

East Main CAC



March 29th, 2016

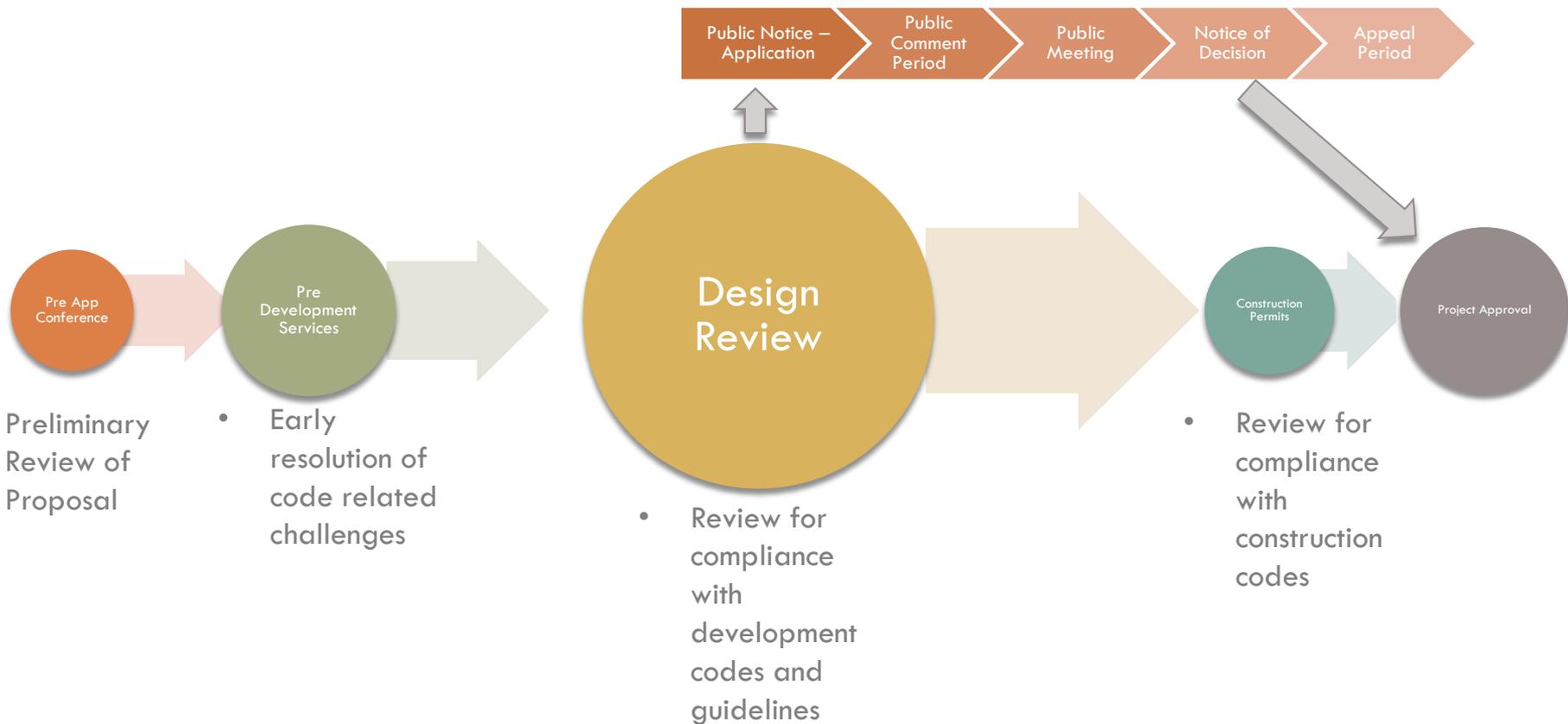


Contextual Information

