



DATE: March 6, 2008

TO: Chair Robertson and Members of the Planning Commission

FROM: Emil King AICP, Strategic Planning Manager
452-7223, eaking@bellevuewa.gov
Paul Inghram AICP, Comprehensive Planning Manager
452-4070, pinghram@bellevuewa.gov

SUBJECT: Introduction to Bel-Red Development & Street Standards and Design Guidelines

Attached for Planning Commission review is an outline of the Bel-Red Development & Street Standards and Design Guidelines, along with some of the framework maps that will help guide the drafting of the Bel-Red development regulations. On March 12, staff will walk through the outline for each section of the standards and guidelines, as well as the map graphics, to lay the foundation for how the pieces will come together over the next two months. Staff would like to have an early gauge of areas where the Commission would desire a more intensive review as draft products are developed. There will be time dedicated at each of the Commission's meetings in March and April for review of items related to the Bel-Red development regulations (such as the details of the standards and guidelines, phasing, and the density incentive system). No action is requested at this time. Any direction from the Commission will be incorporated into the products presented for Commission review at future meetings.

BACKGROUND

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

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

The work currently underway to draft a new set of development standards and design guidelines (commonly referred to as development regulations) is an essential piece to implementing the Bel-Red vision. On January 23, the Commission reviewed the Land Use and Urban Design sections of the draft Subarea Plan. These policies, along with other pertinent sections of the plan

reviewed by the Commission and transmitted from the other boards and commissions on February 27, will help guide the drafting of the Bel-Red development regulations. There will, however, be some areas where interpretation is needed by staff and the Commission on the precise details of the regulations, while still being consistent with the overarching policy direction.

OUTLINE OF DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The attached outline for the Bel-Red development regulations includes pieces that will reside in the city's Land Use Code (the development standards and the design guidelines) and also pieces that will be referenced in the Land Use Code such as right-of-way performance criteria, but are contained in other documents (such as the city's Transportation Code). The Planning Commission will want to be comfortable with all pieces that have a relationship to Bel-Red, provided that a sub-set will result in formal changes to the city's Land Use Code.

Based on earlier Commission discussion, staff has identified a few issues where the Commission has a desire for a more in-depth discussion. These include:

- How to have a true “mixed-use” environment in the transit nodes and the areas outside the nodes identified as mixed-use in the draft Subarea Plan. Review would include specifics of vertical mixed-use, horizontal mixed-use, and varying levels of how uses can be encouraged or required to be integrated.
- Interest in better understanding and pursuing “place-making” strategies that have a number of different activities happening in a well-designed physical space that fosters pedestrian/personal interaction.
- Would like to better understand how the design guidelines would incorporate policy direction for “Northwest provenance” and “industrial roots”.
- Supports the idea of encouraging the use of high quality building materials that have a sense of permanence, but would like to better understand how this would be done.
- Interested in how solar access provisions for public spaces are measured/considered for design guidance.
- Interested in parking provisions within nodes. Don't want to inadvertently preclude use of transit system for Bellevue residents who may need or want auto access.
- Want to discuss policy implications of the building-top signage language included in the draft Subarea Plan.

While all pertinent sections of the Bel-Red development regulations will be brought forward to the Planning Commission for review, for the meeting on March 12, it would be good for the Commission members to identify any additional areas or topics where they would like more intensive review.

FRAMEWORK MAPS

A series of framework maps are included as attachments 2-7. They include: *Signature Streets*, *Ground Floor Retail*, *Build-to Lines*, *Active Edges*, *Curbside Parking*, and *Restricted Driveway Access*. These maps will be used as a fundamental part of the Bel-Red development standards

and design guidelines. A description for each of the maps is included as a text box. Staff will review these framework elements with the Commission on March 12, and answer any questions about their scope and intent. Additional framework maps, that cover topics such as building heights and maximum floor-area-ratios (FAR), will be presented on March 26.

