



Downtown Livability

Date: June 11, 2014
To: Downtown Livability Advisory Committee
From: Emil King AICP (425-452-7223, eaking@bellevuewa.gov)
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*Project Managers for Downtown Livability Initiative
Department of Planning & Community Development*
Subject: June 18, 2014 Advisory Committee Meeting

Enclosed you will find the agenda packet for your Downtown Livability Advisory Committee meeting next Wednesday, June 18, 2014. This packet includes:

- Meeting agenda
- Draft minutes from the May 21, 2014 Committee meeting
- June 2014 Focus Group and Public Comment Report
- Building Height and Form: Evaluation and Recommendations Worksheet
- Downtown Parking: Evaluation and Recommendations Worksheet
- Summary of Committee recommendations to date and their relationship to “livability”

The goal of the June meeting is to wrap up the Downtown Livability Advisory Committee’s review of the Downtown Land Use Code to determine potential revisions for the City to pursue. The Committee was appointed by Council in Spring 2013 and has been meeting monthly since May 2013. Significant time has been invested by the Committee in soliciting public input and understanding what is working, not working, and where there is room for improvement. A summary of the June 3 Open House & Focus Groups, as well as written materials received in the days following the event, are included in your packet.

Message from the Committee Co-Chairs:

First, Aaron and I would like to thank all of the members of the CAC for your time, your work and your commitment to creating a better future for Downtown Bellevue. If everything runs on schedule the June meeting should be our last. The materials in your package include the last 2 discussion items on our list – height and form, and parking. Please be sure you read the materials thoroughly and come prepared to offer your final thoughts on these two subjects. The better prepared you are the better our chances of completing all of the work at our June meeting. Our goals for this final meeting are to discuss the two previously mentioned items and then have staff provide us with a recap of the work we have done.

On behalf of Aaron and myself I want to again say thank you everyone for the extraordinary effort and time you have put into this project. We look forward to seeing you at our final meeting in June.

*Regards,
Ernie Simas, Co-Chair*

Packet materials for the June meeting will be posted on the City’s project web site <http://www.bellevuewa.gov/downtown-livability.htm> and we will be sending an email to the

interested parties list that this information is available. Paper copies of the packet will be mailed to committee members. Please email Michelle Luce at mluce@bellevuewa.gov if you prefer to pick up your copy at Bellevue City Hall's Service First desk. Please let us know if you have any questions about the agenda or attachments. We look forward to seeing you next week.



Downtown Livability

ADVISORY COMMITTEE MEETING

Wednesday, June 18, 2014

6:30-9:30 p.m. • Room 1E-108

Bellevue City Hall • 450 110th Ave NE

AGENDA

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| 6:30 p.m. | 1. Call to Order, Approval of Agenda, Approval of May 21 Meeting Minutes (see Attachment 1)
<i>Co-Chairs Simas and Laing</i> |
| 6:35 p.m. | 2. Recap of Public Comment from June 3 Open House/Focus Groups and Other Correspondence (see Attachment 2)
<i>Common themes presented by Staff</i> |
| 6:40 p.m. | 3. Public Comment
<i>Limit to 3 minutes per person</i> |
| 7:00 p.m. | 4. Review of <u>Building Height and Form</u> alternatives from CAC's January 15 Alternatives Workshop (see Attachment 3)
<i>Direction from CAC on recommendations to forward to City Council.</i> |
| 8:00 p.m. | BREAK |
| 8:10 p.m. | 5. Review of <u>Downtown Parking</u> strategies from CAC's January 15 Alternatives Workshop (see Attachment 4)
<i>Direction from CAC on recommendations to forward to City Council.</i> |
| 9:00 p.m. | 6. Re-cap of Advisory Committee process and package of recommendations to be forwarded to City Council (see Attachment 5)
<i>Staff review of full set of recommendations and the process for their consideration by City Council and Planning Commission, including additional opportunities for public input following the CAC process.</i> |
| 9:15 p.m. | 7. Public Comment
<i>Limit to 3 minutes per person</i> |
| 9:30 p.m. | 8. Adjourn |

Project web site located at: www.bellevuewa.gov/downtown-livability.htm. For additional information, please contact the Downtown Livability project managers: Emil King (425-452-7223, eaking@bellevuewa.gov) or Patti Wilma (425-452-4114, pwilma@bellevuewa.gov). Meeting room is wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE
DOWNTOWN LIVABILITY
CITIZEN ADVISORY COMMITTEE
MEETING MINUTES

May 21, 2014
6:30 p.m.

Bellevue City Hall
Room 1E-108

MEMBERS PRESENT: Ernie Simas, co-chair; Patrick Bannon, Mark D'Amato, Hal Ferris, Trudi Jackson, Loretta Lopez, Lee Maxwell, Erin Powell, Jan Stout

MEMBERS ABSENT: Aaron Laing co-chair; Michael Chaplin, Gary Guenther, Brad Helland, Ming Zhang

OTHERS PRESENT: Dan Stroh, Emil King, Patti Wilma, Department of Planning and Community Development

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

The meeting was called to order at 6:36 p.m. by Co-chair Simas.

A motion to approve the agenda was made by Mr. Ferris. The motion was seconded by Mr. Bannon and it carried unanimously.

With regard to the minutes, it was noted that Lee Maxwell was absent from the meeting and should be so noted.

Mr. Bannon called attention to the second sentence in the first paragraph on page 4 of the minutes and noted the last word "livability" should be "livable."

A motion to approve the minutes as amended was made by Mr. D'Amato. The motion was seconded by Ms. Stout and it carried unanimously.

2. PUBLIC COMMENT

Ms. Margot Blacker, 2011 100th Avenue NE, spoke on behalf of the Northtowne steering committee. She said she is totally opposed to increased height on the periphery of the Downtown, and opposed to all height and FAR increases, especially the 600-foot potential in the O-1 district. The Council principles document directs maintaining a graceful transition with adjoining neighborhoods. Changing 2-D and 2-C is not in keeping with that principle. Northtowne, Vuecrest and Surrey Downs, and possibly Pine Crest and West Bellevue, would see increased heights on the periphery as the start of World War III. The potential for a 300-foot tower half a block from the entrance to the Vuecrest community is not tenable. If necessary, the troops will be rallied and there will be a fight. In 1991 there was a major discussion regarding what the Downtown should be.

The argument was that the wedding cake had very high sides and that there needed to be a better transition to the neighborhoods. Most importantly, the conversation made it clear that Bellevue does not want to be a Manhattan or Seattle; rather it would prefer to be a Portland or a Vancouver, B.C. with a pedestrian-oriented downtown. Bellevue's downtown has been the cradle of neighborhoods and the height and FAR restrictions should not be changed. The promises made in 1981 and 1991 should be kept, namely that there would be neighborhood services in the Downtown and that the neighborhoods would be protected. The city should be creative with the bonus system, and other than the OLB the heights and FARs should be left alone, or modified only gently in the core with amenities that would benefit the neighborhoods.

Mr. Harpal Gill, 1770 Bellevue Way NE, said he is a resident of the Northtowne community and agreed with the statements made by Ms. Blacker. He said the Downtown is about 50 percent built out and with the current heights the Downtown and the neighborhoods are experiencing significant traffic impacts. He proposed that full build out under the current height and FAR restrictions will yield a doubling of the traffic and even greater backups on NE 4th Street, NE 8th Street, NE 10th Street and Bellevue Way, and the backups will flow back into the neighborhoods, triggering safety concerns and reduced mobility. Mobility is already a major concern. Any road widening will reduce mobility for pedestrians and bicyclists. Traffic delays will translate into abandoned trips and a loss of revenue for businesses in the Downtown.

Ms. Katherine Hughes, 10203 NE 31st Place, called attention to item 2b on page 3-9 of the packet which focused on the potential for additional height and density in the OLB district. Consideration is being given to allowing the maximum height of the district by a factor of four, and to expanding across the freeway to Wilburton. The result could be a wall barrier facing the freeway. It is not clear how mitigation on tower design and connectivity with Wilburton might be addressed.

Mr. Paul Brullier, 11021 NE 14th Street, said the minutes of the March meeting left out his statement that from where he lives he can see the layer cake of buildings developing up through the Ashwood district. On page 3-8 of the packet it says the Ashwood district is excluded from the higher building heights, but area 2a wraps around the Downtown and the higher building heights continue to the west of Ashwood. The layer cake approach, which so many fought hard to achieve in the 1990s, is slowly being eroded.

Mr. Tom Minty spoke representing the Seattle/King County Aging and Disabilities Advisory Board and Northwest Universal Design. He implored the Committee to consider the needs of Bellevue's aging population. Housing is intricately involved with healthcare. Currently, 17.6 percent of the gross domestic product is healthcare expenditures, and by 2050 the estimate is the number will rise to 34 percent. Thirteen percent of the population over the age of 65 represents 27 percent of all doctor visits, 38 percent of all hospital stays, and 45 percent of all hospital in-care days. The numbers dictate that simply scaling up the existing model will not work. There are 39.8 million people taking care of family members, typically for 20 hours per week on top of their full-time jobs; not surprisingly, 56 percent of the family caregivers are women. In all, the

collective contribution of services totals some \$450 billion but at a loss of about \$33 billion annually. Household size continues to steadily decrease, so the care model will be extended into the future. Jurisdictions need to think carefully about innovative ways of incorporating their aging populations back into society. In the very near future, those over the age of 65 will outnumber those under the age of five. Aging in place needs to be the primary goal. Homes that adapt to change need to be the norm. A coordinated, comprehensive and collaborative relationship needs to exist between business and service providers.

Mr. Carl Vander Hoek, 342 102nd Avenue SE, addressed the issue of parking. He thanked the city for conducting another parking study. He noted that private parking lots are consistently referred to as being part of the supply available to the public. The study, however, acknowledges that privately owned, monitored and paid-for parking stalls are not available to patrons of businesses that do not own the parking. If one business pays for parking for its customers, another business should not be allowed to use the same parking for its customers. The survey of restaurant goers is highly suspect; the response rate was too low to be reliable. Retail customers should also have been surveyed. Of the restaurants surveyed, one has no parking at all and relies on on-street parking; another offers valet parking and a lot only half the size reported in the study; and still another shares a small parking lot with an office use upstairs, and its outdoor seating was not factored into the square footage reported by the study. Page 10 of the study has a paragraph with contradictory statements, one saying the majority of restaurant patrons park on the street, and another saying the majority of restaurant patrons park in private lots. The study does not plan for future growth. The study anticipates that by 2030 there will be five new projects built in Old Bellevue with a collective 296 private parking stalls. Those five new projects will cause the loss of nine on-street parking spaces, and the projects will be completed by 2017, after which no additional development is anticipated under the study through 2030. The maps on pages 14-20 of the study indicate that 68 cars can park in a 59-stall garage. Page 22 refers to the former hotel site as having 4500 square feet of office and 3200 square feet of restaurant, but will provide only 25 parking stalls in a space large enough for 12 parking stalls.

Mr. Stu Vander Hoek, 9 103rd Avenue NE, said parking can be a very complex issue but is also the life of most businesses. The easy solution is to build a structured parking garage for users of Old Bellevue. There are additional solutions that will provide some relief, and they should be researched appropriately. The recent study was not done appropriately in that it includes private parking in the public supply. The assumptions are fundamentally flawed. Private parking is owned, operated and used by the owners, tenants and customers of the businesses in the building having the parking. Sixty percent of the total stalls in Old Bellevue are private. The study implies use of the private supply as part of the solution, yet it is not available and cannot be part of the solution. The study does not provide a real basis for any near- or long-term solutions to the current or future problems associated with a shortfall in the amount of parking needed. The study continues to press the city's view that the preferred mode of transportation for customers can be dictated by a policy that limits the supply of parking. The city believes the market demand can be changed by reducing the availability of parking without factoring in

impacts to the success of the district. The study was undertaken without practical knowledge and input about actual parking utilization by residents, business owners, customers and employees. The study should be tossed. The Council should be told that a well-thought-out and inclusive study is needed that does not rely on an unrealistic private parking supply to fix the problem. The simple solution is to build a public parking garage sooner rather than later; it should be given priority.

Ms. Kristina Wisth, 37 103rd Avenue NE, spoke representing the Old Bellevue Merchants Association. She agreed that a parking garage is the solution Old Bellevue needs. The most logical location for it is underground in Downtown Park or Wildwood Park. Completion of the circle in Downtown Park should include an aesthetically pleasing parking structure. In the 20 years Gilberts on Main has been open, there have been no public works projects in Old Bellevue. A public parking structure will alleviate a host of issues and problems and would open the community to music festivals, street fairs, farmers markets, political rallies, and any number of other activities. The library has a beautiful parking structure; something similar is needed in Old Bellevue.

Ms. Brittany Barker, 10112 NE 10th Street, said the Fortin Group is a multigenerational family owned real estate asset management company that owns about ten acres in the Northwest Village area of the Downtown to the north of Bellevue Square. The properties include the Bellevue Village Shopping Center, Bellevue Village North Office Building, and La Chateau Apartments. She said she is the fourth generation of her family to be committed to the continued smart growth and economic success of Downtown Bellevue. She said she is a resident of the Downtown, a community volunteer for Kids Quest Children's Museum, an active member of Bellevue Rotary, and serves on the boards of the Overlake Hospital Foundation, Bellevue Chamber of Commerce, and Eastside Heritage Center. The Fortin Group has been actively involved in the livability study and has assembled a team of urban planning, feasibility and transportation experts to help explore the range of options that are possible under the current zoning and what may be offered in the future should the zoning be updated. As a legacy owner, Horton Group supports the type of forward-thinking planning the Committee is studying that emphasizes connectivity, walkability, open space and civic vitality in ways that will enhance the quality of life and quality of experience for users of the Downtown. She said in a few moments Matt Roewe with Via Architecture would share with the Committee some ideas that may be feasible in Bellevue if some of the ideas that have been considered come to fruition.

Mr. Matt Roewe with Via Architecture and Planning in Seattle praised the Committee and the city planners for their efforts to revisit the Downtown development codes. He noted that a letter containing principles and suggested priorities had been submitted to the Committee. He said he appreciates the fact that the city is drawing inspiration from Vancouver, B.C. which is regarded by many as one of the most livable urban environments in North America. Via Architecture led the planning effort for Southeast Falls Creek and the Olympic Village which 30 years later continues to be very successful. Fundamental to the success of livable urban placemaking is getting the ground plane correct. Things like pedestrian crossings and contributions to open space are very

expensive to provide, and where land is at a premium it forces parking to go underground. The amenity bonus programs are needed in order to make those kinds of things happen. Any discussion about height would be incomplete without talking about how to manage bulk and scale. Where there are multiple towers on a single site all subscribing to the same development standards, the result is a mesa effect. As an alternative there should be some variety in height offered under the right circumstances, up to 20 percent, to create a more interesting and iconic skyline. It can be done with tower spacing and staggering requirements relative to floor plate size and type of use, and view, shadow impacts and the creation of sunlit public spaces can be considered through the design review process. For the larger sites in the Downtown, consideration should be given to offering more of a discretionary process like the one used in Vancouver, B.C. Half of the Downtown is developed so what comes next will be infill. The layer cake approach will still be in effect and the end result may not be as uniform as some would think.

Ms. Mary Ellen Hundley with Ballet Bellevue, 204 100th Avenue NE, thanked the Committee for making time available for the public to speak on subjects that involve the community. She urged the Committee to include the arts in everything dealing with livability in Bellevue. Deb Twersky with 4Culture has proposed making a larger effort to include the arts in all levels of planning. For many years Bellevue was home to the Bellevue Philharmonic Orchestra and the organization was regularly included in real estate advertisements touting the livability of the city, but that organization has ceased to exist. The Bellevue Civic Theatre is also gone, as is the Bellevue Repertory Theatre, and the effort to do a Bellevue opera has failed. Ballet Bellevue, as small as it is, is the only professional performing arts institution left in the city. For the season starting September 1, Ballet Bellevue will be expanding its mission to become the Bellevue Opera Ballet and Orchestra. Hopefully as the years go by the organization will grow. Support is needed because the building in which Ballet Bellevue currently is housed will be demolished in the spring by the city in order to put in 62 new parking stalls. The organization is seeking a new home and hopes to stay in Downtown Bellevue.

Ms. Sherry Druckman, 9635 SE Shoreland Drive, said she and her husband have lived on Meydenbauer Bay/Old Bellevue for 15 years. She said they are both involved in the Bellevue Downtown Association as well as the Chamber of Commerce. She advocated in favor of increasing the height limit in the Downtown. The amount of job growth and intellectual capital that is drawn to the city makes it necessary to concentrate on providing growth to meet the demand. Taller buildings will allow Bellevue to progress and grow while providing the much-needed public benefit of open spaces, public parks, affordable housing, and public art. There needs to be a balance of housing that will not generate excess traffic provided there are walkable connections to entertainment, employment and shopping. Increasing height limits will allow for providing an innovative and attractive skyline, which in turn will create interest and attract talent to the city.

Mr. Joseph Brazen said he owns a building on Main Street and operates two businesses, a real estate firm and the 520 Bar and Grill restaurant. He said he has been associated with

Main Street in Old Bellevue for 18 years and has witnessed much change; where there used to be a few clothing and bike shops, it is now restaurant row, something no one really saw coming. Given that direction, however, the city needs to plan accordingly as more restaurants will come. He said the parking lot for his restaurant will often be only half full when the restaurant is completely full. Overall, though, there is a parking problem in Old Bellevue that everyone needs to work on together to solve. A parking structure would be a good idea, especially combined with valet services and the like. Putting meters on the street might work well; that would certainly be a better idea than ticketing cars if they visit the street more than once per day. The city is allowing a large new building on 102nd Avenue NE that will be taking away some parking during the construction. Old Bellevue is really new Bellevue and good planning is needed that will take that notion into account, especially in planning for more parking.

Ms. Susan Gibson, 9905 Belfair Lane, said she is a professor and instructor at the University Of Washington School Of Business. She said she teaches courses in organizational behavior in business, government and society. The classes focus on social responsibility and ethics as well as human behavior. She said she has lived in her residence directly across from the outer layer of the Downtown wedding cake for 38 years and has enjoyed birds, rabbits, open vistas, and an enjoyable community. If more high-rise structures are allowed in the Downtown, the value of homes in adjacent communities will be devalued. Safety and security will be compromised by having many eyes looking down from above into backyards. Bellevue is a diverse city, but in considering what diversity and livability means thought must be given to the needs of homeowners who treasure their homes and their community. The Committee is implored to consider the livability needs of those who have lived in the community for many years.

Mr. Anthony Padonas, 2633 Evergreen Point Road, said he is one of the owners of a retail space on Main Street. He said as a landlord he is being held hostage to the issue of land use. On page 6 of the Old Bellevue parking study differentiates between existing buildings and new buildings without clarifying what the difference is. He said his building was constructed in 2009 and has one vacant space. A small restaurant use wants to locate there but the city's land use department is holding that up based on their definition of an existing building.

3. REVIEW EVALUATION OF DOWNTOWN DESIGN GUIDELINES STRATEGIES FROM CAC'S JANUARY 15 ALTERNATIVES WORKSHOP

By way of introduction, Strategic Planning Manager Emil King said the meeting focus was the design guidelines and recommendations relative to Downtown parking. He also asked the Committee to indicate which alternatives relative to building height and form should be taken to the public event on June 3. The assumption is that the final Committee meeting will be June 18.

Mr. King said the final meeting of the Committee will not represent the end of the public process. Once the recommendation is forwarded to the City Council, the Planning

Commission will be directed to take up many of the issues for study and a recommendation with regard to the legislation action the Council should take.

Mr. Ferris said he was all for wrapping up the work of the Committee by the end of June but pointed out the Committee has yet to see any analysis about the incentives and how the points will be weighted. If that is something the Committee is not going to be addressing, wrapping up by the end of June is possible, but if the Committee is supposed to have that conversation, the work of the Committee will need to continue beyond June. Co-chair Simas said it was his understanding that task will be left to the Planning Commission. The issues of height, form and design are very familiar to the Planning Commission and that group is better equipped to deal with the nuances. The Committee has taken on the bigger picture, and the Planning Commission will be asked to address the details.

Planning Director Dan Stroh said the Committee's discussions regarding the incentive system will be passed on in detail to the Planning Commission.

Mr. Bannon asked if the Committee will have the opportunity to finalize what it will hand off to the Planning Commission at the June meeting. Co-chair Simas said the June meeting will be focused on making the final recommendations item by item. The hope is that at the June meeting the staff will have ready for the Committee's review a substantially complete plan to review and comment on.

Ms. Maxwell urged the Committee in wrapping up its work to focus specifically on every item and to carefully consider whether or not it contributes to livability, both for those who live near the Downtown and those who live and/or work in the Downtown. She commented that to a large degree livability has become an afterthought to the notion of updating the building plan for the Downtown. Updating the building plan is a good idea, but the focus of the Committee from the outset was supposed to be on livability.

Co-chair Simas concurred. He stressed that the Committee needs to stay focused on the big picture and should leave to the Planning Commission and others the minute details.

Mr. King called attention to page 2-1 of the packet and the Committee's design guidelines recommendations. He said staff would walk through each topic and answer questions, in advance of the Committee reaching a conclusion about recommending, recommending with modifications, or not recommending each item.

Community Development Manager Patti Wilma said the design guidelines proposal was divided into three parts: format, content and procedures. She said the intent relative to the format is to provide a clear and concise objective; to explain with details and graphics what the guideline is; and to provide examples to help tell the story visually. The content section will include revisions to the building/sidewalk design guidelines to show where the highest levels of pedestrian activity are to be concentrated and to clarify the expectations about frontage treatments; a clear master plan for where the through-block connections would be appropriate and design options; building and public realm

materials emphasizing the use of high-quality materials that enhance the street environment while maintaining compatibility; direction for façade treatments relative to massing and articulation, with a strong emphasis on ground-level differentiation that creates a quality and inviting public realm with a human scale; rooftop design that integrates mechanical screening and allows for recreation space; an emphasis on preserving views from public spaces; an emphasis on opportunities to reinforce the character and distinctiveness of Downtown neighborhoods; a focus on ensuring good transitions between the Downtown and the adjacent neighborhoods; and other issues relating to walkability, environmental sustainability, and physical design to promote safety and prevent crime. The procedure section will include a focus on maintaining the current administrative design review process while allowing for greater flexibility for departures from the guidelines to entertain and accommodate things that have not been thought of.

Mr. Ferris stressed that all through-block connections need to be clearly visible and feel like they are open to the public. They should not be designed to feel like one is walking into someone's private space. With regard to building materials, he suggested there should be less specificity with regard to what materials cannot be used and more of an emphasis on end results.

Mr. D'Amato also stressed the need for well-designed canopies, not canopies with breaks in the middle and a drip line directly above the sidewalk.

Mr. Ferris said the issue of preserving views can be controversial. To interpret a requirement to preserve views absent a definition of what views are to be protected could result in nothing being allowed any taller than what currently exists. Ms. Wilma said space between towers is one way to preserve views of areas outside the city, including the Cascades, the Olympics and the lakes. In that instance the views relate to natural features. Such views from public spaces are few and far between in Bellevue. Mr. Ferris said because that is true the focus may need to be more on light and air.

Mr. D'Amato said the preservation of light and air is just as important as views of natural features.

Ms. Maxwell concurred and suggested the views to be protected need to extend beyond just from public spaces to include from the adjacent neighborhoods.

Ms. Powell said natural features such as trees are valued as views by many.

Mr. Bannon said he had also struggled with the concept of preserving views and which views are in need of protection. Within the context of the code, however, it is certainly appropriate to consider views from the public realm. To move beyond that sphere could be to move into an ever-increasing web of complexity.