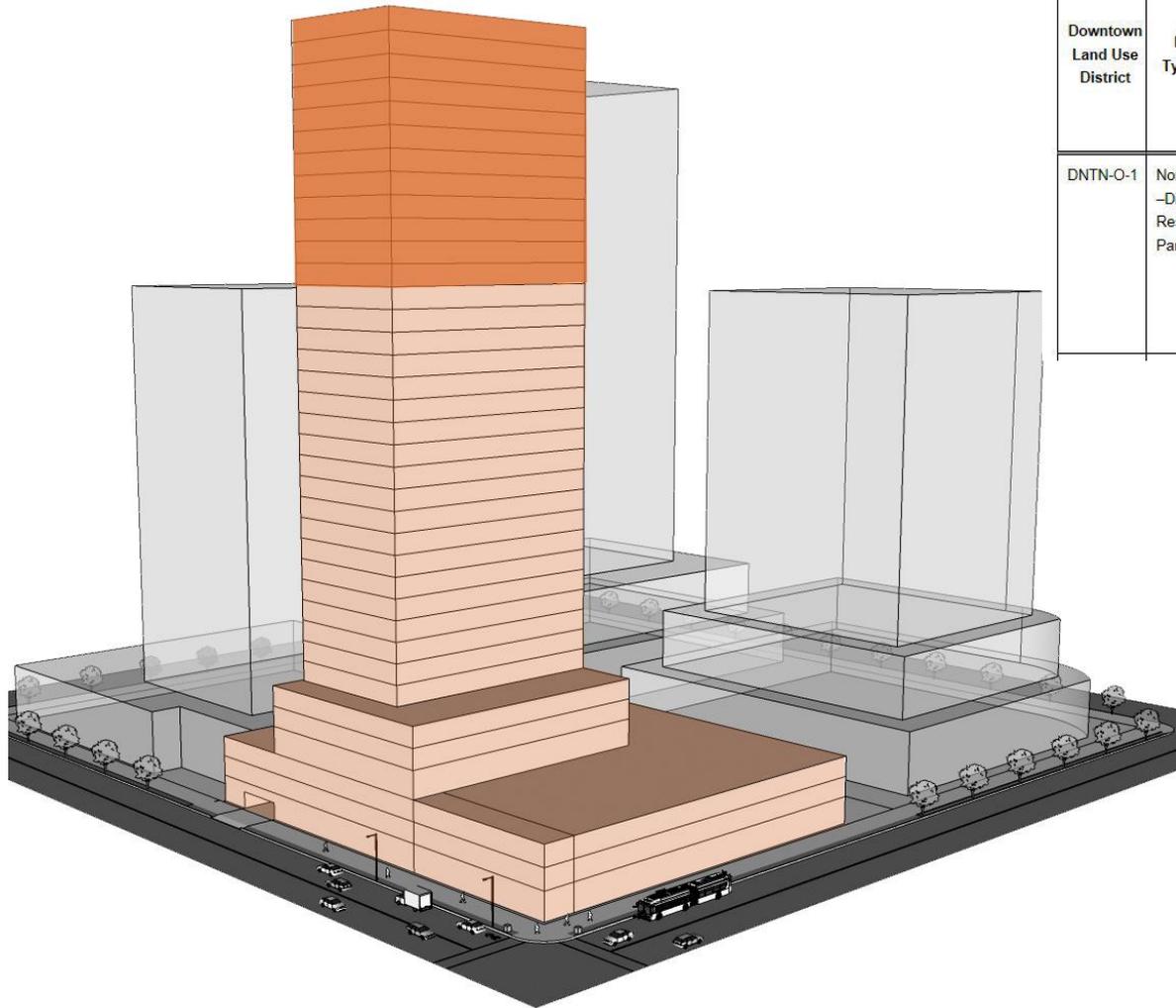
1. Review Process
2. Development FAQ's
3. How a project comes together.