ACTION REQUESTED

No action is requested at this time. The Planning Commission is asked to provide any direction on the outline of the Development & Street Standards and Design Guidelines and the framework maps. Direction at this point will help guide the drafting of the specific development regulations to be presented to the Commission in late March and April.

ATTACHMENTS

1. Outline of Bel-Red Development & Street Standards and Design Guidelines

Framework Maps

2. Signature Streets
3. Ground Floor Retail
4. Build-to Lines
5. Active Edges
6. Curbside Parking
7. Restricted Driveway Access

Attachment 1
Outline of Bel-Red Development & Street Standards and Design Guidelines

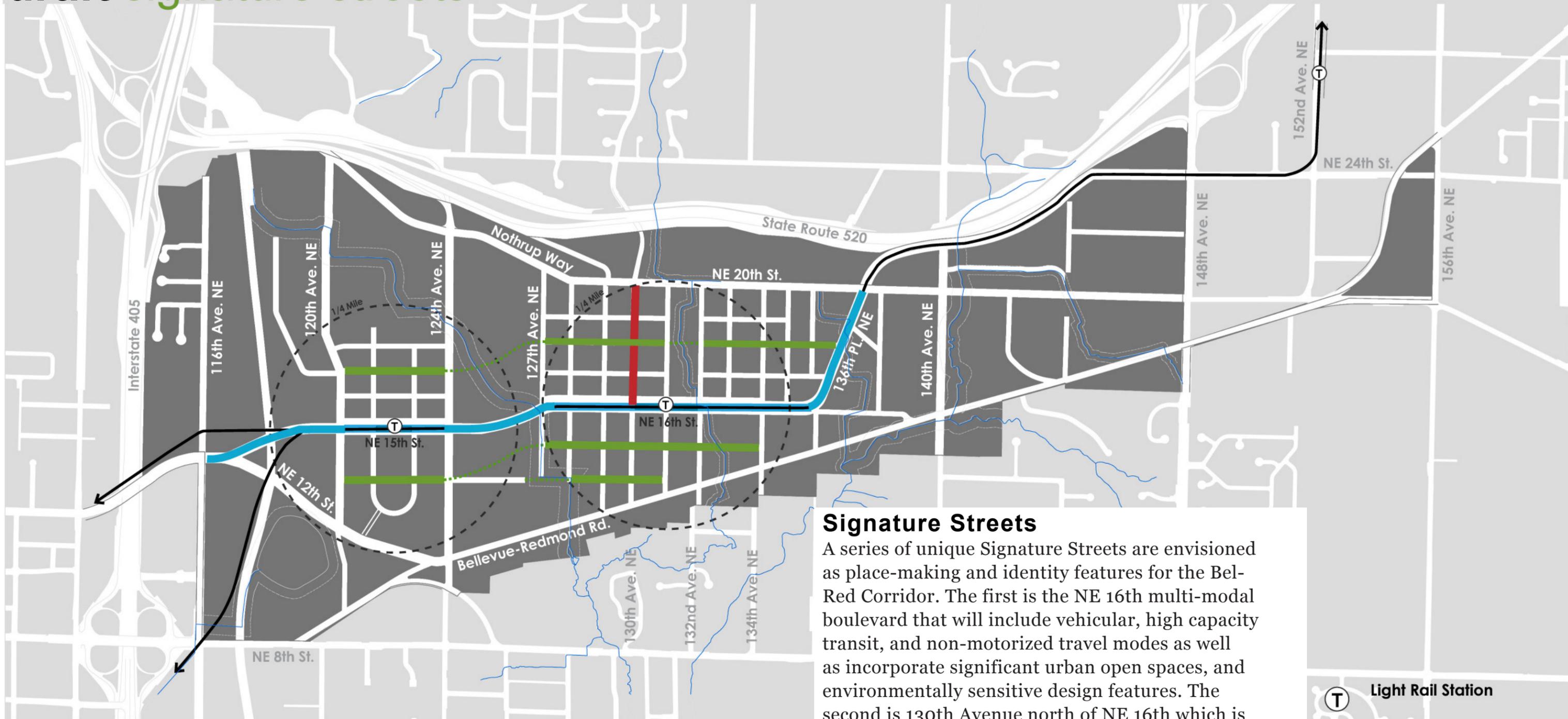
- I. Development Standards**
 - A. Required Ground Floor Uses (including minimum floor-to-ceiling for certain uses)
 - B. Heights (minimum/maximum)
 - C. Floor Area Ratios (minimum/maximum)
 - D. Required Building Lines (including off-sets)
 - E. Required Active Use/Recreation Areas
 - F. Parking, Restricted Access Frontages and Parking Access Plan
 - G. Bonus/Incentive Standards and Focus Areas
 - H. Green Infrastructure
 - I. Exceptions to Standards

