

Final Review Comprehensive Plan Amendment Recommendation
Council-initiated Amendment

Wilburton Vision Implementation CPA

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

Application Number: 22-106096-AC

Proposal: Wilburton Vision Implementation policy and map amendments

Elements: Land Use Map, Subarea Maps, Glossary

Subarea Plans: Wilburton/N.E. 8th Street, BelRed

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

PROPOSAL

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

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the Wilburton TOD area vision or with state House Bill 1110 (Middle Housing) legislation are proposed to be modified or repealed.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

Key features of the proposal include:

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

Work Program and Background

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

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

Planning Commission Review

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

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

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

Transportation Commission Review

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

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

Environmental Review

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

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

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

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

Community Engagement

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

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

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

OVERVIEW OF STAFF RECOMMENDATION

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

FINAL REVIEW DECISION CRITERIA

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

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

This conclusion is based on the following analysis:

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

Not applicable to this proposal.

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

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

Comprehensive Plan

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

Land Use

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

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

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

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

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

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

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

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

Housing

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

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

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

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

Transportation

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

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

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

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

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

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

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

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

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

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

Economic Development

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

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

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

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

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

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

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

Environment

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

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

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

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

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

Parks, Recreation, and Open Space

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

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

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

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

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

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

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

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

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

Urban Design and the Arts

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

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

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

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

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

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

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

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

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

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

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

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

Growth Management Act

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

Multicounty Planning Policies

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

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

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

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

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

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

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

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

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

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

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

Countywide Planning Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC NOTICE AND COMMENT

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

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

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

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

STATE ENVIRONMENTAL POLICY ACT

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

ATTACHMENTS

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

ATTACHMENT 1

Wilburton/N.E. 8th Street Subarea Plan

Goal:

- To ~~separatedistinguish~~ residential, recreational, ~~and~~ open space, ~~commercial, and mixed-use~~ areas from ~~commercial areas and to one another.~~
- To protect ~~and enhance natural systems and~~ open spaces.
- To improve ~~pedestrianactive transportation connections, transit~~ accessibility, and attractiveness of commercial ~~and mixed-use~~ areas for ~~residents of Bellevuecommunity members.~~
- To support ~~higher-density mixed use development in the provision of commercial services in Wilburton Transit-Oriented Development (TOD) area that complementcomplements~~ Downtown, ~~such as large retail and auto sales; that provide mixed-use provides new housing and job opportunities; and that provideprovides~~ convenient ~~shopping access to transit, amenities, and services~~ for the adjacent neighborhoods.
- To provide for a transition in scale and use between the Wilburton TOD area and ~~adjacent residential areas.~~

Discussion: The Wilburton/NE 8th Subarea Plan seeks to support the residential and non-residential uses in the subarea by protecting residential, recreation and open space areas from encroachment of commercial and other non-residential uses (except for those normally permitted in residential areas, such as parks, churches, schools, utilities, and home occupations). Non-residential development, such as retail activity, medical uses and auto sales, should be concentrated in existing non-residential areas. While this vision seeks to protect residential areas from encroachment, it supports integrating residential uses with commercial development (i.e. mixed-use) in some commercial areas.

Overview

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

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

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

The Wilburton-/N.E. 8th Street Subarea encompasses approximately 1,600 acres. Its boundaries are generally ~~I~~Interstate-405 to the west, ~~Bellevue-Redmond~~Bel-Red Road to the north, 148th Avenue N.E. to the east, and the Lake Hills Connector to the south. ~~It is comprised of commercial areas along~~Within the ~~subarea is an approximately 300 acre mixed-use Wilburton Transit-Oriented Development (TOD) area, the boundaries generally being Interstate-405, 116th Avenue N.E., to the west, N.E. 12th Street to the north, Lake Hills Connector to the south, and N.E. 8th Street corridors while large~~124th Avenue N.E. and 118th Avenue S.E. to the east. Large areas of single-family residences make up the remainder of the Subarea. Multifamily development is ~~mostly confined to~~most prevalent along the N.E. 8th Street corridor, along ~~the~~ 118th Avenue S.E. and 122nd Avenue N.E. and west of 140th north of N.E. 8th Street. Recreational open space includes the Glendale Golf Course, Kelsey Creek Park, and Wilburton Hill Park.

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

~~As of~~Based on 2017-2021 5-Year American Community Survey (ACS) Estimates and 2020 Longitudinal Employer-Household Dynamics (LODES) data from the ~~2000~~ Census Bureau, about ~~8,900~~11,300 people live, and approximately ~~10,400~~18,500 people work, in the Wilburton/~~N~~N.E. 8th Street Subarea. There are about ~~1,250~~320 units of single-family housing and ~~3,120~~410 units of multifamily housing. Wilburton Hill Park provides over 100 acres of open space, sports fields, and a botanical garden.

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

Land Use

Policies

POLICY S-WI-1. Protect residential areas from impacts of other uses by maintaining the current boundaries Distinguish between residential, and non-residential, and mixed-use areas through appropriate measures that limit impacts of more intensive uses.

Discussion: This plan establishes appropriate areas for non-residential uses. Beyond these areas, non-residential uses, except for those normally permitted in residential areas, (such as parks, churches, schools, utilities, and home occupations) should not be permitted to encroach into residential areas. This does not limit the potential for development that mixes residential uses with commercial, institutional or other uses in areas that are predominately non-residential.

POLICY S-WI-2. Support the provision of commercial services in Wilburton that complement Downtown such as large retail and auto sales; mixed use opportunities; and services that provide convenient shopping for the adjacent neighborhoods. Implement this through zoning and development regulations.

Discussion: The Wilburton/NE 8th Street subarea includes a variety of commercial areas.

The eastern portion of the subarea includes small commercial sites that primarily serve the immediate neighborhood.

The western portion of the subarea includes more intense commercial areas between 116th and 120th Avenues and near Lake Bellevue that serve the broader community. Some of these areas may be ready for redevelopment into new commercial or mixed uses.

The area west of the BNSF corridor is appropriate for auto and motorcycle sales, large retail uses, office and hotel uses.

The vision for the area on the west side of 120th Avenue, between NE 8th Street and the existing Home Depot property is for the development of a "retail village" that is an inviting, attractive, and pedestrian friendly retail area comprised of a mixture of community-oriented and neighborhood-oriented retail and residential uses.

POLICY S-WI-3. Support the long term development of a "retail village" in the commercial area on the west side of 120th Avenue to provide a transition from more intense commercial areas to the west and the residential area to the east. Designate the area west of 120th Avenue NE between NE 8th and about NE 4th Streets, and on the east side of 116th Avenue from about NE 4th to SE 1st Streets General Commercial/Community Business (GC/CB). Without access improvements, the area remains appropriate for General Commercial uses. As NE 4th Street (East Bellevue Transportation Plan project #582) is extended to increase access to the area, Community Business uses are appropriate.

Discussion: The intent is to increase transportation capacity as redevelopment occurs. It is recognized that the complexity of construction and property ownership may require phasing of

the street project. Phasing may be accepted through a development agreement that assures adequate right of way and timely completion of the entire connection.

The extension of NE 4th Street may occur as a city-funded capital project, associated with private development, or through an alternative financing mechanism, such as a local improvement district. If private financing is used, the city may facilitate methods of allowing others in the district to contribute as redevelopment occurs, such as through latecomers agreements.

POLICY S-WI-4. Recognize the area between I-405 and the BNSF corridor, and between NE 8th Street and SE 1st Street, as appropriate for a 75-foot height limit. Increased heights limits for the portion of this area east of 116th Avenue should be limited to those areas rezoned for more intense uses consistent with Policy S-WI-3 or future subarea plan amendments.

POLICY S-WI-5. Explore the potential for transit supportive land use designations for the area between I-405 and the BNSF corridor and NE 4th and NE 8th Streets.

Discussion: This policy signals the future potential for this area and its opportunity for a unique use especially given its relationship to future transit.

POLICY S-WI-6. Retail auto and motorcycle sales are appropriate along Auto Row in GC, CB and OLB districts on both sides of 116th Avenue from the SE 8th Street exit off I-405 to NE 8th Street.

Discussion: The 116th Avenue Corridor between the SE 8th Street exit off I-405 and NE 8th Street is regionally known as "Auto Row", an area of dealerships featuring cars of domestic and foreign automobile manufacturers. Maintaining this area as a place to purchase and service automobiles enhances the convenience for the citizens of Bellevue and preserves an important retail function. Although the west side of this corridor is designated OLB with specific freeway-oriented urban design objectives, auto sales shall be permitted along with modified landscape standards for retail auto sales only. All other design standards shall apply.

POLICY S-WI-7. Provide for medical institution development within the area bounded by NE 8th and NE 12th Streets, 116th Avenue NE and I-405

Discussion: The medical institution use in this area provides a vital public service for the Eastside community. The City should facilitate development of a long-term master plan that addresses the continued evolution and updating of this facility. Special dimensional standards are appropriate to accommodate the needs of the major medical institution and related uses, provided the facility provides a high quality of design that recognizes this site as a prominent community landmark. Building and site design should create a visual identity for the facility that contributes to the streetscape, is compatible with adjacent and nearby neighborhoods, and is sensitive to views from the freeway and views of the skyline. Design should also create a

visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.

POLICY S-WI-82. Encourage developers of property located on the south side of N.E. 8th Street between 124th and 126th Avenues N.E., the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.

POLICY S-WI-93. A Multifamily Low-density designation is appropriate for the area north of the Lake Hills Connector, south of Wilburton Hill Park, and east of the Wilburton Addition as shown on the Land Use Plan (Figure S-WI.1). ~~The density should not exceed five dwelling units per acre in compliance with the Land Use Code Section 20.25H.100 Density/Intensity Calculations.~~ No access should be permitted from east of the site.

~~**POLICY S-WI-10.** The area between the Burlington Northern Railroad tracks and 118th Avenue S.E., if extended to the north, and approximately 190 feet north of S.E. 5th Street and south of the Main Street extension is appropriate for Office and Multifamily Medium-density residential uses in accordance with the Land Use Plan (Figure S-WI.1). Proposed projects within the area should be subject to design review to insure that structures are residential in design, height, and bulk. Properties north of Main Street need not be residential in design, height, and bulk if access and orientation are to N.E. 1st Street and if the structures are visually screened from properties to the south.~~

POLICY S-WI-411. The Wilburton Addition area along both sides of S.E. 4th and 5th Streets and east of 118th Avenue S.E. is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (Figure S-WI.1). Proposed development should be subject to design review to encourage preservation of significant views from the adjacent park land and to encourage structures which are similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E..

Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.

POLICY S-WI-512. The Galeno property adjacent to and north of Main Street at 124th Avenue N.E. is appropriate for Single-family Medium-density in accordance with the Land Use Plan (Figure S-WI.1). Traffic impacts associated with development of this property should be mitigated by the developers.

POLICY S-WI-613. The WISC (Wilburton Instructional Service Center) property at Main Street and 124th Avenue is appropriate for Single-family High-density use in accordance with the Land Use Plan (Figure S-WI.1). ~~Density should not exceed four dwelling units per acre and traffic~~ Traffic impacts associated with future development of the area should be mitigated by the developer.

POLICY S-WI-147. The City-owned land (exclusive of the West Slope area) between 118th Avenue S.E., Main Street, 128th Avenue S.E. and approximately S.E. 5th Street is appropriate for park uses and should be designated public facility/park in accordance with the Land Use Plan (Figure S-WI.1). Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.

POLICY S-WI-158. The land east of 118th Avenue S.E. commonly referred to as the “West Slope” is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (Figure S-WI.1). ~~Thirty percent of the dwelling units should be for moderate income families/ seniors.~~ A child care center for not less than 40 children should be developed adjacent to the multifamily use. Design of this center should be complementary to the multifamily use. Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization. Development should be subject to design review to encourage the preservation of significant views westward from the park and to encourage development that is similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E.. Development of the site should include trail easements from the adjacent park land to 118th Avenue S.E.. Location of these easements should be designated by the Parks Department.

Natural Determinants

Policies

POLICY S-WI-916. Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

POLICY S-WI-107. Prevent development from intruding into the floodplain of Kelsey Creek.

POLICY S-WI-118. Development should not interfere with Lake Bellevue as a drainage storage area identified in the City’s Storm Drainage Plan.

Residential Development

Policies

POLICY S-WI-129. Enhance the cohesiveness of established single-family and multifamily residential areas.

Discussion: Neighborhood cohesiveness can be enhanced by: improving nonmotorized systems along streets and between properties, siting neighborhood identification signs, and encouraging community clubs, facilities, and centers.

POLICY S-WI-1320. Encourage multifamily development to provide adequate play areas and other amenities for families.

POLICY S-WI-1421. The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.

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

~~**POLICY S-WI-22.** Seek affordable and “work force” housing in new mixed use developments through regulatory and incentive approaches.~~

~~*Discussion: The area west of 120th Avenue NE may be an appropriate location for housing when it is rezoned to CB due to its proximity to Downtown and convenient access. The City Council initiated a citywide workforce/affordable housing work program on October 15, 2007. Housing development capacity created as part of a change in zoning in this area should be consistent with the citywide workforce/affordable housing provisions derived through this work program.*~~

~~*“Affordable” housing is defined in the Glossary as that which is affordable to a family that earns up to 80 percent of median income. “Work force” housing is considered to be housing affordable to a family that earns up to 120 percent of median income.*~~

Circulation

Policies

POLICY S-WI-2315. No extension of 124th Avenue south of Main Street should be permitted.

POLICY S-WI-2416. Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.

Discussion: The neighborhoods that lie between Kelsey Creek Park and the commercial development along 120th Avenue N.E. are concerned about traffic growth on their residential streets due to: the development of Kelsey Creek and Wilburton Parks, cutthrough traffic generated by commercial developments, and traffic avoiding I-405.

~~**POLICY S-WI-25.** Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.~~

~~**POLICY S-WI-26.** Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.~~

POLICY S-WI-2717. Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.

POLICY S-WI-2818. Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.

~~**POLICY S-WI-29.** Make use of available right of way space to develop north and south bicycle lanes or additional traffic lanes on 116th Avenue NE if use of the auto delivery zone is discontinued.~~

POLICY S-WI-3019. Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.

~~*Discussion: Nonmotorized facilities along the following routes are a high priority:*~~

- ~~• 126th Avenue N.E. from N.E. 8th Street to N.E. 7th Street,~~
- ~~• N.E. 7th Street from 126th Avenue N.E. to 128th Avenue N.E.,~~
- ~~• 128th Avenue N.E./S.E. from N.E. 7th Street, and~~
- ~~• S.E. 7th Street between 128th Avenue S.E. and the Lake Hills Connector.~~

~~*Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.*~~

~~*Interim nonmotorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations). Interim nonmotorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.*~~

~~**POLICY S-WI-31.** Recognize the transportation and recreation uses under consideration for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multi-modal transportation use and access.~~

~~*Discussion: The Port of Seattle has proposed acquiring the rail corridor from Burlington-Northern Santa Fe (BNSF) for future use as a regional pedestrian/bicycle trail and/or a transportation/rail corridor. As development adjacent to the corridor occurs, the design and placement of streets, driveways, infrastructure, and buildings should take the potential future use of the rail corridor into account so as to avoid inherit conflicts.*~~

Parks, Recreation, and Open Space

Policies

POLICY S-WI-2032. Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).

POLICY S-WI-2133. Retain and develop open spaces for a variety of purposes.

Discussion: In addition to recreation, both active and passive, parks serve to preserve views, define neighborhoods, and provide relief from pavement and development.

POLICY S-WI-2234. The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.

POLICY S-WI-2335. Prepare designs for proposed parks with the participation of the community affected and served.

POLICY S-WI-2436. Support ~~the enhancement continuation~~ of the Lake-to-Lake Trail ~~and Greenway~~ through Wilburton, ~~with improvements along the Main Street Corridor and connections to multimodal facilities on the Eastrail, 116th Avenue NE, and 120th Avenue NE.~~

Discussion: The trail should connect from the N.E. 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.

POLICY S-WI-2537. The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.

POLICY S-WI-2638. Encourage development of the Highland-Glendale site, located on the northeast corner of N.E. 8th Street and 134th Avenue N.E., as a park facility.

Discussion: If this property is developed as a park, safe and obvious pedestrian access should be encouraged from surrounding apartments to this property. It may be appropriate to trade this site for another park site, north of N.E. 8th Street, which would better serve the multifamily community in this area of Wilburton.

POLICY S-WI-2739. Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

Community Design

Policies

POLICY S-WI-2840. Retain, reveal, and enhance ~~the public~~ views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea.