Review Process

Public Engagement Process

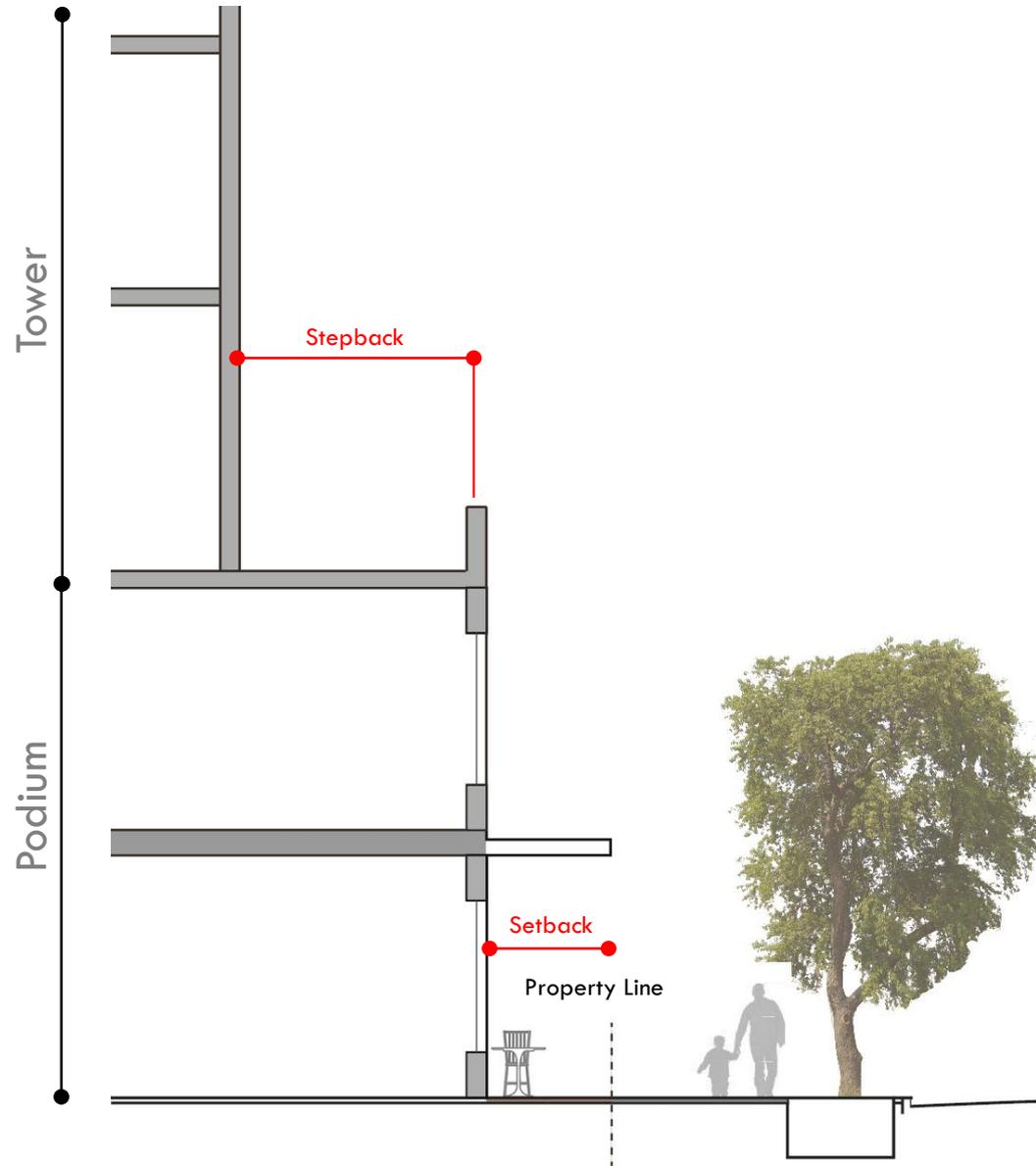


Dimensional Standards

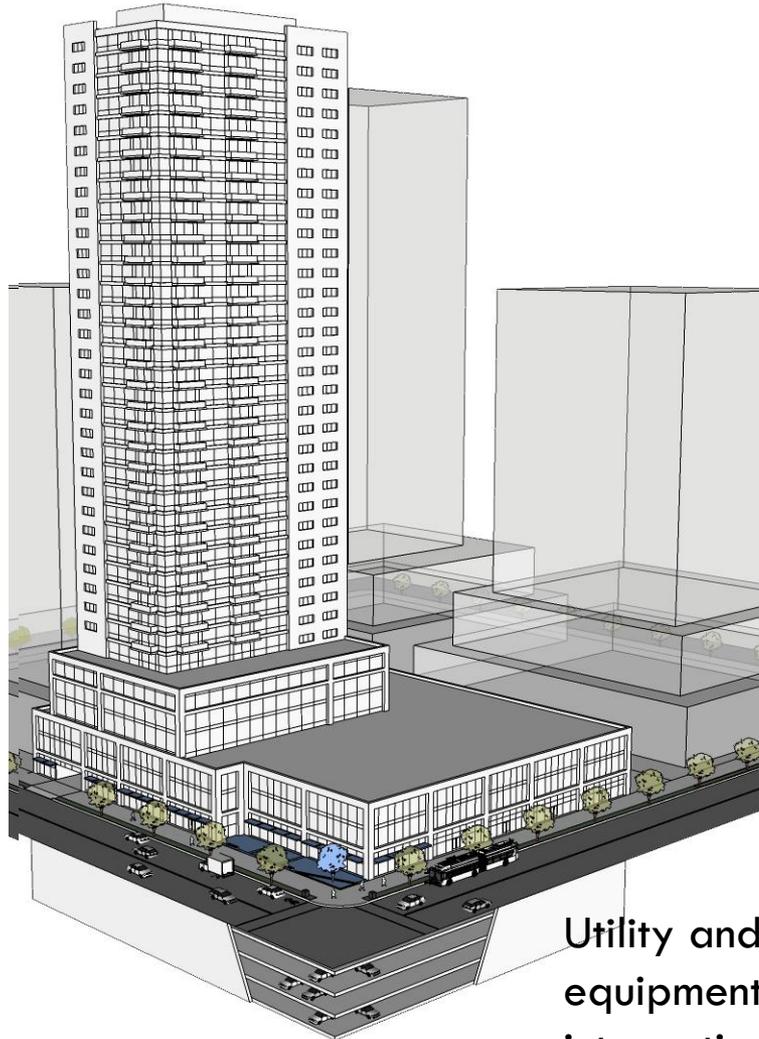


Downtown Land Use District	Building Type (7)(14)	Minimum Setback (3) (9)			Maximum Building Floor Area per Floor Above 40' (5)(9) (18)(24)	Maximum Building Floor Area per Floor Above 80' (5) (18)(24)	Maximum Lot Coverage	Building Height (6)		Floor Area Ratio	
		Front (1) (15)	Rear (25)	Side (25)				Basic	Max.	Basic (10)	Max. (8)