- II. Street Standards**
 - A. General Requirements
 - 1. Street Widths
 - 2. Special Function Streets
 - 3. Street Trees and Landscape
 - 4. Street Lighting
 - 5. Right-of-Way Performance Criteria (incl. vehicle, bicycle, transit, utilities, pedestrian, furniture, public art, street trees and landscaping, maintenance)
 - B. Design Standards and Details
 - 1. Typical Sidewalks
 - 2. Typical Intersections
 - 3. Green Streets
 - C. Interface with Riparian Corridors

- III. Design Guidelines**
 - A. Fundamental Design Guidelines
 - 1. Character Guidelines (integration of the natural environment, establish and strengthen gateways, promote architectural compatibility, integrate art, encourage design that reinforces local history)
 - 2. Pedestrian Emphasis Guidelines (reinforce pedestrian system, successful outdoor spaces)
 - 3. Site Design Guidelines (screening, solar access to public spaces, transitions, public accessible open spaces)
 - 4. Architecture Guidelines (entries, ground floor retail, building forms, rooflines, parking structures)
 - 5. Lighting Guidelines (pedestrian-scaled lighting, building lighting, shielding)
 - 6. Sign Guidelines (size and placement, reinforce neighborhood character)
 - 7. Sustainable Neighborhood Guidelines (water systems, surface parking, low-impact building design)
 - B. Development Node Design Guidelines
 - C. Design Review Process