Ms. Jackson commented that allowing top stories to be enclosed as penthouses if they are to be used for recreational purposes for the building tenants is tantamount to adding

another story or so. She noted that the issue arose in a focus group but had not been a big topic of discussion by the Committee. Recreational facilities that are for the use of tenants only are not really an asset for the city proposed not recommending that option. Mr. Ferris concurred.

Mr. D'Amato said the alternative is wasted rooftop space with little more than a screen around mechanical equipment. Allowing recreational uses on rooftops makes them far more attractive, particularly for those who look down on them. Enclosing the space does not push the overall building height up.

With regard to allowing for departure from the guidelines, Mr. D'Amato noted that the Committee had discussed having an alternative review process. He said it was his recollection that the Committee was in favor of an alternative review process that would be less prescriptive. Ms. Wilma said staff have discussed the issue and are working to craft what should be proposed. Mr. D'Amato said he did not want to see Pandora's Box opened but wants an approach that will be predictable and fair, as well as fairly fast.

Mr. Bannon stressed the need for the alternative review process to be no less rigorous in making sure proposed development plans match with the Downtown Subarea Plan and with the intent of the design guidelines. The alternative review process should not be a way for developers to get around the established guidelines. Ms. Wilma agreed it should provide an alternative route that ultimately arrives at the same place.

Ms. Maxwell said she would like the alternative review process involve input from the Downtown residential group and the Bellevue Downtown Association.

Mr. Stroh said the staff have given the issue a lot of thought and has kept in mind the desire of the Committee to allow for creativity and flexibility. The discussions had by the Committee have included all manner of panels and outside groups along the lines of the way other cities operate. At the same time, there has been recognition of the fact that there is much to be said for the predictability and professionalism of the approach already in place in Bellevue. The Committee has been clear about wanting opportunities to allow for creativity in departing from the guidelines while wanting to also retain the review process that has worked so well over the years.

Ms. Wilma asked for comment on the design guidelines worksheet.

Mr. Bannon suggested that there is opportunity to clarify the expectations relative to building frontages and sidewalk relationships. He cautioned against predetermining outcomes. The associated chart in the packet materials is quite detailed regarding pedestrian-oriented frontage and number of driveways, which are issues the Committee did not specifically delve into. Ms. Wilma said the current building/sidewalk guidelines state categorically what street frontages should have all, 50%, or merely some retail. The chart outlines a departure option. Co-chair Simas explained that in putting together the materials the staff discussed whether or not numbers should be used as examples or if things should be left vaguer. In some places examples are given, in other places existing

code language is used, and still other places the intent has been to stay away from specific numbers. Ultimately the numbers or lack of them will be re-digested by the Planning Commission.

Ms. Maxwell asked if the “other issues” category would be the right place to include things like a heritage focus, wayfinding, and an iconic image statement about the community, all of which hinge on livability.

Mr. Ferris reminded the Committee that the process kicked off with a review of the Land Use Code audits. The conclusion reached was that Downtown livability is not being achieved through the current code and guidelines. He suggested that at the last meeting the audits should be held up alongside the specific changes being recommended as a sort of report card.

Ms. Stout pointed out that the word “livability” has been used in a variety of contexts throughout the process without any agreement as to exactly what it means. She suggested that some definition of the word should be created. Co-chair Simas said to some degree the answer will lay within the body of the Committee’s work. Ultimately, the final document should envision the overall view of the Committee relative to what livability is. Ms. Stout said she lives 200 feet from the edge of the Downtown, is over 65, and has a disability. She suggested that her description of what is livable would be far different from another member of the Committee who is much younger and has different needs. Co-chair Simas said hopefully the needs of each Committee member will be addressed in the final product.

Ms. Powell suggested injecting in some of the ideas the concept of ADA accessibility. She allowed that the city is bound by law to assure accessibility, but suggested livability as a concept should shroud every element of the Committee’s findings.

Mr. Stroh reminded the Committee that the discussion has in some respects gone far beyond what is required by ADA to include things like universal design. He said staff would go back through the document ahead of the next meeting and identify the ways the Committee has used the term “livability.” The Land Use Code audits were intended to compare how well the city is doing against the principles outlined by the Council. He agreed there should be a final report card showing how each item has been addressed.

Ms. Jackson said it was previously pointed out that there is a certain fortress-like aspect to the Bravern. She asked if the design guidelines as proposed would have kept that from happening, or if something more needs to be changed. Mr. Stroh avoided critiquing the design of a particular building but said the Committee has extended the definition of the pedestrian corridor to the east; had that already been in place, the frontage of the Bravern would have been encompassed. Additionally, the street frontage requirements associated with 110th Avenue NE would also have affected the Bravern’s frontage. The design guidelines dealing with articulation and modulation would have impacted the design of the towers, and any requirement for variation in building height would have had to be taken into account.

There was unanimous support for moving forward to the Council the design guidelines format considerations; the design guidelines content considerations as discussed and without a blessing for the chart; and the design guidelines procedures considerations.

Mr. Bannon said he would like at a later time an evaluation of how the departure concept could apply beyond just the design guidelines to possibly include flexibility in the amenity incentive system.

****BREAK****

4. REVIEW EVALUATION OF BUILDING HEIGHT AND FORM ALTERNATIVES FROM CAC'S JANUARY 15 ALTERNATIVES WORKSHOP

Mr. King said staff was seeking direction on taking the building height and form alternatives to the June 3 public meeting. He allowed that height and density are complex topics. He said there are key differences between giving developers the ability to increase height on a particular site and adding both height and density to a site. He said that public input will be vital to the Committee's final conclusions.

Mr. Ferris pointed out that the Planning Commission holds public hearings often and sometimes issues are advanced for purposes of the public hearing in order to hear the public's opinion, not because the Commission is in agreement with the issue. He suggested that it might be worthwhile going to the June 3 open house with the widest possible range of ideas to hear what the public has to say.

Mr. King noted that the Downtown height limits have not been significantly examined for changed for the last 20 years. The perimeter design districts were put in place in 1991, but most of the other provisions date back to 1981. There have been major zoning changes to urban centers, including the Overlake district in Redmond, the Totem Lake area in Kirkland, and South Lake Union. There have been some local changes as well, including in the Bel-Red subarea where heights up to 150 feet and FARs up to 4.0 are allowed in the transit nodes, which is higher than what is allowed for office in the Downtown-MU district, and higher building height and increased FAR has been recommended for the Eastgate/I-90 corridor.

Mr. King suggested that if building height and density increases are recommended, it should be to achieve a better urban design outcome than the status quo by adding to the architectural excellence, character, and memorability of the Downtown; to continue distinguishing the special market niche played by the Downtown; and to help deliver additional amenities that enhance the livability and character of the Downtown. Any impacts that may result from the additional height and density will need to be addressed, and it will be necessary to continue providing for appropriate transitions between the Downtown and the adjoining residential neighborhoods while promoting better and more complementary linkages.

The Committee was introduced to a 3-D model that was built in Revit and input into Google Earth for context. Mr. King noted that the model incorporates buildings that are under construction or in the pipeline, and includes development scenarios of sites likely to develop over the next few decades. He said the model does not incorporate the design guideline details for views, light and air, or through-block connections. The model was developed in order to portray visually what the Committee is considering relative to height and bulk.

The Committee was first shown the model results for the status quo for the O-1 and O-2 districts. Buildings shown in green were those on sites likely to develop, while those shown in tan were those under construction or in the pipeline. The status quo for the O-1 district allows buildings up to 450 feet in height; currently there are three buildings at that height and more are planned. The O-2 district has a maximum height limit of 250 feet and there are a number of buildings at that height.

The next model shot showed what the districts might look like if the height limit were increased to 600 feet in the O-1 district and 400 feet in the O-2 district. The staff believes the max height of 600 will not be achievable for office because the maximum FAR will be reached first. A very large site could, by moving some FAR around, achieve the full height in one tower, but that would mean the rest of the development on the site would be much lower. Given that residential has no FAR limit in O-1, the full height limit could easily be achieved. It is likely there would be more variability in tower heights, and potentially developers might choose to incorporate smaller floorplates in order to go higher. That in turn would provide more open space on the ground and more light and air.

The Committee was then shown modeling depicting what the O-1 and O-2 districts might look like if built out with both additional height and 20 percent more FAR. It was noted that many of the urban design outcomes would mirror those achieved by allowing increased height alone, though the increased FAR would allow more towers to reach the full height allowed. Increasing the allowed FAR would not affect residential projects in O-1 given they not have limits on FAR, but it would give a boost to the bonus amenity incentive system since the increases would need to be earned.

Ms. Powell asked what the likelihood is of the tallest buildings being strictly office or strictly residential buildings, or if the buildings will likely have a mix of both. Mr. Ferris explained that when office and residential are included in the same tower, separate vertical circulation is required for each use; it is not a good idea to have the office tenants using the same elevators as the residential tenants. Hotels with residential on the upper floors is not uncommon; residential over office is very uncommon; and office over residential just never happens.

Mr. Ferris said in the studies he has been involved in that involve height and FAR the list of underlying concerns has included light and air reaching the street level. Usually floor plates are prescriptively limited to prevent the amassing of properties together to achieve big footprints by maximizing the FAR in one building. It is not uncommon for

jurisdictions to limit floor plates above a certain height to something like 12,000 square feet regardless of the use, and the restriction is imposed due to concerns about light and air coming down to the street level. With such restrictions, however, comes the issue of how many towers and how close they can be together. The towers in Vancouver, B.C. are spread out and that is a large part of their beauty, but unless that approach is prescribed, that will not be the result. The model runs do not show towers spread out around the Downtown. It all comes down to what the aspiration is: maximizing land value, or creating a more livable community. Before entertaining additional height and FAR, the Committee should have more of an understanding of what floor plate limitations will be included and what spacing there will be between towers.

Ms. Maxwell said tower spacing could be achieved by placing a limit on the number of towers per Downtown neighborhood.

Mr. D'Amato asked if a property owner of a site in the O-1 or O-2 districts could achieve anything approaching a 20 percent FAR increase under the current land use regulations through the application of amenities. Ms. Wilma allowed that they could not. Mr. D'Amato said the Committee's discussion has centered on the fact that allowing more height and FAR would not necessarily increase density in the Downtown but would result in increased building variability. He asked if allowing increased FAR would trigger the need for an Environmental Impact Statement, and that could be the Achilles heel for some of the proposals. Mr. Stroh explained that land use forecasts are done in light of the share of the regional growth a given area is likely to attract. The FAR that can be accomplished on a given site or even for the area does not affect the regional share of growth. A 20 percent increase in FAR would increase the overall build-out over many decades, but it would not affect the land use forecast of how much growth will occur by 2030. Some modeling is under way of what the local impacts on the transportation system would be and hopefully there will be information to share at the next meeting.

Mr. King called attention next to the modeling of the MU district. He noted that the district currently has a maximum height limit of 200 feet and a maximum FAR of 5.0 for residential and 100 feet and a maximum FAR of 3.0 for nonresidential. There are several buildings constructed to the limits in the district, and the district includes several developments of five-over-one construction. More residential towers at the 200-foot level are anticipated in the district in the future, as well as more five-over-one construction.

The first model showed 300 feet as the building height for residential and 200 feet as the height for office. Mr. King said in the estimation of staff the maximum height would be reached by a number of towers, though most likely by residential towers. It would be more problematic for an office tower to reach 300 feet without the benefit of additional FAR. The additional height likely would allow for smaller podiums and floor plates.

The second model factored in 20 percent more FAR to the increased heights allowed for residential, and for nonresidential another 2.0 FAR was added. With those changes more towers would likely be constructed to the 300-foot level for residential, and to the 200-foot level for office buildings.

Turning to the OLB district, Mr. King explained that the current height limit is 75 feet for nonresidential and 90 feet for residential buildings, and said both have an FAR of 3.00. Only one significant new development has occurred during the last development cycle and it was built to just below the full FAR and height limit. For the area of the district between NE 4th Street and NE 8th Street, the direction given was to examine building height up to 350 feet and a doubling of the FAR. Additional height alone while retaining the current FAR will do little to change the development potential of the area.

Staff believes with a height limit of 350 feet and an FAR of 6.0 development in the area would be very likely. The proximity to the freeway and transit services will lend itself to office development and hospitality uses, and possibly to some residential. The height and FAR could lead to ground level access amenities, though because the land drops off from 112th Avenue NE the area could be right for bigger floor plates. To the south of NE 4th Street height would drop to 300 feet and an FAR of 5.0.

Ms. Maxwell asked what the difference is in the allowed uses between the MU and OLB zones. Ms. Wilma said there is not much of a difference. Ms. Maxwell said she favored extending the MU to the area between Main Street and NE 4th Street east to the freeway as a way of making a truer wedding cake from the standpoint of the area to the south of Main Street. The perimeter design district for that area should also be extended, yielding a lower tier along Main Street. Mr. King said an FAR of 6.0 for residential and 5.0 for nonresidential for the MU district in effect does extend the MU district in that direction. He said staff would be willing to include another interim scenario for that area.

Ms. Jackson voiced concern about taking an approach that might result in the construction of a wall along I-405 without permeability to the Downtown. In terms of scale, as Wilburton redevelops there will need to be some continuity, with the concept of the tier extending across the freeway.

Mr. King said in the northwest corner of the Downtown, the deep B design district extends an additional 600 to 900 feet beyond the typical B district boundary. The district was established in 1991. The current maximum height for residential is 90 feet, and the maximum FAR is 5.0. The assumption is that under the current restrictions a number of residential developments would come online, along with a few office developments, and that the buildings would have fairly large mass. The additional height considered for the area was 200 feet with the same 5.0 FAR, which the staff believes will result in towers with smaller podiums and floorplates. The likelihood is that the area will develop with a combination of towers and lower residential development. However, adding to the 300 feet of height an additional 20 percent FAR probably would result in the full height being achieved by several but not all towers. An FAR of 3.0 would clearly be reachable on the larger sites and on some of the smaller sites depending on floorplate configuration.

Ms. Stout pointed out that the area is currently home to a number of businesses that serve the local neighborhood. The development that will result from allowing additional height

and FAR will absolutely ruin the transition to the residential area to the north as well to the Vuecrest neighborhood, and there will be pushback from those neighborhoods.

Mr. Ferris agreed that the proposed height and FAR increase would not be a good idea for the area. However, the Committee did discuss the option at the workshop, which is why the staff took the time to do the modeling work.

Mr. King said the two groups at the workshop provided different directions for the remainder of the A and B perimeter design districts. One group felt the district restrictions should be retained as they are, while the other group took the opposite view. Currently, for the first 150 feet in from the edge building height is limited to 55 feet for residential, and the maximum FAR is 3.5, which for many sites is achievable. The area sees a lot of four-over-one residential construction. The B design district has a height limit of 90 feet and a maximum FAR of 5.0 for residential. Under the status quo projects can reach the maximums. If height in the A district were increased to 70 feet and in the B district to 125, projects will take advantage of the additional height. Projects that would have a hard time using their allowed FAR of 3.5 in 55 feet would have a much easier time at 70 feet. In the B districts projects would also take advantage of the additional height.

Mr. King turned next to the notion of equalizing the allowable height and FAR for residential and nonresidential, primarily in the MU district. Currently residential is allowed 200 feet of height and an FAR of 5.0, whereas nonresidential is allowed 100 feet of height and an FAR of 3.0. A schematic was shown to the Committee depicting what development on a typical superblock could look like with residential and nonresidential operating under the same restrictions. It was noted that the office floorplates likely would be larger than those for residential.

Ms. Jackson asked what the benefit would be for the city if the office and residential restrictions were equalized. Mr. Stroh said tax base aside, the concern has been that because office must in effect pay more for land by virtue of the fact that the use cannot achieve as much square footage as residential, office might ultimately not be able to compete. The plan for the Downtown is to continue serving as a regional employment center. The status quo could yield a mix of office and residential that simply does not work. Vancouver, B.C. is facing the same issue. The city is very livable but is struggling to maintain its regional role as an employment center.

Mr. D'Amato said what is missing is the ability to vary building heights. He suggested identifying an approach that would keep the height and bulk from being spread around evenly, possibly a ratio of one site to another. From a livability standpoint, having all buildings the same height in a district is undesirable.

Mr. Ferris pointed out that for a long time only office was built in the Downtown. Residential has made inroads only relatively recently. In terms of overall square footage, things are still tilted heavily toward office. It has been 30 years since the current provisions were put in place, and the intent is to review the requirements more frequently

in the future. If at some point in the future the city finds it is not attracting the businesses it desires in order to stay competitive, adjustments can be made.

There was consensus to move items 1a and 1b forward to the open house for additional input.

With regard to item 2a, Ms. Jackson voiced concern over allowing a 67 percent increase in the FAR for nonresidential in the MU district. She said her fear was the result would be more big developments.

Co-chair Simas said he was hoping to hear from the public input about allowing taller and thinner buildings that will allow more air and light to reach the ground. The feedback solicited needs to have some target to it.

Mr. D'Amato said one approach might be to allow a certain FAR up to a certain height and then restrict it above that point. Mr. King said staff would bring to the open house some real world examples of what that might look like.

Recording of the meeting was inadvertently stopped at 9:43 p.m. The following notes are from city staff.

Option 2b – additional height and density in the OLB district: It was discussed that the raising the height to 350 feet and FAR to 6.0 made sense between NE 4th and NE 8th due to accessibility from the freeway and that the current OLB area between NE 4th and Main Street should reflect the decision made regarding MU on the west side of 112th.

The Committee agreed that an alternative should be modeled that extends the existing O2 and existing MU extended across 112th.

Discussion covered the possibility of extending the Perimeter Design District across 112th along Main Street. Staff pointed out this would be a down-zone compared with existing regulations. Per Committee consensus this was not recommended to be further modeled.

Option 2c – Raising the height and density in portions of the deep “B” design districts: The Committee was generally not in favor of raising the height 300 feet and FAR to 6.0 and was cautiously supportive about presenting an option of 200 feet for residential buildings only and maintaining the existing 5.0 FAR. Non-residential limits would not change in the deep “B”.

Concerns about impacts to Vuecrest such as view obstruction, shadow, and additional traffic were expressed.

2d Option - Additional height in the remainder of the “A” and “B” districts: Committee support was mixed. Protection of the adjacent neighborhoods is important while still encouraging affordable Downtown development.

3a Option – Equalizing residential and non-residential height and FAR: The Committee expressed support for this option but it needs additional study to avoid large, blocky office towers given the current office floorplate limit of 20,000 square feet compared to the residential limit of 12,000 square feet above 80 feet.

5. REVIEW EVALUATION OF DOWNTOWN PARKING STRATEGIES FROM CAC’S JANUARY 15 ALTERNATIVES WORKSHOP

Discussion of Downtown parking was deferred to occur at June 18 Advisory Committee meeting, which will take into consideration public comment from the June 4 open house and focus groups.

6. PUBLIC COMMENT

Mr. Dennis True, 10203 Main Street, said parking in Old Bellevue has been a problem for a long time. A parking garage is needed to serve visitors as well as employees.

Ms. Brittany Barker, 10112 NE 10 Street, said her family founded QFC and the Downtown Bellevue location is the flagship store. Neighborhood services will not be diminished with approved additional height.

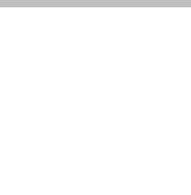
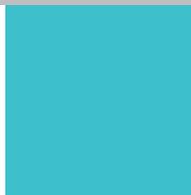
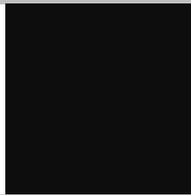
Mr. Carl Vander Hoek, 342 102nd Avenue SE, said 32 businesses in Old Bellevue do not provide parking. There are 30,000 square feet of restaurant missing 200 parking stalls due to the Land Use Code language that exempts the first 1,500 square feet of restaurant from providing parking.

Mr. Wade Moller, Cantinetta and Mercato Stellina restaurants in Old Bellevue (address not provided). Issuance of a building permit for a new restaurant on Main Street, El Correo, has been suspended due to lack of parking and a change in the interpretation of language regarding exemption of the first 1,500 square feet of restaurant in an existing building/space. This is a fairness issue when building A must provide parking but building B does not. A net increase in parking stalls is needed, not just a reallocation of what already exists in Old Bellevue.



Downtown Livability

JUNE 2014 FOCUS GROUP AND PUBLIC COMMENT REPORT





Downtown Livability

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Emil King, Project Manager

Matthews Jackson

Patti Wilma, Project Manager

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Dan Stroh





Downtown Livability

INTRODUCTION

The Downtown Livability Initiative is a targeted review of specific regulations that guide development and land use activity in Downtown Bellevue. The stated objectives of the project are to: achieve the vision for Downtown as a vibrant, mixed-use center; enhance the pedestrian environment; improve the area as a residential setting; enhance the identity and character of Downtown neighborhoods; and incorporate elements from the Downtown Transportation Plan Update and East Link design work currently in process.

The Downtown Livability Initiative is being guided by a 14-person Advisory Committee appointed by the Bellevue City Council on March 18, 2013. It is comprised of members from several City boards and commissions and other community representatives. The Committee has reviewed the main topics of Downtown Livability; the Pedestrian Corridor, Open Space, Amenity Incentive System, Design Guidelines, Building Height and Form, and Parking over the last 13 months. Their review will culminate in a set of recommendations to the City Council for their consideration and subsequent review and refinement by the City's Planning Commission prior to Council consideration for adoption.

Spring 2014 Open House and Focus Groups

As part of the overall public engagement plan for the Downtown Livability Initiative, a third round of focus groups was conducted on June 3, 2014 to supplement a series of focus groups that were held in March and July of 2013.

The June Focus Groups were open to anyone. Public outreach included emails to the Downtown Livability "interested parties" list of over 700 individuals, neighborhood associations, Bellevue Downtown Association, Bellevue Chamber of Commerce. Information was also disseminated through traditional media, blogs, websites, and social media.

The Open House was set up for people to browse, mingle, and ask questions of staff. A project overview and comment form was distributed to all attendees and made available on the project web site. The open house portion was followed by a short orientation presentation by staff, and dividing the attendees into smaller breakout groups for focused discussion. Each breakout group consisted of 10-12 participants as well as a staff facilitator and note-taker. Individual focus group discussions lasted approximately 75 minutes. The facilitator led the group through the topical areas that each relate back to the elements being analyzed through the Downtown Livability Initiative or at the group's option could focus on its most important topics. This report includes the full set of meeting notes as well as comments and emails submitted by the public.



Downtown Livability

PARTICIPANTS/COMMENTERS

The City of Bellevue would like to thank the over 70 attendees to the Open House, the over 40 individuals who took time to participate in the Downtown Livability Summer 2014 Focus Groups, and submitted written comments to the City. A total of four separate focus groups were conducted on the evening of June 3. The focus groups were open to everyone, and included a mix interests at each session; stakeholders, Downtown residents, nearby residents, and CAC members who observed the meetings. See detailed meeting notes in the following section.