Discussion: Within the Subarea, there are numerous views, some of which are the view west from NE 8th Street and NE 5th Street on the ridge between 122nd and 123rd Avenues, the view south from the Lake Hills Connector north of SE 8th Street, the view east from SE 4th Street toward Kelsey Creek Park and the view from SE 1st Street and Main Street at the power line right-of-way at 136th Avenue. As development or public improvements occur, efforts should be

~~made to provide public access to these viewing areas. Impacts to significant views may be minimized by encouraging alternative building orientation, roof designs, and the location of rooftop equipment during the design review process.~~

POLICY S-WI-2941. Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.

POLICY S-WI-3042. Develop street tree plans for arterial streets and non-residential areas. Investigate ways to encourage property owners to implement the City's street tree plan.

POLICY S-WI-3143. Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.

POLICY S-WI-3244. Utilities should be provided to serve the present and future needs of the Subarea in a way that enhances the visual quality of the community (where practical).

NE 8th Street Corridor

~~**POLICY S-WI-45.** Develop an entrance in the N.E. 8th Street corridor to create a sense of entry to the corridor.~~

~~*Discussion: The existing Burlington Northern crossing lights and the change in grade at that point act as an entrance. A pedestrian entrance encouraged by this policy should be located as near as possible to the crossing lights to enhance and to increase its presence in the corridor. An entrance may include (on both sides of N.E. 8th Street): district signage, major landscaping, pedestrian shelters, and structures of a large enough scale to signify entry into Wilburton and into the Downtown and I-405.*~~

~~**POLICY S-WI-46.** Consistent with future transportation improvements, enhance the traffic island and the eastern corner where old Bellevue-Redmond Road intersects with N.E. 8th Street, as major focal points.~~

~~*Discussion: These focal points are suitable for major landscaping, public art, pedestrian shelters, special paving, and historical markers as well as islands for pedestrians to cross from one side of N.E. 8th Street to the other. The scale of these features should have a large enough presence to balance the expanse of the N.E. 8th Street arterial and to be easily identified in the corridor.*~~

~~**POLICY S-WI-47.** Pedestrian walkways should be clear and continuous from surrounding residential areas to the corridor, through the corridor, and from the sidewalks to the entrances of buildings.~~

POLICY S-WI-48. Promote pedestrian amenities which include the provision of sidewalks, street trees, landscape strips, and bus passenger shelters. Building facades should have awnings, windows, offsets, and material texture or color that add interest for the passing motorist and pedestrian. Signage should be integrated with building design.

Discussion: The commercial corridor along N.E. 8th Street is along a wide arterial and the sidewalk and street landscaping dimensional requirements should be greater than the current development standards for N.E. 8th Street. Street trees should be the same as street trees planted along N.E. 8th Street east of 120th Avenue N.E. Other landscaping should include hardy, pollution resistant, evergreen shrubs that are planted to form a solid band of separation (except driveway cuts and utilities) between the sidewalk and the street for the entire length of the corridor. The purpose of the landscaping is to protect pedestrians and provide a more comfortable pedestrian environment.

The CIP #PW-W/B-29 for this section of N.E. 8th Street will include curb, gutter, and an eight-foot sidewalk along the curb. Where feasible, the sidewalk should be set back a minimum of four feet from the curb to allow for landscaping and street trees. The City should provide the best landscaping and pedestrian improvements possible, allowing for flexibility so that as redevelopment occurs or as additional funding is procured, this policy can be implemented.

POLICY S-WI-49. Allow flexibility for commercial buildings to be sited near frontage property lines.

POLICY S-WI-50. Apply the Public Places and Connections policies from the Urban Design Element of the Comprehensive Plan and the attached Conceptual Design Plan (Figure S-WI.2) to the N.E. 8th Street Corridor.

Discussion (Policies S-WI-34 through 39): The N.E. 8th Street corridor between 116th Avenue N.E. and 122nd Avenue N.E. (see Conceptual Design Plan, Figure S-WI.2.) is an area in a state of transition from an older suburban commercial strip to urban development. This corridor is a highly visible entry because it is the major passage for traffic between Downtown/I-405 and the east part of Bellevue. It is important to encourage cohesive, overall development and street improvements in the corridor. The enhancement of the corridor's appearance and function will help make it an identifiable district and an amenity to the community. This corridor should be an attractive and comfortable environment for the pedestrian to use when walking between Wilburton and Downtown.

Auto Row Corridor – 116th Avenue NE and 120th Avenue NE

POLICY S-WI-51. Encourage buildings developed in the Auto Row area, bounded by I-405, NE 8th Street, 120th Avenue NE, and SE 5th Street, to enhance the area's urban design character and pedestrian environment. Buildings should be sited near the street front, with limited intervening surface parking, and include street oriented pedestrian entrances. Where buildings are visible from streets and pedestrian corridors they should be designed with visual interest and landscaping.

POLICY S-WI-52. Provide aesthetic and landscaping enhancements on 116th Avenue NE consistent with its designation as a Boulevard (see Urban Design Element).

POLICY S-WI-53. Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120th Avenue NE between NE 8th Street and NE 1st Street to soften the impact of commercial areas on the residential area to the east.

Wilburton Transit-Oriented Development (TOD) Area Vision

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

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

Within this larger TOD area, the area between Interstate-405, NE 8th Street, the Eastrail corridor, and NE 4th Street is the primary TOD area, centered along the Grand Connection and its intersection with the Eastrail. This area accommodates the greatest amount and intensity of development, with a mix of housing, employment, services, and retail accessible from Wilburton Station, the Eastrail, and the Grand Connection. Development along the 116th Avenue corridor and NE 8th Street corridor accommodates mixed-use high-rise development while the east and southeast edges of the TOD area see buildings transitioning from high-rise to mid-rise scale toward adjacent residential areas and city parks.

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

Land Use

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

Policies

POLICY S-WI-33. Allow for the tallest buildings along Interstate-405 and around the Grand Connection, transitioning down in height toward the east.

POLICY S-WI-34. Provide for mixed-use development with convenient access to transit, jobs, daily necessities, services, and activities consistent with the Future Land Use Map.

POLICY S-WI-35. Provide for ground floor uses and publicly accessible open spaces that support an engaging pedestrian experience.

POLICY S-WI-36. Use appropriate vehicle and bicycle parking supply and requirements to reflect trail and transit proximity and access, and local access needs.

POLICY S-WI-37. Develop compact, mixed-use site and neighborhood configurations that support through-block and active transportation access to transit, the Eastrail corridor, the Grand Connection, and adjacent developments.

Economic Development

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

Policies

POLICY S-WI-38. Accommodate the continued operation of existing service and commercial uses and allow new service and commercial businesses that are compatible with planned land uses.

POLICY S-WI-39. Increase access to affordable commercial space for small-scale retailers, emphasizing trail-oriented retail along the Eastrail corridor and the Grand Connection.

POLICY S-WI-40. Provide flexibility toward developing building floorplates that support a diverse business mix within higher density development.

POLICY S-WI-41. Promote uses that create third place for people to gather, connect, and build community.

Environment

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

Policies

POLICY S-WI-42. Support the development of an environmentally resilient neighborhood through a sustainable district framework, code updates, and public-private partnerships.

POLICY S-WI-43. Support strategies for net-zero and net-positive development, including renewable energy, net-zero carbon emissions, and net-zero waste.

POLICY S-WI-44. Support and pursue partnerships toward the development of a district energy system.

POLICY S-WI-45. Promote uses that create third place for people to gather, connect, and build community.

POLICY S-WI-46. Identify opportunities to pilot low-carbon building design principles toward the reduction of embodied carbon and greenhouse gas emissions throughout the project life cycle.

POLICY S-WI-47. Promote sustainable mobility through integrated transportation and land use planning, increased access to low carbon transportation options, and innovative technologies.

POLICY S-WI-48. Encourage improvements that enhance the aesthetic and functional qualities of natural features, such as Sturtevant Creek, Lake Bellevue, and the wetland at 116th Avenue NE and Main Street.

POLICY S-WI-49. Seek opportunities through the development process to expand green stormwater infrastructure, tree canopy, and landscaping that enhances ecological functions and urban wildlife habitat connectivity.

Housing

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

Policies

POLICY S-WI-5022. Seek ~~Cultivate~~ mixed-income communities that integrate market rate development with subsidized affordable and “work force” housing in new mixed use developments through regulatory and incentive approaches.

Discussion: The area west of 120th Avenue NE may be an appropriate location for housing when it is rezoned to CB due to its proximity to Downtown and convenient access. The City Council initiated a citywide workforce/affordable housing work program on October 15, 2007. Housing development capacity created as part of

a change in zoning in this area should be consistent with the citywide workforce/ affordable housing provisions derived through this work program.

“Affordable” housing is defined in the Glossary as that which is affordable to a family that earns up to 80 percent of median income. “Work force” housing is considered to be housing affordable to a family that earns up to 120 percent of median income.

POLICY S-WI-51. Increase opportunities for a range of residential unit types, including for seniors and families, that are close to and/or integrated with neighborhood amenities and services.

POLICY S-WI-52. Provide for housing that supports a workforce representing a broad spectrum of professions and income levels being able to live in proximity to where they work.

POLICY S-WI-53. Provide for housing units and amenity spaces that are directly accessible at ground level.

Parks, Recreation, and Open Space

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

Policies

POLICY S-WI-54. Acquire land or rights to develop a network of neighborhood parks of various sizes to serve the needs of the Wilburton TOD area and complement the citywide parks and open space system

POLICY S-WI-55. Seek, through the development process, small-scale facilities, such as neighborhood parks, plazas, active recreation facilities, and natural features as public amenities to increase community access to open space opportunities.

POLICY S-WI-56. Provide a system of active transportation connections that links park facilities, including Bellevue Botanical Gardens and Wilburton Hill Park, with other parks and points of interest, including transit, employment, and medical facilities.

POLICY S-WI-57. Enhance active transportation and through-block connections with landscaping and amenities to serve as linear open spaces.

POLICY S-WI-58. Enhance Lake Bellevue to become a unique public amenity.

POLICY S-WI-59. Provide for centrally located public space as part of the Grand Connection between and including the I-405 lid park and the Grand Connection intersection with the Eastrail.

POLICY S-WI-60. Encourage and support public access and open space opportunities linking the Grand Connection to 120th Avenue NE and residential neighborhoods east of 120th Avenue NE.

POLICY S-WI-61. Collaborate with King County, Sound Transit, and adjacent property owners to develop the Eastrail corridor into a linear park, including recreational and natural features within and adjacent to the corridor.

POLICY S-WI-62. Pursue strategic land acquisitions around the Eastrail corridor, the Grand Connection, north end of Wilburton Trestle, and Lake Bellevue to expand connection, public access, and activation opportunities.



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

Transportation

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

Policies

POLICY S-WI-6329. Make use of available right of way space to develop north and south bicycle lanes or additional traffic lanes on 116th Avenue NE if use of the auto-delivery zone is discontinued. Redesign and develop the 116th Avenue NE corridor to include planned bicycle facilities, sidewalks, and landscaping.

POLICY S-WI-64. Incorporate an integrated system of local access and active transportation facilities to support the intended transit-oriented and trail-oriented land use pattern.

POLICY S-WI-65. Require publicly accessible internal access corridors to facilitate mobility and livability through development review.

POLICY S-WI-66. Work with developers to provide vehicle access onto their site via internal access corridors rather than along arterial streets.

POLICY S-WI-67. Design and implement a wayfinding program within the neighborhood and along the Grand Connection to the benefit of active transportation and transit users.

POLICY S-WI-68. Coordinate with WSDOT to improve the NE 4th Street I-405 overpass to provide safer and more comfortable active transportation connections.

POLICY S-WI-69. Coordinate with WSDOT to support the planned extension of NE 6th Street to 116th Avenue NE for high occupancy vehicle (HOV), high occupancy toll (HOT), and transit access to I-405.

POLICY S-WI-70. Provide for emergency and maintenance vehicular access to the Eastrail.

POLICY S-WI-71. Secure abundant active transportation access to the Eastrail and along/adjacent to the Eastrail through development review.

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

POLICY S-WI-73. Use transportation facility design guidelines and standards that support the intended land use pattern, ensure safety and accessibility for all users, and advance an efficient development review process.

Urban Design

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

Policies

POLICY S-WI-7445. Develop Use distinctive gateway features at key entry points into the area that an entrance in the N.E. 8th Street corridor to create a sense of arrival from Wilburton Station, the Eastrail, the Grand Connection, and major corridors into the neighborhood-entry to the corridor.

Discussion: The existing Burlington Northern crossing lights and the change in grade at that point act as an entrance. A pedestrian entrance encouraged by this policy should be located as near as possible to the crossing lights to enhance and to increase its presence in the corridor. An entrance may include (on both sides of N.E. 8th Street): district signage, major landscaping, pedestrian shelters, and structures of a large enough scale to signify entry into Wilburton and into the Downtown and I-405.

POLICY S-WI-7549. Allow flexibility for commercial buildings to be sited near frontage property lines to provide for activation along the building's frontage zone.

POLICY S-WI-7652. Provide aesthetic and landscaping enhancements on City Boulevards, including 116th Avenue NE, NE 8th Street, and 120th Avenue NE 116th Avenue NE consistent with its designation as a Boulevard (see Map UD-1 of the Urban Design & The Arts Element) so they become visually attractive, safe, and comfortable corridors to and through the area.

POLICY S-WI-77. Use design guidelines and standards that promote a high-quality, attractive, and safe pedestrian environment with ample access to sunlight, air, and weather protection.

POLICY S-WI-78. Support a wide range of active uses and gathering spaces, prioritizing these opportunities fronting the Eastrail corridor and the Grand Connection.

POLICY S-WI-79. Integrate unique and easily understandable wayfinding into streetscapes and public spaces to enhance neighborhood identity.

POLICY S-WI-80. Require buildings to be developed in a manner that provides direct connections to the Grand Connection.

POLICY S-WI-81. Use design guidelines and standards for development within and adjacent to the Eastrail corridor that consider unique characteristics, topography, and different user groups along the corridor.

POLICY S-WI-82. Allow adjacent developments to provide upper-story or podium connections to the Eastrail where there is significant elevation difference between the Eastrail corridor and adjacent properties.

POLICY S-WI-83. Maximize usable Eastrail corridor space for programmable area accessible to the public and allow for integration with adjacent development where there is public benefit.

POLICY S-WI-84. Ensure that spaces and amenities developed within the Eastrail corridor are designed to be clearly public and foster a sense of welcoming to all.

Arts and Culture

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

Policies

POLICY S-WI-85. Recognize Wilburton’s diverse histories and heritages, while elevating contributions of historically marginalized or underserved communities in the area, through placemaking and activation.

POLICY S-WI-86. Coordinate with Sound Transit on activation opportunities for underutilized space beneath the light rail guideway that is consistent with transit safety and operations.

POLICY S-WI-87. Pursue partnerships for the development and activation of indoor and outdoor facilities for arts and cultural activities, prioritizing these opportunities along the Eastrail corridor and the Grand Connection.

Implementation

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

Policies

POLICY S-WI-88. Use land use code tools that enable development contributions toward public benefit, including affordable and family-sized housing units, open space, and community and cultural spaces.

POLICY S-WI-89. Use existing and new financial tools to support the construction and maintenance costs of public infrastructure and amenities needed to support the Wilburton TOD area vision.

POLICY S-WI-90. Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.

POLICY S-WI-91. Coordinate with public and private development so that planned infrastructure, amenities, and uses are provided efficiently and integrated with the surrounding environment.

POLICY S-WI-92. Coordinate with state and regional agencies on the planning and provision of city desired amenities, including the Eastrail and the Grand Connection.