Bel-Red Subarea

draft signature streets



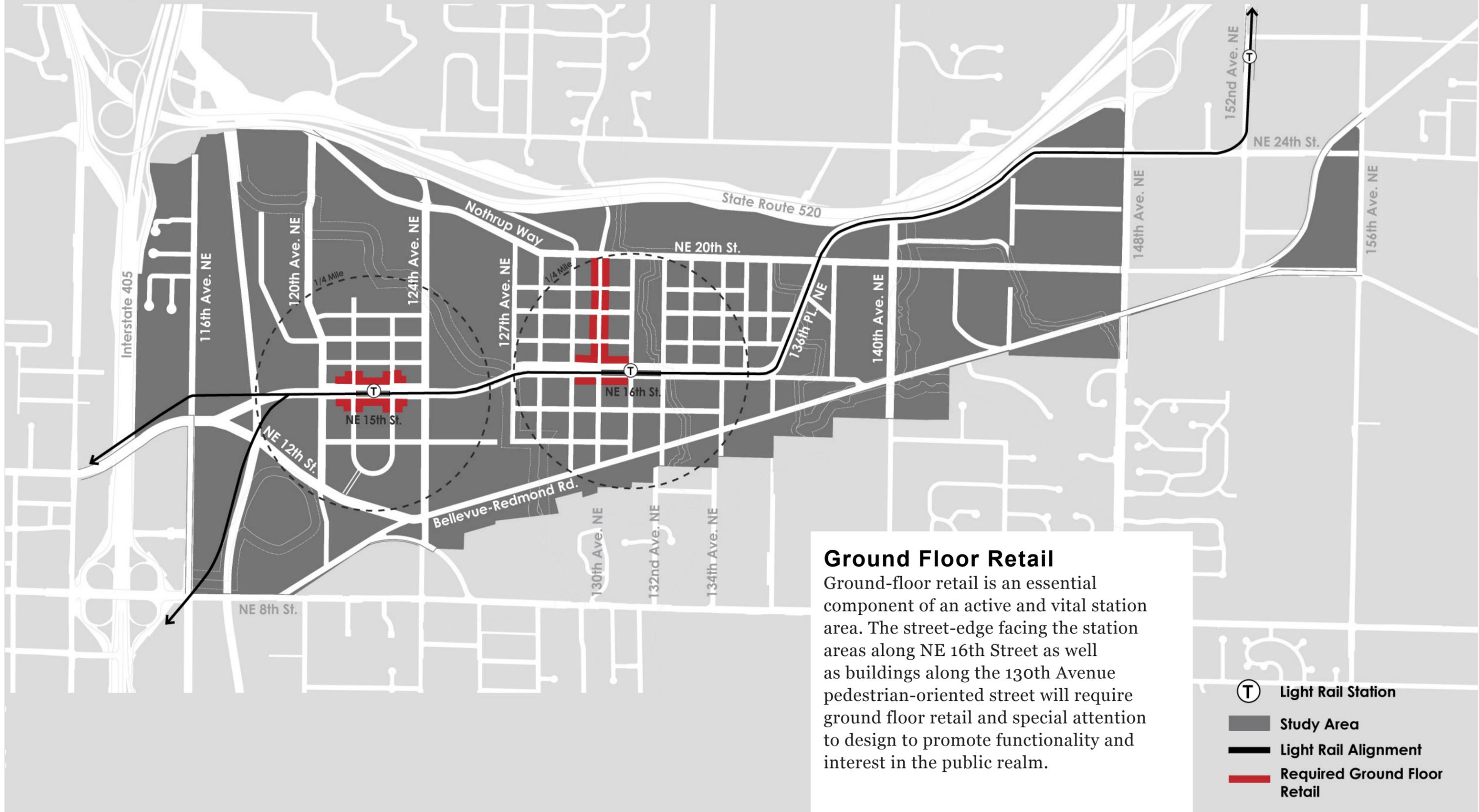
Signature Streets

A series of unique Signature Streets are envisioned as place-making and identity features for the Bel-Red Corridor. The first is the NE 16th multi-modal boulevard that will include vehicular, high capacity transit, and non-motorized travel modes as well as incorporate significant urban open spaces, and environmentally sensitive design features. The second is 130th Avenue north of NE 16th which is envisioned as a pedestrian-oriented retail street, with an integrated civic plaza. The third are “green streets” which occur on lower volume streets and include an abundance of trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

- Light Rail Station
- Study Area
- Light Rail Alignment
- Transit Boulevard
- Ped-Oriented Retail Street
- Green Streets
- Trail Connections