DNTN-O-1	Nonresidential –Diminishing	0 (2)	0/20'	0/20'	24,000 gs/f	24,000 gs/f	100%	200'	300'	5.0	8.0
	Residential	0 (2)	0/20'	0/20'	30,000 gs/f	24,000 gs/f	100%	200'	450'	5.0	Unlimited
	Parking	0 (2)	0/20'	0/20'	20,000 gs/f	12,000 gs/f	100%	100'	100'	N/A	N/A
					20,000 gs/f	20,000 gs/f					

Stepback vs. Setback



How a project comes together



Utility and
equipment
integration

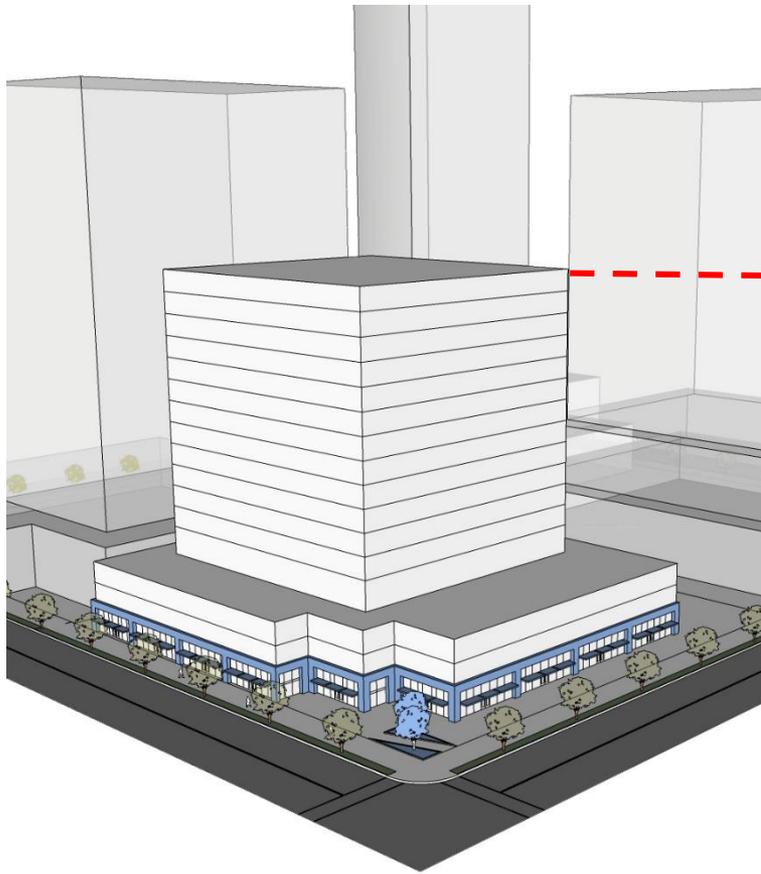
Weather Protection
Pedestrian
Oriented Frontage
Public Space