Figure S-WI.1 proposed to be updated with revised future land use map designations and subarea

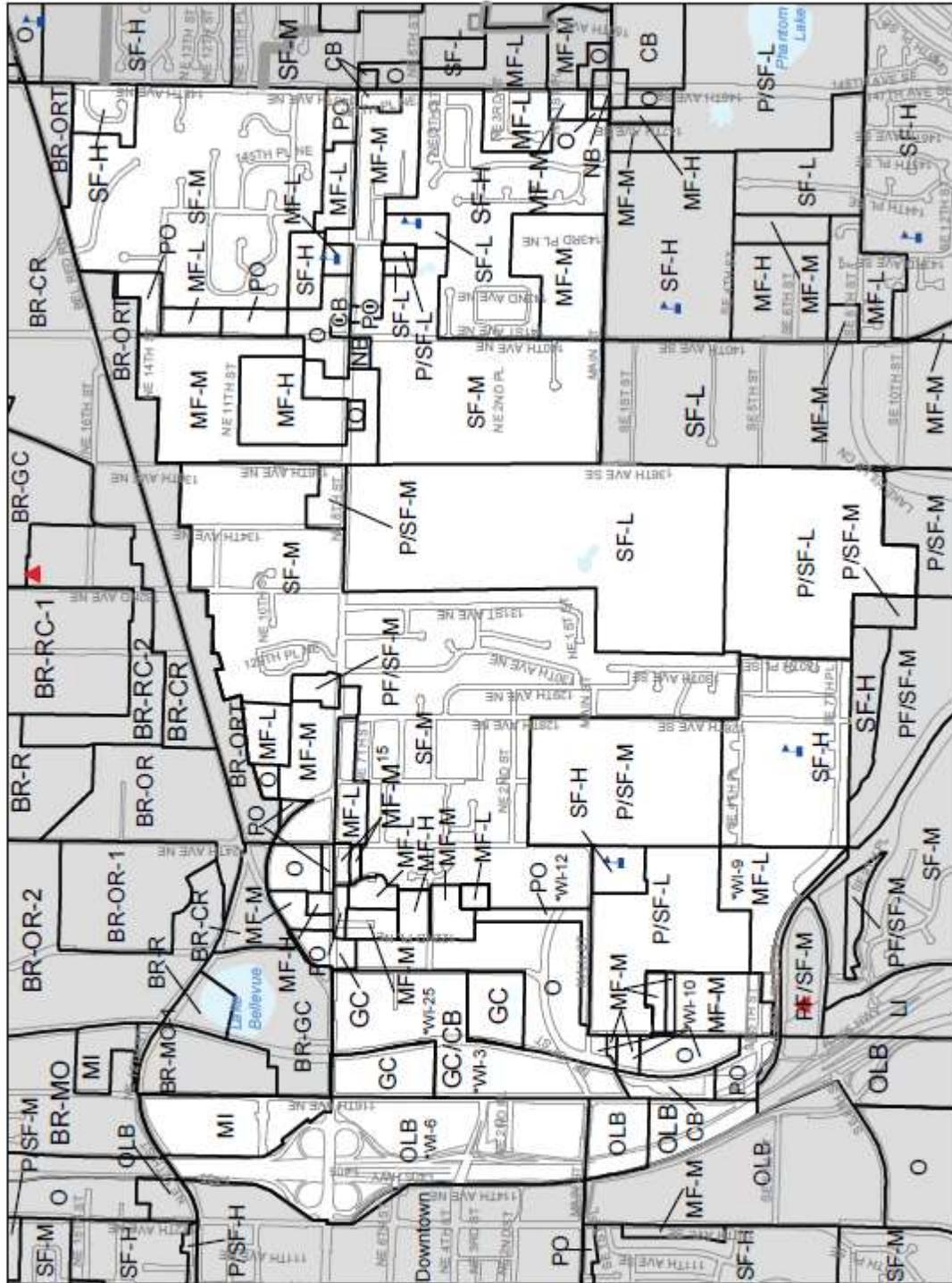
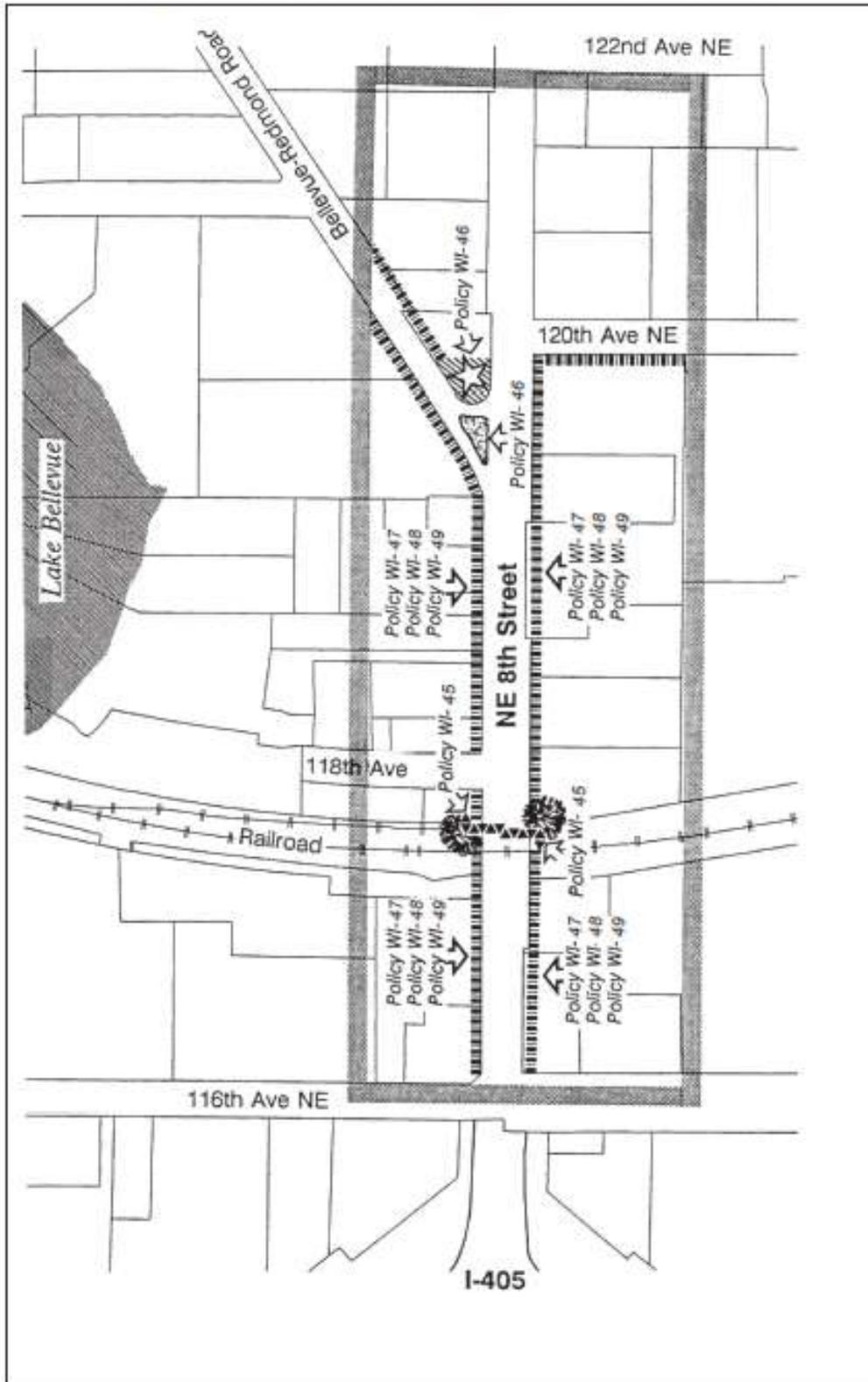


FIGURE S-WI.1
Wilburton/NE8th Land Use Plan

- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> SF Single Family MF Multi Family -L Low Density -M Medium Density -H High Density -UR Urban Residential | <ul style="list-style-type: none"> PO Professional Office O Office OLB Office, Limited Business OLB-OS Office, Open Space NB Neighborhood Business CB Community Business | <ul style="list-style-type: none"> GC General Commercial p/LC Light Industrial P Public Facility P Park | <ul style="list-style-type: none"> ¹⁰R-15 density limit ▲ Fire Stations ● Public Schools ▬ Planning Districts ■ Bellevue City Limits (2006) ■ Lakes |
|--|--|---|--|

Figure S-WI.2 proposed for deletion - exhibit is outdated

Figure S-WI.2 NE 8th Street Corridor Conceptual Design Plan



ATTACHMENT 2

Bel-Red Subarea Plan

GOAL:

To develop a sustainable urban development pattern that dramatically reshapes the future of the Bel-Red Subarea, while allowing the area to transition gracefully from its past.

OVERVIEW

As one of Bellevue's major employment areas, the Bel-Red Subarea historically included a large share of the City's land zoned for light industrial and commercial uses. Particularly on the west end, land uses include sprawling, large lot warehouses and distribution buildings, with acres of surface parking. The transportation network is sparse and discontinuous, with little in the way of a street grid. Six streams run through the area, all heavily impacted by past development, but remarkably still provide some functioning fish habitat. The area has one major city recreational facility (Highland Park and Community Center), but no substantial neighborhood parks or trails.



View of Bel-Red Subarea looking west.

In recent years, Bel-Red's light industrial past has seen significant declines, and the area has been in transition. Several large employers, such as Safeway distribution and

the King County Journal, moved out or greatly reduced their operations in the area. Between 1995 and 2004, employment dropped by more than five percent in the Bel-Red area, while increasing by twenty percent in Bellevue as a whole.

Meanwhile, areas on both the east and west sides of Bel-Red have transformed dramatically, and other changes are on the horizon. Downtown Bellevue to the west has developed into a dynamic high-rise employment and residential center, connected across I-405 to a major, multiple institution medical district. To the east, Redmond's Overlake area has become a prominent high technology employment center. The introduction of light rail, under consideration by Sound Transit as a way to connect Downtown Bellevue to Overlake by way of Bel-Red, is another potential change. Light rail and other forms of high capacity transit provide a key opportunity to re-think the land use and transportation relationship in the Bel-Red area, with this new transportation investment as a potential catalyst for redevelopment that takes on a much more pedestrian-friendly and transit-supportive character.



Assessment of existing assets.

With these considerations in mind, the City undertook a major planning effort to update the vision and plan for the future of Bel-Red. Guided by a citizens steering committee and with extensive public involvement, this new Bel-Red Subarea Plan is the result. The overall thrust of this Plan is to guide Bel-Red on a new path, toward a model of compact, mixed use, "smart growth;" a path to set Bel-Red on an economically and environmentally sustainable course for the future, and to take on a new role within the city and the Puget Sound Region.



Bel-Red Steering Committee process.

This Subarea Plan informs a range of actions, by both public and private entities. It establishes a vision and overall policy framework to convey the City's intention for the future of Bel-Red, creating a sense of the area's potential and helping to inspire decisions by many actors. The Plan will be implemented through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Bel-Red Subarea Vision

The Bel-Red corridor in 2030 will be an area that is unique within the city of Bellevue and the entire Puget Sound region. It will be an area where thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, all served by a multi-modal transportation system that connects the area to the greater city and region. The area will also be distinguished by environmental and community amenities that will serve residents and employees in the area, as well as residents from surrounding neighborhoods and the entire city. The area will transition gracefully over time, with existing businesses being accommodated while new types of development will occur as conditions warrant.

Specifically, the area will be distinguished by the following attributes:

- A thriving economy: Bel-Red will be home to major employers, types of businesses and employment sectors unique to this part of Bellevue, and services that are important to the local community.
- Vibrant, diverse and walkable neighborhoods: Bel-Red will contain a broad range of housing types to meet the needs of a diverse population of varied income levels. Neighborhoods will have a pedestrian friendly and walkable character, with convenient access to shopping, jobs, and community amenities, and will also be well connected to the larger city and region.
- A comprehensive, connected parks and open space system: Bel-Red will have a park system that serves residents, employees, and visitors of the area, and provides recreation and open space benefits for residents from surrounding

neighborhoods as well. System components will include trails along stream corridors, urban and natural open space areas, community facilities, community and neighborhood parks, and cultural/arts features.

- Environmental improvements: Redevelopment of the corridor will provide opportunities for major environmental enhancements, including improving riparian corridors, adding trees and green spaces, and providing a more environmentally sensitive approach to managing storm water and other natural resources.
- A multi-modal transportation system: Bel-Red's transportation system will take maximum advantage of its proximity to Downtown Bellevue and Overlake by providing convenient access and short travel times within and outside the corridor for drivers, transit riders, vanpools and access vans, bicyclists, and pedestrians, while minimizing spillover traffic impacts on adjoining neighborhoods.
- A sense of place: Bel-Red, and the neighborhoods within it, will have a character that is different from Downtown Bellevue, Overlake, or other Bellevue neighborhoods. The area will build on its industrial past, and recall its natural, agricultural and ethnic heritage, while incorporating new development types that offer a unique experience for residents and employees. Public art and a distinctive cultural environment will also add to Bel-Red's character.
- A unique cultural environment: Bel-Red will offer a culture-rich environment unique to the Eastside with an arts district focusing on arts education and production. Public art and artists living and working in the area will add flavor to Bel-Red's character. Open studios, art walks and artful expression in buildings and infrastructure will contribute to a lively sense of place.
- Appropriate scale of development: Development and redevelopment in Bel-Red should complement, not compete with, Downtown Bellevue, and should provide graceful transitions in scale in areas adjacent to residential neighborhoods.
- Timing of development: As the Bel-Red corridor redevelops over time, provision of transportation and other infrastructure and public amenities (such as parks) should occur concurrently with or in advance of development.
- Sustainability: New neighborhoods, buildings, streetscapes, parks and open space systems, environmental enhancements, and transportation facilities will also be planned, designed and developed using state-of-the-art techniques to enhance the natural and built environment and create a more livable community.

General

By taking advantage of the Bel-Red area's unique location, and the opportunities associated with high capacity transit, this Plan steers Bel-Red onto a new path. Departing from its low intensity, industrial past, Bel-Red's future will become a model of smart growth and sustainability, the type of planning needed in this era of global climate change. It will offer outstanding opportunities for living and working, while occupying a unique economic niche for Bellevue and the Eastside. Clearly this

entails a major transformation for parts of the area, but change will happen over time, with some areas changing earlier and other areas remaining very much the same for years to come.

POLICIES

POLICY S-BR-1. Implement the Bel-Red Subarea Plan in a manner that integrates the three dimensions of sustainability: sustainable economy, society, and environment; meeting the needs of the present without compromising the needs of future generations.

Discussion: In essence, the term “sustainability” conveys one critical thought and intention: that the current generation meets its needs and desires in a manner that allows for future generations to have as rich opportunities to meet their own needs and desires. It means making decisions with the long term, and many generations, in mind. It requires a balancing act, considering the environment, the economy, and the social system, to ensure that all three are taken into account in critical decisions.

POLICY S-BR-2. Promote a differentiated economic niche for Bel-Red, retaining many existing businesses while attracting new businesses in a form not found elsewhere in Bellevue. Take advantage of opportunities afforded by Bel-Red’s strategic location between Downtown Bellevue and Redmond’s Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area.

POLICY S-BR-3. Reduce and mitigate the environmental and transportation spillover impacts of new development, and work to continually enhance environmental conditions in the area, through a combination of development regulations and incentives, public investments, and other public and private strategies.

POLICY S-BR-4. Develop and implement a phased approach to new commercial development, so that transportation, open space, and other infrastructure is in place or committed to serve the needs of growth. This may include establishment of a year 2030 commercial development limitation consistent with the terms of an interlocal agreement with the city of Redmond, for the purpose of coordinating land use and mitigation between the two cities.

Land Use

GOAL:

To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.

The Subarea Plan provides an opportunity to re-cast land use in a more sustainable, pedestrian-friendly and transit-oriented form, while accommodating existing uses and minimizing impacts on nearby neighborhoods. The intent of the Subarea Plan is to be a model of responsible growth, and to create a land use type and form that is distinctive for Bellevue and the Eastside. The Bel-Red Land Use Plan map is shown as Figure S-BR.1.

A major theme of the Subarea Plan is the “nodal” development pattern, which concentrates future development in the vicinity of potential future light rail stations.

Nodes are envisioned to be areas of sufficient development intensity, amenities, recreation opportunities, and mix of uses that support a high level of pedestrian activity. The decision to focus new employment-generating and higher density residential uses in the nodes is intended to link development areas to locations where planned transportation facilities will support development, and to protect residential neighborhoods located to the north, south and east of the corridor from cut-through traffic.

Land uses within nodes can reach higher development intensity levels and heights than in the surrounding parts of the Subarea. Buildings that are larger and higher than what the base zoning would allow, both inside and outside of nodes, can only be achieved through participation in an incentive system that will provide a range of public amenities.



Existing light industrial use.

The Subarea Plan recognizes the economic value and the benefits to the community of the many existing light industrial and service uses in the area. The planned land use designations retain areas for many of these commercial uses to continue. In areas where the land use designation has changed to support nodal, mixed use or residential development, the plan seeks an appropriate transition. Existing light industrial uses and services uses with an industrial character, that were conforming under the previous zoning, are accommodated without making them non-conforming, although new light industrial uses will not be allowed. Other services uses that are compatible with planned new uses are encouraged to continue, and new commercial uses are allowed.

POLICIES

POLICY S-BR-5. Develop land uses consistent with the Bel-Red Land Use Plan map (Figure S-BR.1).