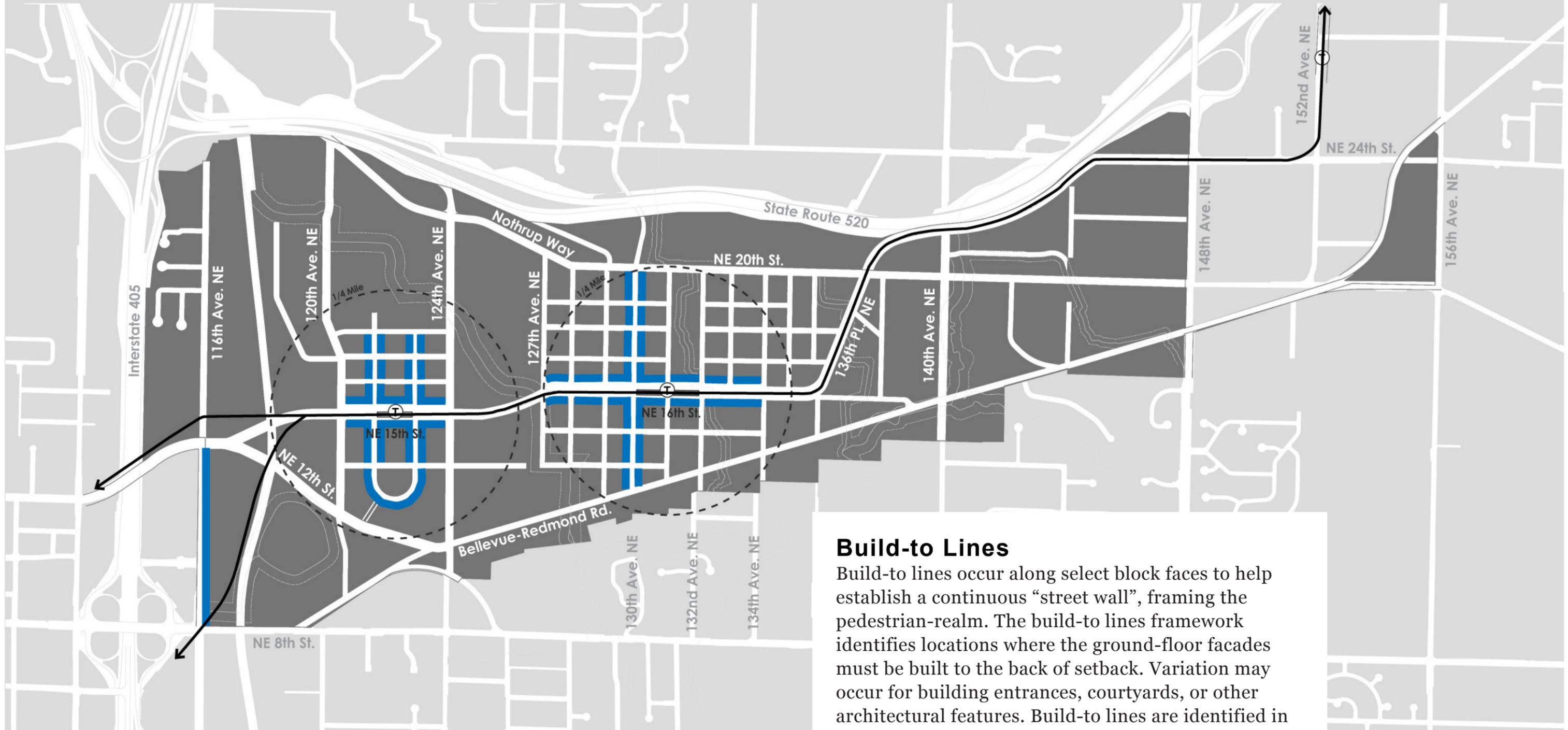
Bel-Red Subarea

draft ground floor retail



Bel-Red Subarea

draft build-to lines



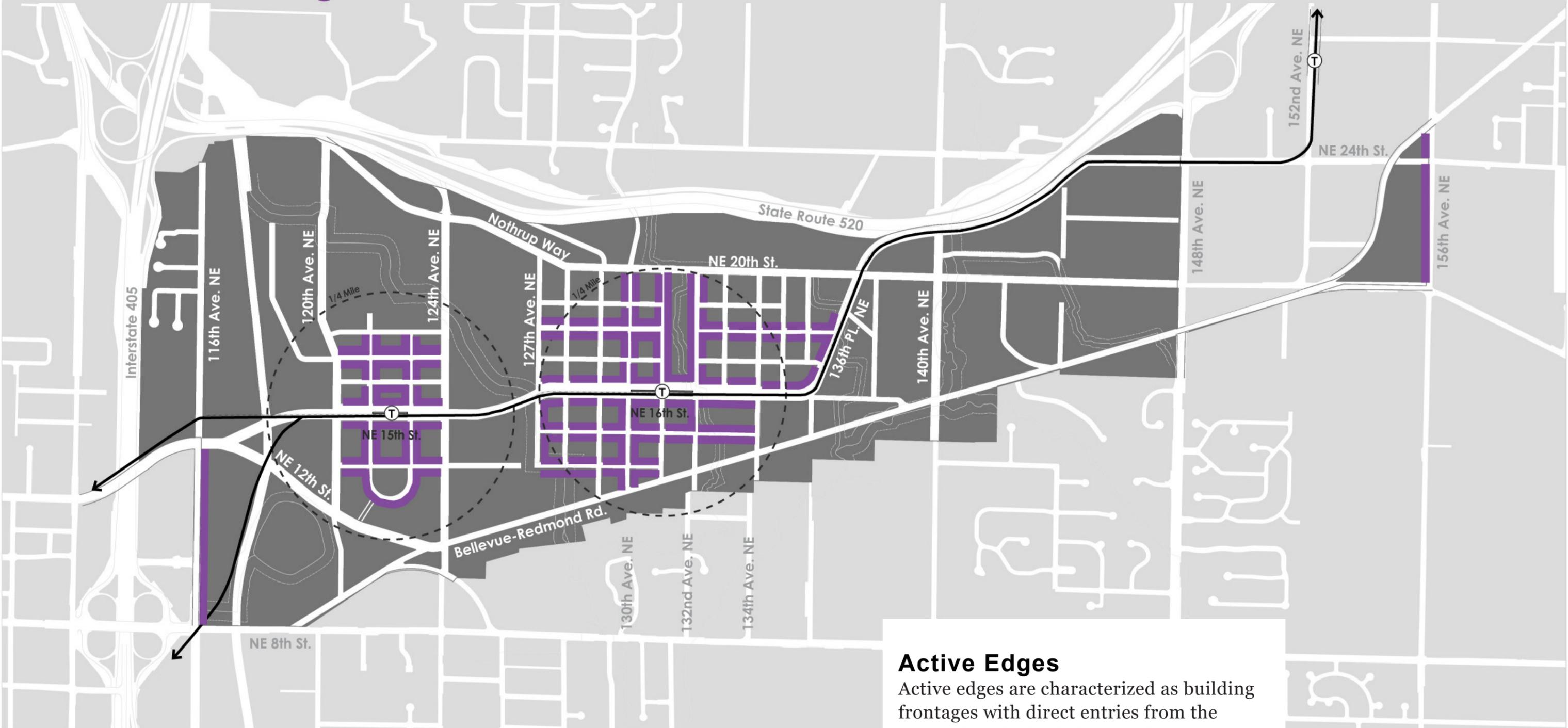
Build-to Lines

Build-to lines occur along select block faces to help establish a continuous “street wall”, framing the pedestrian-realm. The build-to lines framework identifies locations where the ground-floor facades must be built to the back of setback. Variation may occur for building entrances, courtyards, or other architectural features. Build-to lines are identified in the same locations as ground-floor retail uses as well as other streets in the core of the nodes where higher pedestrian activity is anticipated. Other building frontages may have ground-floor facades built up to the property line, but are not priority areas.

- Light Rail Station
- Study Area
- Light Rail Alignment
- Required Build-to Lines