Open House Attendees:

Bud Taylor	Vicky Morgan	Susan Nelson
Don Rich	Don Morgan	Marcie Fox
George Stewart	Sebastian Garrott-Singa	Kat Hughes
Sandra Wallace	Rob DeRider	Dennis True
Carolyn Barlow	Ernie Simas	Neil Johnson
Jon Morris	Olga Herrera	Steve Knapp
Lincoln Vander Veen	Scott Lampe	Elaine Knapp
Sue Martin	Mary Catherine Mead	Walt Niehoff
Ayesha Saheer Chaudy	Robert C. Wallace	Stephanie Velasco
Brittany Barker	Caryl Abergel	Ann Schroeder Osterberg
Doug Fox	Mehir Moore	David Schooler
Joann Warren	Paul Brullier	Silas Chai
Linda D'Amato	Russ Wiecking	Wendy Jones
Mason Cave	Laura Fox	Margot Blacker
John Torrance	Kathy Key	Jonathan Kagle
Peter Barrett	Brandon Macz	Hiroki Itoh
Walt Albach	Josh Yeyni	Steve Bratner
Ruth Albach	Todd R. Woosley	Heidi Fox
Patrick Bannon	Steve Vincent	Sharon Linton
G. Tomas Corsini Sr.	Brian Brand	Russ Jacobson
Hal Ferris	Jan Stout	Michael Moore
Bill Herman	Janea Klein	Renay Bennett
David Doud	Forceman Yen	Dana Gray
Heather Trescase	Tom Roskos	Laura Fox
	Carl Vander Hok	Justin Stewart

Open House Comment Cards:

Ann Schroeder Osterberg
Kathy Key
Justin Stewart
Susan Nolan
Russ Wiecking
Katherine Hughes
David F. Plummer
Laura Fox
Marci Fox
Anonymous

E-mail Comments:

Bill Herman
Cliff Chirls
Chris Jordan
Jay and Nonja Bisgard
Don Weintraus
Shelly Noble & Bob Killian
Sin & Anne Lew
Ellen Wang
Minur & Audry Orgun

Heather Trescaces
Michael Simpson
Olga Herrera
Steve Hall
William Fong & Joyz Lau
Renay Bennett/Bellecrest NA
Sharon Lovejoy
Wendy Jones/Enatai NA
Janine Marcus

Jacqui Ramsay
Janet Stroeble
Resley Tzong
Marilyn & Bob Vollmer
Gail & Bill Bain
Mahnaz Yasdi
Monica Smith
Toni Chandler
Steve Anderson



Downtown Livability

PUBLIC AND FOCUS GROUP COMMENT COMMON THEMES

The following is a compilation of the most commonly expressed opinions from the Open House, Focus Groups, and public comment as of the May 21 Advisory Committee Meeting.

Pedestrian Corridor

The Advisory Committee's recommendations were generally supported.

- Incorporate more art, benches, lighting, wayfinding, and attractions so the corridor isn't just a place for people to go through to get somewhere else.
- Ensure good maintenance.
- Eliminate motorized vehicles and accommodate all non-motorized modes including bicycles.

Public Open Space

The Advisory Committee's recommendations were generally supported.

- Open space in the Downtown is important, particularly the perimeter (i.e. McCormick Park).
- Ensure plazas and open spaces are visible/accessible.
- More places to walk and to sit/relax such as through-block connections are needed.
- Green space is a unifying theme. Public open space is needed in all portions of Downtown.
- Meydenbauer Bay Park should have good connections to the rest of Downtown.
- The idea of a land bridge across I-405 connecting Downtown to the Wilburton is very good.

Amenity Incentive System

The Advisory Committee's recommendations were generally supported.

- Too much retail is required at the base of high rises. Too many vacant spaces.
- Re-calibration of the amenity system is needed to get us what we want.
- Give developers something fabulous (in way of bonus) to get something fabulous.
- Consider fee-in-lieu of amenities.
- Downtown residents want a balance of amenities for commercial and residents' interests.
- Provide incentives for more open space and "go to" places for people to meet.
- Consider "looks" as well as "function".
- Affordable housing is very important – maybe make it a requirement.
- Open space that is above grade should not be considered a public amenity.

- Create more district identity through the inclusion of amenities and varying the incentives that are specific to the needs of the district (not a Downtown-wide menu)
- There is a need to bring in more distinct businesses and retail uses (not just the chains or the same ones as Seattle).

Design Guidelines

The Advisory Committee's recommendations were generally supported.

- Additional building setbacks from the street would allow for more landscaping to soften the urban environment.
- Attention needs to be made to the base as people experience cities largely at the street level.
- We have an opportunity to use the proposed North Village Project (QFC) to create an Old Bellevue type experience.
- Predictability is important to developers and residents.
- The wedding cake is a good concept.
- Consider personal privacy in the orientation of new towers.
- Provide for adequate light and air between towers. Build in a way so as not to obstruct views but still get development potential out of a project/site.
- Use a mix of materials, not sheets of glass coming down to the sidewalk. Break up façades and pay attention to the pedestrian environment at the sidewalk level.
- Use noise-buffering materials and enclosures for garbage collection.
- Consider the location of ventilation – especially restaurant ventilation – so it is not blasting out onto the sidewalk or toward residences
- Promote thinner, taller towers. Avoid rectangular shaped that create big shadows.
- It would be good to mix in other non-retail uses or amenities next to retail uses to create an interesting street frontage.

Building Height and Form

The preponderance of public comment did not support increasing building height and FAR except in the OLB district. Some comment was cautiously supportive if building orientation, slender towers and additional open could ensure substantial light and air between towers. View protection is important to residents both inside and outside the Downtown.

- The Land Use Code should promote variety. We don't want to see a skyline of small skinnier towers. Avoid the one size fits all approach.
- Main issues regarding increased building height are: 1) Transitions – from single family to low-rise to high, 2) Privacy (looking into yards and homes). Tall buildings are intrusive, 3) Traffic, 4) views, 5) shadows
- If growth doesn't go up it will sprawl. How can this enhance the quality of our lives?
- Many in favor of growth but it should go east (OLB, BelRed).
- Design Guidelines can help to mitigate impacts.

- Taller buildings would contribute more in amenities.
- Taller is OK as long as the towers are skinny.
- Consider the Vancouver BC model
- Recognize the reality of Downtown living that new towers will create shade and encroach on private views – consider design guidance that can allow for growth in ways that enhance the Downtown environment.
- Why 600 feet?

Downtown Parking

The preponderance of opinion is that parking in the Downtown is somewhat inadequate and therefore reducing parking ratios is not necessarily supported at this time. Increasing the Old Bellevue parking supply was generally supported.

- Guest and commercial parking combined doesn't work because the commercial uses it all.
- The parking problem is only getting worse.
- Parking ratios are too tight. We still need cars to participate in the Northwest lifestyle – access outdoor recreation.
- Downtown needs a public parking garage.
- The trend is to reduce parking but we don't want to force the behavior change.
- Bus service will never be adequate from Bellevue neighborhoods so there needs to be adequate parking Downtown.
- Inadequacy of Old Bellevue parking supply must be remedied (visitor including outdoor dining, employee parking and loading).
- Treating first 1,500 sf of restaurant at retail is not favored.
- Increase parking at Downtown Park, don't just provide the same number as now for a larger park.
- Increase parking enforcement Downtown and in surrounding residential neighborhoods.
- Provide for more on-street parking spaces and loading/drop-off zones.

Transportation Plan Update / Station Area Planning

Concerns were expressed regarding increased traffic and congestion due to continued growth as well as potential increases. Solutions to relieve congestion are needed.

- All in favor of a Downtown shuttle.
- Infrastructure needs to keep pace with development.
- There is a concern about traffic issues spreading out to adjacent neighborhoods with more intense development Downtown.
- Access to and from the station on high quality pedestrian and bicycle facilities

Other

Some comments received expressed concern with the planning process and outreach.

- We want to make sure we have meaningful input. We don't know if our opinions really matter.
- The city and Council does listen but developments have to pencil out.
- Livability should be a whole-city issue and not just applied to Downtown.
- Concerned that small businesses are being displaced by new, expensive to rent buildings. Provide "affordable" commercial space to keep the moms & pops similar to how affordable housing is created/regulated.



Downtown Livability

June 3, 2014 Focus Groups

FOCUS GROUP

Group #1

COMMENTS

Focus Group Participants:

Michael Moore
Walt Niehoff
Caryl Abergel
John Torrance
Al Hopwood
Paul Brullier
Scott Douglass
Sandra Wallace
Susan Nelson

Staff:

Facilitator: Liz Stead
Note-taker: Matthews Jackson

DISCUSSION GROUP COMMENTS

Do you have input on these issues under consideration or insights about their relationship to livability?

Pedestrian Corridor

NA

Public Open Space

- Open space in the downtown, particularly on the perimeter is important.
- The city should promote more linear parks.
- There is a concern about a potential 5 story community center in the Ashwood Park.

Amenity Incentive System

- Too much retail required at the base of high rises. Too many vacant spaces.
- A community center in a high rise should be an amenity.
- Re-calibration of the amenity system is the key to bump developer incentive to get us what we want. Incentivize boldness like Su Development.

- Give developers something fabulous (in way of bonus) to get something fabulous.
- If property is up zoned the city should get some of the benefit. Currently the developer gets a huge financial giveaway.
- The city should consider fee-in-lieu of amenities so the city can provide the amenities that are most important in supporting the downtown vision.

Design Guidelines

- Additional building setbacks from the street would allow for more landscape planting softens the urban environment.
- Attention needs to be made to the base as people experience cities largely at the street level.
- We have an opportunity to use the proposed North Village Project (QFC) to create an Old Bellevue type experience.
- There is predictability to what a developer can build in Bellevue and that is a big bonus which often makes us more competitive.

Building Height and Form

- A concern is that all of our high rise development has created high rents. We are seeing, and will continue to see a loss of small businesses that can't compete with large chains as rents rise.
- We want to avoid condo canyon. Less height, and more open space.
- The city needs to defend the wedding cake idea.
- If there is one place to add height it's the OLB zone because of proximity to the freeway and topography.
- The land use code should promote variety. We don't want to see a skyline of small skinnier towers. Avoid the one size fits all approach.
- If we increase building height in the OLB we will lose the wedding cake visual coming towards downtown from the east.

Downtown Parking

NA

Transportation Plan / Station Area Planning

NA

Other

- We don't want to live in a monolithic community. We should promote development for all ages of people.
- We need to create the loop transportation system for downtown.

- There is a concern about traffic issues spreading out to adjacent neighborhoods with more intense development downtown.



Downtown Livability

June 3, 2014 Focus Groups

FOCUS GROUP

Group #2

COMMENTS

Focus Group Participants:

Peter Barrell (Vuecrest)
Patrick Bannon (CAC)
Olga Herrera (Bellevue Towers)
Dennis True (Old Bellevue)
Dana Gray (Vuecrest)
Don Rich (DR) (Bellevue Towers)
Carl VanderHoek (Old Bellevue)
Steve Knapp (Vuecrest)
Rob DeRider (Vuecrest)
Heather Trascases (Eastside Heritage Center)
Brittany Parker (Bellevue Towers/Fortin Gp)
Silas Chai (Pacific Place)

Staff:

Facilitator: Patti Wilma
Note-taker: Bob Bengford
(Makers/Consultant)

DISCUSSION GROUP COMMENTS

Do you have input on these issues under consideration or insights about their relationship to livability?

Pedestrian Corridor

NA

Public Open Space

- (OH) We need protection of views and light. Build in a way so as not to obstruct views but still get development potential out of a project/site.
 - Expedia a good example of max height and FAR but open space on the west allows views from Bellevue Towers. Let the new building south of that build but maintain that view corridor.

Amenity Incentive System

- Downtown residents want amenities with a balance between commercial and residents' interests.
- Condition development to integrate small businesses.

Design Guidelines

- (PBA) We are doing this work because there is concern that the Code and Design Guidelines are outdated in terms of design, amenities, and many other things.
- (OH) Go for green roofs and hide mechanical equipment. The wedding cake is a good concept.
- (OH) Consider views. They are as much an emotional issue as they are a visual issue. Build in a way to keep views but not constrain development.

Building Height and Form

- Concerns are parochial as a resident of Vuecrest;
 - Shade/sunlight
 - Proximity of tall buildings to 1&2 story houses
 - Parking impacts
- Development would happen under current LUC. Shadows may be cast anyway.
- Fortin to do more sun/shadow studies to see what happens to Vuecrest.
- Main issues regarding building height are:
 - Transitions – going from 1-2 story buildings to taller buildings
 - Privacy (looking into yards and homes)
 - Traffic – Already increasing on 110th due to Chinook Middle School. When 10th and 12th are at full operation with I-405 access 100th could be a main feeder – especially with 10th as a main entry to Vuecrest.
 - 92nd (east side of Vuecrest) has become a bus stop to UW - attracts park & ride activity.
 - Views – Mountains, Somerset and now city views. Vuecrest works hard (through HOA) to ensure homes and trees there do not block views for residents. It is a concern that additional height would undo do this and block views.
- Echoed above comments. Tall buildings are intrusive. How do you mitigate these concerns if at all possible? Surprised to learn 90 ft buildings permitted. Would support reducing this height.
- The city is growing. If growth doesn't go up it will sprawl. Question is how this can enhance the quality of our lives.
- All in favor of growth but it should go east (OLB, BelRed).
- Design Guidelines can help to mitigate impacts.

Downtown Parking

- RPZ is currently not well enforced. Residents often have to ask drivers to move their cars.
- Should residential buildings be required to provide guest parking? Most of the group agrees this is a huge problem.
- Bellevue Towers guest and commercial parking is combined but this doesn't work because the commercial uses it all. Residents don't have a way to validate for parking.
- The parking problem is only getting worse. Downtown Park is being overrun by Main St. businesses so the park visitors park in the neighborhoods. The parking problem just gets pushed outward.
- Parking ratios are too tight. We still need cars to participate in the Northwest lifestyle – access outdoor recreation.
- Downtown needs a public parking garage.
- 17% of drivers stop for errands on the way home from work. Old Bellevue has only 2 streets of on-street parking. Where do these errand runners park? Where do employees park?
- The trend is to reduce parking but we don't want to force the behavior change.
- Bus service will never be adequate from Bellevue neighborhoods so there needs to be adequate parking Downtown.
- On-street loading is needed.
- Not in favor of treating first 1,500 sf of restaurant at retail. Doesn't adequately support restaurant parking demand.
- Public parking garage needed. Move up the construction schedule of the Meydenbauer Bay Park garage; increase the supply at the DT Park and/or building parking under/at Wildwood Park.
- Increase parking at DT Park, don't just provide the same number as now for a larger park.
- Employee parking is needed.
- Require parking for outdoor seating area
- Provide on-street parking to support small businesses. Large chains located in malls have a shared parking supply that small business do not.
- Increase parking enforcement.

Transportation / Station Area Planning

- One-way streets would negatively impact Vuecrest.
- All in favor of a Downtown shuttle.
- Infrastructure needs to keep pace with development.
- Don't agree with strategy to get people out of their cars. A balanced approach is needed.

Other

- We want to make sure we have meaningful input. We don't know if our opinions really matter.
- The city and Council does listen but developments have to pencil out.
- Livability should be a whole-city issue and not just applied to Downtown.
- Concerned that small businesses are being displaced by new, expensive to rent buildings. Provide "affordable" commercial space to keep the moms & pops similar to how affordable housing is created/regulated.



Downtown Livability

June 3, 2014 Focus Groups

FOCUS GROUP

Group #3

COMMENTS

Focus Group Participants:

Names not taken

Staff:

Facilitator: Kevin McDonald

Note-taker: Kevin McDonald

DISCUSSION GROUP COMMENTS

Do you have input on these issues under consideration or insights about their relationship to livability?

Pedestrian Corridor

- Incorporate more art
- Incorporate more wayfinding
- Ensure good maintenance –specifically noted the cracked glass blocks near the Arts Museum and the asphalt patching
- Sidewalk paving enhancements – use special paving and inlays
- Feels very discontinuous – make more continuous in the feel and function
- 100% traffic free corridor (except at intersections)
- Corridor should be an excellent pedestrian connection to LRT from distant neighborhoods, i.e.) NW Village. Not only should the corridor itself provide excellent connectivity, but the connections to the corridor from the side streets and through-block connections should be well designed, accessible and well-appointed with wayfinding
- Incorporate design elements that accommodate all non-motorized modes
- Provide attractions along the corridor as places to go to, so the corridor isn't just a place for people to go through to get somewhere else.
- More benches

Public Open Space

- Small plazas that were developed as part of older buildings is not as nice/visible/accessible as those in newer buildings

- Need more places to walk and to sit/relax, i.e.) the through block connection on the south side of the Pacific Regent building is nice.
- More grassy open spaces
- Provide incentives to developers to provide more open space
- “Bark Park” – off-leash dog exercise area
- McCormick Park is a nice buffer

Amenity Incentive System

- Pocket parks and green spaces.
- Meeting places (landmarks that are “go to” places for people to meet)
- Consider “looks” as well as “function”
- Provide for parcel pick-up/drop off zones
- Provide for more on-street parking spaces
- Affordable housing is very important – maybe make it a requirement
- On-site circulation should be an important consideration (Bellevue Towers doesn’t work very well)
- Consider personal privacy in the orientation of new residential towers
- Provide for adequate light and air between towers
- Open space that is above grade should not be considered a public amenity
- Create more district identity through the inclusion of amenities and varying the incentives that are specific to the needs of the district (not a Downtown-wide menu)

Design Guidelines

- Many of the new buildings are very nice, but watch for the over use of glass as its reflectivity can be blinding (but also can be nice for sunsets!) Consider more use of terra cotta materials as on Bellevue Place.
- No sheets of glass coming down to the sidewalk – break up the façade and pay attention to the pedestrian environment at the sidewalk level.
- Use noise-buffering materials
- Consider the location of ventilation –especially restaurant ventilation – so it is not blasting out onto the sidewalk or toward residences
- Garbage collection in the early hours creates noise – perhaps a more enclosed facility
- The design of Avalon (Bellevue Way/NE 10th St) not particularly desirable for a number of reasons: Big monolithic uninteresting base podium; rectangular shape and building orientation creates big shadows and blocks views (could be a skinnier tower, and taller).

Building Height and Form

- Taller buildings would contribute more in amenities.
- Taller is OK as long as the towers are skinny

- Consider shadows and views
- Consider the Vancouver BC model
- Recognize the reality of Downtown living those new towers will create shade and encroach on private views – consider design guidance that can allow for growth in ways that enhance the Downtown environment.

Downtown Parking

N/A

Station Area Planning

- Access to and from the station on high quality pedestrian and bicycle facilities

Other

N/A



Downtown Livability

June 3, 2014
FOCUS GROUP

Group #4
COMMENTS

Focus Group Participants:

Bill Herman (Bellevue Towers)
Don Rich (Bellevue Towers)
Sue Martin (Bellevue Towers)
John Yeyni (Bellevue Towers)
Todd R. Woosley (BOMA, resident)
Ayesha Zaheer-Chaudry (Northtowne)
Kathy Key (King County Library)
Sharon Linton (Meydenbauer Center, Northtowne)
Barb Taylor (Bellevue Towers)

Staff:

Facilitator: Emil King
Note-taker: Kate March

GROUP COMMENTS

Do you have input on the issues under consideration by the CAC or insights about their relationship to livability?

Pedestrian Corridor/Public Open Space

- The idea of a land bridge across I-405 connecting Downtown to the Wilburton is very good.
- The use of roof tops and views of these areas from above are important considerations.
- Green space is a unifying theme. Public open space is needed in all portions of Downtown.
- Meydenbauer Bay Park should have good connections to the rest of Downtown.

Design Guidelines

- Concern about the success of ground-floor retail in some of the streets that aren't retail-focused and don't have a critical mass of pedestrian or dense surrounding uses.
- There is enough density to support ground-floor retail in most parts of Downtown if it is focused on certain streets or on the corners of buildings (and not along the entire frontage).
- It would be good to mix in other non-retail uses or amenities next to retail use to create an interesting street frontage.

Building Height and Form

- Interest in knowing who the interest groups are pushing for height and/or density increases.

- Why are 600-foot tall buildings being considered? Why not some other number? The Columbia Tower is over 900 feet in Seattle; that is definitely too tall.
- Concern about the view impacts of taller, or denser, buildings.
- The potential changes in the O-2 zone up to 400 feet are too extreme and will block views.
- Is anyone addressing the impacts of more people and traffic congestion that will come with more density?
- As the alternatives are examined, do the variables of height, density stay constant?
- What are the benefits to residents of taller, denser buildings?
- If you give additional height and density to a developer they will maximize it. Will these changes result in more overall development Downtown?
- There are currently major issues with getting automobiles into and out of developments Downtown. This will only be exacerbated with more development and allowance for additional density.
- How can we be assured that any height or density increases will result in a “public benefit”? Shouldn’t all projects already be providing public benefits as part of their developments?
- Just because there is a planned light rail station Downtown, doesn’t mean we should have higher density. The net new riders of light rail will be about 4,000-6,000 per day. As a policy to try and increase ridership on one particular more, the idea that we will be increasing density to drive the ridership of light rail doesn’t make any sense.
- There are some good examples of land use and transportation working together. In the Washington D.C. area, if Metro wasn’t place traffic would be terrible.
- It makes sense to build higher density along the freeway (in the OLB district) but it will takes decades to fully transform this area.
- The “wedding cake” is a good concept. How will developers be allowed to go higher without necessarily encouraging additional density?
- We don’t need to increase the build-out potential for Downtown Bellevue at this time.
- It feels like the entire “wedding cake” is growing larger.
- There is a big difference between residential and nonresidential floorplates in towers.
- From a residential stand-point, it is easier to have smaller floorplates and have less FAR; office buildings may require more FAR and want bigger floorplates.
- Don’t allow variances for height increases.
- We should also be thinking about how the Downtown heights and densities tie in with the Hospital District and Wilburton on the other side of I-405.
- The Wilburton area will be examined for additional density in the future.
- Concern about the edges of Downtown and how the single family neighborhoods will be protected if height and/or density increases are allowed.
- Not all the zones are being looked at identically. Some of the changes are for additional height only, without additional density.
- Regarding equalizing densities and heights for residential and nonresidential, it is important to keep a difference for greater height and density in the MU district.

Downtown Parking

- Concern about parking on the edges of Downtown.
- Inadequate parking is a key cause of congestion. The growing amount of pedestrian activity is also slowing down some of the turning movements at signals. Is there a need for more sky bridges?

Other

- Biggest concern is traffic flow, and access into and out of Downtown.
- There is a need to bring in more distinct businesses and retail uses (not just the chains or the same ones as Seattle).



Downtown Livability

June 3, 2014

OPEN HOUSE & FOCUS GROUPS COMMENT CARDS

Comment Card #1 (Ann Schroeder Osterberg)

Pedestrian Corridor:

- Eliminate motorized vehicles; establish pedestrian corridors from high density residential areas to transit; Pedestrian corridors from high density residential areas to transit pedestrian corridor needs to be a place people want to spend time; link corridor to Wilburton and to waterfront parks (through Downtown Park) and to B/N trail.

Open Space:

- Expand open space significantly.
- Create trails and a trail system throughout downtown that encourage/enhance the experience of walking.

Amenity Incentive System:

- Prioritize affordable housing to ensure all income levels can live and work in Bellevue; grandparents need to be able to stay in the city; service employees, teachers, firefighters need to live close to their work; it's competing with too many other amenities necessary to a livable city. Allow micro units. Require energy efficiency and sustainability to minimize energy use and obviate need for new transmission corridors.

Additional Comments

- Strengthen regulations to allow city to prevent new electrical transmission lines corridors through downtown.

Comment Card #2 (Susan Nelson)

Open Space:

- Keep the "green space" we have in the downtown neighborhood. Look for new creative ways to locate a community center downtown. Don't build it in Ashwood Park. Green space is vital to maintain healthy living in a densely populated area.

Comment Card #3 (Kathy Key)

Pedestrian Corridor:

- Hope it remains pleasant to walk to the library.

Design Guidelines

- Like walking bridges over roads

Building Height and Form

- I like skinny tower idea for light and variety of view and distinctive buildings.