POLICY S-BR-6. Concentrate the majority of future Bel-Red growth into a series of mixed use, pedestrian-friendly and transit-oriented development nodes, with higher density and height therein, as enabled through a land use incentive system. Within each node, provide for tiered building heights, with maximums at the center.

POLICY S-BR-7. Implement a land use incentive system that makes available additional floor area ratio (FAR) and height in exchange for infrastructure and amenities that contribute to the public good.

Discussion: As in the Downtown Subarea, a land use incentive system is a cornerstone of implementing this Plan. Base as-of-right FARs and heights are established at levels significantly below the maximums, with higher levels achieved only by providing public benefits through features such as public open space, trails, environmental enhancements, affordable housing, and other public amenities.

POLICY S-BR-8. Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.

POLICY S-BR-9. Accommodate existing light industrial uses that were legally established as of the date of this Plan's adoption, by allowing for their continued operation, expansion including site expansion outside of nodes, and re-building if destroyed. Preclude new light industrial uses from being established, and discontinued light industrial uses from being re-established, with the exception that light industrial uses of limited size (less than 20,000 square feet) are appropriate outside transit nodes and stand-alone residential areas.

Discussion: This policy is to be implemented through the City's land use regulations. Whereas light industrial uses were prevalent in Bel-Red's past, the vision for the Subarea's mixed use, commercial and residential neighborhoods portends an

evolution toward a different future. While it is appropriate to support existing light industrial uses, this policy precludes new ones from being established, in order to support a gradual transition to the desired land use and development pattern.

POLICY S-BR-10. Accommodate the continued operation of existing, and allow new, service uses that are compatible with planned future land uses. Accommodate existing service uses that are less compatible with residential and higher intensity, mixed use development (i.e., those that create noise, odor, fumes, aesthetic or other impacts), but preclude the new establishment of these types of service uses in transit nodes and in stand-alone residential areas.

Discussion: This policy is to be implemented through the City's land use regulations. The services sector is quite broad, and includes uses such as health care, business and professional office, household repair, and auto repair. Many of these service uses have characteristics of general retail, are compatible with mixed use commercial and residential, and are encouraged in Bel-Red's future. A smaller sub-set of service uses, such as auto repair, auto dealers and boat dealers (particularly their service/repair components) and towing, display characteristics similar to light industrial uses. These types of uses are less compatible with transit nodes and stand-alone residential areas, and thus new uses of this type are precluded in these areas.

POLICY S-BR-11. Encourage commercial and residential building siting and design to incorporate stream corridors as a significant on-site amenity, while helping to restore and enhance the ecological functions of these corridors, through the use of development regulations and incentives.

POLICY S-BR-12. Develop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where both appropriate and feasible.

POLICY S-BR-13. Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.

Discussion: The transition between new mixed use and residential developments and existing Bel-Red light industrial uses is a special challenge. The siting and design of new buildings should be accomplished in a manner that minimizes conflicts with existing industrial uses, for the sake of creating a desirable working and living environment for new tenants. Redevelopment of Bel-Red also creates the challenge to ensure that new development is a good neighbor with existing neighborhoods near Bel-Red. Development regulations and design guidelines should address both of these challenges.

Key cross references, Land Use:

- *General Policy S-BR-4, regarding land use phasing.*

Urban Design

GOAL:

To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.

Past development of the Bel-Red Subarea did not allow for strong attention to the field of urban design. Development was loosely guided and rather discontinuous, with little attention to architectural form, connectivity, and the public realm. By contrast, transformation of Bel-Red into the dynamic mixed use place envisioned by this Plan will require a great deal of attention to high quality and sensitive urban design.

For new mixed use neighborhoods to successfully attract residents, employees, and visitors, the design of the built environment will need to be pedestrian-friendly, integrated with transit and mobility options, and include deliberate “place-making”. Building and site design and materials will need to reflect the vision for the Subarea and provide quality and permanence.

The urban design process is also an opportunity to integrate environmental components with new development, where trees, landscaping and open space not only improve aesthetics, but also work to enhance the function of the natural environment, such as by helping manage stormwater flows.



Development of mixed-use neighborhoods adjacent to green space.

POLICIES

POLICY S-BR-14. Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.

Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

POLICY S-BR-15. Integrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.

Discussion: Features such as transit stops near major buildings, building entrances oriented toward transit stops, and direct pedestrian connections between buildings and transit help to integrate transit and land use, improving the pedestrian environment and supporting travel choices.

POLICY S-BR-16. Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.

POLICY S-BR-17. Promote environmentally sensitive design in public and private projects, including practices such as the US Green Building Council LEED certification of buildings, use of natural drainage systems, water conservation measures, and other practices.

POLICY S-BR-18. Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel-Red from Downtown, and enhance the architectural variety of the area.

POLICY S-BR-19. Encourage the use of building materials that are of high quality and durability, are appropriate for the area climate, and that have a sense of permanence.

POLICY S-BR-20. Reinforce the area's sense of place and Northwest provenance by encouraging innovative building and site design, construction techniques and materials that reflect the industrial roots of the area while emphasizing the emerging urban character of Bel-Red.

POLICY S-BR-21. Protect solar access to public spaces and important views from public spaces, as defined through the land use regulatory framework.

POLICY S-BR-22. Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:

- a. Encourage shared parking;
- b. Encourage structured parking as opposed to surface parking, particularly in identified development nodes;
- c. Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and
- d. Allow reduction of parking supply in transit development nodes.

POLICY S-BR-23. Reinforce neighborhood character and identity through the use of gateways and neighborhood signage. Prohibit signage that is out of scale with or detracts from the public realm.

POLICY S-BR-24. Encourage private and public use of public art to enrich design aesthetics and add character, identity and a sense of place.

POLICY S-BR-25. Design and develop an outstanding street environment that promotes streets as key urban places, sensitive to their context and providing an interesting and aesthetically rich experience. Apply a street hierarchy with design guidelines and street standards that provides an appropriate combination of the following elements:

- a. Strong consideration of character and aesthetics in the design and implementation of all street projects;
- b. Integration of open space and landscaping, including street trees;
- c. Environmentally sensitive practices, including natural drainage systems where appropriate;
- d. Sidewalk development standards that promote pedestrian functionality and interest, and avoid obstructions;
- e. Ground floor differentiation, including preferred uses, visual and physical access;
- f. Mid-block pedestrian crossings; and
- g. On-street parking, where it contributes to pedestrian convenience and safety.

Environment

GOAL:

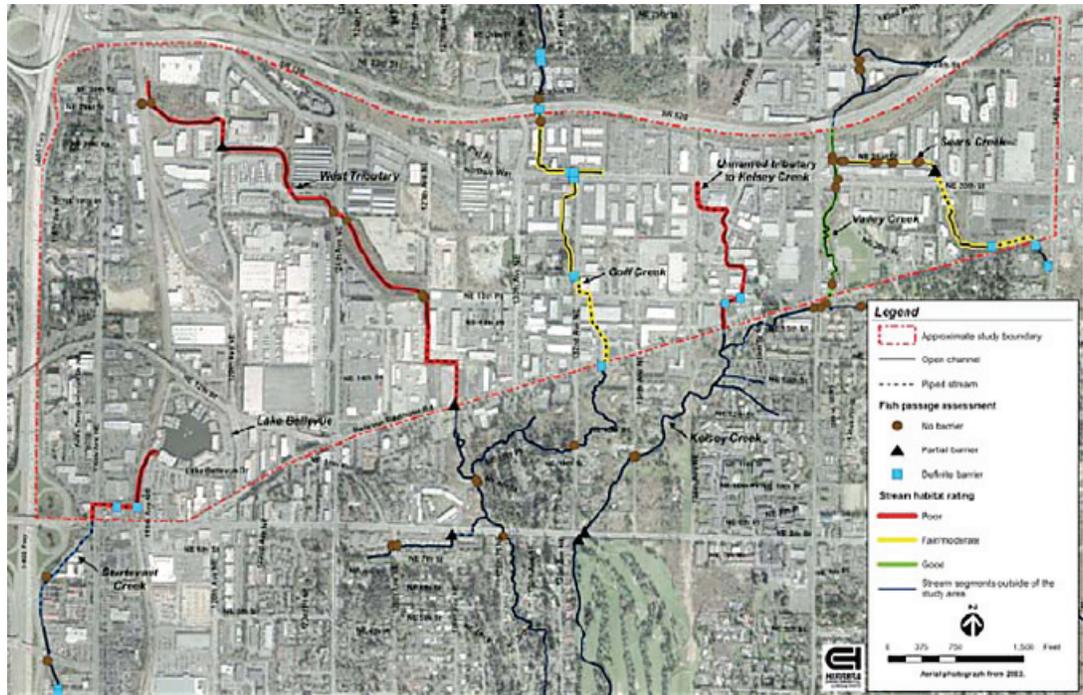
To redevelop the Bel-Red area as a model of environmental sustainability, realizing opportunities provided by new development to achieve significant improvements over current conditions.

Environmental sustainability is one of the overarching principles and hallmarks of this Plan. As noted in the General Policies section above, this suggests a long-term orientation, and an intention to meet current needs in ways that leave a rich legacy for future generations. This goal can be expressed vividly and consistently by integrating stream and wetland rehabilitation, innovative stormwater management techniques, public art, trails, and other social amenities into redevelopment. Natural areas rehabilitation, energy and resource conservation, and diverse transportation choices are fundamental in the redevelopment vision for this area. This will provide multiple benefits, from improvements in natural functions and habitat to healthier and more beautiful places for Bellevue residents and businesses. Special attention in this section is placed on improving stream corridors, integrating environmental and social elements, and implementing emerging technologies that improve stormwater management.

Stream Corridor Restoration

With a predominance of industrial and commercial uses in the Subarea, natural areas in Bel-Red are not obvious to the casual observer. Nonetheless, a number of streams and natural areas exist, providing the opportunity to restore some natural systems and substantially enhance the area's character. Surface water resources in the Subarea include seven drainage basins that encompass six streams, a pond, and two wetlands functioning as regional stormwater treatment facilities.

In general, these basins exhibit the typical characteristics of urbanized watersheds. Their streams suffered severe impacts during the development that occurred in the area in the 1960s and 1970s, prior to the advent of current environmental regulations. The types of impacts and stream constraints include fish passage barriers, impervious surfaces, buildings adjacent to streams, and piped stream segments. However, most of the streams within the Bel-Red Subarea do support fish, including salmon, at locations within and/or downstream of the Subarea.



Assessment of streams.

This Plan embraces the concept of removing fish passage barriers, daylighting piped stream segments, and restoring riparian habitat to transform these streams into community and environmental amenities. Restoring a width of 50 to 100 feet of natural streamside vegetation and incorporating a public trail network will enhance fish and wildlife habitat, improve water quality, increase open space and neighborhood buffering, linking local and regional trails, encourage social gathering, and other lasting benefits. Beautiful and vibrant stream corridors will encourage the community and new development to refocus on the streams as integral natural treasures in an urban environment. Integrating public parks and stream corridors with public spaces in private development will provide seamless connection of natural resources, education, art, neighborhoods, commerce, and aesthetics. Based on parcel size and initial redevelopment interests, the West Tributary and Goff Creek corridors are anticipated to be early opportunities for enhancement, though rehabilitation opportunities have been identified for other streams as well. Achieving this vision will require wider riparian corridors than currently exist, plus acquiring and developing “opportunity areas” where elements of the parks and transportation systems interface with the streams.

Natural Drainage Practices

Private-sector redevelopment, transportation projects and new parks all present opportunities for incorporating “green infrastructure”. In particular, natural drainage practices, sometimes referred to as low-impact development, manage rainwater runoff

in a manner that allows it to infiltrate into the soil on site, or even to be used on site, rather than running off site into nearby streams. As redevelopment occurs, innovative techniques that improve stormwater management will be encouraged.

Natural drainage practices include features such as rain gardens, pervious pavement, vegetated roofs, amended soils and rain recycling. In many cases they are more cost effective, environmentally sound, and aesthetically pleasing than traditional stormwater treatment and storage measures. Although specific natural drainage practices may not be feasible in all settings, such as sites constrained by poorly permeable soils, opportunities for improving stormwater management can typically be identified. These practices do not remove the need for conventional detention to handle large storm events, but they may reduce the needed size of these facilities. A variety and increasing number of stormwater management options are available. A customized approach may be needed for individual sites to attain the environmental and visual amenities identified in the vision for the Bel-Red area.

POLICIES

POLICY S-BR-26. Promote the rehabilitation of streams and their adjacent riparian corridors, through a combination of public investments and private development incentives, as a means to enhance the natural environment and provide multiple public benefits. Provide land use incentives to achieve stream protection and rehabilitation that goes beyond what can be achieved through application of the city's critical area regulations, including building setbacks of up to 100 feet in specific locations, to provide enhanced stream buffers.

Discussion: Bel-Red's six streams are a major part of the area's natural legacy. Rehabilitation of the streams will bear multiple benefits for the environment, for Bel-Red properties where nearby streams can become a significant area amenity, and for the wider Bellevue community. These benefits include improved water quality, habitat enhancement, stormwater and flood control, human use buffering, aesthetic enhancements, noise attenuation, and potential trail access where easements are available.

POLICY S-BR-27. Protect and enhance wetlands and other designated critical areas in Bel-Red, through the use of development regulations, incentives, and possibly public funds.

Discussion: Special attention is needed if Bel-Red's critical areas are to be protected and restored, given that much Bel-Red development took place before standards were adopted to identify and protect these sites.

POLICY S-BR-28. Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control.

Allow natural drainage practices to offset traditional treatment and control standards to the extent practicable, and provide other incentives to promote their use if needed.

POLICY S-BR-29. Explore storm water basin planning as a future step. Such planning might evaluate coordinated stormwater treatment and detention across multiple properties and may provide for broader environmental benefits as compared to a site-by-site approach.

POLICY S-BR-30. Consider opportunities for off-site or coordinated stormwater mitigation, as a means to provide for a more effective approach to detention needs, and potentially achieve broader environmental benefits.

Discussion: In some cases, providing combined offsite stormwater mitigation may help achieve some of the broader objectives of this Plan. For example, several properties could combine stormwater management requirements on the West Tributary by expanding an existing wetland providing fish and wildlife benefits, increasing open space, as well as providing stormwater detention and water quality treatment. Opportunities for off-site mitigation will be determined on a case-by-case basis, determined by overall ecological and public improvements over on-site.

POLICY S-BR-31. Encourage the use of “green infrastructure”, the design and development of infrastructure projects in a manner that deliberately achieves multiple environmental and other public benefits.

Discussion: Traditional infrastructure projects often were designed to solve a single functional problem, such as flood control. The concept of “green infrastructure” suggests that many infrastructure projects have the potential to provide multiple community benefits, such as enhancing neighborhood character and aesthetics, reducing urban heat reducing greenhouse gases and providing access and open space. If these multiple benefits are to be realized, they must be considered starting with early design work forward through all phases of project development.

POLICY S-BR-32. Incorporate environmental education and interpretation into public and private projects, where appropriate.

POLICY S-BR-33. Provide for density transfers within the Bel-Red Subarea as a means to help achieve stream corridor and open space objectives.

POLICY S-BR-34. Actively consider the Bel-Red Subarea as a potential receiving site for regional Transfer of Development Rights (TDRs), as a means to achieve conservation of rural resource lands outside the Countywide Urban Growth Boundary.

Discussion: Transfer of Development Rights is a market mechanism for land

conservation. Development rights from sensitive sites needing protection (sending sites) are purchased by and transferred to urban sites where the density can be responsibly accommodated (receiving sites). Since private funding for such TDR purchases is among a long list of desired public amenities, regional TDRs should be explored in light of the full array of public mitigations and benefits desired from private development.

Key cross references, Environment:

- *Urban Design Policy S-BR-17, regarding environmentally sensitive site and building design*

Parks and Open Space

GOAL:

To create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.

Bel-Red's legacy of light industrial and commercial uses have left little in the way of existing park and open spaces, with the notable exception of Highland Park and Community Center. As the area evolves, a comprehensive and connected system of parks, open space and trails will be needed to provide for the recreation and enjoyment of residents, employees, and visitors to new Bel-Red neighborhoods. These new parks will also complement and connect to the citywide parks system, for the benefit of surrounding neighborhoods and the broader community.

The Subarea Plan envisions a park system with an array of elements that cannot be neatly summarized in a suburban level of service standard: community and neighborhood parks, riparian corridor open spaces, open spaces developed as part of natural drainage treatments and designed as public amenities, passive and active plazas and other urban open spaces, and a comprehensive trail system on and off roads, including along stream corridors. Beautiful and functional open spaces will help transform the area, support new residential and commercial uses, improve the environment, and be an asset for the broader Bellevue community.