Bel-Red Subarea

draft active edges

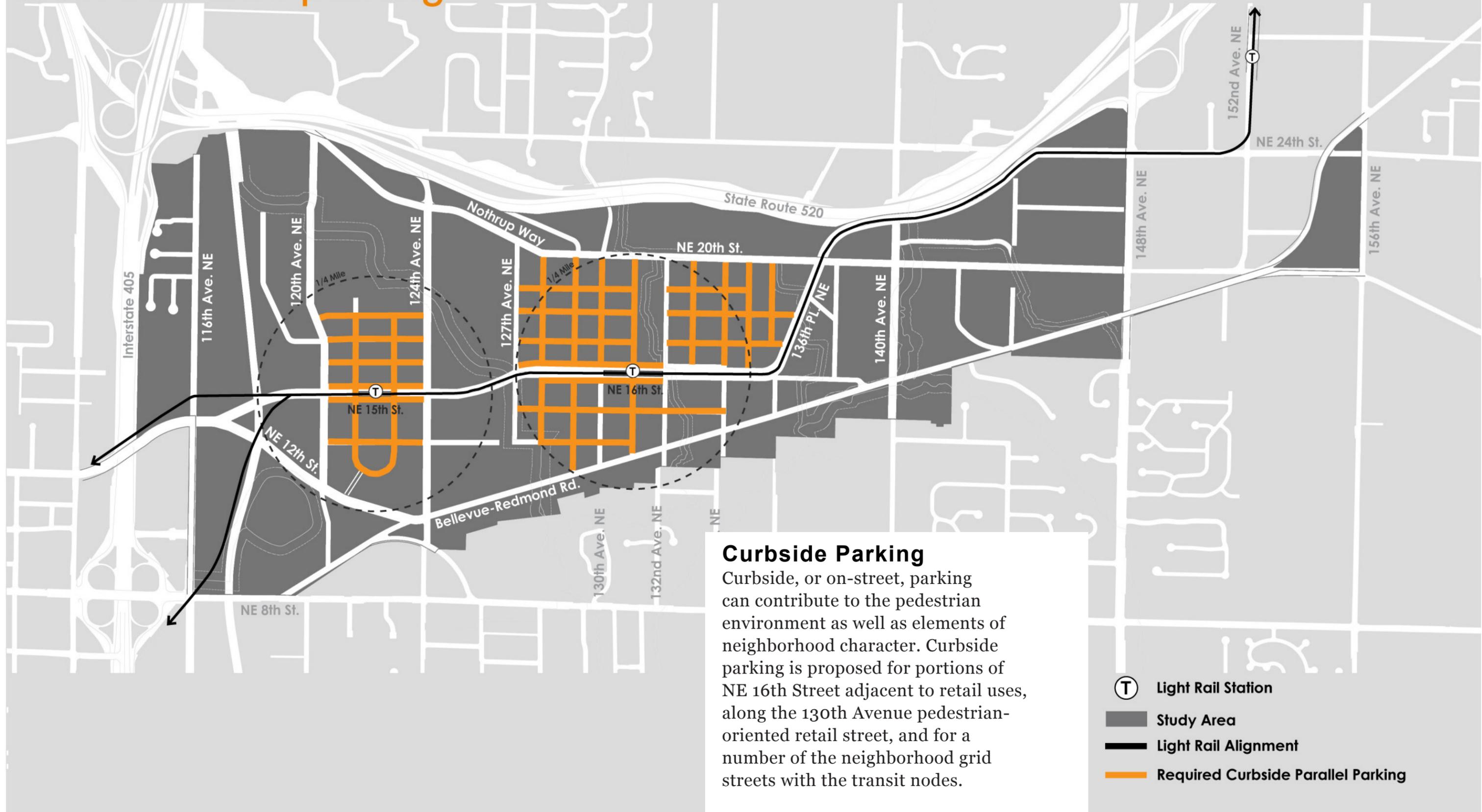


Active Edges
Active edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. This increased visual and physical interaction between the people inside and outside the buildings, creates a safe and vibrant pedestrian environment.