Comment Card #4 (Justin Stewart)

Pedestrian Corridor:

- Better night lighting

Open Space:

- Waterfront parks – more access, need a public boat launch in Meydenbauer

Design Guidelines

- Incentivize more distinctive design, better pedestrian experiences, with increased height and/or FAR bonuses

Building Height and Form

- Right now the City skyline is very boring because it is not varied. Many people, myself included, would like to see increased height limits and FAR to incentivize a few distinctive landmark towers.

Comment Card #5 (Russ Wiecking)

Pedestrian Corridor:

- General: Over the years, I have come to realize Bellevue is primarily a greed-oriented city; light rail through the slough (not the option presented to voters); businesses whose parking garages require police direction for safety; the city's main street cannot handle the frequent high traffic volumes and must be closed. Public pay for business parking. So, I ask the simple question: what's in this for me? The City is ugly, unfriendly, overpriced, not protective of the existing natural environment, crime is up, congestion keeps me out of downtown. Your history of city management is very poor. So, why would I want these changes? Lower taxes, lower crime? Don't tell me that the income of the greedy will trickle down to me. All I see coming is more ugly. Keep status quo on building heights.

Additional Comments:

- Creating a must-see downtown attraction: no interest to me. Adding character...to downtown: so far, total fail. Creating green corridor: easy, where are the bike lanes? Master bicycle facility? Bull.

Comment Card #6 (Laura Fox)

Building Height and Form

- Please keep the City's original commitment to keep building heights in the perimeter of the downtown core as is. It is disingenuous to promote that increased heights will add no density. There will be pressure to increase the base footprint of new buildings.

Comment Card #7 (Katherine Hughes)

Amenity Incentive System:

- Need to flesh out some specifics for amenities that focus on livability and access to the buildings. It is very difficult to wrap our heads around increased heights and densities without some “give”!!

Design Guidelines

- Work very hard at connectivity between locations via foot and bike and finally by auto

Building Height and Form

- 2A section: hold current height max for non-residential at 00 and 3.0 FAR 2C section: hold current max height of 90 ft.?

Downtown Parking

- Must be more available along with biking options

Food Trucks, Mechanical Equipment Screening, Vacant sites and buildings, Recycling and Solid Waste

- The mechanical equipment screening is a must with child safety and visually appealing as possible

Comment Card #8 (Marci Fox)

Building Height and Form

- We're opposed to any height increases to the NW corner of Bellevue. No additional increases with 103rd between 8th and 12th. Vuecrest and Northtowne are part of Bellevue's heritage and these neighborhoods are vital to Bellevue success.

Comment Card #9 (David F. Plummer)

Amenity Incentive System:

- Delete all incentive provisions from city codes.

Building Height and Form

- Limit all future building heights to not more than 5 stories.

Light Rail Interface/Station Area Planning

- Eliminate the interface

Comment Card #10 (Anonymous)

Building Height and Form

- Livability is not improved by building 600' buildings in a small area where both auto and pedestrian traffic is already severely congested. Green space is needed for livability.

Additional Comments

- 405 and Bellevue Way are too congested already. The transit rail system is a long way off!



Downtown Livability

As of May 21, 2014

E-MAIL COMMENTS

Bill Herman

My concerns from the possibility of changing the zoning is..

A. Changing height - Destroying Value

Allowing taller buildings on 4th St robs me of 100's of thousands of dollars in my property value. I bought my condo on the SW corner of the South tower of Bellevue Towers based on the value of the views. The condos in the SW corner are numbered XX16. Look at the sold data on <http://www.bellevuetowercondos.com/listings/sold-history> to get an idea of the value of the views and the damage that would be done if a curtain of 400 foot buildings is built across from us. It's about \$10,000 a floor premium below the "protected level" and the premium increases as you rise above the 250 foot level to more like \$20,000 a floor. If I expected a curtain of buildings in front of me, I would have saved \$500,000 and been on a lower floor. Changing the zoning rules robs me of value.

Unit	Sale Price
1416	822,000
1616	832,000
1916	894,160
1816	900,000
2416	919,000
2216	1,018,500
3616	1,298,000 est. 2013 value

B. Changing Density – Increasing Congestion

Our infrastructure was built to support our current plan. On my way over to City Hall tonight you could see cars lined up down 4th St from 405 all the way to Bellevue Way. Under our current zoning this problem will multiply. No one in their right mind living downtown would want any more density. At holiday time it already takes 5 minutes to get out of my driveway. Once Soma Towers, Lincoln 2, Rockefeller, Schnitzer's Centre 425 and the Rockefeller Development gets built I'd expect over 10 minutes. Why would I want to add to the problem with higher density?

C. Pedestrian Corridor

the plans for an improved pedestrian corridor are great. In particular I like the idea of creating a means to move through the city on bicycle. Additional consideration should be given to creating a north south way through the city. The current Bellevue Bicycling map shows 106th as a path through the city and 108th as the means of approaching the city from the south. Right now those aren't really bike friendly routes. A plan to extend the bike access to the east and west ends of the corridor are needed. If there was a bike lane from Bel square to NE 2nd and a bike lane to the Lake Washington trail you avoid a missing link problem. Particularly the east end is important as this is increasingly a bicycle commuter route.

D. Downtown Parking – the major problem is the expectation of free parking. You would like to see some kind of parking garage appear, but how can they survive with Bellevue Square. At the holiday time the backup really starts in the parking garages. I agree with the comment that underground parking at Downtown Park is needed to keep Main St viable particularly with the addition of 99 Park Restaurant. I have a hard time getting my friends to come into Bellevue because of parking woes.

E. Public Open Spaces – All excellent ideas

F. Design Guidelines – excellent recommendations with the exception of the building height

G. Station Area Planning – I like the bike lane on 112th at NE 8th. I don't like the median on 108th. Squeezing through alongside the median on a bike with a bus coming up is a hazard. Try riding a bike on 2nd St. along Downtown Park where that median comes into play and you'll see what I mean. It creates a squeeze where cars don't want to wait for bikes but there is no room to pass. The 108th median is worse because it is uphill and bikes have a hard time accelerating from a red light and shouldn't block a bus coming up from behind.

Cliff Chirls

I'm writing to register my thoughts regarding the recent suggested zoning changes to downtown Bellevue. As a relatively new (one year) resident of downtown Bellevue (address is: 500 106th Ave. NE), I am surprised and disappointed to hear a change to 600 feet building height being considered at this time. My wife and I purchased our new condominium with the existing zoning laws in mind. The new zoning height would destroy the remaining views we expected to have after the new Kemper-Freeman development and would have had us exploring alternatives to the decision we made a year ago.

Although the density of downtown Bellevue is undergoing significant change, the canyons of New York City were not what we were either expecting or looking for when we moved here. This clearly would be the result of such a massive change to the existing zoning. The views of many in addition to ourselves would be destroyed. The parking and traffic handling capability that is already nearing capacity would produce overload and gridlock.

This, fundamentally, is a bad idea, both from a personal perspective but also from an urban density and livability perspective.

Thank you for your consideration.

Clifford Chirls

Managing Partner
Effectiveness Institute

Chris Jordan

As you probably know, the old iHop where Cupcake Royale was located is getting torn down. Unfortunately, Cupcake Royale has not been able to find a new location in Bellevue. After speaking with the staff leading up to and on closing day, it was due to Cupcake Royale being classified as a restaurant thus required having a location with 12 parking spaces.

It should be recognized that Cupcake Royale is not a restaurant. The overwhelming amount of their business are customers that walk in, get a coffee and cupcake, and walk out. If anything, they are a coffee shop and the 12 parking space requirement for them is a little ridiculous.

Secondly, Cupcake Royale is a highly identifiable local company. I would argue that it is iconic for the area and has won awards for their cupcakes. It is truly tragic that as Bellevue grows it would push out a coffee shop/bakery/creamy that contributes so much to the local atmosphere.

Jay C. and Nonja F. Bisgard

We are totally opposed to the proposed changes to the downtown building height restrictions. We are concerned that the proposed population density will vastly exceed the limits imposed by traffic capacity and other infrastructure, thus adversely impacting the quality of life in the downtown area.

If further consideration is to be given to changing the height restrictions, and therefore the population density, no decision should be made without a thorough study to evaluate the ability of the current and planned infrastructure to support such change. Learning that streets have to be widened, and other significant infrastructure changes must be made after the buildings are built would be prohibitively costly and disastrous for Bellevue.

Jay C. and Nonja F. Bisgard

10100 NE 4th St, Unit 2914

Bellevue

Don Weintraub

I am highly opposed to the changes being considered to allow taller buildings (up to 600 feet) in downtown Bellevue. I am also concerned about the changes to allow 400 foot buildings along 4th and 8th. Hundreds of us here at Bellevue Towers paid a premium to be positioned in a high enough floor to have view protection based on the zoning at the time. Now that the building is sold out I am

deeply concerned about the possibility of the zoning changing. Please make my comments known to the board.

Thank you,

Don Weintraub

Shelley Noble and Bob Kilian

We were of the impression that the Bellevue Livability Advisory Committee was an advocacy committee for protecting the livability in downtown Bellevue. Apparently not so. Raising the “wedding cake” standards for building heights to 600 ft, and 400 feet South of NE 4th Street will do much for downtown livability in Kirkland, for that is where the people will migrate with these changes. Changing the land use code "post facto" for people who have already made purchases in high rise Bellevue condos is unfair and unethical. An obligation should be recognized by the committee to maintain the downtown restrictions as they are, and not change the rules while the game is in progress.

These changes would not only be devastating to the property values of the present condo owners, it would also result in significant traffic overloads on Bellevue’s undersized streets.

Don’t do this! Don’t get this ball rolling!!

Shelley Noble and Bob Kilian

Sin and Anne Lew

I am a resident of Bellevue Towers in downtown Bellevue; I have lived there since 2013 and have been very happy with livability of downtown Bellevue. The downtown area is developing quite nicely with good social activities. It is also getting quite crowded and significant congestion of traffic along Bellevue Way, 106th and 4th and 8th Sts.

We are very concerned about the new proposals for the zoning around the downtown area. We purchased our unit based on the current zoning in place to protect your property value and views. The Lincoln Square Expansion project was initially for a 300 feet height building but later extended to 450 foot based on “points”. These kinds of projects destroy the confidence of the residents of downtown Bellevue that the city will protect the “promise” of the zoning laws.

This zoning proposal would be detrimental to the City of Bellevue and the people living and working in the downtown area.

The additional tall buildings would block sunlight and create a shadowy and dark downtown area. The complete feeling of openness and comfort for walking around would be destroyed. Traffic is already terrible during the weekends – changing to higher density would create an impossible situation.

We doubt we have the street capacity for the planned density under the current zoning let alone with higher density.

Effects on adjoining properties:

- Ground wind effects
- Shading issues (especially for other buildings)
- Heat island effects – trapping air and heating it, placing increased demand on cooling equipment
- "Canyon effects" – trapping pollutants, reducing air quality at the street
- Social effects – "vertical gated community" syndrome, social exclusion, lack of activation of the street. Will feel like Hong Kong!
- Psychological effects for pedestrians and nearby residents. This depends greatly on the aesthetics of the building, but there is research to show that a novel design that falls out of fashion (which history shows is difficult to predict) can significantly degrade the experience of the public realm and quality of place. This in turn has a major effect on sustainability.

Please reconsider the new zoning proposals. We would be happy to provide more feedback as residents of downtown Bellevue. Please email us.

Thank you,

Sin and Anne Lew

Bellevue Towers Residents, Unit 3902.

Ellen Wang

I am responding to the recent meeting where zoning changes were proposed for an area between 4th and 8th in downtown Bellevue.

First, allowing only 2 full days after the meeting to accept comments is **terrible!** What kind of opportunity will people have to hear about this, let alone to gather the information necessary to make informed comment? There should be a MUCH longer public comment period.

Second, this is a small city. It has already grown incredibly fast since 1950 and especially since 2006. To see further rampant growth and buildings nearly half again as tall as the buildings that are already here may make Bellevue stand-out as a skyline, but it will also have a severely detrimental impact on property owners who currently live in or have invested in high-rise downtown properties where the view is a large part of the value. Loss of view due to high buildings will have a severe impact on real estate prices for these existing properties, even as Bellevue would benefit from increased residential, commercial, and office space. It would be a trade-off that will hurt current residents in favor of future residents. Is that fair?

Traffic impacts, likewise, would be huge. There is already a shortage of parking and fees for parking in garages are very high. Not every building provides adequate parking for the on-site workers, residents, consumers, and guests of that building, and without the city requiring that new construction provide ample on-street parking the congestion and the scarcity of available spots will

only increase. Also, re-zoning 2-lane surface streets to allow for these 600 foot-high buildings would make “urban canyons” choked with traffic.

Would it not be more sensible to zone such high buildings along I-405 (112th) between 8th and Main? The buildings currently there are 4-6 stories tall and are older, being concrete relics of the 60s, 70s, and 80s. New glass and steel structures along I-405 would better suite traffic as it would flow on and off the freeway and not increase congestion on narrow downtown streets. Moreover, the higher buildings in that location would not obstruct the views of high rise residences further-in to downtown Bellevue’s core. These higher buildings would, in fact, create a pleasing “upward sweep” of height from Meydenbauer Bay to I-405, with buildings becoming progressively taller as one approaches I-405. From Seattle and Lake Washington this would look spectacular, and since there are no high-rise buildings to the east of downtown across I-405 the impact to views would be negligible – only those facing the East would see a reduction of their far-away view of the Cascade Range, but they would still retain some mountain and vast city views.

As a real estate professional who has worked in Bellevue for 30 years I want to see more development: more properties to buy and sell means more potential business for me. However, I am also a resident of the downtown and live in Bellevue Towers. I have sold more units there than anyone else (indeed, more than the next dozen agents combined) and I have owned several units there myself. I am currently moving into one and selling another. The thought that my investment could be ruined by a ring of tall buildings is distressing, to say the least. I am also concerned for my many clients who I have encouraged to buy-in to these buildings since the original developer filed for bankruptcy – after all, these buyers have surely helped Bellevue’s property values rise and the city’s tax revenue increase.

Again, a longer comment period and more public disclosure would be appreciated. It almost feels like this is being sneakily put into place without much chance for people who may not appreciate such drastic changes having an opportunity to weigh in on how it will affect real people’s lives.

It is a relief to know that more comment is being considered. I heard that it would just be two days and I panicked, I am sure you can understand, I have a lot riding on this issue personally and professionally. Thanks for passing my comments along to the committee.

I cannot stress enough how much I think it would make more sense to zone taller buildings along I-405 rather than in the midst of downtown – we don’t want to repeat the traffic problems of New York City!! We don’t have the volume of cabs or mass transit, and it would be senseless to shove hundreds, if not thousands, of more individual cars downtown on our narrow streets rather than zone new growth along 405 where the roads are broad and the on-off ramp infrastructure would help alleviate surface street-congestion.

It would also replace the frankly ugly and outdate buildings there now.

Thanks!

Ellen Wang
RE/MAX Eastside Brokers, Inc.
11555 SE 8th St Suite 200
Bellevue WA 98004

Minur and Audry Orgun

We are very concerned with the Bellevue Livability Advisory Committee entertaining the possibility of updating the zoning in downtown Bellevue, which would allow for taller buildings and increase the density of the downtown area.

The following are our concerns:

Traffic:

Traffic in Bellevue is currently difficult. How are the main thoroughfares going to handle the traffic generated by the new projects in progress? There are 23 projects listed in Bellevue's 2014 1st Quarter Downtown Bellevue Major Projects List. It is not clear how the current thoroughfares will accommodate all the additional traffic 23 current and future projects will create. Yet, you are considering increasing the density further.

We have friends and acquaintances who already say they no longer shop or dine in Bellevue due to the traffic congestion. To shop, they now go to Alderwood Mall or Redmond Town Center. Their comment with regard to Bellevue traffic is, "It just isn't worth going into Bellevue."

Entering and existing the freeway is taking longer and longer every day.

It sometimes takes 30 minutes during the holiday season to go from I-405 to Bellevue Square.

The study for these zoning changes are not linked to any traffic density studies and how these zoning changes will impact access to and from I-405, as well as navigating around downtown Bellevue. With these zoning changes, we might end up with an esthetically nice Bellevue skyline, however, traffic might end up being total gridlock.

I-405 Northbound and Southbound traffic through Bellevue is usually very dense and feels like a parking lot during rush hour, sometimes for miles. Clearly, increasing height and density will make the situation worse, but will it be the last straw to break the camel's back and start an exodus from downtown Bellevue? Is there a companion study to these zoning changes that assess traffic in downtown, access from I-405 and to I-405? We want Bellevue to be accessible and a livable community, not another downtown that will suffer from traffic jams.

Parking:

Free street parking is almost non-existent. "Prime Time" (day time) parking is expensive and likely to get worse if demand continues to increase.

Open Feeling:

We have to say after reading the presentation entitled "Downtown Livability Initiative," dated May 21, 2014, to change the zoning to allow for 400 to 600 foot buildings does not lend itself to a green

environment for Bellevue. We have open spaces in the city that lend themselves to livability. Please don't turn downtown Bellevue into a dark, canyon metropolis.

We chose Bellevue over Seattle because of the lower density. With these proposed changes, Bellevue has the potential to become another Seattle or even worse.

Are these zoning changes truly intended to achieve a “perfect wedding cake” or simply add more height and density to existing zones (450 ft to 600 ft for Zone 1a-01 and 250 to 400 ft for Zone 1a-02). Is Bellevue’s skyline esthetic that important to sacrifice livability in downtown Bellevue? What do people look for in a city, its skyline esthetics or its livability? Will our property values go up because the downtown skyline is esthetically pleasing or because the living conditions in downtown are inviting?

We are residents of Bellevue Towers. Prior to purchasing our home, we did extensive research into the zoning allowances for the downtown area of Bellevue. We were assured that the current “wedding cake” zoning would not change for quite some time. Any zoning South of NE 4th would not be any higher than 250 feet. We did our research to make sure when we purchased at Bellevue Towers our South and Southwest views would not be blocked (other than the Lincoln Square expansion). We did our due diligence to insure our view would not change. Now, we could lose all of our view and the value of our investment.

Please take our comments into consideration as the Committee reviews the potential zoning change.

Thank you,

Munir and Audrey Orgun

Heather Trescases

A comment that I have from seeing the finalized list of amenities would be to change “Arts Space” to “Cultural Space” to account for and include all aspects of culture – such as history and heritage – not only arts. Cultural organizations of all kinds need space, and through their missions, programs and services, they contribute significantly to the livability and vibrancy of a community.

Heather Trescases

Executive Director

Eastside Heritage Center

Michael Simpson

I have the pleasure of working (Bellevue City Center) and living in downtown Bellevue (Bellevue Tower). In response to the proposal to increase density in Downtown Bellevue, as someone who lives in downtown, I am dramatically opposed to it. The proposals to allow buildings to be 600 feet tall between 4th and 8th from Bellevue Way to 110th and allowing buildings up to 400 feet tall along the

south side of 4th street and north part of 8th with an increase density is NOT IN THE BEST INTEREST of Bellevue.

1. There is limited green space, Downtown Park is really the only option today and as someone who uses the park every weekend, it is already crowded and getting worse, with the 1000 or so additional residence coming in around the park it will quickly become unusable.
 - a. Bellevue NEEDS additional green space, not taller buildings.
2. The walkability in Bellevue is declining - Bellevue has gone from a walkable and ridable city to a concrete jungle where some streets take 7 – 8 minutes to get lights to allow pedestrians and bikes to cross.
 - a. To walk from Bellevue Tower to the mall should be a 4 minute walk, if one obeys all of the traffic signs it is a 15 minute walk.
3. The infrastructure relative to roads, is already reaching Atlanta or NYC level traffic. Trying to get in and out of Bellevue during the peak hours is a multi-hour situation. 405 is a disaster and the exits in and out of Bellevue has become a planning event.
 - a. Traffic and roads are out of control.
 - b. QFC & Safeway are our only real options downtown and they are becoming crowded

As an employer in Downtown Bellevue we choice Bellevue for our headquarters due to public transportation, green space, walkability, restaurants, etc. increasing density downtown, will reduce these elements. Two years ago being in downtown Bellevue was a key to being able to attract talent, today it is starting to become a liability in that we have lost several good employees due to traffic coming to and from work.

Please reconsider increasing density and building height.

Michael J. Simpson | President and Chief Executive Officer
500 108th Ave NE Ste 300 Bellevue, WA 98004

Olga Herrera

It was a pleasure meeting you last night at the Open House; thank you for spearheading our focus group. It was a positive collaborative experience, and I felt honored to have been given the opportunity to participate.

Although, I have to admit, I'm a little confused about the purpose of these focus groups. For instance, you indicated the City is soliciting input; however, you also indicated there wouldn't be any significant changes to the construction projects currently in Land Use review (of which there are *many*). I believe you characterized the new construction as the "first 50%", with the other 50% coming over the next several years or decades. Then, how am I (as a resident) able to affect any real change?

Is gathering our input simply an effort on the part of the DSD to comply with Washington's GMA – requiring early and continuous public participation? If this is the case, then perhaps this entire process should have started prior to 2013, so that we might have had an opportunity to affect change in a meaningful way– for *this* 50%.

I apologize if I'm being critical, it isn't my intention; I'm just trying to understand the process. The growth and development of the City is of the utmost importance to my husband and me. We see this as a quality of life issue for us. We fully support growth in the City, but believe it must be managed in a responsible way-- balancing both, residential and commercial interests.

Going forward, what is the best method to express my opinions and share my ideas with you? I have good ideas; I'm known for my ability to troubleshoot and think outside the box. Also, I possess a great deal of common sense (sometimes that's all that's needed).

Again, thank you for your efforts. I greatly appreciated the opportunity to express my concerns in our focus group.

Olga Herrera

Bellevue Towers Resident

Steve Hall

I have lived in Bellevue for 52 years, 28 of those years in Surrey Downs. It was the ideal neighborhood in 1962 when I moved to Bellevue with my parents, in 1985 when I bought my house in Surrey Downs, and for some years beyond that.

Now, I want to very clearly and strongly state on the livability issue, that livability in downtown Bellevue and the surrounding neighborhoods is NOT enhanced by increasing the building height and/or population density above what is currently zoned for. Especially, when we have been completely forced to accept light rail along 116th and on Main St. We have given more than our share of blood. If you raise the height and/or density levels beyond what the City leaders promised in 1981, you will be DECREASING the livability of our City.

Our downtown streets already can barely accommodate the current levels of traffic. Our taxes have been going up markedly. We can longer park for free in the downtown area. The stores are packed full of people. Our schools are overflowing. I can only imagine if significantly more people live, work, shop and recreate in downtown Bellevue and the surrounding neighborhoods.

Thank you for your faithfulness to livability in Bellevue.

Steve Hall
11031 SE 9th St.

William Fong and Joyz Lau

I am very concerned that I purchased my unit based on the current zoning being in place to protect your property value and views, and this zoning would be detrimental to the City of Bellevue and the people living and working in the downtown area.

The additional tall buildings would block sunlight and create a shadowy and dark downtown area. The complete feeling of openness and comfort for walking around would be destroyed. Traffic is already bad-- changing to higher density would make it ridiculous. I doubt we have the street capacity for the planned density under the current zoning let alone with higher density.

Effects on adjoining properties:

- Ground wind effects
- Shading issues (especially for other buildings)
- Heat island effects – trapping air and heating it, placing increased demand on cooling equipment
- "Canyon effects" – trapping pollutants, reducing air quality at the street
- Social affects – "vertical gated community" syndrome, social exclusion, lack of activation of the street. Will feel like Hong Kong!
- Psychological effects for pedestrians and nearby residents. This depends greatly on the aesthetics of the building, but there is research to show that a novel design that falls out of fashion (which history shows is difficult to predict) can significantly degrade the experience of the public realm and quality of place. This in turn has a major effect on sustainability.