Sign Code



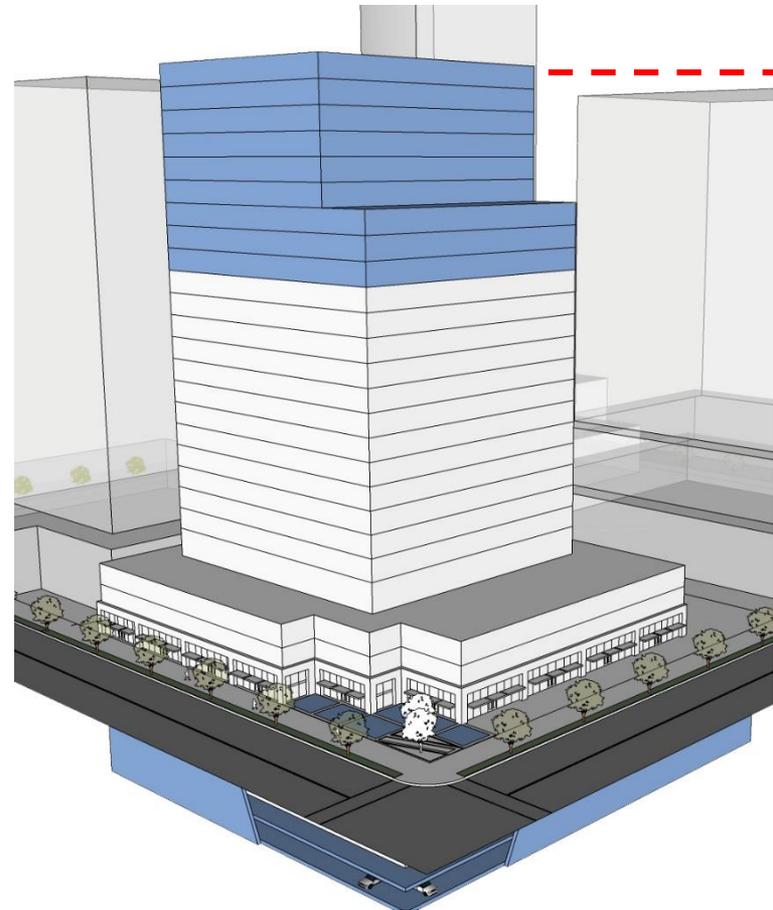
Development FAQ's

Sample Site – O-1 Non-residential



Basic –
200' max

Basic – 5.0 FAR



Basic –
300' max

Maximum – 8.0 FAR

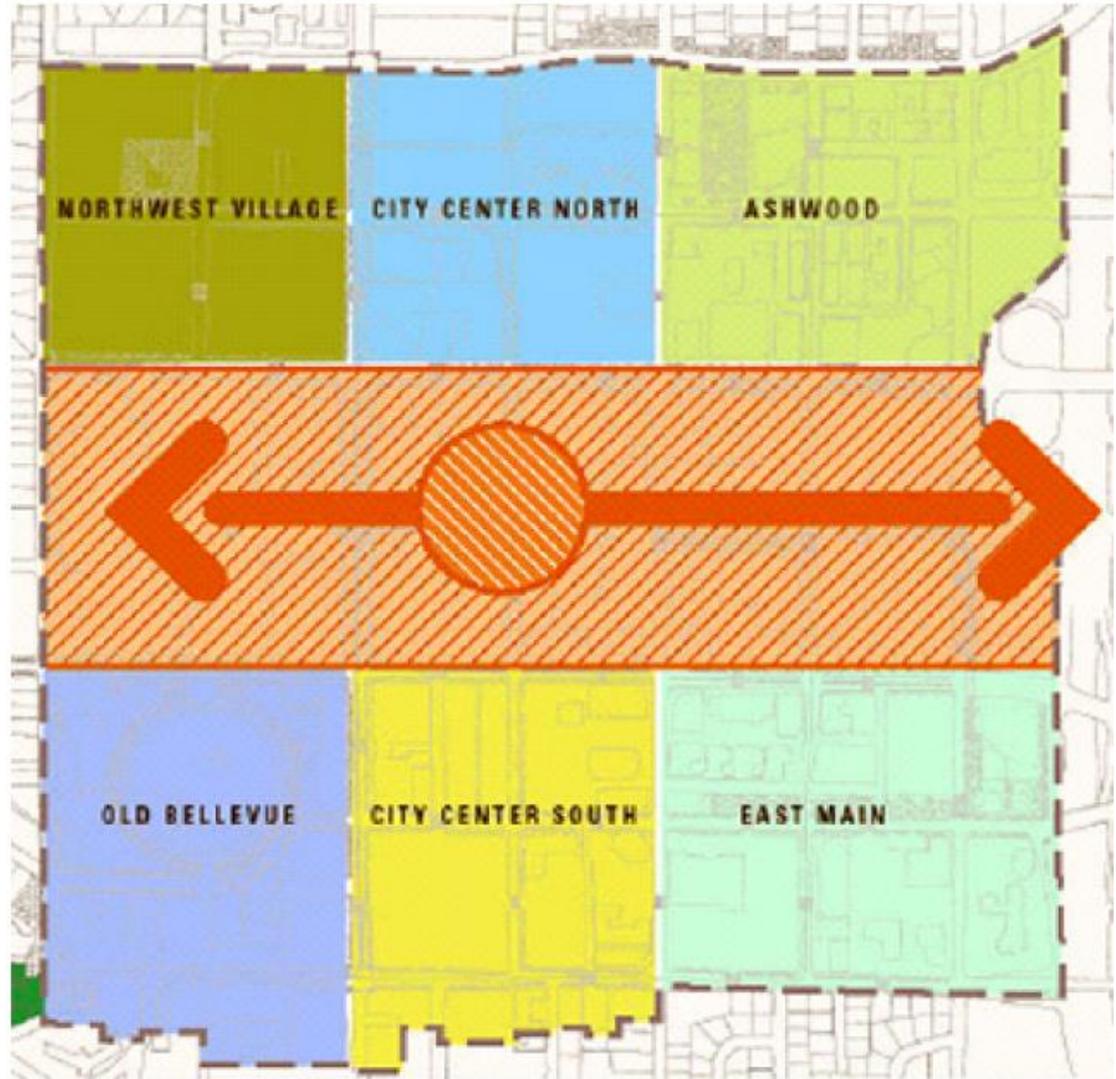
Neighborhood Identity

Eastside Center

Most intense and pedestrian activated development. Uses range from destination shopping to transit oriented development. Includes all signature streets; The Shopping Street – Bellevue Way, The Entertainment/Event Street - 106th Ave NE, and The Commerce Street – 108th Ave NE. - The 6th Street Pedestrian Corridor and future Grand Connection across I-405 to Wilburton connects transit, convention, theater, business, and shopping. This Corridor, Compass Plaza, and the other accompanying open spaces are key defining elements for Downtown. More outdoor activities should be integrated to encourage use day and year-round such as children’s play areas, sports courts, and small plazas with active edges. Unifying elements should come from the Art Walk and Grand Connection and include timeless and kinetic art, green infrastructure, and bicycle amenities. Exceptional pedestrian and bicycle access to transit and light rail should be a priority.

Old Bellevue

Largely defined by its lively pedestrian and boutique nature, proximity to Downtown Park, Meydenbauer Bay, and the Lake-to-Lake Trail on Main Street. Priorities are improved connectivity between them that include landscaping and streetscape amenities to support safe, lively, and comfortable routes. Support the Lake-to-Lake Trail and reinforce Main Street as an attractive stopping point for cyclists, special bicycle facilities, and a safe biking environment. Adequate space for sidewalk cafes, community events, and lively, multi-use urban space should be provided and the future Grand Connection and Art Walk routes. Development should reflect the intimate scale and historic feel of this vibrant visitor attraction and gateway to Downtown.