Existing Highland Park and Community Center.

In addition to a range of community-oriented park, open space and trail opportunities, Bel-Red may be a suitable location for a potential major recreation facility that would meet an identified citywide need for both indoor and outdoor recreation. If this citywide facility were to locate in Bel-Red, it could also serve as a community park for the new neighborhoods in this area.

POLICIES

POLICY S-BR-35. Create a robust, aesthetically beautiful and functional parks and open space system that serves the needs of residents, employees, visitors, surrounding neighborhoods, and the entire community. This system should connect with and complement the citywide parks and open space system, and include the following:

- a. Provide neighborhood parks and smaller “pocket” parks with convenient access to all neighborhoods;
- b. Provide a community park serving Bel-Red residents, employees, and citywide residents, comparable in size and utility to the Highland Community Park, in the western portion of the study area. The site might be accomplished through lidding of the Metro transit bus base, and would be able to accommodate indoor and outdoor recreational facilities;
- c. Locate neighborhood and community parks along stream corridors, linked through a series of trails and other open spaces;
- d. Develop a “linear park” series of open spaces spanning the extended NE 16th Street multi-modal corridor through the middle of the Subarea; and
- e. Centrally locate a large civic plaza (public square) within the pedestrian-oriented 130th Avenue NE development node.

POLICY S-BR-36. Consider Bel-Red a suitable area to locate a potential major recreational facility to meet identified citywide needs for both indoor and outdoor recreation and sports facilities.

POLICY S-BR-37. Integrate natural resources management with Bel-Red park system development and operation:

- a. Incorporate natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;
- b. Integrate the park and open space system with the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections, passive recreation, and environmental education; and
- c. Manage upland park areas to protect habitat and restore natural functions.

POLICY S-BR-38. Provide an interconnected system of non-motorized trails for mobility within the study area, connected to the larger, regional trail system, including Marymoor Park and Bridle Trails State Park. The system will emphasize recreational use and provide transportation benefits as well:

- a. Provide non-motorized trails along the stream corridors to connect parks and other land uses, and links to the trail systems along the BNSF Corridor and NE 16th Street. Initial emphasis will focus on the West Tributary and Goff Creek stream systems;
- b. Provide a major east-west multi-purpose trail along the NE 16th Street corridor. The corridor will include a generous right-of-way width to accommodate significant green infrastructure, and to create a high-quality pedestrian and bicycle environment and auto-free access between neighborhoods. It will connect to other local and regional trail systems and to light-rail stations, and provide opportunities to incorporate gateway features; and
- c. Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail use, linking to the NE 16th Street regional trail and other local trail access points.

POLICY S-BR-39. Promote the development of “green streets” throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

Key cross references, Parks and Open Space

- *Arts and Culture Policy S-BR-45, regarding the creation of a cultural arts district*

Housing

GOAL:

To encourage Bel-Red redevelopment to result in a diversity of housing types and prices, including a significant share of “workforce housing”.

Housing policy has many linkages to a truly sustainable future, with economic, social and environmental dimensions. Having a close-in supply of housing of types and prices that match available jobs can contribute both to Bel-Red’s economic competitiveness and its potential to meet the needs of families who want to live on the Eastside. Establishing housing near Bel-Red’s jobs and services will also reduce trip lengths and allow for a higher share of trips by transit, bicycling and walking, with environmental benefits in energy conservation and air quality. This Plan’s intent to create the potential for 5,000 new housing units in an area that today has almost no housing is a remarkable opportunity to make progress in all three of these dimensions.

The above housing outcomes entail very significant challenges. New urban residential neighborhoods will require an array of public and private investments in open space and other amenities needed to support high quality, livable places. Providing for affordable and workforce housing may be an even bigger challenge.

Housing affordability is a citywide issue, and should be considered in a comprehensive strategy of which Bel-Red is a part. This Plan creates the potential for thousands of new housing units, and provides opportunities not found in other parts of the city to create entirely new residential and mixed use neighborhoods in close proximity to jobs, services and transit. It is critical to consider an approach to housing affordability up-front, at the time this new development potential is being created, or the opportunity for a coherent strategy may be lost. This Plan establishes a multi-faceted strategy to address housing creation and housing affordability through a mix of land use designations, development regulations and incentives, direct public investments, and other public and private approaches.

POLICIES

POLICY S-BR-40. Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.

POLICY S-BR-41. Promote owner and rental affordability in Bel-Red’s new housing stock, with a policy target that 50% of new units be affordable for households earning 120% of median income or less. This overall target should include 10 to 20% of new

units affordable to low income households (those earning up to 50% of area median income), another 10 to 20% of new units affordable to moderate income households (those earning up to 80% area median income), and another 10 to 20% affordable as an additional segment of “workforce housing” (for households earning up to 120% of median income). These targets will be addressed through a combination of development regulations and incentives, public investments, and other public and private strategies, such as employer-assisted housing and short-term property tax exemptions for multi-family housing.

Discussion: The policy targets are not expected to be met by each Bel-Red housing development. Rather, they are intended to be met over time, across the subarea as a whole, through a combination of public and private strategies. The overall supply of affordable housing will be monitored and if policy targets are not being achieved, affordable housing tools and incentives should be adjusted, or new more effective strategies adopted.

POLICY S-BR-42. Monitor the supply of affordable housing in Bel-Red and make adjustments to implementation strategies, including development regulations and incentives, as needed to meet the identified targets. A review of housing affordability strategies should occur three to five years after the 2009 adoption of the Subarea Plan.

POLICY S-BR-43. Integrate the strategy for promoting housing affordability in the Bel-Red area with the citywide approach of which Bel-Red is a part.

Arts and Culture

GOAL:

To identify and realize opportunities to integrate arts and cultural works and attractions into Bel-Red.

Arts and culture contribute to healthy individuals, neighborhoods, communities and society. In Bel-Red, arts and culture can play a significant role in enhancing the quality of life, vibrancy, and attractiveness of the area, helping to attract creative professionals to live and work here, and benefiting the broader community. Accordingly, this Plan calls for public art, cultural uses and complementary activities to be broadly integrated throughout the redevelopment of the Subarea.

One specific concept is the creation of a cultural/arts district near 136th Place NE, in the vicinity of the existing Pacific Northwest Ballet School. Such a district could include adaptive reuse of other existing buildings for additional classroom, rehearsal and, smaller performance spaces. This district has the potential to be a very significant neighborhood and community amenity, to be used by individual artists,

educational institutions, and nonprofit organizations. Uses might also include the production of ceramics, sculpture, blown glass, and others arts and crafts.

POLICIES

POLICY S-BR-44. Encourage artists, arts and cultural organizations, and arts related uses to locate in the Bel-Red area, capitalizing on proximity to existing arts uses and availability of suitable spaces. Encourage major arts and education institutions to locate in the Bel-Red area.

POLICY S-BR-45. Encourage the development of an arts/cultural district near 136th Place NE, as shown on the Bel-Red Land Use Plan map, Figure S-BR.1.

Discussion: This arts/cultural district would build upon existing arts and cultural uses, and expand out to include additional opportunities for arts education, rehearsal, performance, and production activities. Land use incentives and public investments would be used to help achieve these outcomes.

POLICY S-BR-46. Provide funding for public art in the Bel-Red area.

POLICY S-BR-47. Promote public art, cultural activities and urban design that reflect the Bel-Red area's character, heritage, and ecology, with emphasis in the following areas:

- a. Integration of public art into publicly accessible spaces, both privately and publicly developed;
- b. Inclusion of public art in transportation projects, including transit projects; and
- c. Incorporation of public art in interpretation and celebration of stream corridor improvements and other environmental enhancements

POLICY S-BR-48. Promote flexible live and work space for artists in the Bel-Red area by encouraging the creation of live/work and work/live units, in adaptive reuse of existing buildings or in new development.

POLICY S-BR-49. Encourage arts uses as appropriate transitional uses for existing buildings or areas, as Bel-Red evolves over time.

POLICY S-BR-50. Explore opportunities for traditional and technology based media to create a range of artistic expression that is tied to and complements the area's economic development.

Discussion: The Bel-Red area's proximity to high technology uses may create significant opportunities for innovative artistic expression, tying artist activities to the area's broader economic development.

Transportation

GOAL:

To create a more complete, connected, and well balanced transportation system, while protecting neighborhoods from spillover traffic impacts and while ensuring that transportation investments contribute to the area’s sense of place and sustainability.

The Bel-Red area has a sparse and discontinuous transportation system. The few arterials in the western portion of the Subarea were designed to serve low intensity, light industrial uses and therefore lack connected sidewalks or mature streetscapes. Arterials in the eastern portion of the subarea carry commuter traffic and provide local access to retail and service uses. This system provides limited connections for east-west travel, few transit options, and minimal facilities for pedestrians and bicyclists.

To support the Bel-Red land use vision, this Plan includes improvements to the transportation system on all fronts. These will provide better vehicular, transit and non-motorized connections within the Subarea and to other parts of the City and region.

Transportation improvements will occur consistent with this Plan’s emphasis on sustainability and on making Bel-Red a highly livable place. Providing travel choices is a key element of sustainability. Efforts to reduce commuter trip demand, encourage ride-sharing, walking and bicycling, and promote transit service will further pursue this end. Designing transportation projects as “green infrastructure”; i.e., to incorporate open space, place-making elements, and environmental design such as natural drainage practices, is another element of this Plan’s focus on sustainability.

POLICIES

Overall Transportation Policies

POLICY S-BR-51. Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure S-BR.2 (map of system improvements), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.

POLICY S-BR-52. Incorporate natural drainage practices and other opportunities to enhance the natural environment into transportation projects where appropriate, effective and feasible.

Discussion: Transportation projects may include significant opportunities for environmental enhancements, such as improvements in stormwater management or removal of existing fish passage barriers.

POLICY S-BR-53. Identify and preserve necessary rights of way for the transportation projects identified in this Plan by ensuring that proposed site and building development plans are compatible with the planned transportation system. (See Table BR-1, Bel-Red Transportation Project List.)

Roadways

Bel-Red Subarea roadway system policies promote arterial improvements including the major NE 16th Street multi-modal corridor, plus local streets to connect uses and enhance the character of Bel-Red in a new grid system with smaller block sizes. Traffic analysis shows that transportation capacity improvements are needed mostly in the western part of the Subarea, because much of the potential employment and residential growth is planned for this area.

POLICY S-BR-54. Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to citywide and regional travel demand.

POLICY S-BR-55. Extend and expand NE 16th Street as a multi-modal corridor that includes vehicular, high capacity transit, and non-motorized travel modes to serve east-west trip demand across the Bel-Red area, while incorporating significant urban open spaces, and environmentally sensitive design features.

Discussion: The expansion of NE 16th Street is a lynchpin project for Bel-Red. The extended corridor will be the key east-west arterial connection, tying together much of the new Bel-Red land use. It is also the City's desired location for light rail and high capacity transit, and for major new pedestrian and bicycle access across the Bel-Red area. The vision for the corridor is ambitious, incorporating all these transportation modes, and including a "linear park" series of open spaces spanning the corridor. These improvements will be designed in a manner that protects wetlands and other critical areas, and to the extent feasible, incorporates natural drainage practices and other elements of environmentally sensitive design.

POLICY S-BR-56. Develop local streets to establish a new grid system with smaller block sizes, particularly in development nodes; emphasizing continuity, connectivity and community character. Minimize crossings of streams and wetlands by local streets; use environmentally friendly pedestrian and bicycle crossings where needed to provide local connectivity.

POLICY S-BR-57. Encourage garage and service vehicle access via local and secondary streets and alleys. Limit access points along arterial streets.

POLICY S-BR-58. Work with the Washington State Department of Transportation to improve connections to State Route 520 by completing the interchange at 124th Avenue NE, to allow access to and from the east, and to design the project to minimize impacts to adjacent residential neighborhoods.

POLICY S-BR-59. Design Bel-Red arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.

POLICY S-BR-60. Include on-street parking where it contributes to the pedestrian environment and other elements of the desired neighborhood character.

POLICY S-BR-61. Incorporate public access where appropriate and environmental restoration components, such as removal of fish passage barriers and the creation of wildlife passages, in the design and development of roadways that intersect stream corridors.

Pedestrian and Bicycle System

Within the Bel-Red Subarea many segments of roadway have no sidewalks. Bicycle accommodation is limited to shared roadway facilities as there are no exclusive bicycle lanes.

Creating a multi-modal transportation system to support a mixed use environment requires excellent pedestrian and bicycle access, including access for wheelchairs, strollers and other wheeled pedestrian devices. The Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of improvements to the non-motorized transportation system is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, and new neighborhoods and roadways that are designed from the start with pedestrians and bicyclists in mind. Proposed bicycle facilities would serve all types of users, from novice to expert, and all types of trips, including recreation and commuting. Links to local parks and connections to the regional system are part of the vision.

As a major future arterial and transit corridor, an extension of NE 16th Street is also planned to be the primary component of the east-west non-motorized transportation system. Providing a high quality pedestrian and bicycling environment along this arterial will create non-motorized linkages between neighborhoods, regional trail

systems, and light rail stations with limited or minimal auto conflicts. The east-west pedestrian and bicycle corridor is also intended to link the various north-south trails and sidewalks.

In the policies below, “pedestrian and bicycle” is used to include the range of pedestrian and bicycle-like types of travel, such as wheelchairs, strollers, and mobility scooters.

POLICY S-BR-62. Include pedestrian and bicycle facilities in the design of arterials and local streets.

POLICY S-BR-63. Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections, and mid-block crossings. Include pedestrian amenities such as pedestrian-scaled lighting, seating, transit shelters, and weather protection.

POLICY S-BR-64. Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.

POLICY S-BR-65. Develop multiple access points to the planned BNSF corridor multi-use trail.

POLICY S-BR-66. Provide grade-separated road crossings of the proposed trail system along the West Tributary of Kelsey Creek, and of other separate trails where feasible.

Transit

Past transit service in the Bel-Red Subarea was quite limited, and generally available only on the area’s perimeter. Regional transit investments, such as King County Metro’s “Transit Now” program are expected to provide rapid ride bus service in the vicinity of the subarea, along NE 8th Street and 156th Avenue NE. Future land use will be served by a greatly enhanced transit system, including both conventional and high capacity transit service, and an integrated land use pattern that promotes travel choices.

The Subarea Plan envisions a light rail route between downtown Bellevue and Overlake, traversing the Bel-Red Subarea on an alignment along approximately NE 15th/16th Street. Such an alignment with stations at planned development nodes maximizes the potential to create transit-oriented, mixed-use neighborhoods, and greatly increases ridership and performance of the light rail system. Light rail stations

in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE, 130th Avenue NE, and at 152nd Avenue NE in Redmond's Overlake area, would allow for about three-quarters of future Bel-Red residents and employees to have convenient, walkable access to the stations. When light rail is operating, "feeder" bus service can be reallocated to connect other City neighborhoods with the Bel-Red light rail stations. A park and ride in the vicinity of the 130th Avenue station would enhance local access to the system.



Light rail transit.

Light rail transit is an exciting opportunity and part of the preferred vision for Bel-Red. However, if the region decides not to implement light rail, this Plan is still viable. The "nodal" development pattern, and mix and intensity of use envisioned will greatly promote travel choices of all types, including rubber-tired bus transit and other forms of high capacity transit. The City will work with Metro and other conventional transit providers to greatly enhance service to Bel-Red, with a special emphasis on supporting the emerging development nodes identified above. This will be critical both to ensure that transit serves the area in the shorter term (before light rail is developed), and in the longer term, either to feed light rail stations with bus service or create effective transit alternatives should light rail not be developed in the corridor.

POLICY S-BR-67. Work with King County Metro and other transit providers to serve emerging new land uses in the Bel-Red Subarea, and to connect to and support future light rail or alternative forms of high capacity transit, including:

- a. Enhance conventional transit service throughout the Bel-Red Subarea;
- b. Provide a level and type of service that, to the extent feasible, emulates high capacity transit in future light rail station areas, as an interim measure in advance of light rail operations; and
- c. Provide transit feeder service from other Bellevue neighborhoods into transit-oriented development nodes at future light rail stations.

POLICY S-BR-68. Work with Sound Transit to realize the City’s preferred light rail route, alignment and station locations, as shown in Figure S-BR.2. Support the development of light rail stations in the vicinity of Overlake Hospital Medical Center, 122nd Avenue NE/NE 16th Street, and 130th Avenue NE/NE 16th Street.

POLICY S-BR-69. Include transit-supportive improvements, such as transit shelters, wayfinding signage, and other features through a combination of public investments and a regulatory framework applicable to private development.