Please reconsider the new zoning proposals. If you need any further feedback, feel free to email us

Thank you,

William Fong, Joyz Lau.
(Unit owner at Bellevue Towers)

Renay Bennett - Bellecrest Neighborhood Association Board

As you are aware, the committee is looking at an increase in height in the downtown.

Some of you may not know that when the downtown was rezoned back in the late 1980's, there was a bitter fight between those who wanted a 'Seattle type' downtown and those who wanted a bit more modest downtown that would protect the neighborhoods surrounding the downtown and provide a transition in zoning and height to those neighborhoods. **In the end, a promise was made between the city and the neighborhoods that there would be a 'wedding cake' design height plan for the city to protect the neighborhoods from impacts of the development of the downtown.** Tallest buildings in the center, then stepped down until the edges (north, south and west next to the neighborhoods). This was to firmly establish a graceful transition to the neighborhoods and keep tall buildings, the resultant traffic, light, and other impacts away from single family neighborhoods.

For reference, at last count, the downtown isn't half built out now. The city has already up-zoned along 112th, 116th and the Bel-Red corridor, too, so there is ample room for growth. For further reference, the downtown – without this proposed increase in density – will be in gridlock in 2030 with trip time DOUBLING.

This proposal represents a big jump in height and density, but also a tremendous jump in traffic, something that is always number one on the list of issues that our neighborhood residents relay to our Bellecrest Board - and the city is well aware of this continuing safety concern. Bellecrest, Surrey Downs, Northtowne, and leaders in Enatai have always supported keeping the promise made to the neighborhoods and opposed these attempts at up-zoning.

Every few years, this proposal is dragged out and every few years, the neighborhoods stand up AGAIN and say NO. It is a fight, and bad blood results.

On behalf of the Bellecrest Neighborhood Association Board, we ask you to **KEEP YOUR PROMISE TO THE NEIGHBORHOODS and NO UP-ZONE.**

Sincerely,

The Bellecrest Neighborhood Association Board

Renay Bennett, President
Allan Smith, Vice President
Heidi Drake, Secretary
Erin Powell Dilloo, Treasurer
Tricia Hardie
Kathy Krohn
Mark Landes
Nanette Lescher

Sharon Lovejoy

I am a resident of the South Tower of Bellevue Towers and strongly object to the proposed increase to 400 ft height limit on the South Side of NE 4th St. It would block and ruin the view from my unit. Additionally, higher population and traffic density would exacerbate an already bad situation.

Respectfully,

Sharon Lovejoy
Bellevue Towers
10700 NE 4th St.
Bellevue, WA, 98004

Wendy Jones – Enatai Neighborhood Association

The Enatai Neighborhood Association is very concerned about the Downtown Livability Initiative's recent proposal to increase Central Business District heights and densities. The traffic and visual impacts of these changes could significantly negatively infringe upon the single-family neighborhoods surrounding downtown Bellevue.

Traffic mitigation fees for Downtown projects should be spent on projects in close proximity to the source of impacts, lest they be left unmitigated. By not investing in transportation infrastructure in and around Downtown, the City is shifting the congestion problem onto the surrounding neighborhoods.

We recommend any proposal to increase density in Downtown be tabled until the impacts of increased congestion can be thoroughly identified and mitigated.

Thank you for your deliberation on this matter.

Enatai Neighborhood Association
Wendy Jones, President
Brooks Beaupain, Vice-President

Janine Marcus

We are very concerned as we purchased our unit at Bellevue Towers based on the current zoning being in place to protect our property value and views, and this zoning would be detrimental to the City of Bellevue and the people living and working in the downtown area. We made our selection based on the expectation that the 2 proposed Kemper development buildings would be no more than 450 ft high (and these would be the only buildings this height). In addition, no buildings south of NE 4th would be higher than 250ft. We chose to pay the premium based on this information...

The additional tall buildings would block sunlight and create a shadowy and dark downtown area. The complete feeling of openness and comfort for walking around would be destroyed. Traffic is already bad-- changing to higher density would make it ridiculous. I doubt we have the street capacity for the planned density under the current zoning let alone with higher density.

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- Psychological effects for pedestrians and nearby residents. This depends greatly on the aesthetics of the building, but there is research to show that a novel design that falls out of fashion (which history shows is difficult to predict) can significantly degrade the experience of the public realm and quality of place. This in turn has a major effect on sustainability.

The noise levels in the community are already getting unbearable from the increase in population, and the late night car racing, and increase in ambulance, and police activity is also of huge concern as the population increases

Please reconsider the new zoning proposals. If you need any further feedback, feel free to email us

Thank you,

Janine Marcus

Jacqui Ramsay

I could not make the meeting on 6/2, but my neighbor was there and relayed some disturbing news about proposed changes in the Downtown Bellevue zoning regulations. I did not see any information, proposals for this change or minutes for this meeting posted on your website. Subsequently I respectfully request that the period of public comment be extended so that Bellevue citizens can have a chance to review the minutes and proposals and understand what exactly is being proposed in their city. (If the proposal is already out there, please send me a link, my search did not turn anything up).

My husband and I are adamantly opposed to any change that would raise the current height restrictions on new residential or office buildings- especially south of NE 4th where mid-rise buildings allow housing/office density without snuffing out the open territorial landscape.

I recently moved to Bellevue in part because it is an open, walkable city. I stayed away from Seattle because I felt it was too dark and shadowy with all of those hi-rise buildings, and who needs light more than people living in the rainy Northwest?

To my sadness, I found that now with this endless construction, downtown traffic is already approaching the absurd with a crush of cars and people that just seems to be getting worse. Service vehicles and delivery trucks are parked in the middle of the streets, gumming up traffic and are a constant noise and air pollution nuisance. Adding high density structures would only make this worse. We are Bellevue and we have a character all our own-part of which was an open, livable yet vibrant Downtown. We shouldn't try to be Seattle.

In addition growing downtown congestion, one can't travel a few miles north or south without extended time in the purgatory of I-405 that is the stretch between I-90 and 520. Stacking that many more people in 600 ft hi-rise towers coming and going to work (or to and from home from their downtown tower) will make 405 more of a nightmare than it already is.

Sincerely,

Jacqueline Ramsay
Downtown Bellevue Resident

Janet Stroeble

As a downtown Bellevue homeowner, I am very concerned about the proposed zoning changes for downtown. I purchased my unit based on the current zoning which would protect my property value and views, and I strongly believe that the proposed zoning changes would be detrimental to the City of Bellevue and the people living and working in the downtown area.

In addition to concerns for my own property value and views, increased density would put traffic volume on downtown streets that they are just not equipped to handle, especially at rush hour. Traffic is already bad; accommodating the increases under current zoning will be enough of a

challenge. The additional tall buildings would block sunlight and create a dark downtown area as well as have detrimental impacts on adjoining buildings.

I chose downtown Bellevue over downtown Seattle deliberately because of the balance of a big city feel and smaller town livability. I suspect that many, if not all, of the Committee members live in the suburbs and will not be directly affected by the proposed changes. As a downtown resident, I urge you to take your Committee name seriously and keep *livability* in the forefront of your decision-making. Please don't turn Bellevue into "Seattle of the Eastside"--retain Bellevue's uniqueness and **livability**.

Thank you,

Janet Stroebel
(Unit owner at Bellevue Towers)

Resley Tzong

I know I speak for many other residents of the Bellevue Towers (and other condominiums) when I say I am deeply worried about new buildings starting/planning to be built in downtown Bellevue.

Already, new construction of tall buildings has begun on NE 4th St, threatening to block the views of many Bellevue Tower residents. 400+ foot buildings, especially on NE 4th St, will undoubtedly ruin our views that we paid high premiums to get.

When I was considering purchasing my 30th floor unit two years ago, I was told that the highest any new buildings would be built would only reach 26 floors. Thus my concern was diminished and I purchased the unit, mainly for the view it offered facing 106th Ave NE and Bellevue Way (Lake Washington). However, construction of new buildings planning to reach at least 43 floors are already underway on NE 4th St.

This is unfair to residents living on NE 4th St as well as 106th Ave NE. We are concerned about changing the rules after selling us the goods. The views of our condo units make up a large part of the high value of our units and we are very worried that this value will drop considerably once our views are blocked. Zoning changes/taller buildings will cause this unforeseen travesty that us residents were unaware of when we purchased our units.

Also I doubt we have the street capacity for the planned density under the current zoning let alone with higher density. These new zoning changes and taller buildings will create an even more densely populated area and higher building density, not to mention horrible traffic, in an already highly concentrated area of downtown Bellevue. It will affect many residents and the value of their homes and I strongly urge the advisory committee and Planning and Community Development to stop any ongoing and future projects. Any information on how residents can petition against these new projects of taller buildings/zoning changes to the City Council would be very helpful. We the residents appreciate your taking the time to listen to our concern.

Thank you,

Resley Tzong

Marilyn and Bob Vollmer

We are extremely disappointed you are thinking of changing the rules. We paid a lot of money for this property and our views. Also, this city cannot handle congestion from buildings that size. People are moving to Bellevue for less congestion vs. Seattle mess!

Marilyn and Bob Vollmer

Gail and William Bain

Dear city council/planning board,

I am a resident at Bellevue Towers on 106th Ave NE. I understand that the city is considering changing the height restrictions and building density allowed in the downtown core area.

My husband and I are opposed to changes (increases in density and height of buildings) due to the impact it would have on livability in this area. I already feel the core area is being overbuilt and causing unmanaged traffic density, and challenges to the infrastructure (wear and tear on roads and bridges, loss of greenery, inability to properly police, etc).

I am also concerned with air quality, the wind tunnel effects we already feel between tall buildings, and the additional trapping of heat in the core area in the warm months.

Without further studies on these effects as well as better downtown public transportation systems to reduce cars, any increase in the proposed building capacity we feel would be detrimental to Bellevue and for those of us living in the downtown area.

Thank you for considering this comment in making your decision.

Sincerely,

Gail and William Bain

500 106th Ave NE Unit 3603

Bellevue, WA 98004

Mahnaz Yazdi

I am very concerned that I purchased my unit based on the current zoning being in place to protect your property value and views, and this zoning would be detrimental to the City of Bellevue and the people living and working in the downtown area.

The additional tall buildings would block sunlight and create a shadowy and dark downtown area.

The complete feeling of openness and comfort for walking around would be destroyed. Traffic is already bad-- changing to higher density would make it ridiculous. I doubt we have the street capacity for the planned density under the current zoning let alone with higher density.

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Please reconsider the new zoning proposals. If you need any further feedback, feel free to email us

Thank you,

Mahnaz Yazdi
(Unit owner at Bellevue Towers)

Monica Smith

I want to let you know my thoughts on the proposed changes to zoning allowing taller buildings in the areas from 4th to 8th and Bellevue Way. I am currently a resident of Bellevue Towers and I don't believe that the downtown area can sustain the additional congestion and traffic in addition to the fact that having paid a premium for the views upon purchase of a Bellevue Towers unit and having researched the zoning at the time it seems wrong to allow taller buildings than originally scheduled in this area.

Monica D. Smith
Asst. VP Corporate Tax & Customs Costco

Toni Chandler

I purchased a condo in the South Tower of the Bellevue Towers in September, 2012.

This purchase was made after a lot of searching to find just the right home. I had looked at all of the available condos in the downtown area and all of the close in surrounding areas to find the best livable area that I could. I fell in love with the downtown area because of the livability factor. It is such a great city. Not too small and not too big. Just the right balance. I found the Bellevue towers to be just right for me and was looking to purchase a unit in the North tower until they were honest with me about the zoning and building issues that were going to be taking away the view for the North Tower within a few years. After looking at the units in the South tower and researching the current zoning restrictions I decided to spend a lot more money for my unit and purchased in the South Tower due to the current zoning restrictions south of 4th Street that would guarantee my future view of Lake Washington, some of downtown Seattle and the south sections of the Olympic Mountain Range.

I am upset that even though I have been following all city updates for the last year and a half this is the first I have heard of this new zoning proposal and I am now only given two days to make my comments known. This sounds like one of the biggest railroad jobs I have ever come across. If you were serious about getting real feedback and not trying to cram a zone change through before

everyone that was affected could get their comments and concerns in, then why is this the first I have heard about it.

I do not know what my recourse is if you are intent on cramming this zoning change through but I can assure you that I will be researching my options and the options of other homeowners who purchased homes in the downtown area only to have you show so little concern for the investments of the homeowners who, like me, have invested their future into the honesty of the people who are in charge of this type of zoning change.

Please reconsider this zoning change. If your job is to be concerned about the Livability of Downtown Bellevue, as your name suggest, then you need to be making a better effort to find out what the needs of the homeowners are that live in downtown Bellevue not just the wants and needs of the big developers. No one who purchased a home in the North Tower is angry about the current building that is taking place between 106th and Bellevue Way even though is taking away their views. Why? because they were aware of that possibility before they spent their life savings to purchase their homes in that tower. Those of us that did not want to give up our views were willing to pay extra to keep those views. How can you change the rules after we spent so much extra???

Toni L. Chandler
Bellevue Towers
10600 NE 4th Street - Unit 1516
Bellevue, Washington 98004

Steve Anderson

I strongly oppose a "Zoning Change" that would allow taller buildings, south of 4th Avenue and north of 8th.
In addition to the impact to View corridors from existing structures, density becomes a huge problem.

Existing, as well as new construction underway is making vehicle and pedestrian traffic along 4th and 8th, a critical component of the livability in our great city.
Ingress and egress to existing facilities, has become extremely difficult [and unsafe] during lunch and late afternoon periods. I feel Increased density beyond present zoning would prove to be a big mistake.

Please do not support a Zoning change.
Sincerely
Stephen Anderson
PO Box 1131
Gig Harbor, Wa 98335

BUILDING HEIGHT AND FORM

Introduction

The June 18 Advisory Committee meeting will be a continued discussion of building height and form. The alternatives follow direction from the Committee’s January 15, 2014 Alternatives Workshop. Modifications were made by the Committee on May 21 to two of the areas under consideration: the OLB District (2B) and deep “B” area (2C). The full set of alternatives shown to the right was then presented as part of the June 3 Downtown Livability Open House/Focus Groups with over 65 people in attendance. In addition, a number of public comments have been received and are summarized in Attachment 2.

As the CAC contemplates potential changes to building height and form, there are some key relationships to livability that should be considered. Many of these stem from the June 2013 Land Use Code Audits where a range of opportunities to improve Downtown were studied.

Potential Height and Density Changes – Relationship to Livability

- ❖ Opportunity to create a more distinctive skyline
- ❖ Encourage more interesting and memorable architecture
- ❖ Opportunity for more light and air between buildings by allowing additional height
- ❖ Opportunity for more ground-level open space
- ❖ Ability to promote variability in building heights
- ❖ Ability to reinforce district identity
- ❖ Potential for additional height or density to add “lift” to incentive system
- ❖ Potential to add density around light rail transit investment

In addition to the bullet points relating to livability, Staff suggested a number of principles on May 21 to consider if allowable building heights and densities are increased.

Suggested Principles for Considering Added Building Height or Density in the Downtown

- Result in a better urban design outcome than the status quo, adding to the architectural excellence, character and memorability of the city center
- Continue to distinguish the special market niche played by Downtown
- Help deliver additional amenities that enhance the livability and character of Downtown
- Address any impacts that may result from the additional height or density (e.g. via design guidelines to address public views, shadows, tower spacing, and others)
- Continue to provide for appropriate transitions between Downtown and adjoining residential neighborhoods, while promoting better and more complementary linkages

The CAC Recommendations Worksheet presents the height and form alternatives currently under consideration. The Co-chairs will be seeking direction from the Committee on any recommended changes for the City to further pursue. For items 1A and 1B there is a choice between no change or additional height or additional height and density. Any recommended changes would be forwarded to Council, with subsequent review and refinement by the Planning Commission prior to Council consideration for adoption.

CAC Recommendations Worksheet

BUILDING HEIGHT AND FORM: Items for Committee Consideration	YES; Forward to Council (The following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, mitigation of any localized transportation impacts)	Yes; Forward to Council, <u>but with Modifications</u> (With Planning Commission consideration of tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, mitigation of any localized transportation impacts)	NO; Do Not Recommend Changes
1A Consideration of additional height alone, and additional height and density, in the Downtown Core to help accentuate the “wedding cake”. Analysis includes heights up to 600 feet in O-1 and 400 feet in O-2 and 20% increase in maximum FAR.	Height Alone		
	Height and Density		
2A Consideration of additional height alone, and additional height and density, in MU district. Analysis includes residential heights up to 300 feet and 20% increase in FAR and nonresidential heights up to 200 feet and 67% increase in FAR.	Height Alone		
	Height and Density		
2B Consideration of additional height and density in the OLB district. Analysis includes heights up to 200-350 feet and 5.0-6.0 FAR.			
2C Consideration of additional height in portions of MU with deep “B” design district. Analysis includes residential heights up to 160-240 feet and no increase in FAR.			
2D Additional height in the remainder of the “A” and “B” design districts. Analysis includes residential heights up to 70 feet in “A” and 125 feet for “B”.			
3A Nonresidential density and height to equal those for residential, taking into account floorplate needs of nonresidential buildings. Analysis includes review of MU district for nonresidential up to 200 feet and 5.0 FAR.			

#1 Within the Downtown Core, consider potential height and density departures to help accentuate the “wedding cake” in exchange for the provision of extraordinary amenities

#1A Potential for additional height alone, and additional height and density, in O-1 & O-2 districts

Problem Statement:

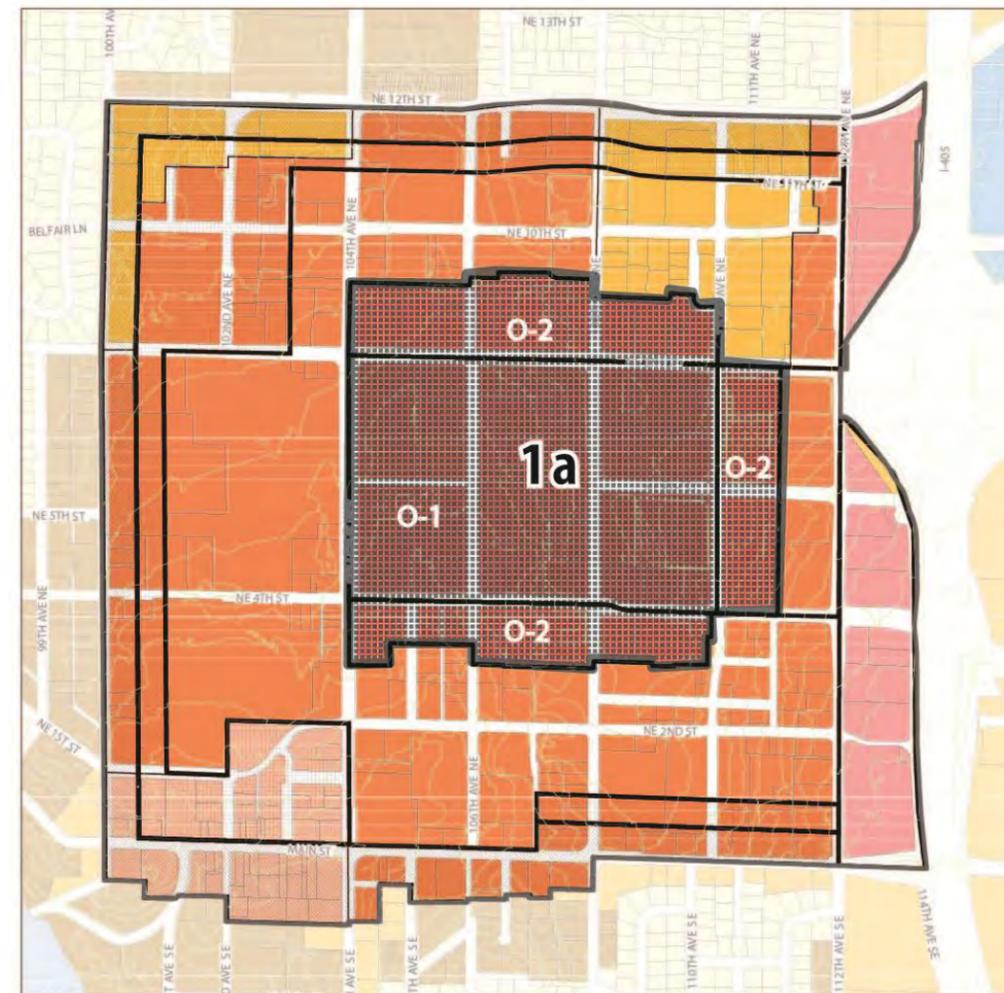
The current Land Use Code provisions are producing a skyline silhouette that is beginning to look more like a single-level “mesa” than a “wedding cake”. Creating a more distinctive skyline with the desired wedding cake or pyramidal silhouette might be better achieved through additional height and density in the Downtown core.

What’s Being Considered:

Based on CAC direction, consideration of additional height and density in the O-1 and O-2 districts shown to the right to accentuate the Downtown “wedding cake”. Analysis includes heights up to 600 feet in O-1 and 400 feet in O-2 and 20% increase in maximum FAR; final numbers may be refined in the adoption process. Height and density would be achieved through participation in the amenity incentive system. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, transition issues, and the effect of added FAR/height at pedestrian level and at a larger scale, as well as mitigation of any localized transportation impacts.

Land Use District	Status Quo		Additional Height w/o FAR		Additional Height & FAR	
	Max. Height	Max. FAR	Max. Height	Max. FAR	Max. Height	Max. FAR
Downtown O-1						
➤ Residential Buildings	450’	Unlimited	600’	Unlimited	600’	Unlimited
➤ Nonresidential Buildings	450’	8.0	600’	8.0	600’	9.6
Downtown O-2						
➤ Residential Buildings	250’	6.0	400’	6.0	400’	7.2
➤ Nonresidential Buildings	250’	6.0	400’	6.0	400’	7.2

Area Under Consideration:



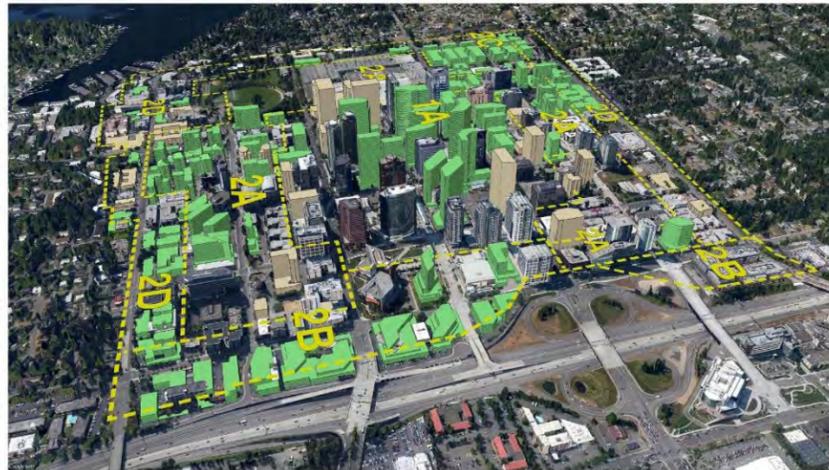
#1A Potential for additional height alone, and additional height and density, in O-1 & O-2 districts

The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

What's Being Evaluated?