Building/Sidewalks ROW's



City of Bellevue
2025

Building Sidewalk Relationship Guidelines

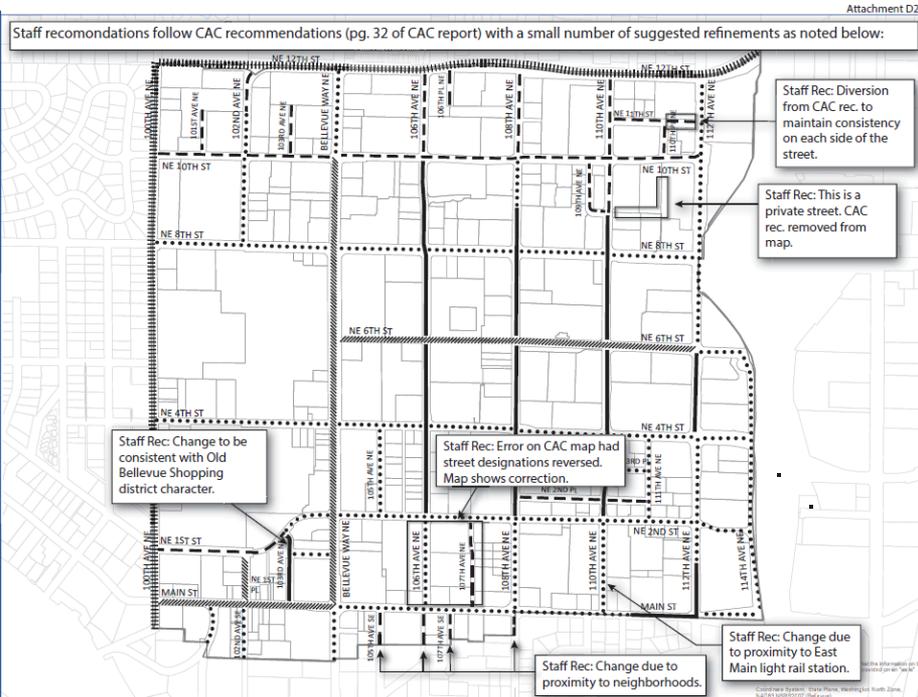
Legend

- A - Pedestrian Corridor / High Street
- B - Commercial Street
- C - Mixed Street
- D - Neighborhood Street
- E - Perimeter Street

Parcels
Downtown Boundary



Scale: 0 to 100 Feet
Bellevue, City of Bellevue



Attachment D2

ROW Designation	Ground Floor Frontage	Visual & physical access	Weather protection ⁴ [WP1]	Entry or other major point of interest ²	Parking ^{WP2} & Vehicular Access
A <u>WP3</u> Pedestrian Corridor/High Street Most intensely pedestrian activated streets	100% PAF ³ 13-15 ft min flr to cing ht. <u>16 ft flr/flr min</u> [WP4]	75%	75%	Every 60 ft. max	None, except where no other option available. <u>No surface, surface parking or vehicle access directly between sidewalk and main pedestrian entrance</u>
B Commercial Streets Streets in Core with a balance of retail and other uses	50% PAF min; 50% service ⁴ . 13-15 ft min flr to cing ht. <u>16 ft flr/flr min</u> [WP5]	75%	75%	Every 75 ft. max	Yes, <u>but with limitations</u> .with <u>limitations</u> [WP6] <u>No surface, surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance</u>
C Mixed Streets Streets outside the Core that accommodate a variety of uses	Developer choice – mix of PAF, service, office, residential, and green walls;	75%	75%	Every 90 ft max.	Yes, with limitations. <u>No</u> [WP9] <u>surface, surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance</u>
D Neighborhood Streets Streets outside the core with residential and neighborhood services focus	13-15 ft min. flr to cing ht. <u>16 ft flr/flr min</u> [WP7]. <u>14 ft. flr/flr min</u> for ground floor residential	50%	50%	Every 90 ft max.	<u>No</u> [WP8] <u>surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance</u>
E Perimeter Streets Streets with a neighborhood focus and scale or transition to neighborhoods.	Developer choice – mix of PAF, service, office, residential, and green walls[WP11]; 13-15 ft min. flr to cing ht. <u>14 ft. flr/flr min</u> for ground floor residential	50%±	50%	Every 90 ft max.	<u>Parking permitted with special conditions</u> Primary access off streets not facing residential neighborhoods unless no other option available[WP12]