POLICY S-BR-70. Work with Sound Transit to determine the need for a future light rail maintenance facility in Bel-Red, and if needed, to locate it where compatible with planned land uses and transportation facilities and services.

Transportation Demand Management

By closely integrating land use and transportation planning, this Subarea Plan goes a long way toward promoting travel choices. The Plan supports a mix and intensity of land uses that allows for fewer and shorter trips, and promotes a balanced, multi-modal transportation system that creates an environment that allows for more trips to be convenient for transit and non-motorized options. Education and outreach efforts can help users become aware of and take advantage of these travel options.

POLICY S-BR-71. Implement a transportation demand management program to reduce Bel-Red single-occupancy trip demand, and increase the share of trips utilizing transit, carpools and vanpools, and pedestrian and bicycle options.

POLICY S-BR-72. Support the development of a Transportation Management Association in the Bel-Red Subarea to assist employers in providing commute options for employees.

POLICY S-BR-73. Manage the parking supply and consider establishing maximum parking requirements to encourage the use of transit, car/van pool, and non-motorized commute options.

POLICY S-BR-74. Promote the development and management of parking supply to encourage the use of transit, car/van pool, and non-motorized commute options, recognizing that in areas with compact, transit-oriented design, a surplus of parking and/or poorly designed parking detracts from the pedestrian environment and the ability of the area to maximize travel choices.

Neighborhood Traffic Calming/Mitigation

This Plan supports on-going efforts to minimize neighborhood cut-through traffic and speeding associated with Bel-Red development. Mitigation for potential traffic

impacts on arterials must create a roadway character that alerts drivers that they are in a neighborhood and encourages them to drive accordingly. Medians, special paving, and other options to address traffic volume and speed on arterials will be developed in coordination with the affected neighborhoods.

For non-arterial streets, traffic-calming devices and traffic control measures will be considered on a case-by-case basis, applying the City's Neighborhood Traffic Control Program criteria within residential neighborhoods in and around the Bel-Red Corridor.

POLICY S-BR-75. Develop and implement strategies to minimize neighborhood cut-through traffic associated with Bel-Red development. Monitor the outcomes of these efforts and make adjustments as needed to ensure their effectiveness.

Key Cross-References, Transportation:

- *Urban Design Policy BR-22, regarding parking policies to promote pedestrian-friendly and transit-oriented design, particularly in development nodes*
- *Citywide Comprehensive Plan Transportation Element, Chart TR.1, establishing Bel-Red Subarea mode split targets and arterial LOS standard*
- *Citywide Comprehensive Plan Transportation Element, Transportation Demand Management and High Capacity Transit policies*

Interjurisdictional Coordination

GOAL:

To provide for effective coordination and mitigation of impacts that cross jurisdictional boundaries

Many interactions occur between the Bel-Red Subarea and the adjacent Overlake area in the city of Redmond, particularly with regard to travel patterns. The two cities have a long history of working together to address cross-jurisdictional impacts, and the Bel-Red Subarea Plan continues to promote this level of interjurisdictional coordination. The intent is to ensure that any cumulative impacts of the Bel-Red and Overlake plans are identified and mitigated, and also that there is synergy between the plans in terms of light rail and transit implementation, streetscape design, pedestrian and bicycle facilities, and other issues.

In addition to coordination with Redmond, implementing the Bel-Red vision will require on-going coordination with Sound Transit, King County Metro, and Washington State Department of Transportation (WSDOT), to ensure that transportation facilities and services are implemented over time.

POLICIES

POLICY S-BR-76. Continue to coordinate with the City of Redmond on the planning and implementation of land use and facilities that have cross-jurisdictional impacts, and work together to mitigate such impacts. Coordination may include but is not limited to systematic sharing of information, joint advocacy for regional investments benefiting the two areas, and financial contributions toward facilities that mitigate interjurisdictional impacts.

Discussion: An updated interlocal agreement is an appropriate mechanism for formalizing the terms for coordination between the two cities. Such an agreement should identify appropriate mitigation for the East Bellevue area that considers: 1) the combined effects of land use development in the Bel-Red area of Bellevue and the Overlake area of Redmond; and 2) the strong neighborhood preference to avoid projects that add general north-south capacity through East Bellevue neighborhoods.

POLICY S-BR-I77. Coordinate with state and regional transportation and transit agencies (WSDOT, Sound Transit and King County Metro) on planning and providing transportation projects and services needed to implement this Subarea Plan.

Key cross references, Interjurisdictional Coordination

- *General Policy S-BR-4, regarding growth phasing and growth caps*

Implementation

GOAL:

To ensure an ongoing and effective process, with the right tools available, to result in effective implementation of the Bel-Red subarea vision

The Bel-Red Subarea Plan is an ambitious vision that calls for a substantial departure from the area's past. In addition to sweeping land use changes in portions of the area, the plan calls for very significant investments in transportation, parks, and environmental improvements. Much of these investments will need to come from properties undergoing redevelopment. Some of this will occur as redevelopment brings sites up to newer land use and urban design standards. Some will occur with land use incentives, allowing greater building intensities or height in exchange for development contributions to infrastructure and amenities. A city funding strategy will likely also play a role, by utilizing both existing revenue sources and new financing tools.

The transformation will not happen overnight, but rather will likely unfold over a number of decades. Successful implementation will require a coordinated strategy, with ongoing commitment, a full array of tools, and dedication over time.

POLICIES

POLICY S-BR-78. Implement the Bel-Red Subarea Plan through a combination of development regulations and incentives, capital investments, and other public and private strategies.

Discussion: Some improvements anticipated by this Subarea Plan will be provided through land use development regulations that enable new land uses to occur. Other improvements will be provided through a land use incentive system that allows for larger and taller buildings than can occur under the basic zoning, in exchange for the provision of certain public amenities. Yet other improvements will be included in a public financial strategy, as described below.

POLICY S-BR-79. Establish a financial strategy that provides for the costs of public infrastructure and amenities needed to support Bel-Red development and identified as specific projects in this Plan to be born by various parties based on their relative shares of impacts and benefits. Cause developing properties to contribute the principal share of needed public improvements, to the extent they are the primary beneficiary of such improvements. Implement existing and new financial tools as needed to carry out this strategy.

Discussion: Redevelopment of the Bel-Red Subarea requires a broad array of investments in public infrastructure and amenities. Various classes of properties, including developing properties, existing properties, and the general City should share these costs based upon the relative share of benefits they receive.

POLICY S-BR-80. Reserve the right-of-way needed for the Bel-Red public infrastructure and amenities identified in this Plan as early as practicable.

POLICY S-BR-81. Allow for private development to voluntarily advance the building of public infrastructure improvements, in order to enable land use to proceed in sync with the availability of needed infrastructure; consistent with the phasing approach set forth in Policy S-BR-4. Such investment may be repaid in part by latecomers agreement or similar device.

POLICY S-BR-82. Require the dedication and improvement of local streets at the time of development, consistent with Figure S-BR.2, to enable development of frontage improvements and a local street pattern that provides for access and loading, and improved transportation connectivity.

POLICY S-BR-83. Encourage master planned developments and other processes that better coordinate and integrate this Subarea Plan's objectives rather than individual development of small parcels. Consider mandatory use of master planned

development approval for large sites, to facilitate site planning for vehicle access and pedestrian needs.

POLICY S-BR-84. Encourage business and property owners to support the ongoing development of the Bel-Red area through a business improvement organization.

POLICY S-BR-85. Monitor and assess the implementation of the Bel-Red Subarea Plan and make adjustments to assure success of providing affordable housing, parks and open space, a mix of uses, and other aspects of the Bel-Red vision. A review of the implementation of the Bel-Red Subarea Plan should occur approximately five years after the Plan's initial 2009 adoption and periodically thereafter.

Neighborhoods/Districts

GOAL:

To support the development of new Bel-Red neighborhoods that achieves distinctive and high quality character.

Bel-Red is a large Subarea, with the potential for developing a number of distinct neighborhoods. These include the “development nodes” around future light rail stations, areas of mixed use and relatively dense development where public and private improvements are expected to create a pedestrian-friendly and transit-supportive environment. Additional neighborhoods will form outside the development nodes. Some will be fairly consistent with past development; others will be a significant departure. The intent of this Plan is to capitalize on these various land use patterns within Bel-Red, to break down the large expanse of the Subarea and create a series of neighborhoods, each with its own distinct character and sense of place.

Development Nodes

The nodal development pattern concentrates development in the vicinity of potential future light rail stations, generally within a quarter-mile radius. Development nodes are located in the vicinity of Overlake Hospital, at 122nd Avenue NE, at 130th Avenue NE, and at 152nd Avenue NE (with a station in Redmond). These nodes would be mixed-use in nature, with a high level of pedestrian access and amenities. Land use intensities in these nodes can reach a maximum development intensity of 4.0 FAR, but only through participation in an incentive system that provides public amenities in exchange for higher densities. Maximum building heights vary by development node, with the highest allowed heights near the center of the nodes. As with intensity, these maximum heights above the base zoning height limits are allowed only through participation in the amenity incentive system.

POLICIES

~~Node in the Vicinity of the Medical Institution District~~

~~**POLICY S-BR-86.** Provide for office uses in this area, with an emphasis on medical office. Initially higher intensities are limited to an area adjacent and to the east of Overlake Hospital, and heights in this area may reach 150 feet. Sound Transit is contemplating an additional light rail station on either the northwest or southeast side of the Overlake Hospital Medical Center and Group Health Ambulatory Care Center campus. When that station location is determined, an area of additional development intensity and height may be designated through a subsequent Comprehensive Plan amendment.~~

~~*Discussion: This is an area directly adjacent to Overlake Hospital Medical Center and the Group Health Ambulatory Care Center, by far the largest medical complex on the Eastside, and just south of the planned Seattle Children's Hospital facility. In addition to these institutional uses, the area is characterized by a wide range of medical office uses that complement the medical campus.*~~

~~*At the time of the adoption of this Subarea Plan in 2009, multiple locations were being considered for a light rail station to serve the Medical Institution District, including on the northwest side of Overlake Hospital and immediately east of Whole Foods. When a final station location decision is made by Sound Transit, expected in 2010, the City may consider the need for additional land use planning in that area, which may warrant amendments to the Subarea Plan.*~~

~~**Note:** See policy S-BR-K6, which also applies to this medical office nodal area.~~

Node at 122nd Avenue NE

POLICY S-BR-87. Provide for a mix of office, housing and retail uses in this area, with office as the predominant use. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

Discussion: This office-supportive node is located on the west side of the subarea, where it is better served by regional transportation infrastructure and has lesser potential for traffic impacts on East Bellevue neighborhoods. Housing and retail uses should be part of the mix of this neighborhood, to avoid a sterile office-only area and to create a balance of activities. Parks, open spaces, and recreational opportunities are envisioned as part of this urban environment. The Master Development Plan process will be used as a review mechanism for larger developments.

Node at 130th Avenue NE

POLICY S-BR-88. Provide for a mix of housing, retail and services in this area, with an emphasis on housing; include a pedestrian-oriented retail area along 130th Avenue

NE. Potential height in the center of this node may reach 150 feet, and up to 125 feet in the perimeter.

Discussion: This area is envisioned as a predominantly residential neighborhood with an active retail street at its core. With its focus on residential uses, this area represents a key opportunity to develop a range of housing types and densities. An urban plaza located near 130th Avenue NE will serve as a “town square”.

Node at 156th Avenue NE, Near the Overlake Transit Station Location in Redmond

POLICY S-BR-89. Provide for a mix of housing and retail uses in this area. Potential heights may reach 70 feet in this area, with a limitation of 45 feet along 156th Avenue NE.

Discussion: This mixed use node is on the edge of Redmond’s designated Overlake neighborhood, and is within the walkable area of the planned Overlake transit station at 152nd Avenue NE.

Land Uses Outside Nodes

Medical Office and Medical Institution Area Along 116th Avenue NE

POLICY S-BR-90. Provide for office uses in this area, with an emphasis on medical office, and with an FAR up to 1.0.

~~**POLICY S-BR-91.** Provide for major medical institution development within the area bounded by NE 8th and NE 16th Streets, and I-405 and the Burlington Northern Railroad right of way.~~

~~*Discussion: Sites in this area that are proposed to include medical institution uses are appropriate to be rezoned Medical Institution. Special dimensional standards are appropriate to accommodate the needs of major medical institutions and related uses, provided those facilities provide a high quality of design that recognizes this area as a prominent community landmark. Building and site design should create a visual identity for those facilities that contribute to the streetscape, are compatible with adjacent and nearby neighborhoods, and are sensitive to views from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.*~~

Retail Along the Central Portion of the NE 20th Street Corridor

POLICY S-BR-92. Provide for retail uses in this area, with FARs and heights not to exceed the standards for the General Commercial designation that is applicable city-wide. Encourage little significant land use change in this area, which is not contemplated for more intense development.

Area South of Bel-Red Road

POLICY S-BR-93. Provide for a mix of office and housing in this area, with low-intensity buildings of one or two stories serving as an appropriate buffer between the uses north of Bel-Red Road and the single-family residential neighborhoods to the south. While office should remain a focus, housing in this area is also a suitable transition use.

Mixed Use Retail/Housing Areas

(Area just west of 148th Avenue, area near Highland Park and Community Center, and the triangular area south of NE 12th Street, east of 120th Avenue NE)

POLICY S-BR-94. Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.

Housing Emphasis Area

(Area north of the Metro East Base along the south end of NE 20th Street, north of the West Tributary, and north of Lake Bellevue)

POLICY S-BR-95. Promote stand-alone housing in these areas, taking advantage of view corridors to the south and west, as well as potential improvements to the West Tributary stream corridor.

~~**Area South of NE 12th Street and Contiguous to Lake Bellevue**~~

~~**POLICY S-BR-96.** Provide for retail, commercial, and residential uses in this area. Allow maximum building heights up to 45 feet in this area.~~

