opportunity will be the updating of planning and policy documents in conjunction with the Wilburton Vision implementation process, expected to be completed in 2024.

Effective implementation needs to be strategic and focused with consideration of what can be accomplished in the near term, while also outlining interests and priorities for the long-term. There are some needs and actions that are time-sensitive, given expected use of the Eastrail and possible sea-changes in the character of adjacent areas of Wilburton.

A goal of this implementation guide is to identify near-term high-priority actions, which will focus project partners on initial actions to build momentum for implementation of the vision for Eastrail Wilburton. Other tasks are important, yet not urgent. These are also critical to identify, as funding considerations often start long before implementation.

The following matrix is organized by the themes of trail development, corridor enhancement and neighborhood integration themes. Collaboration between King County, City of Bellevue, Sound Transit, other entities, and the community at-large is critical to seeing this vision through.

Funding Reference List

City of Bellevue – Potential sources of appropriated funds, now or in the future, may be:

- Capital Investment Program (CIP) – funded through Real Estate Excise Tax and other local taxes
- Bonds and levies – voter-approved in many cases
- User fees
- Impact fees from new development
- Fee-In-Lieu – developer-paid fees in place of facility development
- Special taxing districts – such as Local Improvement District (LID)
- Landscape Conservation & Local Infrastructure Program (LCLIP) – Integrates transfer-of-development rights concepts with King County property tax revenue sharing to return some dollars for infrastructure in development areas.

King County – sources may include CIP funds, Parks levy, grants (such as Conservation Futures Tax), and other sources

Regional grants – from sources, such as Puget Sound Regional Council

State – sources may include grants, such as those from the WA Recreation and Conservation Office, or legislative appropriations, which Eastrail has been a recipient of in some prior packages

Federal – sources may include grants, particularly those oriented towards active transportation projects and community connections, or legislative appropriations

Private donations – may come in many forms, including time, money, or land. Significant private donations of funding have already been directed to Eastrail in Bellevue

Timeline Reference List

Near term = 0-2 years
Mid-term = 3-5 years
Long-term = 6+ years

Implementation Matrix

Trail Development

THEME	OPPORTUNITY	TASK	TIMELINE	LEAD	PARTNERS	MAINTENANCE/ MANAGEMENT	POTENTIAL FUNDING SOURCES	FUNDING AMOUNT (\$-\$\$\$)
Trail Development	Open interim Eastrail Wilburton to the public	Development Install crushed stone trail, with shoulder. Over-crossing at NE 8th St complete along with necessary signalization at SE 1st Street and SE 5th St.	Mid-term	King County	City of Bellevue, Sound Transit	KC	County, City, private donations, federal grants	\$\$\$
Trail Development	Open paved Eastrail Wilburton to the public	Development Install paved trail in all sections of Eastrail Wilburton	Long-term	King County	City of Bellevue, Sound Transit	KC	County, City, private donations, regional/federal grants	\$\$\$
Trail Development	Open paved Eastrail Wilburton to the public	Development Install trail infrastructure to typical King County standards in all sections of Eastrail Wilburton, including lighting, trash receptacles, bike racks, benches, and guardrail	Long-term	King County	City of Bellevue, Sound Transit	KC	County, private donations, regional/federal grants	\$\$
Trail Development	Open paved Eastrail Wilburton to the public	Planning Consider planning process for upgraded trail infrastructure beyond typical King County standards, potentially including restrooms, drinking fountains, tables, urban appropriate trash/recycling receptacles, and plantings.	Long-term	City of Bellevue	King County	N/A	City, County, private donations, regional grants	\$
Trail Development	Open paved Eastrail Wilburton to the public	Development Install upgraded trail infrastructure beyond typical King County standards, as informed by planning process	Long-term	City of Bellevue	King County	KC, CoB	City, private donations, regional/state/federal grants	\$\$
Trail Development	Provide access for maintenance of primary trail	Development Implement access points as highlighted in this framework plan or otherwise determined to be warranted	Ongoing	King County	City of Bellevue, Sound Transit	KC, CoB	City, private donations, County	\$\$
Trail Development	Provide emergency access to corridor	Development Implement access points as highlighted in this framework plan, or otherwise determined to be warranted, and review any proposed adjacent developments with City of Bellevue Fire and Police	Ongoing	City of Bellevue	King County, Sound Transit, private developers	CoB, private developers	Private donations, City	\$\$