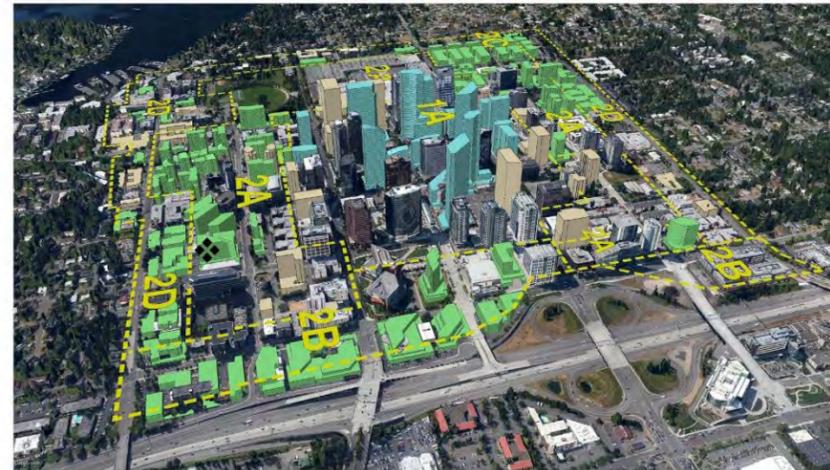
Area 1A: Development per Current Code

- ❖ Some variation in skyline
- ❖ Numerous buildings at 450-foot limit in O-1
- ❖ Stepped down to 250 feet in O-2 district



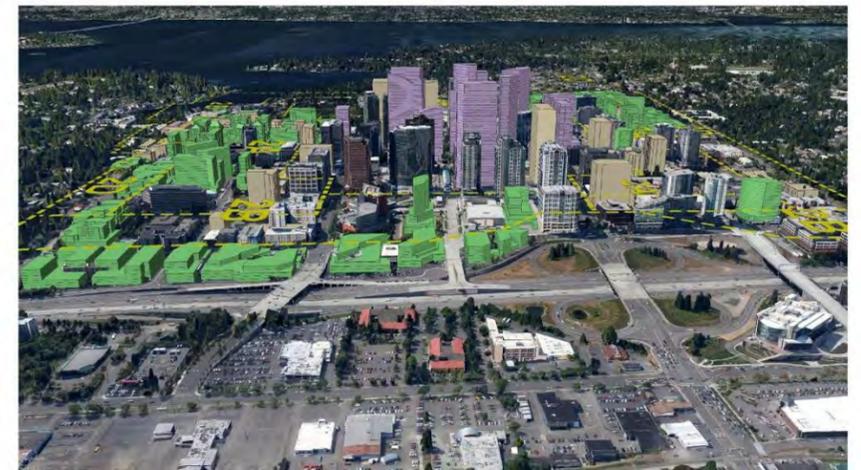
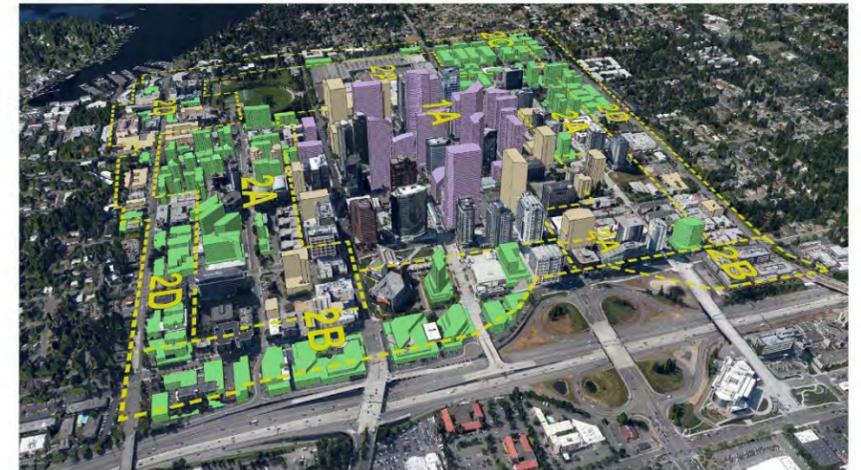
Area 1A: Additional Height

- ❖ Maximum 600-foot height reached by some towers
- ❖ More variable tower heights
- ❖ Smaller floorplates to reach maximum height
- ❖ More open space or smaller podiums
- ❖ Added height is boost to amenity incentive system



Area 1A: Additional Height and FAR

- ❖ Maximum of 600 feet in O-1; 20% increase in FAR; residential FAR currently unlimited in O-1
- ❖ Similar urban design outcomes as height alone
- ❖ Greater ability to achieve max height for residential
- ❖ Added FAR a boost for amenity incentive system



#2 Outside the Downtown Core, consider potential height and density departures to help achieve greater district identity and respond to unique conditions in exchange for extraordinary amenities

#2A Potential for additional height alone, and additional height and density, in MU district

Problem Statement:

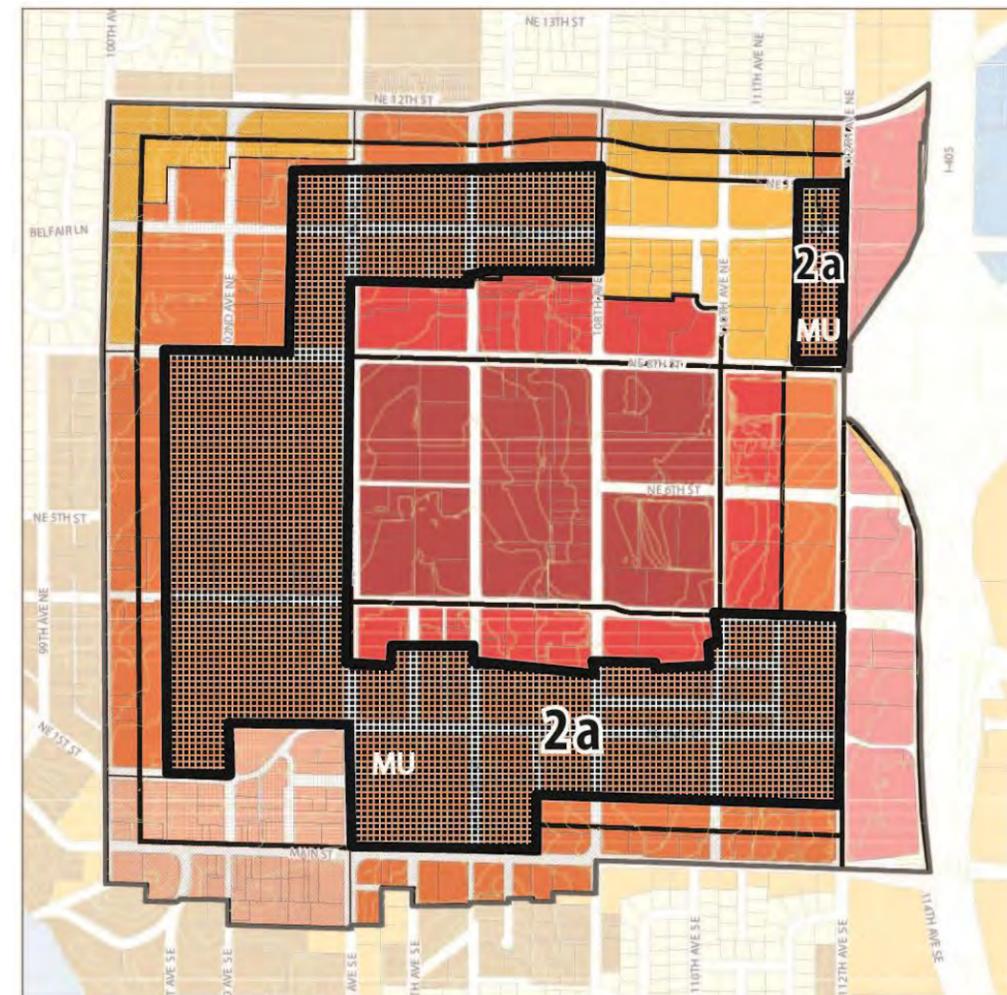
There may be opportunities to allow additional height and FAR in the MU district to better differentiate and provide character to neighborhoods. Taller buildings can provide more light, air and community open space within districts. The R district in the Ashwood Neighborhood has limited redevelopment opportunities and is not included in this analysis.

What's Being Considered:

Based on CAC direction, consideration of additional height and density in the MU district to achieve greater district identity. Analysis includes residential heights up to 300 feet and 20% increase in FAR and nonresidential heights up to 200 feet and 67% increase in FAR; final numbers may be refined in the adoption process. The higher percentage increase in nonresidential FAR was modeled in order to provide a volume that is feasible for 200-foot tower heights. Height and density would be achieved through participation in the amenity incentive system. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, transition issues, and the effect of added FAR/height at pedestrian level and at larger scale.

Land Use District	Status Quo		Additional Height w/o FAR		Additional Height & FAR	
	Max. Height	Max. FAR	Max. Height	Max. FAR	Max. Height	Max. FAR
Downtown MU						
➤ Residential Buildings	200'	5.0	300'	5.0	300'	6.0
➤ Nonresidential Buildings	100'	3.0	200'	3.0	200'	5.0

Area Under Consideration:



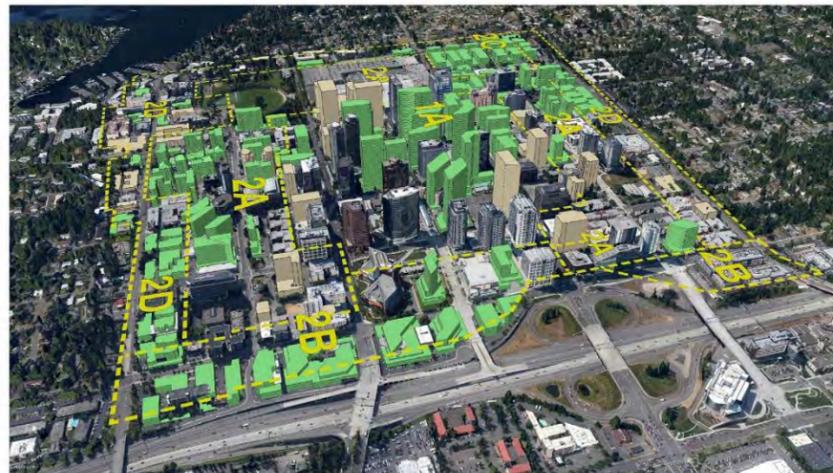
#2A Potential for additional height alone, and additional height and density, in MU district

The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

What's Being Evaluated?

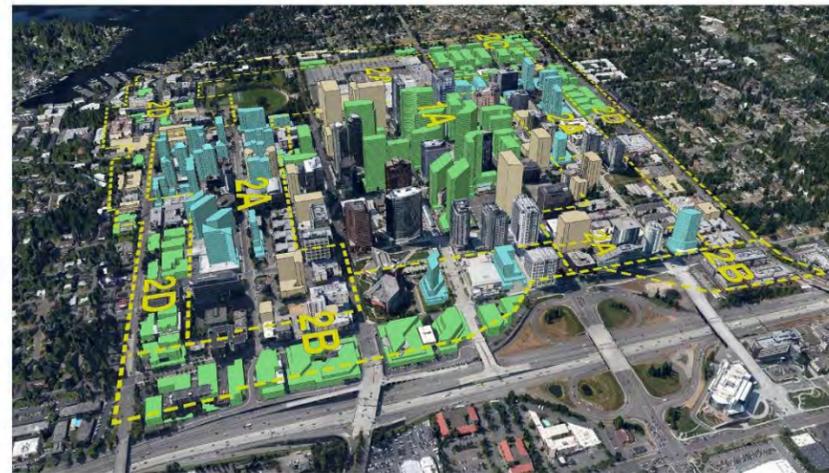
Area 2A: Development per Current Code

- ❖ Maximum of 200 feet for residential, 5.0 FAR
- ❖ Probable mix of 200-foot towers and 5/1 in the future
- ❖ Maximum of 100 feet for nonresidential, 3.0 FAR



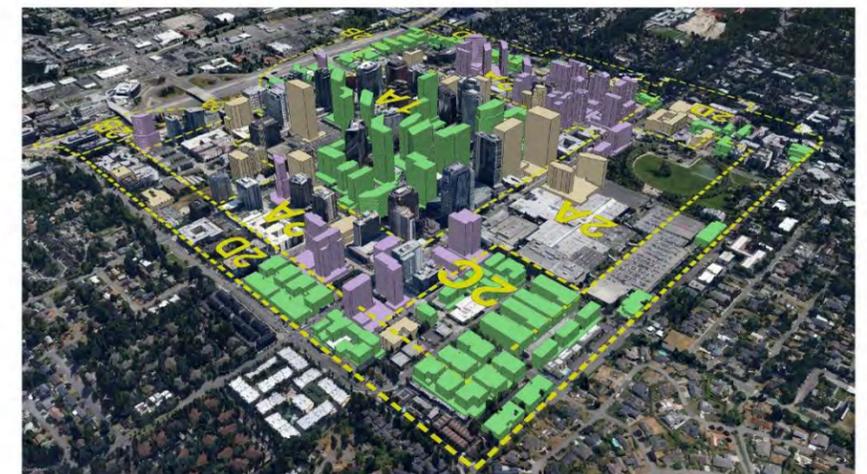
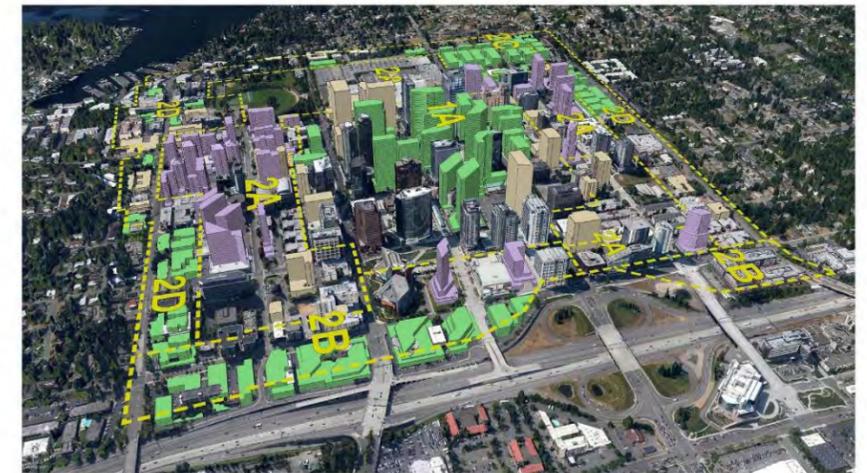
Area 2A: Additional Height

- ❖ Maximum height reached by some towers – more likely for residential at 300 feet than nonres. at 200 feet
- ❖ Larger nonresidential floorplates could occur higher
- ❖ Additional height for residential may result in more open space, smaller podiums or floorplates to use same FAR
- ❖ Added height is boost to amenity incentive system



Area 2A: Additional Height and FAR

- ❖ Additional FAR would allow greater number of towers to reach maximum heights, especially for nonresidential
 - ❖ Similar urban design outcomes as height alone
 - ❖ Added FAR a boost for amenity incentive system



#2B Potential for additional height and density in the OLB district

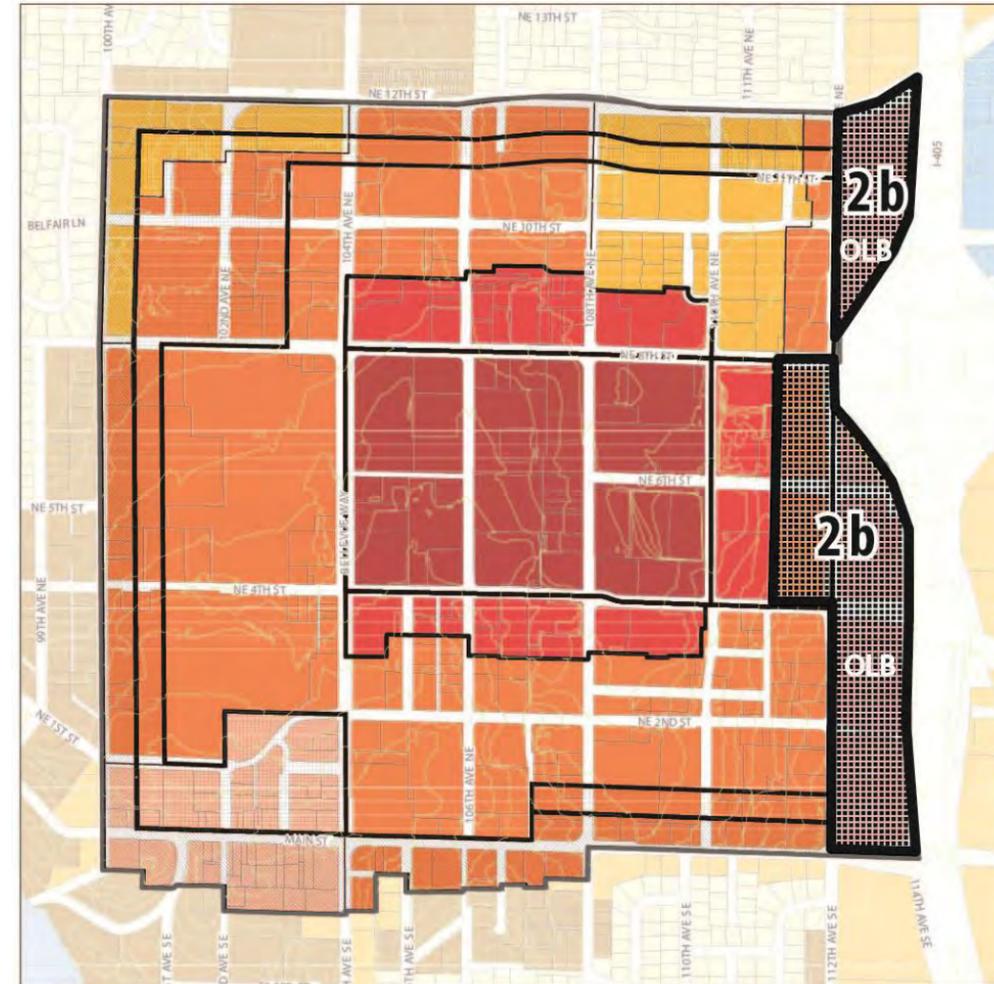
Problem Statement:

The development pattern in the DT-OLB District seems more appropriate for a freeway corridor than the city center; most buildings south of NE 8th Street seem dated compared with the rest of Downtown. Currently the DT-OLB zone features relatively low height and FAR limits. This area has good freeway access and will be near the light rail station so that it will have excellent multi-modal access. This suggests that higher height and FAR allowances in the OLB zone be considered. There may also be opportunities to expand floorplate allowances (particularly at lower heights) where the topography drops away from Downtown towards I-405.

What's Being Considered:

Based on CAC direction, consideration of additional height and density in the OLB district to take advantage of both its freeway access and proximity to the future light rail station. The redevelopment potential for the OLB district is south of NE 8th Street, as the area to the north is already fully developed with an office project or being used for stormwater detention. Analysis includes heights up to 350 feet and 6.0 FAR between NE 4th and NE 6th Streets, and up to 200 feet and 5.0 FAR south of NE 4th; final numbers may be refined in the adoption process. Height and density would be achieved through participation in the amenity incentive system. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, permeability from the freeway, connectivity with Wilburton, and the effect of added FAR/height at pedestrian level and at larger scale.

Area Under Consideration:



Land Use District	Status Quo		Additional Height & FAR	
	Max. Height	Max. FAR	Max. Height	Max. FAR
DT-OLB (NE 4th to 8th)				
➤ Residential Buildings	90'	3.0	350'	6.0
➤ Nonresidential Buildings	75'	3.0	350'	6.0
DT-OLB (Main St to NE 4th)				
➤ Residential Buildings	90'	3.0	200'	5.0
➤ Nonresidential Buildings	75'	3.0	200'	5.0

#2B Potential for additional height and density in the OLB district

What's Being Evaluated?

The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

Area 2B: Development per Current Code

- ❖ Most all redevelopment south of NE 8th Street
- ❖ Maximum of 75-foot (nonres.) and 90-foot (res.) height limits achievable with current 3.0 FAR
- ❖ Result has been a fairly suburban development pattern



Area 2B: Additional Height and FAR

- ❖ Additional density (5.0-6.0 FAR) and taller buildings (200-350 feet) in proximity of freeway and transit service
- ❖ Opportunity for multi-tower residential and office developments with more ground-level amenities and open space
 - ❖ Need to retain permeability from I-405 and Wilburton
- ❖ Added height and FAR are boost to amenity incentive system



#2C Potential for additional height (with no added density) in deep “B” design districts

Problem Statement:

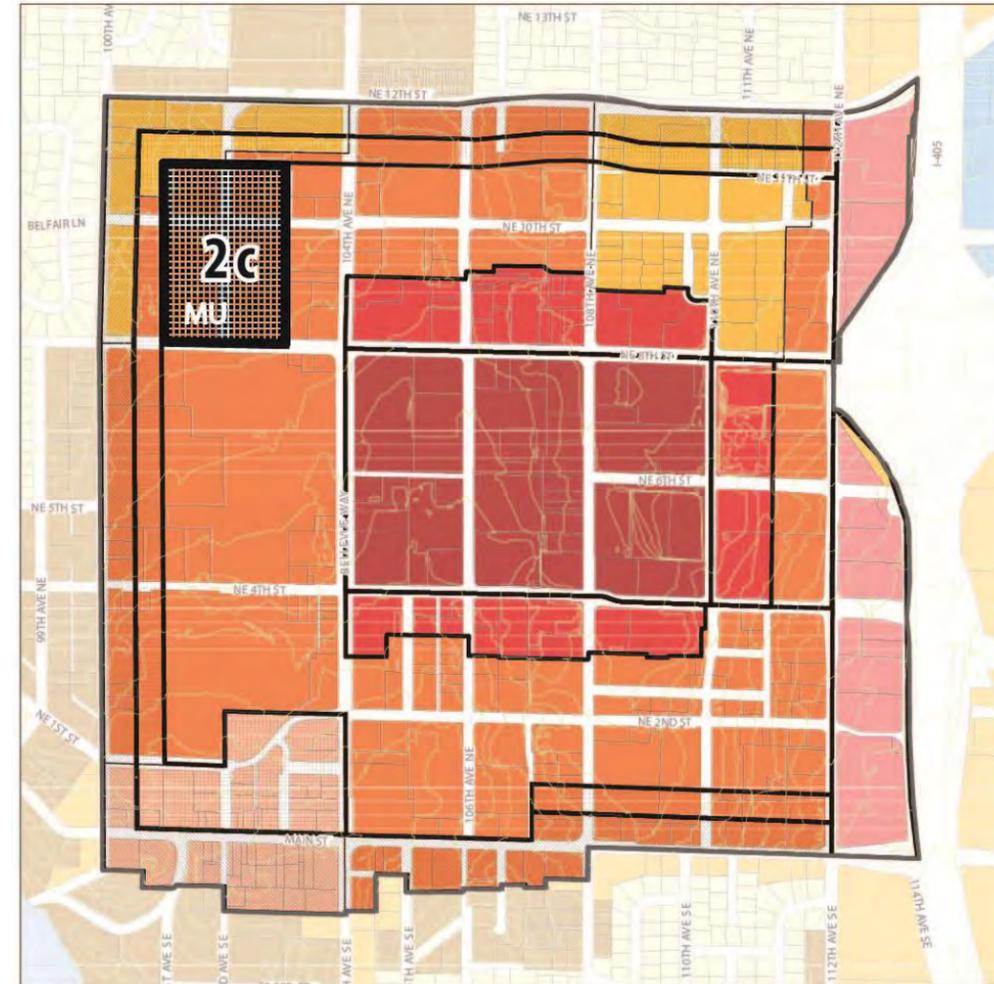
In the northwest corner of Downtown, the “B” perimeter design district extends in an additional 600-900 feet beyond the typical extent for the “B” district in other portions of Downtown. This area may benefit by having taller development occur, above the 90-foot height limit, to allow more public open space and “alleys with addresses” consistent with the Comprehensive Plan.