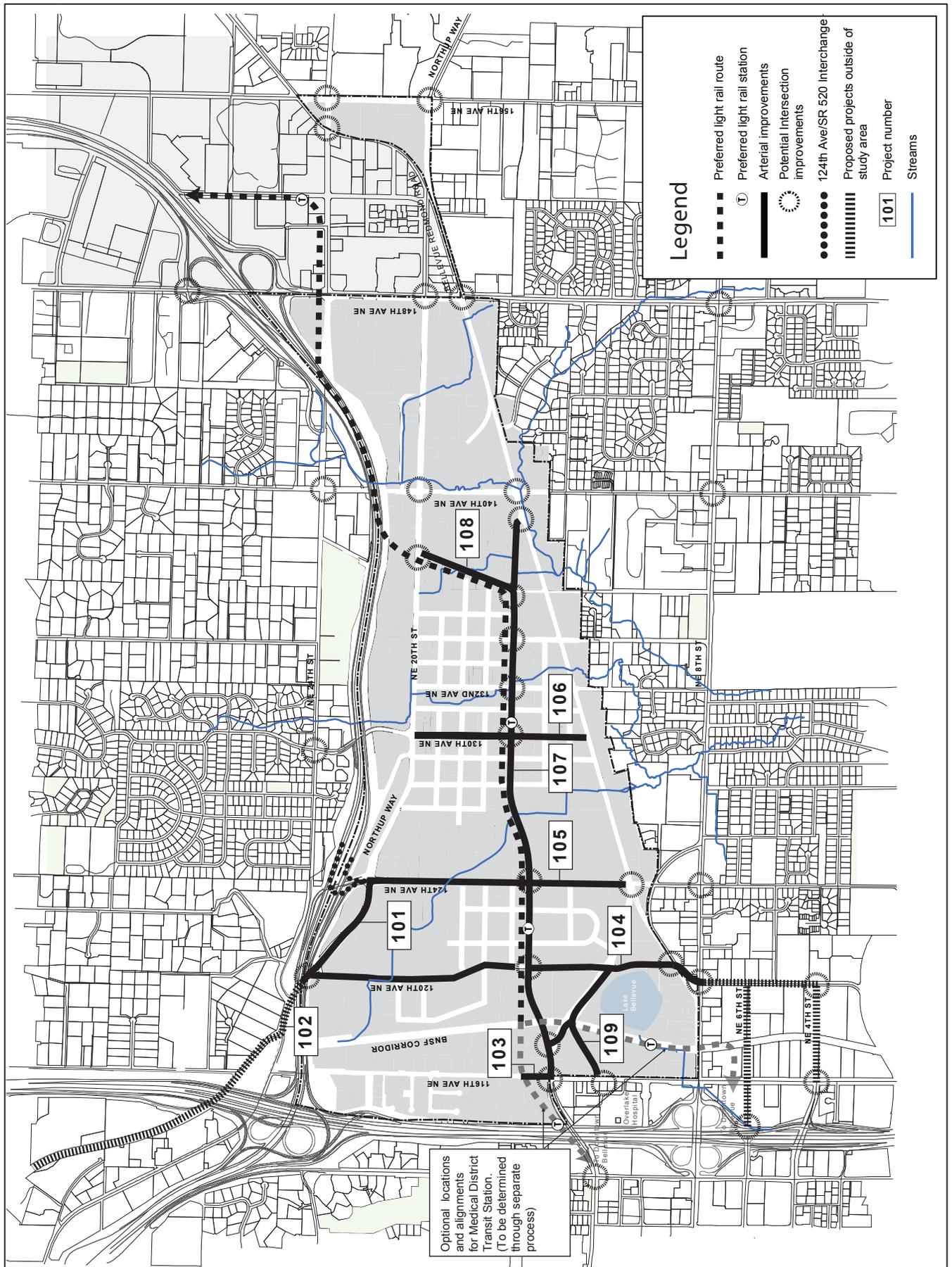


Figure S-BR.2
Bel-Red Transportation Plan



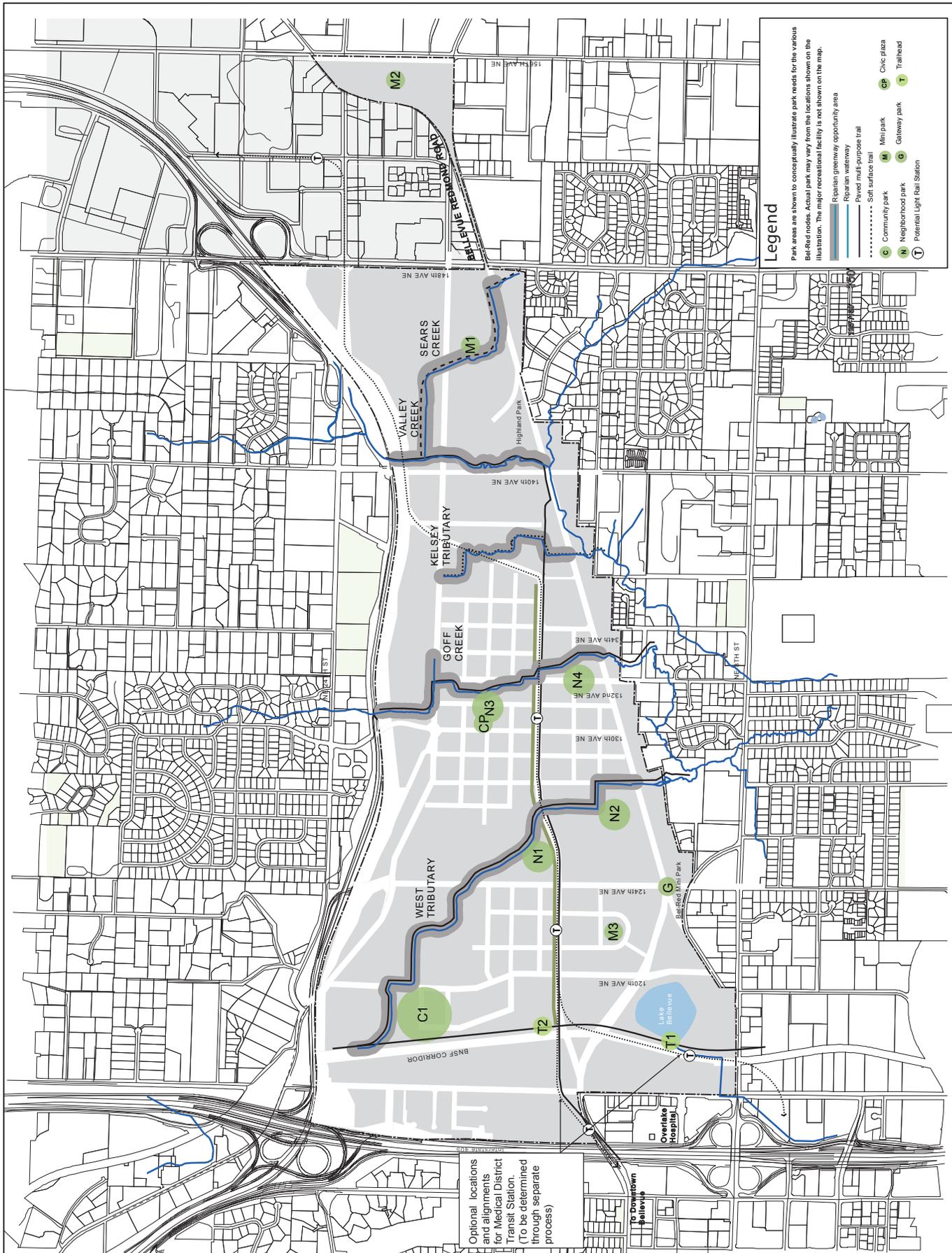


Figure S-BR.3

Bel-Red Parks and Open Space Plan



Table 1 Bel-Red Transportation Project List

Arterial Project	Description of Arterial Improvement
101	Northup Way between 120th Avenue NE and 124th Avenue NE 5-lanes Add eastbound lane Sidewalks both sides Bicycle lanes
102	Northup Way west of 120th Avenue NE 3-lanes Sidewalks both sides Bicycle lanes
103	116th Avenue NE 5-lanes between NE 12th Street and approximately NE 16th Street – across the frontage of the Children’s Hospital site
104	120th Avenue NE 5-lanes Connect directly to NE 8th Street on the south Sidewalks both sides Bike lanes both sides – connection to the State Route 520 Trail on the north
105	124th Avenue NE 5-lanes Connect with SR 520 and proposed ramps to and from the east Connect with Bel-Red Road with an improved intersection Sidewalks both sides
106	130th Avenue NE 2-lanes, pedestrian-oriented street north of NE 16th Street On-street parking north of NE 16th Street 3-lanes south of NE 16th Street
107	NE 15th/16th Corridor from 116th Avenue NE to 136th Place NE Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where practical.
	<i>Discussion: The new NE 15th/16th Corridor is critically important both to the functioning and character of the Bel-Red Subarea. This project provides new east-west capacity for both vehicles and light rail. It provides a high quality pedestrian and bicycle facility that connects Bel-Red to Downtown, open spaces, north-south trails, and the larger Bellevue parks system. The quality and character of this centrally located corridor will also have a formative impact on the ambiance of the entire Bel-Red Subarea. Thus the design and implementation of this project should carefully incorporate the above elements in a manner that promotes the desired urban design and character of Bel-Red, with special sensitivity to width, human scale, walkability, and pedestrian-friendly design.</i>

Table 1 Bel-Red Transportation Project List (cont'd)

Arterial Project	Description of Arterial Improvement
108	136th Place NE 3-lanes (2 southbound, 1 northbound) Light rail running above grade in the median Sidewalks both sides Bike lanes both sides
109	Bel-Red Road between NE 20th Street and NE 24th Street 5 lanes Two travel lanes in each direction Center turn lane Bicycle lanes in each direction
110	NE 11th/NE 12th Street 4/5 lanes 116th Avenue NE to NE 12th Street

NE 4th Street and NE 6th Street improvement projects are included in the East Bellevue Transportation Facilities Plan.

Table 2 Bel-Red Parks and Open Space Project List

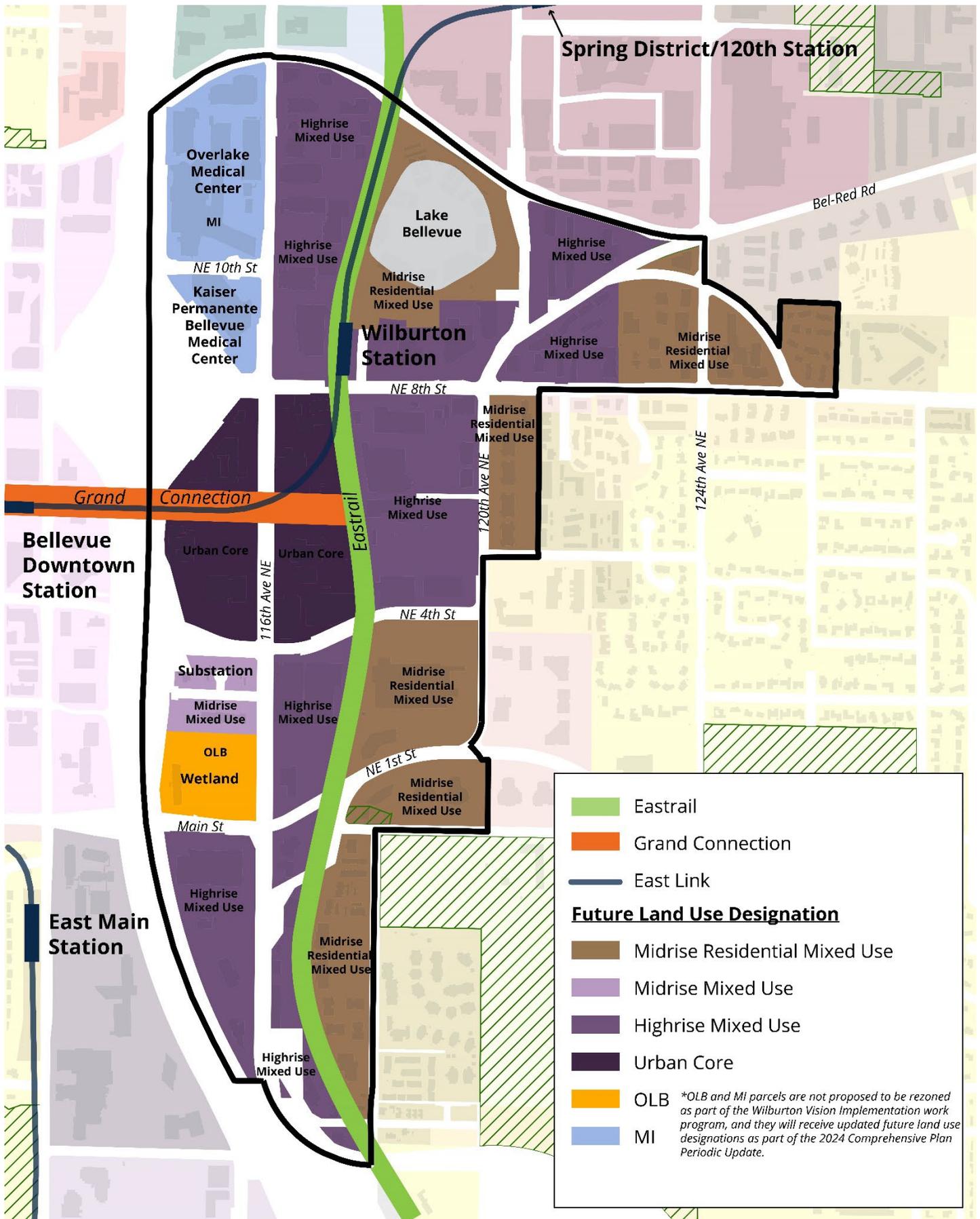
Project	Map ID	Preliminary Descriptions of Park Improvements	Acres
201	N-1	Neighborhood Park – Along West Trib, adjacent to NE 16th Street Parkway. Integrates major trail systems and regional detention, with neighborhood park facilities. Includes 1 acre remnant transportation acquisition.	7
202	N-2	Neighborhood Park – Along West Tributary, adjacent to Bel-Red Road. Integrates major trail and neighborhood park facilities. Includes 3 acres Neighborhood Park / 1 acre riparian.	4
203	N-3/ CP	Neighborhood Park/Civic Plaza – Along Goff Creek, north of NE 16th Street between 130th Avenue NE and 132nd Avenue NE. Integrates approximately 1-acre urban plaza along pedestrian oriented retail street with 3-acre neighborhood park and trail facilities along 1-acre riparian corridor.	5
204	N-4	Neighborhood Park – Along Goff Creek, between Bel-Red Road and NE 16th Street. Integrates trail system along riparian corridor with neighborhood park facilities. Includes 3 acres Neighborhood Park / 1 acre riparian	4
205	G	Gateway Park – Near the intersection of 124th Avenue NE and Bel-Red Road. Integrates mini park facilities and potential art component near major road intersection to serve as gateway to the Bel-Red Corridor.	1
206	T-1	Trail Head – Located adjacent to BNSF at Lake Bellevue. Integrates a trailhead with mini park facilities at BNSF regional trail and Lake Bellevue.	1

207	T-2	Trail Head – Located at the BNSF regional trail corridor and the NE 15th/16th Parkway. Integrates a trailhead with mini park facilities at the crossing of the two major multi purpose trails.	1
208	M-1	Mini Park – Along Sears Creek west of 148th Avenue NE, between Bel-Red Road and NE 16th Street. Integrates trail system and riparian corridor with mini park facilities.	1
209	M-2	Mini Park – Centrally located between Bel-Red Road, 156th Avenue NE, and NE 20th Street. Incorporates mini park facilities to serve node.	1
210	M-3	Mini Park – Located between 120th Avenue NE and 124 Avenue NE and south of NE 15th/16th Street. Provides park facilities to serve residential and commercial mixed use development	1
211	C-1	Community Park – Along West Tributary adjacent to 120th Avenue NE. Incorporates trailhead and trail system along West Tributary and BNSF with community park facilities. Includes 10-acre acquisition through purchase for community park facilities and 7-acre open space dedication by adjacent owner .	17
212	N/A	Major Indoor Recreation Facility – 150,000 square feet – Components could include sports, health and fitness facilities and major aquatic center, together with companion outdoor sports facilities. Location not shown on map.	10

Table 3 Bel-Red Environmental and Trail Project List

Project	Description of Environmental and Trail Improvements	Size/ Length
301	West Trib Riparian Corridor & neighborhood park Restore 100-foot width native plant riparian corridor on each side of the West Tributary from the BNSF right of way to Bel-Red Road with a paved ped-bike path (10 feet) on one side of the stream. Improve fish passage, and rehabilitate in-stream habitat.	6350 lf stream 27 acre riparian corridor
302	Goff Creek Riparian Corridor Develop a 50 foot wide native plant and social amenity riparian corridor on each side, integrating natural drainage practices, 8-foot paved/ boardwalk trail, art and place-making features as part of redevelopment north of NE 16th Street. Realign and daylight Goff Creek with additional floodplain storm water capacity. Restore fish passage.	4200 lf 1.5 acre
303	Kelsey Creek Trib Riparian Corridor Restore a 50-foot average width native plant and social amenity riparian corridor on each side. Integrate natural drainage practices, soft surface pathway, art and place-making features in corridor. Restore fish passage.	2000 lf 12 acre
304	Valley Creek Riparian Corridor Restore an 100-foot average width native plant riparian corridor on each side between Highland Community Park and State Route 520. Include paved multi-use trail/boardwalk on one side.	500 lf 3 acre
305	Sears Creek Riparian Corridor Restore a 50-foot average width native plant riparian corridor along each side of Sears Creek. Rehabilitate salmon habitat, channel capacity, restore riparian functions and provide soft surface pedestrian pathway. Daylight piped area of stream.	1300 lf 8.5 acre

