Draft Concept Plan

1. Design Philosophy
2. Background
3. Fundamental Concept
4. Major Components
1

Design Philosophy

Bel-Red Planning Principles

- Powerful, Long-Term Vision.
- Economic Vitality.
- Differentiated Economic Niche.
- Building from Existing Assets.
- High Capacity Transit as an Opportunity.
- Land Use/Transportation Integration.
- Community Amenities & Quality of Life.
- Neighborhood Protection, Enhancement & Creation.
- Sustainability.
- Coordination.
Realizing Centers and Corridors

Crandall Arambula Philosophy

“Urban design (planning) is all about identifying strategic public improvements to stimulate desired private investment. Effective urban design plans depict realistic illustrations of the future built environment. Our plans show proposed public facilities such as parks, public areas, street and transportation improvements, and the resulting private investment.”

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Sustainability

1. Community
2. Nature
3. Buildings
4. Energy Source
**Sustainability**

<table>
<thead>
<tr>
<th></th>
<th>Community</th>
<th>Nature</th>
<th>Buildings</th>
<th>Energy Source</th>
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- **Saves Energy**
- **Conserves Resources**
- **Reduces Impacts**
Interstate MAX Revitalization Strategy, Portland, Oregon

2003 National Honor Award for Regional & Urban Design, American Institute of Architects
2002 Professional Achievement in Planning Award, APA, Oregon Chapter
Adopted - 2002

Orenco Station TOD, Hillsboro, Oregon*

2000 Community/Town Plan, Merit Award: Gold Nugget Awards
1999 Ahwanee Award
1998 Master Planned Community of the Year, National Association of Home Builders
Directed Projected while at FFA Architects
Denver Station Area Development
Our Design Research

- **The Recipe for Saving Towns and Cities**
  What has worked in other places
- **Great Streets**
  The best streets in the world and their common features
- **Great Waterfronts**
  The great Mediterranean waterfronts and their design features
- **Great Spaces**
  The spaces we like to visit and why they work
- **Great Transit Oriented Development**
  What works and what doesn’t
- **Great Parking Structures**
  What it takes to create shopper friendly parking
- **Great Conference Centers**
  The legendary conference centers and their common features
- **Great Restrooms**
  Creating facilities that work
- **A New Approach to Regional Planning**
  How to make a difference

Fundamental Characteristics

**Great Streets**

- An effective pedestrian/auto separation
- Pedestrians are the top priority, not autos
- Well defined edges along property lines
- Pedestrian unfriendly uses are hidden
- Well-designed paving, street furniture, weather protection and lighting
Urban Land Ownership

Public Streets (60’ Right-Of-Way) 41%

Private Ownership

Private Ownership

Private Ownership (200’x200’)

59%

Private Ownership

Private Ownership

Private Ownership

Great Streets = Great Districts
**Bad Streets = Bad Districts**

### Street Investment Environment

<table>
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<th>Considerations</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
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<tr>
<td>Sidewalk Width</td>
<td>+12’</td>
<td>10/12’</td>
<td>-10’</td>
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<tr>
<td>Curb Radius</td>
<td>-15’</td>
<td>15/25’</td>
<td>+25’</td>
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<tr>
<td>Curb Extension</td>
<td>With landscape</td>
<td>W/O landscape</td>
<td>None</td>
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<tr>
<td>Crosswalks</td>
<td>-30’</td>
<td>30/45’</td>
<td>+45’</td>
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<tr>
<td>Trees &amp; Landscaping</td>
<td>Curbside</td>
<td>Some</td>
<td>None</td>
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<tr>
<td>On-Street Parking</td>
<td>Continuous</td>
<td>Some</td>
<td>None</td>
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Fundamental Characteristics

**Great Squares**

1) In the center of the district
2) At a crossroads (retail/pedestrian/auto/transit)
3) Surrounded by buildings with active ground floor uses
4) A place for:
   - All ages
   - All seasons
   - All hours of the day
   - Civic events
5) Dominant material:
   - Paved ground surface