What’s Being Considered:

Based on CAC direction, consideration of additional height up to 160-240 feet for residential buildings (with no added density) in portions of Downtown with deep “B” design districts. Height increase would be achieved through participation in the amenity incentive system. Analysis includes variable tower heights up to 160-240 feet (average of 200 feet) for district character; final numbers may be refined in the adoption process. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, transition issues, and the effect of added height at pedestrian level and at larger scale.

Land Use District	Status Quo		Additional Height w/o FAR	
	Max. Height	Max. FAR	Max. Height	Max. FAR
Downtown MU in Northwest Village with deep “B” ➤ Residential Buildings	90’	5.0	160-240’ (avg. 200’)	5.0

Area Under Consideration:



#2C Potential for additional height (with no added density) in deep “B” design districts

What’s Being Evaluated?

Area 2C: Development per Current Code

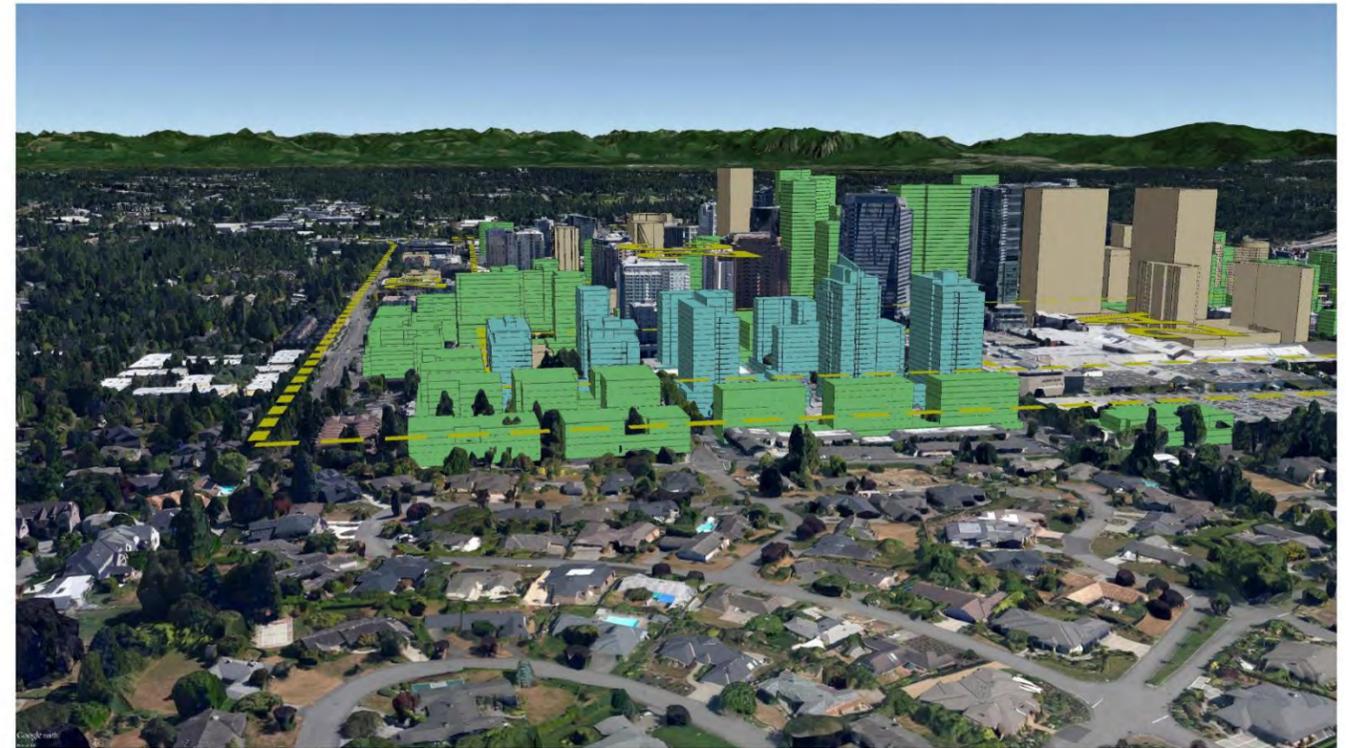
- ❖ Maximum of 90 feet and 5.0 FAR for residential
- ❖ Results in fairly large building masses with allowed FAR



The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

Area 2C: Additional Height

- ❖ Additional heights up to 160-240 feet for residential could be reached with 5.0 FAR (use of variable tower heights for district character)
- ❖ May result in smaller podiums or floorplates to use same FAR; more ground-level open space
- ❖ Added height is boost to amenity incentive system



#2D Potential for additional height (with no added density) in the “A” and “B” design districts

Problem Statement:

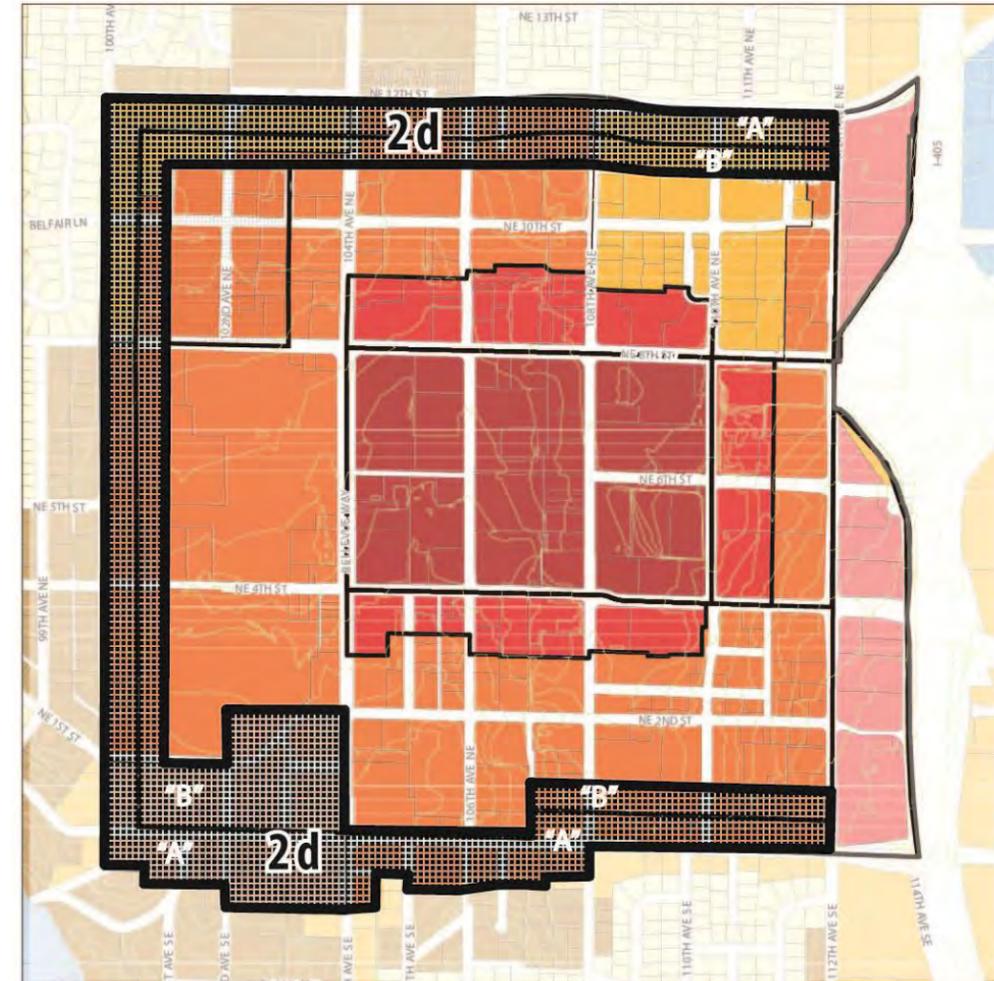
In some areas, the Perimeter Districts have created edge conditions with parking and building back-sides facing the neighborhoods and reduced circulation access between the Downtown and its surroundings. Given these considerations, it may be productive to consider greater allowable heights in some portions of the perimeter districts - provided that there are guidelines in place to make sure that buildings are oriented to minimize view blockage and prevent shading of residences, there are attractive streetscapes and developments along all edges, there is comfortable pedestrian access into the Downtown, and the new developments add amenities, such as public parks, that benefit the neighborhoods.

What’s Being Considered:

Based on CAC direction, consideration of potential changes to allowable height in the “A” and “B” design districts, up to 70 feet in the “A” and 125 feet in the “B” for residential. These potential changes would pertain to the general area along the first 300 horizontal feet from the edges of Downtown as depicted on the map to the right and the portion of Old Bellevue with “B” north of Main Street. The underlying zoning includes Old Bellevue (OB), Mixed Use (MU) and Residential (R).

Land Use District	Status Quo		Additional Height	
	Max. Height	Max. FAR	Max. Height	Max. FAR
Downtown Perimeter A (MU, R, OB Districts) ➤ Residential Buildings	55'	3.5	70'	3.5
Downtown Perimeter B (MU, R, OB Districts) ➤ Residential Buildings	90'	5.0	125'	5.0

Area Under Consideration:



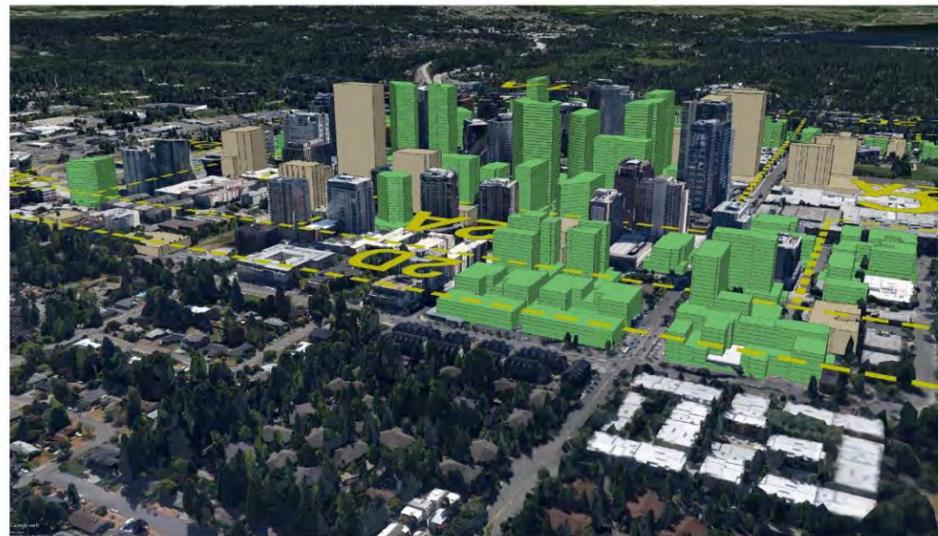
#2D Potential for additional height (with no added density) in the “A” and “B” design districts

What’s Being Evaluated?

The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

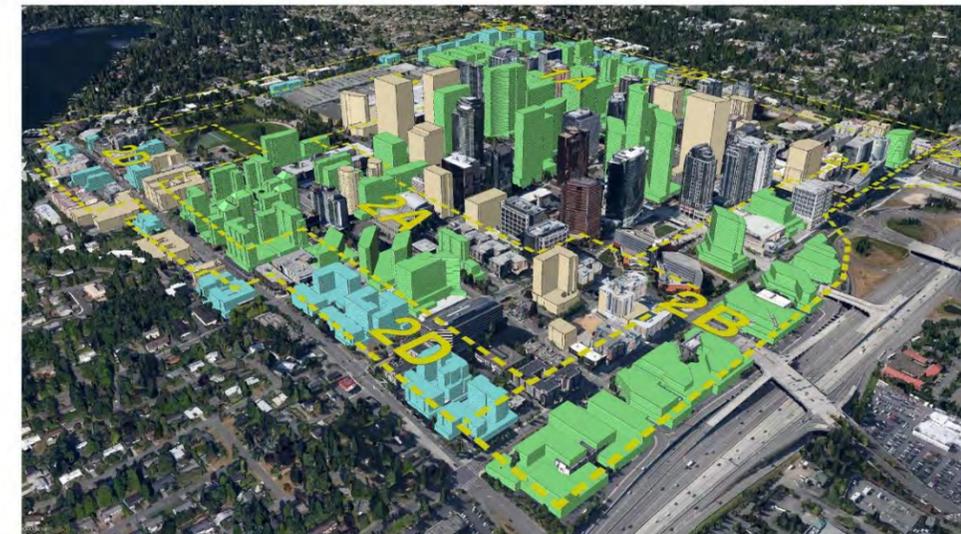
Area 2D: Development per Current Code

- ❖ Currently 55 feet and 3.5 FAR for residential along Downtown edge in “A”; 90 feet and 5.0 FAR in “B”
- ❖ Most projects in “B” can achieve maximums; “A” can be challenge to reach maximize FAR



Area 2D: Additional Height

- ❖ Examination of 70 feet in “A” and 125 feet in “B”
- ❖ Additional height in “A” could result in more projects reaching maximum density of 3.5 FAR
- ❖ Added height is boost to amenity incentive system



#3 Examine the disparity between residential and nonresidential density and height provisions

#3A Potential for increasing nonresidential density and height in the MU District to equal those for residential, taking into account floorplate needs of nonresidential buildings

Problem Statement:

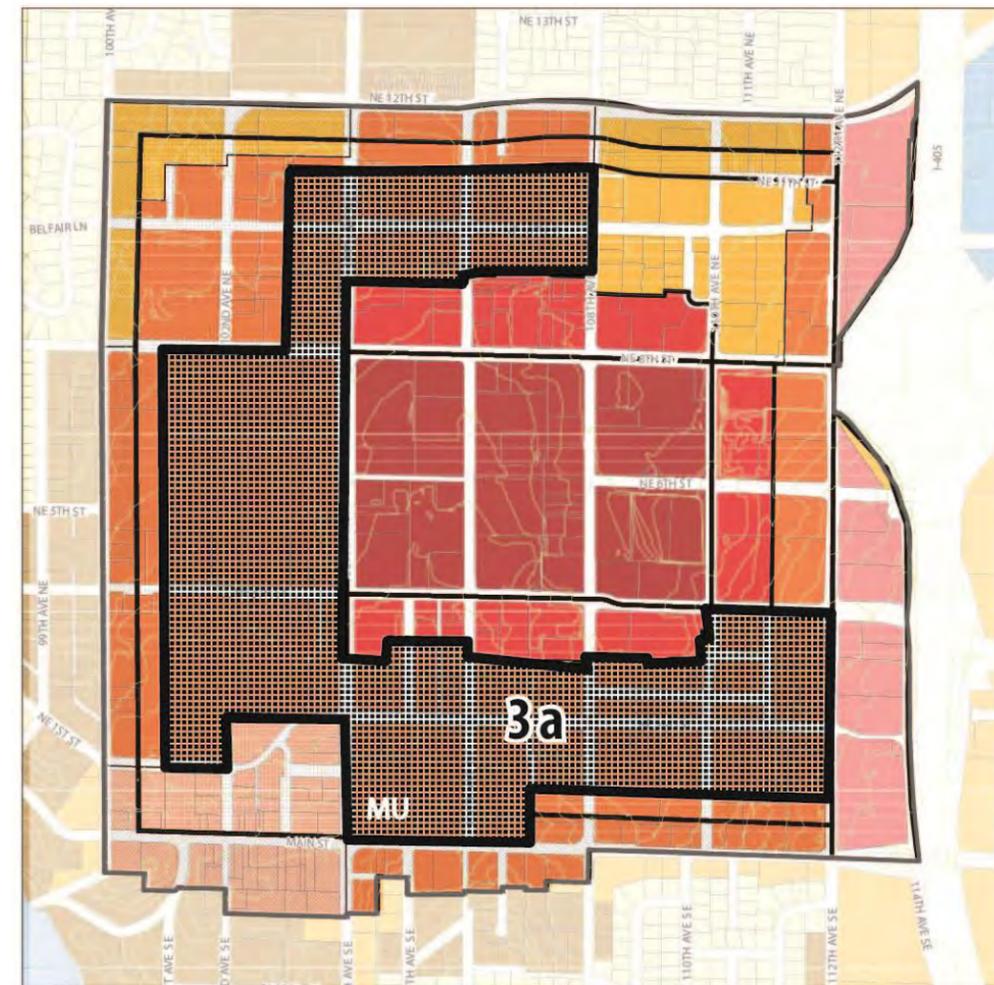
A factor identified during the Code audits and stakeholder outreach was the differential between allowed building heights and densities of residential versus nonresidential buildings. This is most-often mentioned as an issue in the MU district where housing and office projects occur. Residential is currently allowed to go up to 200 feet and 5.0 FAR, while office is limited to 100 feet and 3.0 FAR. A change in market conditions in recent years has also resulted in a much more competitive position for residential development, and calls into question this regulatory differential in height allowances between residential and nonresidential buildings.

What's Being Considered:

Based on CAC direction, consideration of raising the allowable nonresidential buildings height and density in the MU district to equal those for residential. This would include an increase for nonresidential from 100 feet to 200 feet and 3.0 FAR to 5.0 FAR. Consideration is given to the fact that typical office tower floorplates are greater than in residential towers and the effect it might have on superblock development that has a mix of both residential and nonresidential as well as on overall neighborhood character.

Land Use District	Status Quo		Increased Height and FAR for Nonresidential	
	Max. Height	Max. FAR	Max. Height	Max. FAR
Downtown MU				
➤ Residential Buildings	200'	5.0	200'	5.0
➤ Nonresidential Buildings	100'	3.0	200'	5.0

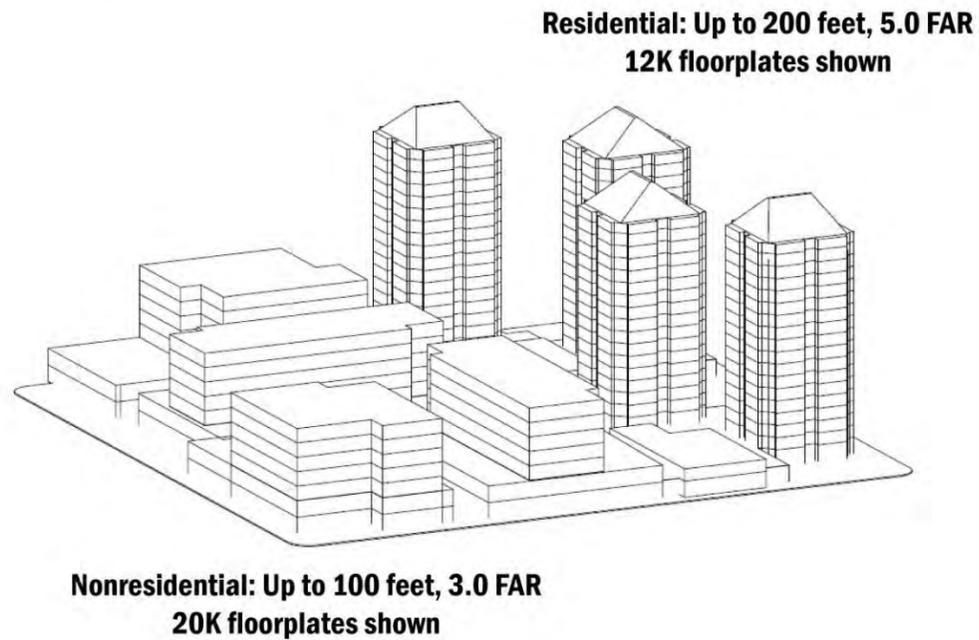
Area Under Consideration:



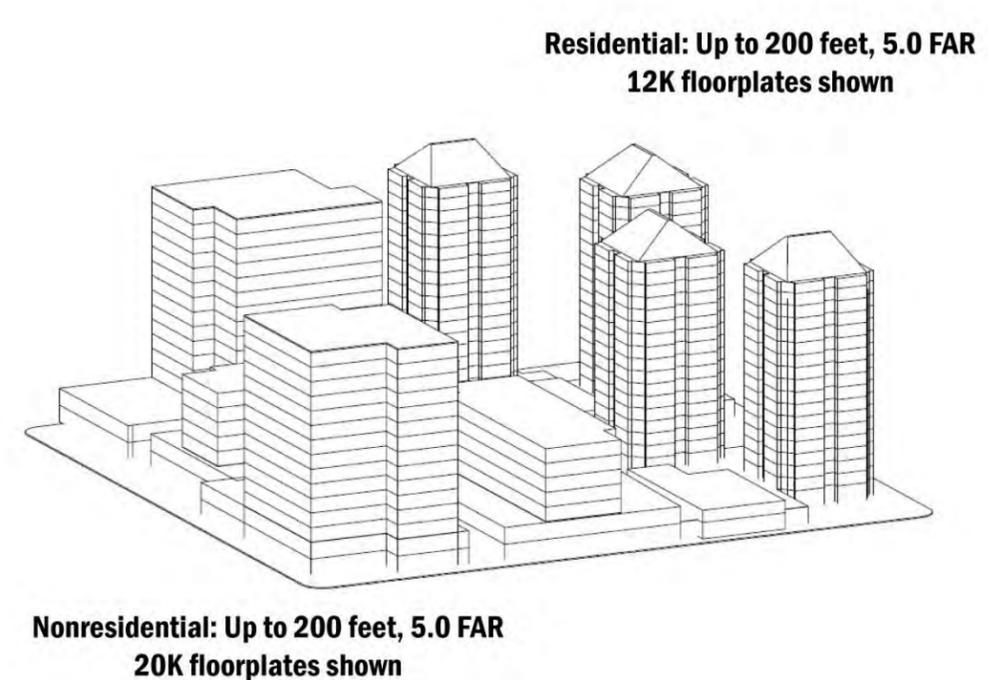
#3A Potential for increasing nonresidential density and height in the MU District to equal those for residential, taking into account floorplate needs of nonresidential buildings

What's Being Evaluated?

Status Quo: Prototypical MU Superblock built with 50% residential and 50% nonresidential/office



Alternative: Allowing up to 200 feet and 5.0 FAR for residential and nonresidential



The numbers shown are the heights and densities being modeled; the precise numbers have not been endorsed by the CAC. If recommended, the numbers would be refined and the following factors would be addressed during the Planning Commission process: tower design and separation, transition issues, effect of added FAR/height at pedestrian level and at a larger scale, and mitigation of any localized transportation impacts.