Implementation Matrix

Corridor Enhancement

THEME	OPPORTUNITY	TASK	TIMELINE	LEAD	PARTNERS	MAINTENANCE/ MANAGEMENT	POTENTIAL FUNDING SOURCES	FUNDING AMOUNT (\$-\$\$\$)
Corridor Enhancement	Make the Eastrail Wilburton corridor an engaging and lively space with programming and facilities for the public beyond the primary trail	Planning Consider additional planning process specific to areas that may support programming and facilities beyond the trail, defined in this Framework Plan as Program Areas (notably south of NE 4th St. to NE 8th St. and north of the Wilburton Trestle)	Near-term	City of Bellevue	King County, Sound Transit	N/A	City	\$
Corridor Enhancement	Make the Eastrail Wilburton corridor an engaging and lively space with programming and facilities for the public beyond the primary trail	Planning Identify the process of access and utilization to the corridor for facilities and programming by non-owners (i.e., use agreements)	Near-term	King County, Sound Transit	City of Bellevue	KC, ST	City, County	\$
Corridor Enhancement	Make the Eastrail Wilburton corridor an engaging and lively space with programming and facilities for the public beyond the primary trail	Development Activate the space south of NE 8th St. near the Wilburton Station, under the EastLink line, with facilities and/or programming	Mid-term	City of Bellevue	Sound Transit	CoB, ST	City, private donations, regional/state grants	\$\$
Corridor Enhancement	Make the Eastrail Wilburton corridor an engaging and lively space with programming and facilities for the public beyond the primary trail	Planning Investigate opportunities for programming within the Eastrail Wilburton corridor to enhance and/or activate spaces, such as events or flexible space for food trucks or similar, particularly in Central Wilburton and near the Wilburton Trestle	Ongoing	City of Bellevue	King County, non-profit/community orgs	CoB, non-profit/community orgs	City, private donations, regional grants	\$\$
Corridor Enhancement	Create a signature public space at the intersection of the Grand Connection & Eastrail	Development Develop gathering spaces and amenities beyond the primary trail	Long-term	City of Bellevue	King County, Sound Transit	CoB, KC	City, private donations, regional/state grants	\$\$
Corridor Enhancement	Create a signature public space at the intersection of the Grand Connection & Eastrail	Acquisition Strategically acquire land to expand public space	Ongoing	City of Bellevue	Private landowners	CoB	City, private donations, county/regional/state grants	\$\$\$
Corridor Enhancement	Create a signature public space at the north end of the Wilburton Trestle	Development Develop gathering spaces and amenities beyond the primary trail	Long-term	City of Bellevue	King County	CoB, KC	City, private donations, regional/state grants	\$\$
Corridor Enhancement	Create a signature public space at the north end of the Wilburton Trestle	Acquisition Strategically acquire land to expand public space	Ongoing	City of Bellevue	Private landowners	CoB	City, private donations, county/regional/state grants	\$\$\$

Corridor Enhancement Matrix Continued on Next Page

Implementation Matrix

Corridor Enhancement (Continued)

THEME	OPPORTUNITY	TASK	TIMELINE	LEAD	PARTNERS	MAINTENANCE/ MANAGEMENT	POTENTIAL FUNDING SOURCES	FUNDING AMOUNT (\$-\$\$\$)
Corridor Enhancement	Add facilities to the Eastrail Wilburton corridor to fill neighborhood and city-wide parks and open space needs	Development Consider integrating park amenities and facilities for recreation and leisure within the Eastrail Wilburton corridor as informed by policy and planning documents, community input, and funding availability	Long-term	City of Bellevue	King Bellevue, Sound Transit, non-profit/community orgs	CoB	City, private donations, county/regional/state grants	\$\$
Corridor Enhancement	Integrate art into Eastrail Wilburton corridor	Planning Consider planning process for public art within Eastrail Wilburton, such as mixing zones	Ongoing	City of Bellevue	King County, non-profit/community orgs	N/A	City, private donations, county/regional/state grants	\$\$
Corridor Enhancement	Within Central Wilburton and the Station Area, establish frontage paths along the corridor edge to reduce volume on the primary trail and create low-stress spaces for pedestrians	Planning Encourage or require developers to install frontage paths as part of the development process	Near-term	City of Bellevue	Private developers	CoB	City	\$
Corridor Enhancement	Within Central Wilburton and the Station Area, establish frontage paths along the corridor edge to reduce volume on the primary trail and create low-stress spaces for pedestrians	Development Install frontage paths as encouraged or required as part of the development process	Long-term	Private developers	City of Bellevue, King County, Sound Transit	CoB	Private donations, City	\$\$

Implementation Matrix

Neighborhood Integration

THEME	OPPORTUNITY	TASK		TIMELINE	LEAD	PARTNERS	MAINTENANCE/ MANAGEMENT	POTENTIAL FUNDING SOURCES	FUNDING AMOUNT (\$-\$\$\$)
Neighborhood Integration	Establish Eastrail as central to the updated Wilburton neighborhood vision in policy and planning documents	Planning	Complete the Wilburton Vision Implementation planning process by adopting a Comprehensive Plan Amendment and Land Use Code Amendment for the Wilburton study area	Near-term	City of Bellevue	Community stakeholders	CoB	City	\$
Neighborhood Integration	Encourage or require adjacent development to present an engaging interface with the trail, i.e., features such as access doors, transparency, connections to retail/services, etc.	Planning	Develop design guidelines as part of the Wilburton Vision Implementation planning process that encourage or require integration	Near-term	City of Bellevue	Community stakeholders	CoB	City	\$
Neighborhood Integration	Encourage or require adjacent development to present an engaging interface with the trail, i.e., features such as access doors, transparency, connections to retail/services, etc.	Planning	Evaluate allowing tiebacks and filling into the corridor, with emphasis on the west side of the Eastrail corridor in Central Wilburton	Near-term	City of Bellevue	King County, Sound Transit, private developers	KC, ST, private developers/landowners	Private donations	\$\$
Neighborhood Integration	Expand the public use Eastrail Wilburton corridor	Development	Work with private developers to expand the public use area through the development process - also requiring public access easements to be granted to the City, where appropriate as condition of approval	Long-term	City of Bellevue	Private developers	CoB, private developers	Private donations	\$
Neighborhood Integration	Expand the public use Eastrail Wilburton corridor	Acquisition	Strategically acquire land to expand public space generally along the Eastrail Wilburton corridor	Ongoing	City of Bellevue	Private landowners	CoB	City, private donations, county/regional/state grants	\$\$\$