**Great Parks**

1) Adjacent to the district center
2) A place for:
   - All ages
   - Recreation
   - Quiet contemplation
3) Dominant materials:
   - Grass
   - Trees
Fundamental Revitalization Requirements

**Office/Employment**

- Medium to large parcels
- **Good front door address**
- Easy auto ingress and egress
- Adequate parking
- Adjacent to other offices
- High visibility
- Adjacent to pleasant surroundings

**“Market Rate” High-Density Housing**

- In a “prestige” location
- **Adjacent to amenities (open space, shops, restaurants, entertainment and cultural)**
- A safe environment
- Buffered from traffic noise
- On a pedestrian friendly street
Fundamental Revitalization Requirements
Multi-Family Housing

- Near parks and schools
- Close to a grocery store and other services
- On a pedestrian friendly street
- A safe environment
- Buffered from traffic noise
- Easy access to transit

Fundamental Revitalization Requirements
Senior-Friendly Housing

- Housing near essential services (groceries, pharmacies, hospitals and public transportation)
- Housing near public amenities (parks, community centers, etc.)
- Housing choices (apartments and condominiums-market rate and affordable)
- Potential for retirement communities (independent living, assisted living, adult care)
- ADA accessible streets and public spaces
Fundamental Revitalization Requirements

Retail Main Streets

- On-street parking
- Busy street - 8,000/20,000 cars/day
- Ground floor retail on both sides of the street
- Side by side retail uses with no interruptions
- Major retail development anchoring beginning and end of street
- Street length approximately 1/8 mile - 700 feet
- Comfortable pedestrian environment - sidewalks, landscaping and street furniture

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Great Retail Streets

Hardest land use to “get right”:

- Help Make “Community”
- Are Physically Comfortable & Safe
- Can Be Remembered
- Are Joyful and Utilitarian
- Have Magic
Retail Recipe for Success

Pedestrian Retail Street

The Right Retail Configuration

Convenient Auto Access

Attractive Retail Presentation

Shopper Friendly Parking

High Quality Pedestrian Environment

Traditional Retail Main Street

1/4 Mile (5 Minute Walk)
West Town Mall

1/4 Mile

Downtown Knoxville, Tennessee

Gay Street Retail Concept

One Sided Retail
Discontinuous Retail
**Fundamental Retail Street Requirements**

**Shopper Friendly Parking**

1. Adequate supply - 3 to 5 per 1000 SF
2. **On-street Parking - Continuous**
3. Parking Structures
   - Located next to retail
   - Provides auto circulation designed for “Grandma”
   - Active uses at the ground floor
   - Ground floor corners reserved for active uses
   - Facades compatible with adjacent uses
   - Durable materials and design details
   - Well maintained
   - Well lighted
   - A safe ambiance

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**Traditional Main Street**

- Continuous Retail
- Main Street
- Retail
- Parallel Parking
Retail Without Parking

Parallel Parking

Burnside Street, Portland, Oregon
Fundamental Retail Main Street Requirements

**Convenient Auto Access**

1) On a Busy Street - 8,000/20,000 cars/day
Pearl Street Mall, Boulder, CO

Nationwide over 100 “re-streeted” for auto traffic since 1990

Pearl Street Mall, Boulder, CO
2

Background
Topography

Constrained Areas

- Natural Resource/critical areas - streams & wetlands
- Slopes 25% or greater
3

Fundamental Concept

Bel-Red Planning Principles

- Powerful, Long-Term Vision.
- Economic Vitality.
- Differentiated Economic Niche.
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- High Capacity Transit as an Opportunity.
- Land Use/Transportation Integration.
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- Sustainability.
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Preliminary Preferred Alternative Concept Plan

Fundamental Concept

Places to Arrive

Transit-oriented

Unifying Green Spine

Distinctive Neighborhoods

Natural Environment featured

Microsoft Campus (Redmond)
Fundamental Concept

Major Destinations

Green Spine

Unifying Green Spine

Major Destinations

Fundamental Concept
Fundamental Concept

Places to Arrive

Natural Environment

Featured Distinctive Neighborhoods

Transit-oriented Unifying Green Spine
4

Major Components

Preliminary Preferred Alternative Concept Plan
4

Major Components

- NE 16th Street
- Riparian Corridor Improvements
- Land Use Pattern in Development Nodes
- Parks and Open Space Features
Major Components