- Nonresidential/Office Uses:**
- ❖ Larger floorplates than residential
 - ❖ Taller floor to ceiling per floor than residential



DOWNTOWN PARKING

CAC Recommendations Worksheet

INSTRUCTIONS: The Downtown Livability CAC’s June 18, 2014 meeting will cover the following items relating to Downtown Parking. The co-chairs will be seeking direction from the Committee as a whole in forming a set of recommendations to forward to Council for subsequent Planning Commission review. The matrix below may be used for each Committee member to capture their thoughts as they read through the full evaluation and proposed approaches in the packet materials. **While the Downtown parking analysis includes specific numbers, the CAC recommendations should focus on the general intent, with details to be further worked out by the Planning Commission.**

DOWNTOWN PARKING: Items for Committee Consideration	YES; Forward to Council/PC	YES; Forward, but w/ Modifications	NO; Do Not Recommend Changes
<p>1 Reduction to minimum required parking ratios. Analysis considers:</p> <ul style="list-style-type: none"> • Residential: Reduce minimum required parking to 0.75 stalls/unit outside Core (minimum currently zero stalls/unit in Core and 1.0/unit in rest of Downtown). • Restaurant outside the Core: Treat the first 1,500 net square feet of existing or new restaurant space outside the Core as retail (and with it a lower minimum parking ratio), with the exception of Old Bellevue. • Old Bellevue: Maintain parking exemption for first 1,500 net square feet for retail and restaurant uses in buildings constructed prior to 1998. All others to meet parking per “outside the Core” provisions above. • Office: Reduce office parking minimum to 1.5 stalls/1,000 net square feet in Core (minimum currently 2.0/1,000) and 2.0 stalls/1,000 in rest of Downtown (minimum currently 2.5/1,000). 			
<p>2 Allow departure from minimum prescriptive parking requirements for all uses via parking study approved by the City.</p>			
<p>3 Future Work:</p> <ul style="list-style-type: none"> • Develop scope and timeline for comprehensive parking study to include items such as on-street parking, public parking supply and potential for public garages, and opportunities for coordinated management of existing parking supply. • Revisit parking Code provisions to respond to changing needs of Downtown and as East Link light rail nears completion. • The attached study of Old Bellevue Parking (Transpo, May 2014) identifies a number of strategies that may be appropriate for follow-up (see page 37). The Downtown CAC may include these in their recommendations to Council. 			

Downtown Parking

Summary of Discussion Leading into Workshop

- Parking is complicated issue that influences development costs, ability to attract tenants, user convenience and access, and travel behavior.
- As Downtown continues to grow, it will create a dense urban environment with different parking needs. Key is how to anticipate these changes while not adversely impacting the development and vitality the community is hoping to see.
- Downtown Bellevue does not have nearly the amount of on-street parking, shared parking garages, or level of transit service as Downtown Seattle or Portland to alleviate some of the parking need within individual buildings. This makes it difficult to just compare code ratios from other cities to Downtown Bellevue.
- Concern about dramatic shifts in parking ratios that depend on better bus service, and on light rail transit well before it will be in place.
- There should be an analysis of reducing minimum parking requirements for residential projects. The market has been shifting in past years in both Seattle and Bellevue. A benefit would be that the overall cost of housing could be reduced by including less parking. Some concern if residential parking requirements are reduced too much, residents and guests might park on the street displacing retail and restaurant traffic, or park in surrounding single family neighborhoods.
- Issue regarding lack of guest parking in residential projects is best addressed from a management stand-point based on the unique needs of each building, and not by a minimum required ratio for guest stalls.
- Some discussion of the underlying need for maximum parking ratios, and how the high cost of constructing parking in some ways reduces the need to ratchet down maximum parking ratios.
- The use of Downtown office space has become more dense (more workers per 1,000 square feet of leasable area), which has led to increased need for parking spaces.
- Some interest in exploring reductions to minimum required ratios for office parking, and that in the future, the City should explore how to incrementally reduce maximum parking ratios for office.
- Interest in exploring if small retail uses should be allowed to have no or very little required parking.
- Old Bellevue has a unique set of parking issues. More should be done to understand the dynamics of the area and how the current regulations are playing out.
- Interest in a public parking garage near Old Bellevue for short-term parking. Also, interest in exploring public parking garage on the east side of I-405 with shuttles bringing people into Downtown. Public garages are common in most other major cities.
- Concern that providing a large supply of free, or heavily subsidized parking, in the future may contribute to environmental impacts, traffic congestion, and need to spend more on roadway solutions.

COMMITTEE DIRECTION FROM JAN. 15, 2014 WORKSHOP

Proposed Alternatives for Staff to Analyze (to include review against status quo for comparison)

Reduction to Minimum Required Parking – Explore reductions to minimum parking ratios in the following instances to allow:

- Residential development down to 0.5 stalls/unit (minimum currently zero stalls/unit in Core and 1.0/unit in rest of Downtown).
- The first 1,500 net square feet of existing or new restaurant space outside the Core be treated as retail (and with it a lower minimum parking requirement by district), with exception for Old Bellevue where parking issues would be explored to better understand dynamics of the area and how the current regulations are playing out.
- Office development down to 1.5 stalls/1,000 net square feet in Core (minimum currently 2.0/1,000) and down to 2.0 stalls/1,000 net square feet in rest of Downtown (minimum currently 2.5/1,000). Note: This does not affect maximum office parking ratios.

Departure from Minimum Requirements via Parking Study – Allow departure from minimum (required) parking standards, potentially for all uses, through parking study.

Common Elements to Analyze:

- Develop scope and timeline for comprehensive parking study to include inter-related components such as on-street parking, public parking supply and potential for public garages, and opportunities for coordinated management of existing parking supply.
- Revisit parking Code provisions to respond to changing needs of Downtown and as East Link light rail nears completion. Would include follow-up on office parking standards as referenced in the Downtown Transportation Plan Update.
- Explore potential updates relating to “accessible” parking (number of stalls, location, etc.).

Evaluation Criteria (presented to CAC on Feb. 19)

- Impacts on adjacent land uses, including any spillover impacts
- Market demands of various uses, allows for appropriate flexibility
- Special parking needs of unique neighborhood conditions (e.g. Old Bellevue)
- Relationship to multimodal vision for Downtown

Downtown Parking Strategy #1: Reduction to Minimum Required Parking Ratios

Parking requirements for Downtown are determined by the uses they serve and the land use district in which they are located. Requirements are based on a ratio of minimum required and a maximum allowed per a unit of measure: net square feet, units, seats, beds.

In the core districts DT-01 and DT-02, parking requirements are less than other districts because of the proximity to transit, and higher density development (more pedestrians). Parking requirements outside of the Core take into consideration less dense development (fewer pedestrians) and on the edges of Downtown, spillover impacts.

Problem Statement: The current Code does not respond well to evolving market demand in Downtown Bellevue, with the area's increasing urban, mixed use environment. Moreover, the cost of providing parking in Downtown Bellevue is high, with virtually all new parking provided in above-ground or below-ground structures at a cost of \$20,000-\$70,000 per stall (\$2014). Excessively high parking requirements place unnecessary costs on development, with direct impacts on housing affordability and economic competitiveness.

Proposed Approach: Modify Downtown parking standards to meet the evolving needs of the city center. In particular, reduce minimum required parking ratios to avoid placing unnecessary costs on new development, resulting in impacts on affordability for housing and other sectors.

While the Downtown parking analysis includes specific numbers, the CAC recommendations should focus on the general intent, with details to be further worked out by the Planning Commission. The following specific reductions were analyzed:

Residential Parking: Reduce the minimum parking ratio to 0.75 per unit outside the Core (current minimum requirement is 0 stalls per unit in Core and 1.0 per unit outside Core). While most residential buildings may continue to provide a higher parking ratio, this will reduce the cost of housing for developments that may otherwise be required to over-build parking.

Restaurant Parking outside the Core: Treat the first 1,500 net square feet of existing or new restaurant space outside the Core as retail (and with it a lower minimum parking ratio), with the exception of Old Bellevue. A survey of neighboring cities shows restaurant parking ratios range from 2/1,000 in Old Town Redmond, 8/1,000 in Kirkland, and 10/1,000 in Issaquah. The existing high parking ratio for restaurants outside the Core in Downtown Bellevue of (10 min – 20 max/1,000) has been a barrier to re-tenanting some commercial spaces and increasing active uses in the city center.

Old Bellevue: Maintain the parking exemption for the first 1,500 net square feet for retail and restaurant uses in buildings constructed prior to 1998. For restaurants in developments built after 1998, treat the first 1,500 square feet as retail, consistent with the "outside the Core" approach above. While it is highly desirable for Old Bellevue to continue its evolution as a vibrant shopping and

dining destination, the area has significant parking issues. The approach here clarifies that the meaning of the term “existing building,” as applied to the Code exemption for the first 1500 sf of retail and restaurants, applies to those buildings in place at the time this Code provision was originally adopted. A recent parking study by the Transpo Group supports this conclusion and provides a list of immediate and longer term strategies to manage parking in the district.

Office Parking: Reduce office parking minimum to 1.5 stalls/1,000 net square feet in Core (minimum currently 2.0/1,000) and 2.0 stalls/1,000 in rest of Downtown (minimum currently 2.5/1,000). A lower minimum will encourage a more market-based approach to meeting parking demand, avoiding unnecessary costs for development.

Not Part of Proposed Approach:

Visitor Parking: Focus group participants expressed a desire for visitor parking for the guests of Downtown residents. The Advisory Committee considered this a building/parking management responsibility; the shared use of commercial parking in mixed use buildings can accommodate the need.

Accessible Parking: The quantity and location of accessible parking is regulated through the International Building Code (IBC) rather than the City’s Land Use (zoning) Code. For example, a parking supply of 101-150 stalls must provide a minimum of five accessible spaces. The parking must be located on the shortest accessible route of travel from the parking to the accessible building entrance. A city may increase the required parking but not reduce it. IBC code amendments may be considered annually through the Building Division of the Development Services Department.

Application of evaluation criteria: Reduction to minimum required parking ratios

❖ Impacts on adjacent land uses, including any spillover impacts	Proposed reductions are relatively minor and reflect the increasingly urban evolution of Downtown Bellevue. Residential parking zones enforced by the City continue to deter spillover impacts to single family neighborhoods near Downtown.
❖ Market demands of various uses, allows for appropriate flexibility	Reducing the minimum parking standards means that a development can provide less parking if this is feasible, able to be financed, and meets anticipated market demand. This increases a development’s flexibility to respond to market demand without the significant cost of potentially being required to over-build parking.
❖ Special parking needs of unique neighborhoods conditions (e.g. Old Bellevue)	The special parking study conducted for Old Bellevue resulted in the proposal to clarify the provision for exempting parking requirements for small restaurants (less than 1,500 square feet) in “existing buildings.”
❖ Relationship to multi-modal vision of Downtown	Reduced parking requirements recognize the evolving nature of Downtown Bellevue, with its increasing density, mix of uses, and more mature multi-modal transportation systems. This supports the Downtown Transportation Plan Update recommendations, mode-split goals, and vision of Downtown as a walkable community.

Downtown Parking Strategy #2: Allow departure from minimum parking requirements via parking study

Problem Statement: Established parking minimums and maximums provide predictability for developers and businesses. They are based on industry standards and experience from other jurisdictions. However, in some cases parking demand can be unique to a specific set of uses or location. Currently the Land Use Code provides no flexibility to reduce the prescribed minimum parking requirements in order to meet unique or unusual parking demand factors, and in some cases this could result in significant costs for over-building parking.

Proposed Approach: Allow departure from minimum parking requirements for all uses via a parking study approved by the City. The analysis would include elements such as:

- Projections of parking demand for the proposed use or development
- Analysis of how and why the demand differs from industry standards and Code minimums
- Identification of any impacts beyond the site, with mitigation measures if needed
- Parking management plan ensuring that supply is managed to meet anticipated demand, with identified remedies if this become necessary

Application of evaluation criteria: Departure from minimum required parking standards via parking study

❖ Impacts on adjacent land uses, including any spillover impacts	Departure from minimum prescriptive standards would require a parking study to show that the departure is appropriate and consistent with anticipated demand. The study and granted departure would include identification of any impacts on other properties, with mitigation measures if needed.
❖ Market demands of various uses, allows for appropriate flexibility	Flexibility is inherent in this strategy. It would allow a development the flexibility to depart from prescriptive standards by demonstrating the specific parking demand factors that support the departure, with a management plan to ensure appropriate follow-through. This flexibility ultimately may result in a parking supply better attuned to the needs of a specific development, with the potential in some cases for significant cost/affordability savings.
❖ Special parking needs of unique neighborhoods conditions (e.g. Old Bellevue)	The parking study required for an approved departure would need to be tailored to any special conditions of the district in which the development is situated.
❖ Relationship to multi-modal vision of Downtown	Reduced parking and mobility options support the Downtown Transportation Plan Update recommendations, mode-split goals, and vision of Downtown as a walkable community.



Downtown Livability

Summary of CAC Recommendations

Introduction

The Downtown Livability Advisory Committee was appointed by Council in Spring 2013 and tasked with examining the Downtown Land Use Code for potential revisions. The Committee has been meeting monthly since May 2013, and is now wrapping up their set of recommendations to transmit to Council and the Planning Commission. Significant time has been invested by the Committee in soliciting public input and understanding what is working, not working, and where there is room for improvement relative to the Land Use Code.

The Committee's work was based on a set of guiding principles from Council centered on what has changed since the original Downtown Land Use Code was adopted in 1981. The Committee's work sought to further the livability of Downtown; an excerpt from Downtown Bellevue Subarea Plan defines livability as follows:

Livability is about quality; about weaving an urban fabric rich in resources and quality of life. Livable cities provide welcoming places to eat and sources of entertainment. Livable cities develop parks and open space. Truly great cities are also memorable. Memorable cities impart an unforgettable experience from having visited there. Memorable cities have strong, clear identities.

Other words have also been used to describe the qualities of livable places, such as:

- Walkable
- Safe
- Healthy
- Open spaces
- Recreation
- Things to do
- Good for families
- Great neighborhoods
- Accessible for all
- Arts and culture
- Aesthetically beautiful
- Great architecture
- Vibrant
- Memorable
- Attracts new residents & visitors
- Affordable
- Transportation options
- Green
- Third places
- Sustainable
- Caring community
- Economically vibrant
- Live-work-play
- Resilient

As the Committee wraps up its work, livability has been integral to the process through:

- ❖ The foundation provided by Council with the Project Principles and defined Scope of Project
- ❖ Learning from what's been built/experience on the ground through the Land Use Code Audit
- ❖ Developing options to address what can be improved/new opportunities, within the project scope

The following pages identify, in summary format, recommendations from the Advisory Committee by topical area, each with their relationship to livability (Building Height & Form and Parking will be considered on June 18). These recommendations will be the basis for a transmittal report that goes to Council.

Major Pedestrian Corridor (March 2014)	Relationship to Livability
<p>Code-Related</p> <ul style="list-style-type: none"> • Extend the Pedestrian Corridor to the east to be more integrated with the Civic Center District and the future light rail station • Better activation through “major” and “minor” points of interest and programming • Increase weather protection along the Corridor • Landscape concept that considers Corridor as a whole and individual segments • Integration of bicycles and other wheeled users <p>Other Recommendations</p> <ul style="list-style-type: none"> • Pursue public investment in key sections (e.g. bottleneck west of 108th) • Improved wayfinding, lighting, crosswalks, etc. • Partnership to support additional programmed events • Explore linking I-405 with park/open space connection to Wilburton • Explore “grand” design for the Corridor • Explore changing the name/rebrand the Corridor 	<ul style="list-style-type: none"> ❖ <i>Creating a must-see Downtown attraction</i> ❖ <i>Adding character and memorability to Downtown</i> ❖ <i>Creating a more green Pedestrian Corridor</i> ❖ <i>Creating a more walkable, safe, and comfortable Downtown</i> ❖ <i>Encouraging multi-modal travel</i> ❖ <i>Opportunities for more programmed events in Downtown</i> ❖ <i>Responding to emerging changes, including the NE 6th Street light rail station</i>

Public Open Spaces (March 2014)	Relationship to Livability
<p>Code-Related</p> <ul style="list-style-type: none"> • Open Space Expression – Identify and incentivize open space for each Downtown neighborhood, to help address each neighborhood’s needs and character. • I-405 Open Space/Connection – Explore potential for significant open space/park lid over I 405 from Downtown to Wilburton. • Through-Block Connections – Strengthen requirements and guidelines for integrating pathways through superblocks. <p>Other Recommendations</p> <ul style="list-style-type: none"> • Funding Mechanism – Explore method for helping to fund Downtown open space acquisition and improvement. 	<ul style="list-style-type: none"> ❖ <i>Provides recreation, and open space for all</i> ❖ <i>Increased “greening” of Downtown</i> ❖ <i>Presents opportunities for social interaction, places for families, and a healthy community</i> ❖ <i>Promotes a walkable and safe healthy community</i> ❖ <i>Will reinforce neighborhood identity</i>

Amenity Incentive System (April 2014)	Relationship to Livability
<p>Code-Related</p> <ul style="list-style-type: none"> • Direction on list of current and new amenities that should be considered for updated system (see below) • Weather protection moved to development requirement • Additional review and analysis needed on bonuses for parking, residential • Additional evaluation of affordable housing regarding nature of bonus – relationship to what market is delivering and multifamily tax exemption program being considered by Council • Potential for neighborhood-specific weighting to occur at future stage 	<ul style="list-style-type: none"> ❖ Opportunities for amenities to help reinforce Downtown neighborhood identity ❖ Potential to focus bonuses on the most important amenities ❖ Addition of new amenities that focus on livability and the future of Downtown ❖ Opportunities to encourage creative design ❖ Potential for added “lift” to incentive system through additional height and FAR

List of Potential Amenities (April 2014)

“Existing List” means from the current list of 23 bonusable amenities in the Land Use Code.
“New Idea” means a potential new amenity to be bonusued through the incentive system.

<p>Public Gathering Space/Placemaking</p> <ul style="list-style-type: none"> ▪ Major Pedestrian Corridor - Existing List ▪ Pedestrian Oriented Frontage - Existing List ▪ Signature Streets - New Idea ▪ Third Places, gathering places - New Idea ▪ Farmers Market Space - New Idea <p>Neighborhood-Serving Uses</p> <ul style="list-style-type: none"> ▪ Public Meeting Rooms - Existing List ▪ Child Care Services - Existing List ▪ Retail Food - Existing List ▪ Space for Non-profit Social Services - Existing List <p>Parks/Green/Open Space</p> <ul style="list-style-type: none"> ▪ Outdoor Plaza - Existing List ▪ Landscape Feature - Existing List ▪ Landscape Area - Existing List ▪ Donation of Park Property - Existing List ▪ Residential Entry Courtyard - Existing List ▪ Active Recreation Area - Existing List ▪ Enclosed Plaza - Existing List ▪ Upper Level Plaza - New Idea ▪ Green Space/Open Space - New Idea ▪ Pocket Parks & Urban Courtyards - New Idea ▪ Green Streets Concepts - New Idea ▪ Landmark Tree Preservation - New Idea ▪ Significant Tree Planting - New Idea ▪ Activated Rooftops - New Idea 	<p>Parking</p> <ul style="list-style-type: none"> ▪ Underground Parking - Existing List ▪ Above Grade Parking - Existing List ▪ Above Grade Parking in Residential Bldg - Existing List <p>Housing</p> <ul style="list-style-type: none"> ▪ Residential Uses - Existing List ▪ Affordable Housing - New Idea <p>Arts and Culture</p> <ul style="list-style-type: none"> ▪ Performing Arts Space - Existing List ▪ Art Space - New Idea ▪ Historic Preservation and Cultural Resources - New Idea ▪ Sculpture - Existing List ▪ Water Feature - Existing List <p>Design</p> <ul style="list-style-type: none"> ▪ Iconic Features (i.e. rooftop, tower, etc.) - New Idea ▪ Increased Setbacks for Light/Air - New Idea ▪ Small Lot Interesting Architecture - New Idea ▪ Sustainable Features/Practices - New Idea ▪ Freestanding Canopies at Corners - New Idea ▪ Pedestrian Bridges - New Idea
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Re-work the Design Guidelines that are the basis for development review, as follows

- **Format: Consolidate and reformat for improved clarity and readability and include intent statements, guideline detail, graphics with text of recommended/not recommend treatment**
- **Content:**
 - **Building Frontages/Sidewalk Relationships – Focus on quality of the pedestrian experience.**
 - **Pedestrian Circulation/Through-block Connections - Map existing/conceptual locations to improve connectivity.**
 - **Materials - Emphasize permanence and durability and urban context.**
 - **Façade Treatment - Building massing and articulation with emphasis on building base, human scale, visual interest.**
 - **Rooftop Design – Promote a more memorable skyline. Address mechanical equipment screening.**
 - **Public Views – Emphasize views from major public spaces, such as the Downtown Park and Pedestrian Corridor.**
 - **Reinforcing Neighborhood Character – Emphasize the character and distinctiveness of Downtown neighborhoods.**
 - **Transition to Adjacent Neighborhoods – Ensure development presents an appropriate interface with adjoining neighborhoods.**
 - **Tower massing and separation - If additional height is permitted (in development)**
 - **Other Issues to Address - Environmental sustainability, safety and crime prevention, and other miscellaneous topics**
- **Procedures:**
 - **Maintain the current administrative design review process**
 - **Allow greater flexibility through departures**
 - **Consider alternative process for projects that provide exceptional benefit**

- ❖ *Design Guidelines influence development to create a functional, safe, aesthetically pleasing and sustainable Downtown.*
- ❖ *More beautiful, interesting, memorable Downtown*
- ❖ *Promotes walkability, and a healthy community*
- ❖ *Strengthens neighborhood character*

Building Height and Form (June 2014)	Relationship to Livability
<p>Potential changes to be considered by the Advisory Committee at the June 18 meeting; none of these currently endorsed by Committee.</p> <ul style="list-style-type: none"> <input type="checkbox"/> 1A: Consideration of additional height alone, and additional height and density, in the Downtown Core to help accentuate the “wedding cake”. <input type="checkbox"/> 2A: Consideration of additional height alone, and additional height and density, in MU district. <input type="checkbox"/> 2B: Consideration of additional height and density in the OLB district. <input type="checkbox"/> 2C: Consideration of additional height in portions of MU with deep “B” design district. <input type="checkbox"/> 2D: Consideration of additional height in “A” and “B” design districts. <input type="checkbox"/> 3A: Potential to equalize nonresidential and residential density and height taking into account floorplate needs of nonresidential buildings. 	<ul style="list-style-type: none"> ❖ <i>Opportunity to create a more distinctive skyline</i> ❖ <i>Encourage more interesting and memorable architecture</i> ❖ <i>Opportunity for more light and air between buildings by allowing additional height</i> ❖ <i>Opportunity for more ground-level open space</i> ❖ <i>Ability to promote variability in building heights</i> ❖ <i>Ability to reinforce district identity</i> ❖ <i>Potential for additional height or FAR to add “lift” to incentive system</i> ❖ <i>Potential to add density around light rail transit investment</i>

Downtown Parking (June 2014)	Relationship to Livability
<p>Potential changes to be considered by the Advisory Committee at the June 18 meeting; none of these currently endorsed by Committee.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Potential reduction to minimum parking ratios for residential outside the core, restaurants outside the core (except Old Bellevue), and office. <input type="checkbox"/> Maintain parking exemption for Old Bellevue for retail and restaurants in pre-1998 buildings; all others to meet “outside the core” parking provisions. <input type="checkbox"/> Allow departure from minimum parking with qualified parking study. <p>FUTURE WORK:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Conduct a comprehensive parking study to include items such as on-street parking, potential for public garages, and opportunities for coordinated management of the parking supply such as valet or shared use, etc. <input type="checkbox"/> Revisit Code to respond to changing needs of Downtown as East Link light rail nears completion (2021-23). 	<ul style="list-style-type: none"> ❖ <i>“Right-sizing” parking promotes housing affordability</i> ❖ <i>Lower parking barrier for small restaurants promotes “mom and pops,” small restaurants that enliven the Downtown</i> ❖ <i>Helps promote a more walkable Downtown</i> ❖ <i>Residential parking zones for surrounding neighborhoods ensures they will not be impacted by spill over parking</i>

Land Use Elements of Station Area Planning (March-May 2014)

Land use and design implications of the NE 6th Street and East Main light rail stations are integrated in Downtown Livability topic areas such as:

- **Design Guidelines - Activated areas and streetscape at entrances to NE 6th Station**
- **Density & Uses - Updated vision for DT-OLB District**
- **Pedestrian Corridor & Public Open Space - Extension of Pedestrian Corridor and connection across I-405**