Ped. Connection



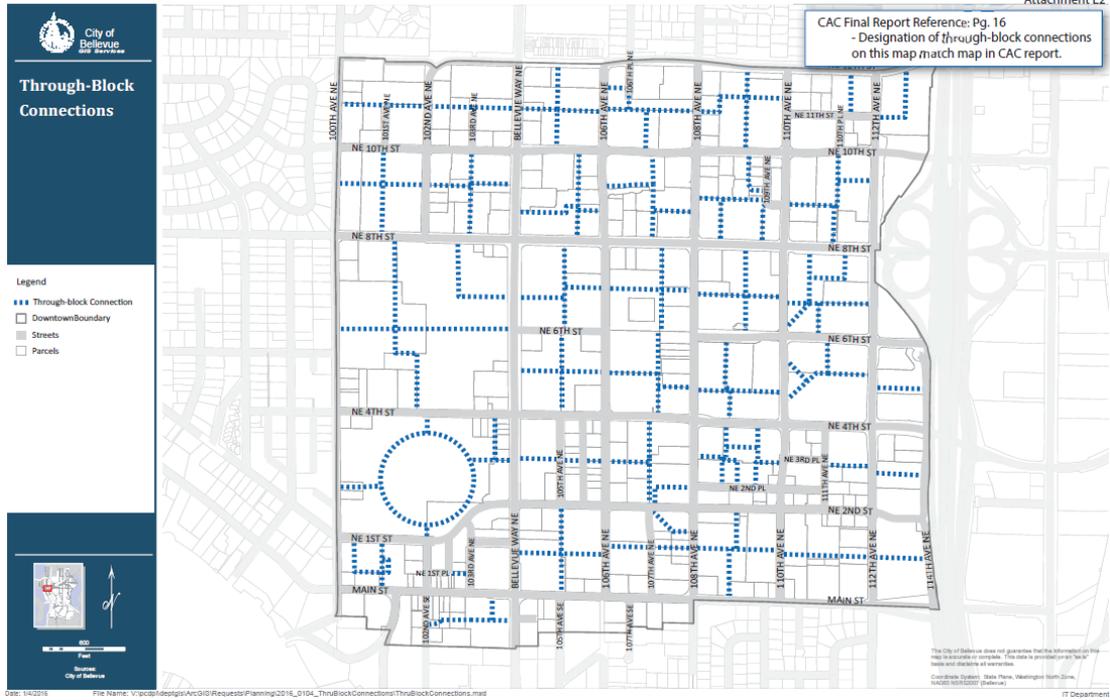
¹ See new LUC 20.25A.060.B Overhead Weather Protection for design criteria.

² Major Points of Interest: An element such as a large landscape feature, event space, art, water feature, open space, and through-block connection, residential unit entries and courtyards.

³ Pedestrian- Activated Frontage (PAF): Retail and personal services that general pedestrian activity including retail stores, groceries, drug stores, shoe repair, cleaning, floral, barber and beauty services, art galleries, travel agencies, eating and drinking establishments, and theaters.

⁴ Service: A range of personal and professional services including, finance, insurance, real estate, and business services. Design for these uses are intended to be pedestrian-attracting in nature.

Through-Block Connections



Design of Through-block Connections

Selection of frontage type at developer's discretion

Frontage	Description	Standard
Retail Connection	Retail storefronts with generous window transparency, pedestrian entries, weather protection, and outdoor seating/dining area	12 ft. clear minimum
Residential Activations	Stoops or similar frontages with private individual entries, private individual patio frontages, lobbies/common residential entries or other common facilities with generous transparency/activation elements	6 ft. clear minimum <u>8 ft. preferred w/p2</u>
Passive/Walk-throughs	Passive corridors featuring landscaping, lighting human scaled details, and other pedestrian amenities.	6 ft. clear minimum <u>8 ft. preferred</u>
Vehicular plus Pedestrian Access	Low traffic route where autos and pedestrian share space or separated access. Lighting, landscaping and other design elements separate autos from pedestrians to create a safe and attractive pedestrian route. Frontages should be landscaped or provide transparency with human scaled details for visual interest.	6 ft clear minimum for pedestrian. Vehicular TBD by access requirements. <u>8 ft. preferred</u>
Through-building connection (project specific)	<u>Appropriate treatment determined through Design Review w/p2</u>	<u>Varies</u>

Options for Design of Through-Block Connections (developers discretion)



Retail



Residential



Passive



Auto + Peds



Thru-building

Sidewalk Widths



Complete Sidewalk Network w/
Proposed Changes



Sidewalk Widths Proposed Changes