-  Light Rail Station
-  Study Area
-  Light Rail Alignment
-  Required Active Edges

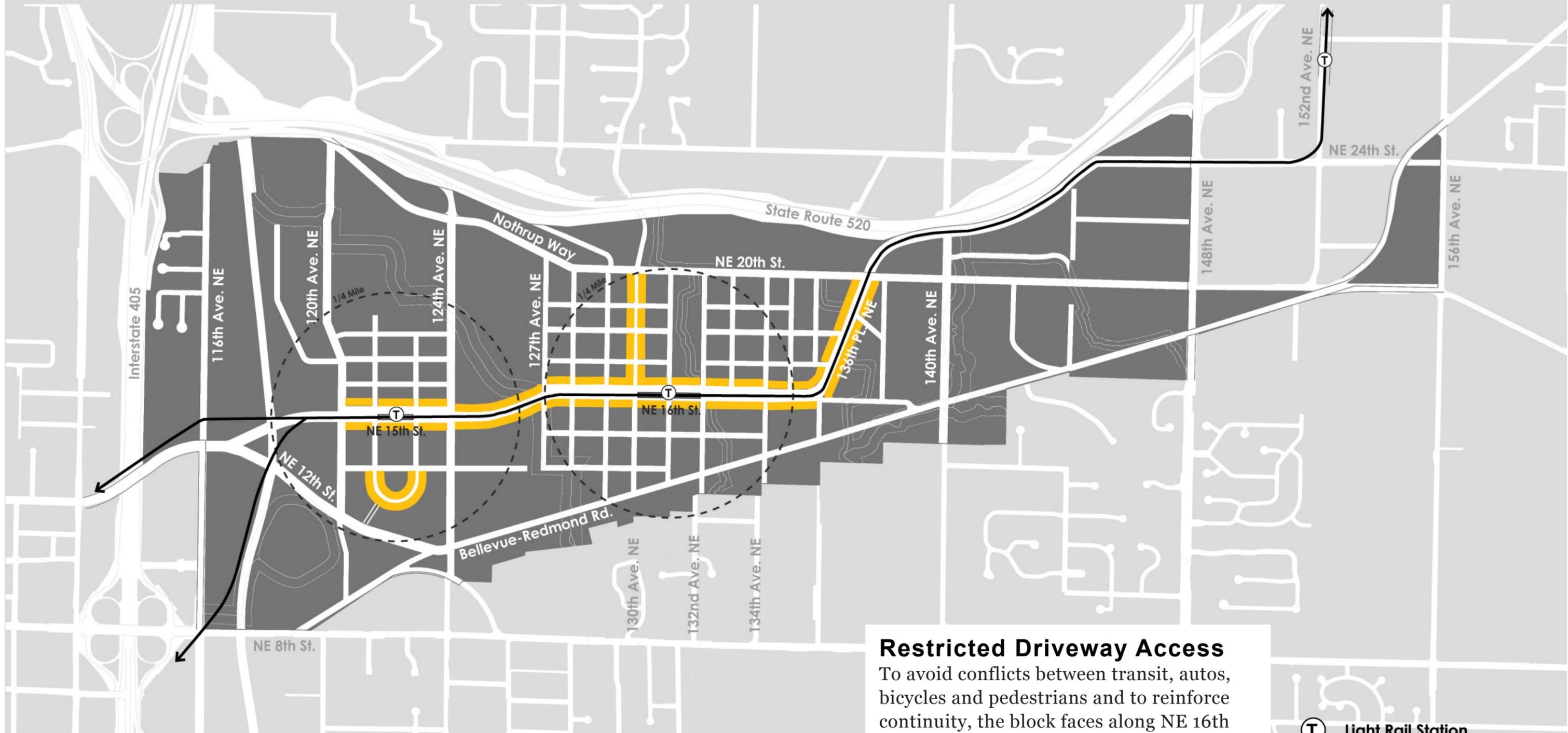
Bel-Red Subarea

draft curbside parking



Bel-Red Subarea

draft restricted driveway access



Restricted Driveway Access
To avoid conflicts between transit, autos, bicycles and pedestrians and to reinforce continuity, the block faces along NE 16th Street and 130th Avenue would limit curb cuts for any reason, driveways, garage entries, or other auto accessways. Access would occur via other arterials, local streets and alleys off of these designated corridors.

- Light Rail Station
- Study Area
- Light Rail Alignment
- Restricted Parking Access