ATTACHMENT 3



Legend

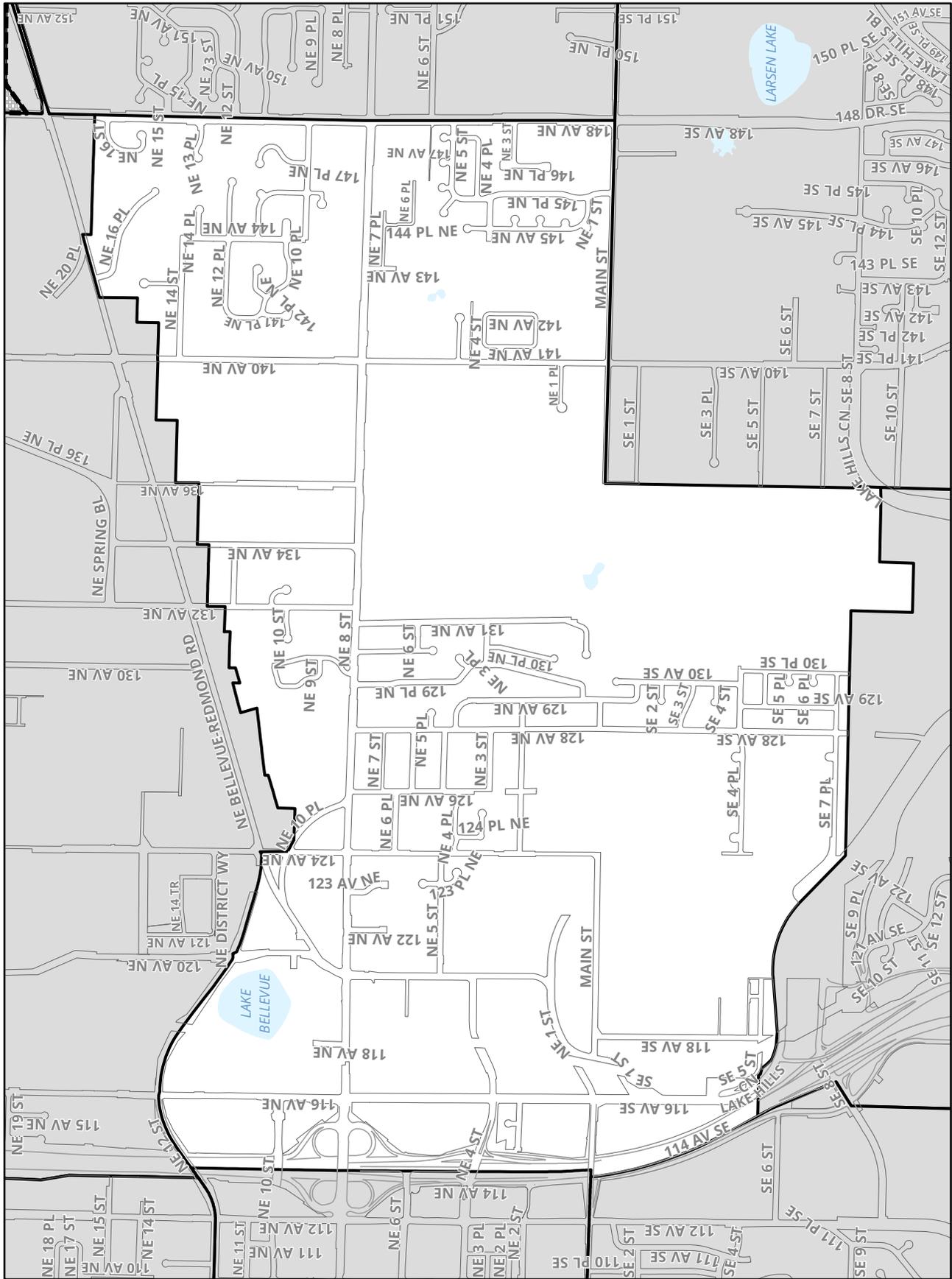
- Eastrail
- Grand Connection
- East Link

Future Land Use Designation

- Midrise Residential Mixed Use
- Midrise Mixed Use
- Highrise Mixed Use
- Urban Core
- OLB
- MI

**OLB and MI parcels are not proposed to be rezoned as part of the Wilburton Vision Implementation work program, and they will receive updated future land use designations as part of the 2024 Comprehensive Plan Periodic Update.*

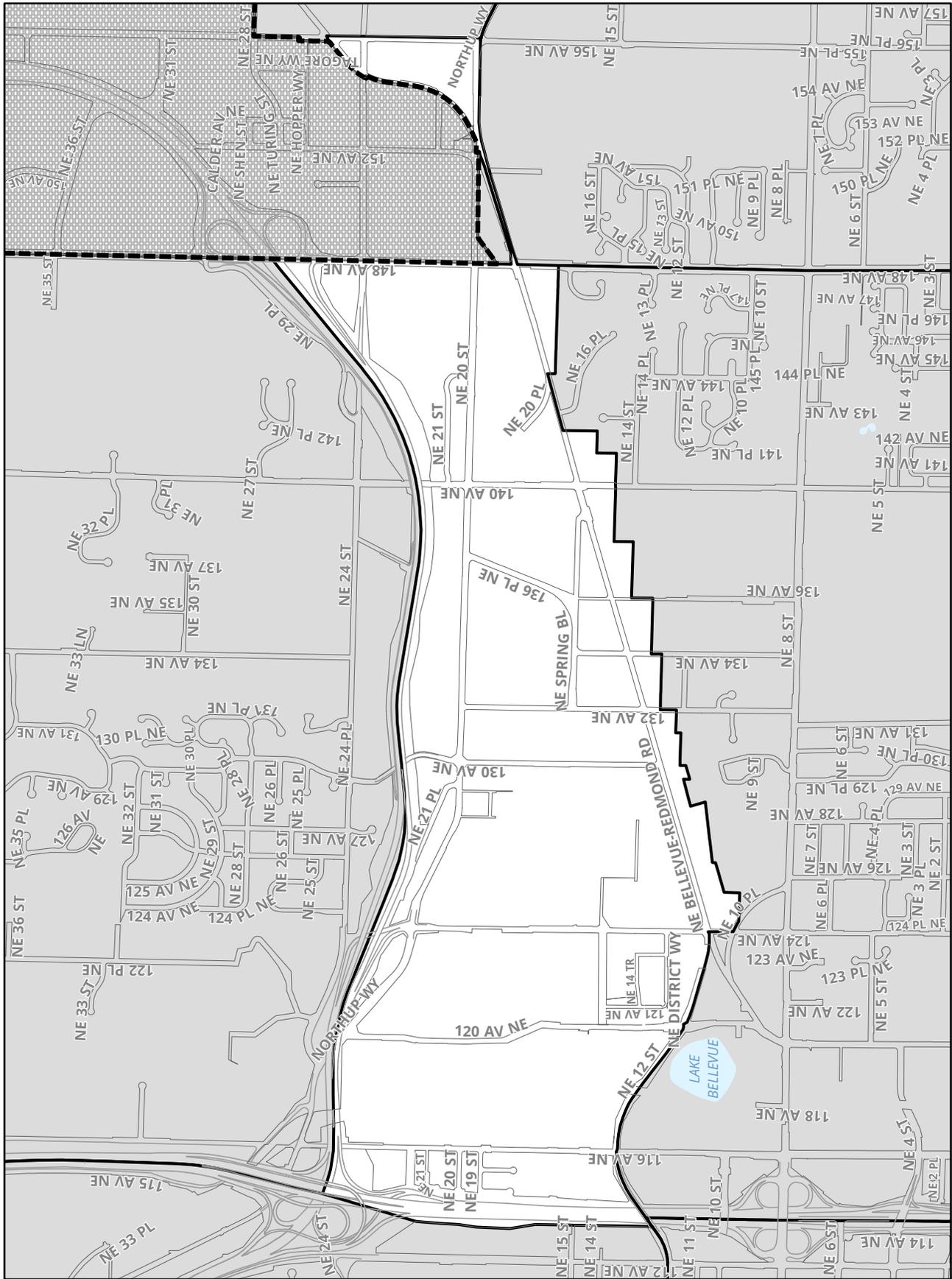
ATTACHMENT 4



Wilburton/NE 8th Subarea



-  Bellevue City Limits (2024)
-  Lakes
-  Outside of Bellevue



BelRed Subarea



-  Bellevue City Limits (2024)
-  Lakes
-  Outside of Bellevue

ATTACHMENT 5

GLOSSARY

GLOSSARY

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

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

LAND USE DESIGNATIONS

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

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

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

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

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

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

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

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

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

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

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

▪ **BelRed Residential (BR-R)**

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

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

A land use designation in the BelRed Subarea that provides for

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GENERAL TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prescriptive Regulations — Development regulations that provide specific standards.

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

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

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

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

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

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

Sensitive Area — See Critical Area.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wetlands — See “Critical Areas.”

SHORELINE MANAGEMENT ELEMENT DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ATTACHMENT 6



WILBURTON/N.E. 8TH STREET

WHAT YOU WILL FIND IN THIS PLAN

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

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

GOAL

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

OVERVIEW

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

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

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

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

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

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

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

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

LAND USE

POLICIES

- S-WI-1.** Distinguish between residential, non-residential, and mixed-use areas through appropriate measures that limit impacts of more intensive uses.
- S-WI-2.** Encourage developers of property located on the south side of N.E. 8th Street between 124th and 126th Avenues N.E., the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.
- S-WI-3.** A Multifamily Low-density designation is appropriate for the area north of the Lake Hills Connector, south of Wilburton Hill Park, and east of the Wilburton Addition as shown on the Land Use Plan (Figure S-WI.1). No access should be permitted from east of the site.
- S-WI-4.** The Wilburton Addition area along both sides of S.E. 4th and 5th Streets and east of 118th Avenue S.E. is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (Figure S-WI.1). Proposed development should be subject to design review to encourage preservation of significant views from the adjacent park land and to encourage structures which are similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E..
- Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.
- S-WI-5.** The Galeno property adjacent to and north of Main Street at 124th Avenue N.E. is appropriate for Single-family Medium-density in accordance with the Land Use Plan (Figure S-WI.1). Traffic impacts associated with development of this property should be mitigated by the developers.

- S-WI-6.** The WISC (Wilburton Instructional Service Center) property at Main Street and 124th Avenue is appropriate for Single-family High-density use in accordance with the Land Use Plan (Figure S-WI.1). Traffic impacts associated with future development of the area should be mitigated by the developer.
- S-WI-7.** The City-owned land (exclusive of the West Slope area) between 118th Avenue S.E., Main Street, 128th Avenue S.E. and approximately S.E. 5th Street is appropriate for park uses and should be designated public facility/park in accordance with the Land Use Plan (Figure S-WI.1). Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.
- S-WI-8.** The land east of 118th Avenue S.E. commonly referred to as the “West Slope” is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (Figure S-WI.1). A child care center for not less than 40 children should be developed adjacent to the multifamily use. Design of this center should be complementary to the multifamily use. Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization. Development should be subject to design review to encourage the preservation of significant views westward from the park and to encourage development that is similar in design, height, and bulk to structures along the western portion of 118th Avenue S.E. Development of the site should include trail easements from the adjacent park land to 118th Avenue S.E. Location of these easements should be designated by the Parks Department.

NATURAL DETERMINANTS

POLICIES

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

RESIDENTIAL DEVELOPMENT

POLICIES

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

Discussion: Neighborhood cohesiveness can be enhanced by: improving nonmotorized systems along streets and between properties, siting neighborhood identification signs, and encouraging community clubs, facilities, and centers.

- S-WI-13.** Encourage multifamily development to provide adequate play areas and other amenities for families.
- S-WI-14.** The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.

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

CIRCULATION

POLICIES

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

PARKS, RECREATION, AND OPEN SPACE

POLICIES

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

- S-WI-22.** The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.
- S-WI-23.** Prepare designs for proposed parks with the participation of the community affected and served.
- S-WI-24.** Support the enhancement of the Lake-to-Lake Trail and Greenway through Wilburton, with improvements along the Main Street Corridor and connections to multimodal facilities on the Eastrail, 116th Avenue NE, and 120th Avenue NE.
- S-WI-25.** The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.
- S-WI-26.** Encourage development of the Highland-Glendale site, located on the northeast corner of N.E. 8th Street and 134th Avenue N.E., as a park facility.
- S-WI-27.** Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

COMMUNITY DESIGN

POLICIES

- S-WI-28.** Retain, reveal, and enhance public views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea.
- S-WI-29.** Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.
- S-WI-30.** Develop street tree plans for arterial streets and non-residential areas. Investigate ways to encourage property owners to implement the City's street tree plan.
- S-WI-31.** Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.

S-WI-32. Utilities should be provided to serve the present and future needs of the Subarea in a way that enhances the visual quality of the community (where practical).

WILBURTON TRANSIT-ORIENTED DEVELOPMENT (TOD) AREA VISION

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

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

Within this larger TOD area, the area between Interstate-405, NE 8th Street, the Eastrail corridor, and NE 4th Street is the primary TOD area, centered along the Grand Connection and its intersection with the Eastrail. This area accommodates the greatest amount and intensity of development, with a mix of housing, employment, services, and retail accessible from Wilburton Station, the Eastrail,

and the Grand Connection. Development along the 116th Avenue corridor and NE 8th Street corridor accommodates mixed-use high-rise development while the east and southeast edges of the TOD area see buildings transitioning from high-rise to mid-rise scale toward adjacent residential areas and city parks.

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

LAND USE

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

POLICIES

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

ECONOMIC DEVELOPMENT

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

POLICIES

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

ENVIRONMENT

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

POLICIES

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

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

HOUSING

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

POLICIES

- S-WI-50.** Cultivate mixed-income communities that integrate market rate development with subsidized affordable housing through regulatory and incentive approaches.
- S-WI-51.** Increase opportunities for a range of residential unit types, including for seniors and families, that are close to and/or integrated with neighborhood amenities and services.
- S-WI-52.** Provide for housing that supports a workforce representing a broad spectrum of professions and income levels being able to live in proximity to where they work.
- S-WI-53.** Provide for housing units and amenity spaces that are directly accessible at ground level.

PARKS, RECREATION, AND OPEN SPACE

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

POLICIES

- S-WI-54.** Acquire land or rights to develop a network of neighborhood parks of various sizes to serve the needs of the Wilburton TOD area and complement the citywide parks and open space system
- S-WI-55.** Seek, through the development process, small-scale facilities, such as neighborhood parks, plazas, active recreation facilities, and natural features as public amenities to increase community access to open space opportunities.
- S-WI-56.** Provide a system of active transportation connections that links park facilities, including Bellevue Botanical Gardens and Wilburton Hill Park, with other parks and points of interest, including transit, employment, and medical facilities.
- S-WI-57.** Enhance active transportation and through-block connections with landscaping and amenities to serve as linear open spaces.
- S-WI-58.** Enhance Lake Bellevue to become a unique public amenity.
- S-WI-59.** Provide for centrally located public space as part of the Grand Connection between and including the I-405 lid park and the Grand Connection intersection with the Eastrail.
- S-WI-60.** Encourage and support public access and open space opportunities linking the Grand Connection to 120th Avenue NE and residential neighborhoods east of 120th Avenue NE.

- S-WI-61.** Collaborate with King County, Sound Transit, and adjacent property owners to develop the Eastrail corridor into a linear park, including recreational and natural features within and adjacent to the corridor.
- S-WI-62.** Pursue strategic land acquisitions around the Eastrail corridor, the Grand Connection, north end of Wilburton Trestle, and Lake Bellevue to expand connection, public access, and activation opportunities.

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



TRANSPORTATION

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

POLICIES

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

- S-WI-72.** Collaborate with King County to incorporate trail paving and safety-related design treatments within the Eastrail corridor.
- S-WI-73.** Use transportation facility design guidelines and standards that support the intended land use pattern, ensure safety and accessibility for all users, and advance an efficient development review process.

URBAN DESIGN

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

POLICIES

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

- S-WI-80.** Require buildings to be developed in a manner that provides direct connections to the Grand Connection.
- S-WI-81.** Use design guidelines and standards for development within and adjacent to the Eastrail corridor that consider unique characteristics, topography, and different user groups along the corridor.
- S-WI-82.** Allow adjacent developments to provide upper-story or podium connections to the Eastrail where there is significant elevation difference between the Eastrail corridor and adjacent properties.
- S-WI-83.** Maximize usable Eastrail corridor space for programmable area accessible to the public and allow for integration with adjacent development where there is public benefit.
- S-WI-84.** Ensure that spaces and amenities developed within the Eastrail corridor are designed to be clearly public and foster a sense of welcoming to all.

ARTS AND CULTURE

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

POLICIES

- S-WI-85.** Recognize Wilburton’s diverse histories and heritages, while elevating contributions of historically marginalized or underserved communities in the area, through placemaking and activation.
- S-WI-86.** Coordinate with Sound Transit on activation opportunities for underutilized space beneath the light rail guideway that is consistent with transit safety and operations.
- S-WI-87.** Pursue partnerships for the development and activation of indoor and outdoor facilities for arts and cultural activities, prioritizing these opportunities along the Eastrail corridor and the Grand Connection.

IMPLEMENTATION

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

POLICIES

- S-WI-88.** Use land use code tools that enable development contributions toward public benefit, including affordable and family-sized housing units, open space, and community and cultural spaces.
- S-WI-89.** Use existing and new financial tools to support the construction and maintenance costs of public infrastructure and amenities needed to support the Wilburton TOD area vision.
- S-WI-90.** Pursue opportunities to preserve and expand city-owned land for public use using a combination of strategic acquisitions, incentives, and development requirements.
- S-WI-91.** Coordinate with public and private development so that planned infrastructure, amenities, and uses are provided efficiently and integrated with the surrounding environment.
- S-WI-92.** Coordinate with state and regional agencies on the planning and provision of city desired amenities, including the Eastrail and the Grand Connection.