NE 16th St. "Park Blocks" Concept
NE 16th St "Park Blocks" Concept

NE 16th St Concept

200'+ Building edge to Building Edge

Multi-modal Corridor

Local Access Roadway (One Way)
Trackway Option

100' Wide Open Space

NE 16th St. “Park Blocks” Concept
4

Major Components

- NE 16th Street
- Riparian Corridor Improvements
- Land Use Pattern in Development Nodes
- Parks and Open Space Features
Natural Resources

- Created wetland within and expanding the stream buffer

**Undeveloped site**
- Type F 100' buffer
- Type N 50' buffer

**New structure outside 50’ buffer plus 15’ structure setback**

**New structure outside 100’ buffer plus 20’ structure setback**

Park/open space adjacent to stream buffer

CAO Stream Buffers & Amenities
Type F 50’ buffer
Type N 25’ buffer

Created wetland within and expanding the stream buffer

Existing structure outside 50’ buffer

Existing structure inside 50’ buffer, but not non-conforming

Existing structure outside 25’ buffer

Park/open space adjacent to stream buffer

CAO Stream Buffers & Amenities

Stream Corridors

West Trib.

Golf

Valley

Sears

50’ regulatory + 50’ Incentive Buffer

Major Components Diagram
Stream and Buffer Rehabilitation

Valley Creek Enhancement

Stream/Riparian Corridors & Wetlands
Major Components

- NE 16th Street
- Riparian Corridor Improvements
- Land Use Pattern in Development Nodes
- Parks and Open Space Features
Local Street Grid

Major Components

124th Ave Improvements

NE 16th St Corridor

124th Ave NE Concept
Green Local Streets
Green Local Streets

Green Local Streets
Major Components
Major Land Owners

130th Development Node

Major Holdings

- LOWE'S
- MAYERS GROUP
- NE 20TH STREET PROPERTIES
- COCA-COLA
- REGENT TOWER CORP
- ROBERTSON DEVELOPMENT
- Safeway
- SHURGARD
- Sternoff
- WILLAMETTE INDUSTRIES
- BRENNER CONSTRUCTION
- Barrier Motors
- EPROPERTYTAX INC
- CADMAN
- CITY OF BELLEVUE
- Evergreen Center
- F-MAC HIGHLAND PARK
- FRED NEVER
- JSH PROPERTIES
- KING COUNTY

Major Components

- Retail (Pedestrian-Oriented)
- Housing
- Mixed Use Housing
- Office/Transition

16th St
130th Ave. NE "Pedestrian-oriented Retail Street" Concept

Typical Block - Pedestrian-oriented Retail

- Ornamental Lighting
- Parallel Parking Spaces
- Canopy Street Trees
- Accent Pavers
- Accent Pavers
Safety Bollards

130th Ave. NE

Raised Intersection

Accent Pavers

6 X 6 Tree Wells

Typical Intersection - Pedestrian-oriented Retail

12' Sidewalk

1' Curb
4' Furniture Zone
7' To Building Face
Square

130th Ave. NE and NE 16th St. Station
Transparent facades

Required Active Edge

Window display viewing

Storefront Presentation
Corner Entries

Required Active Edge

Café seating

Café Seating
12' Sidewalk Weather Protection

130th Ave. NE and NE 16th St. Station

Mixed Use Housing

130th Ave. NE and NE 16th St. Station
Mixed Use Housing

130th Ave. NE and NE 16th St. Station
Preliminary Preferred Alternative Concept Plan

NE 24th St. and 152nd Ave. NE Station

Proposed Transit Station

To Downtown Redmond
136th Pl. NE

136th Pl. NE Concept
Major Components
- NE 16th Street
- Riparian Corridor Improvements
- Land Use Pattern in Development Nodes
- Parks and Open Space Features
Regional Connections - Trails and Greenways

Local Trails and Greenways
Regional Trails - Burlington Northern - Santa Fe Connection

Neighborhood Parks